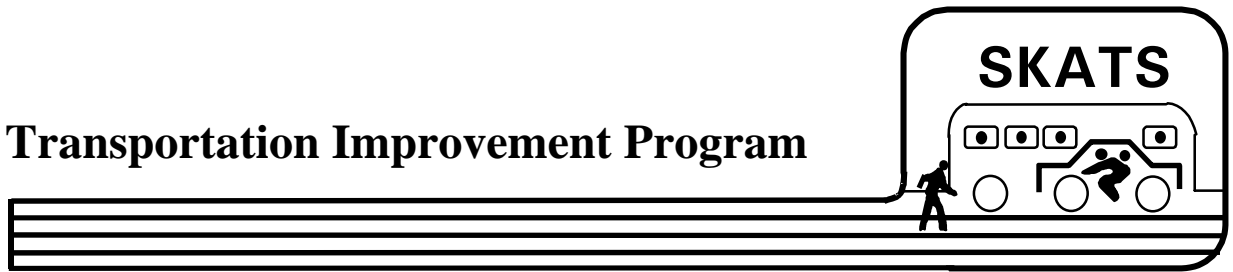


Transportation Improvement Program



FY 08 through FY 11

Adopted by the Policy Committee on

May 22, 2007

prepared by:

Salem-Keizer Area Transportation Study

administered by:

**Mid-Willamette Valley
Council of Governments
105 High Street SE
Salem, Oregon 97301
(503) 588-6177**

www.mwvcog.org

Salem-Keizer Area Transportation Study (SKATS)

The Salem-Keizer Area Transportation Study (SKATS) is the Metropolitan Planning Organization (MPO) designated by the Governor 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.

SKATS is governed by a policy committee made up of elected officials from the jurisdictions within our (the cities of Salem, Keizer, and Turner and Marion and Polk counties) and representatives of agencies, such as the Oregon Department of Transportation (ODOT), and the Salem Area Mass Transit District (SAMTD), which are responsible for building and operating our transportation infrastructure. The SKATS Policy Committee provides a valuable forum in which to consider the issues, develop coordinated strategies, and recommend prudent investments in our system to solve the transportation challenges we face in the . Inasmuch as most of the significant improvements to our transportation system require a pooling of many types of federal, state, and local dollars, no single jurisdiction has either the authority or the financial resources to "go it alone." The SKATS Policy Committee provides the means for us to develop the "community of interest" that we must have to coordinate our transportation planning and investments to solve our current and expected problems, and to create a workable system for our future.

SKATS Policy Committee:

Cathy Clark, Richard Walsh.....	City of Keizer
Dan Clem	City of Salem
Carly Strauss	City of Turner
Sam Brentano	Marion County
Tom Ritchey.....	Polk County
Tim Potter	Oregon Department of Transportation
Lloyd Chapman.....	Salem Area Mass Transit District
Vacant	Salem-Keizer School District

The Policy Committee considers recommendations from several SKATS advisory committees as an integral part of its decision-making process: the SKATS Citizens Advisory Committee (CAC) made up of representatives from a broad range of constituencies in our community; and the SKATS Technical Advisory Committee (TAC), made up of jurisdictional staff, agency representatives, and other interested parties. In addition, there is an extensive public involvement process associated with each of the major planning, programming, and project decisions made by the SKATS Policy Committee.

The preparation of this report has been financed in part by funds from the Federal Highway Administration, Federal Transit Administration, U.S. Department of Transportation, and the Oregon Department of Transportation (ODOT). SKATS and the authors are solely responsible for the material contained herein.

Transportation Improvement Program

FY 08 - FY 11

Adopted by the Policy Committee on

May 22, 2007

prepared by:

Salem-Keizer Area Transportation Study

administered by:

**Mid-Willamette Valley
Council of Governments
105 High Street SE
Salem, Oregon 97301
(503) 588-6177**

www.mwvcog.org

CONTENTS

INTRODUCTION.....	1
PROJECT SELECTION AND PRIORITIZATION.....	3
Purpose.....	3
Regional Priority Setting Process	4
Public Involvement Process.....	6
TIP Management Process	6
SUMMARY OF FY 08 - FY 11 TIP PROJECTS	9
Overview.....	9
Description of FY 08 through FY 11 Projects.....	9
FY 08 - FY 11 PROGRAM OF TRANSPORTATION IMPROVEMENTS.....	15
FINANCIAL CONSTRAINT	29
Background.....	29
Adequate Maintenance and Operation of the Existing System	29
Available and Committed Revenues and Funding Sources.....	29
Reasonably Available Revenues and Funding Sources.....	30
Revenues and Funding Sources Not Considered to be Reasonably Available.....	32
FUNDING SOURCES PROGRAMMED IN THE FY 08 - FY 11 TIP	33
Overview.....	33
National Highway System (NHS) and Interstate Maintenance (IM) Funds.....	33
Surface Transportation Funds.....	33
STP Enhancement Funds	34
STP Safety Funds.....	Error! Bookmark not defined.
Federal Transit Administration Funding.....	34
State Special Transportation Funds (STF).....	36
State Highway Funds	36
Local Funding	37
Funding Flexibility	39
STATEMENT OF FINANCIAL CAPACITY	41
Financial Condition.....	41
Financial Capacity	41
PRIVATE ENTERPRISE AND PUBLIC PARTICIPATION.....	43
Transit District Activities.....	43
MPO Activities	44
Certification	44
APPENDIX A Obligation Status – SKATS Transportation Improvement Projects – FY 2006	
APPENDIX B Resolution 07-6, adopting the FY 2008-2011 TIP	

INTRODUCTION

The SKATS Transportation Improvement Program (TIP) identifies the transportation projects within the SKATS MPO area expected to utilize federal and state funds during the four-year period (FY 08 through FY 11).

The TIP authorizes project funding levels within fiscal years. The precise scheduling of the projects listed may change over time due to delays or alterations in funding distributions, project slippage or modification, and/or other unforeseen circumstances arising during the planning period.

The projects associated with the TIP are "financially constrained"; that is, only those projects for which funding is reasonably anticipated are listed. No projects that involve funds that are not either reasonably anticipated to be available or currently committed are programmed for the first two years of the TIP. All known regionally significant transportation projects, regardless of funding source (federal, state, local, private), are included in the Air Quality Conformity Determination (AQCD) for the TIP and are listed in that portion of the AQCD document. As the amount of federal money coming into the SKATS MPO area may vary substantially as a result of congressional actions, the revenues anticipated in this TIP represent the best estimates possible at any given time. Programmed projects may need to be delayed or phased over two or more years if the SKATS MPO area receives less federal funding than originally forecast.

This TIP was prepared as a coordinated and cooperative effort of the jurisdictions participating in the Salem-Keizer Area Transportation Study (SKATS). In addition to the regular committee meetings at which progressive drafts of the TIP were discussed, advance notice was given to the public, private providers of transportation, and other interested parties, and the draft document underwent a 30-day public review and comment period as required by the *SKATS Public Participation Plan for the Regional Transportation Planning Process in the Salem-Keizer Urban Area*, adopted by the SKATS Policy Committee in September 2006. Input received from the foregoing process was considered by the Policy Committee prior to the adoption of this TIP.

Projects included in this TIP are drawn from the adopted long-range SKATS Regional Transportation Systems Plan (RTSP). All of the projects selected and scheduled for implementation in this TIP are consistent with the adopted Regional Plan. While both the adopted RTSP and this TIP have been found to meet air quality conformity requirements over a 20-year rolling horizon related to regional emissions, 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). In that the Salem-Keizer-Turner area is currently designated as a nonattainment area for carbon monoxide and is also a Transportation Management Area (TMA), projects that significantly affect single occupancy vehicles (SOV) capacity must be derived from the established Congestion Management System (CMS) in order to be included in the TIP.

PROJECT SELECTION AND PRIORITIZATION

Purpose

The SKATS Transportation Improvement Program (TIP) authorizes the allocation of federal, state, and matching local funds for transportation activities and improvements within the Salem-Keizer Urban Area during the period October 1, 2008 through September 30, 2011 (federal fiscal years FY 08 through FY 011).

The TIP represents a policy document for the SKATS MPO area describing which projects will be given funding priority in the time period covered and conforms to United States Department of Transportation (USDOT) and Oregon state requirements. The federal regulations state that a program of transportation investments for the urban area covering not less than four years shall be updated at least every four years under the direction of the Metropolitan Planning Organization (MPO). The TIP may be updated more frequently, and SKATS updates the TIP every two years to be compatible with the update cycle of the State Transportation Improvement Program (STIP). 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 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 (the MPO) 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. Funding levels adopted by the SKATS Policy Committee in the TIP represent regional commitments to specific dollar amounts, not necessarily the completion of projects. Cost overruns remain the responsibility of the implementing jurisdiction(s).

The purpose of the TIP is to serve as the mechanism that focuses and prioritizes the near-term schedule and funding programming for the improvements identified in the adopted 20-year Regional Transportation Systems Plan (RTSP). It provides the vehicle by which the incremental implementation of the overall RTSP is monitored, managed, and reviewed. Setting these priorities involves: a) considering both local and regional needs; b) recognizing that the TIP must address deficiencies associated with both short-term, small scale improvements as well as major, multi-year, long-range projects; and c) allocating investments among the various modes of transportation.

Regional Priority Setting Process

The process to establish regional transportation investment priorities has been developed by the affected jurisdictions in the SKATS MPO area and is implemented through the decisions of the SKATS Policy Committee. This process represents an important consensus among the jurisdictions in the SKATS MPO area concerning the identification and implementation of priority transportation improvements. Among the criteria established in the adopted RTSP for the determination of overall transportation investment priorities are the following:

- 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 that correct severe existing problems (mobility, safety, or air quality) will be given a high priority.
- Improvements that correct severe problems anticipated within the next five to ten years will be given a high 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 the Regional Transportation Systems Efficiency Management section of the RTSP. Examples of this type of improvement are transit operations and facility improvements, signal interconnections, access control measures, ramp-metering, etc.
- Large projects will be broken into manageable sections where possible so that the most critical portions of the overall project are given priority for implementation.
- Projects that significantly affect SOV capacity must demonstrate consistency with the Congestion Management System (CMS) evaluation process established in the adopted RTSP. This ensures that significant SOV capacity is only affected if other activities have been shown to be ineffective, and also ensures the protection of any significant capacity added to the system.

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. These criteria are reviewed by the SKATS TAC and Policy Committee each time the TIP is adopted.

As part of the project selection process, the following criteria are considered in a two-tiered process. The first tier is a set of mandatory criteria subject to a Pass/Fail test; the second tier consists of a set of more subjective criteria that are applied to projects that survive the first tier evaluation.

Tier One (Mandatory Criteria)

- consistency with the RTSP, ODOT and local TSPs
- affordability within the parameters of financial constraint and available funding
- obligational ability
- sufficiency of funding for completion of the project or specified phase
- availability of matching funds
- air quality impacts
- CMS considerations

Tier Two (Subjective Criteria)

- severity of the problem
- near-term need
- modal diversification
- geographic distribution
- safety issues
- perceived cost/benefit outcomes
- freight issues
- economic development considerations and opportunities
- leveraging existing federally-funded projects and programs
- relative overall priority among other candidate projects

By adopting this document, the SKATS Policy Committee has prioritized and selected the projects identified in the FY 08 through FY 11 "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 of the anticipated federal funds as quickly as possible. If additional funds become available or if a project experiences an unexpected delay, 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. The selection of projects by the Policy Committee shall require a unanimous vote of the Policy Committee members attending a Policy Committee meeting. The selection of projects takes into consideration the improvement's overall importance, its cost relative to its benefits and the types and amounts of funds available, its eligibility for the various sources of funds, and the total amount of funds available to the SKATS MPO area.

Public Involvement Process

As established in the adopted *SKATS Public Participation Plan for the Regional Transportation Planning Process in the Salem-Keizer Urban Area*, 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 the time of adoption. If significant changes to the proposed TIP are recommended as a consequence 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.

TIP Management Process

By adopting this TIP, the SKATS Policy Committee reaffirms 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, state, and local requirements related to the preparation and management of the document.

Major Amendments

A major amendment is a revision to the TIP that is significant enough to require public review and comment, and/or redemonstration of fiscal constraint, and/or a conformity determination. For these type of revisions, the proposed TIP amendment undergoes a 30-day public review process.

- Adding or deleting a project that significantly affects roadway capacity, vehicle volumes, or travel speeds, such as:
 - Construction of a new regionally significant roadway or new interchange to the regional system
 - Widening of a regionally significant roadway that significantly affects roadway capacity, vehicle volumes, or travel speeds

Minor Adjustments

Although still requiring Policy Committee adoption, the following activities are not considered to represent significant TIP revisions and do not require a redetermination of air quality conformity nor a 30-day public involvement process:

- Actions related to projects not significantly affecting roadway capacity, vehicle volumes, or travel speeds, such as:

- safety improvements;
 - same site bridge replacements not exceeding \$3 million;
 - signal interconnection, installation, or removal projects;
 - resurfacing or rehabilitation improvements not requiring significant additional right-of-way;
 - bike lanes;
 - bus purchases;
 - projects determined through the SKATS TAC consultation process to be exempt from transportation conformity under federal and state rules;
 - projects that implement ADA requirements and paratransit requirements;
 - emergency projects involving imminent public safety hazards; and
 - previously approved "generic" projects (such as bulbouts, bus shelters, etc.);
 - MPO planning support
- Adjustments to previously approved STP-U funded projects that transfer funds between different phases of a project or different program years within previously adopted funding levels.
 - Adjustments (adding or reducing STP-U funds) to previously approved STP-U funded projects, where the project scope has not significantly changed since the last public review and comment period for the 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 redemonstration 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 STP-U funds allocated to a project in the TIP.** Administrative modifications are coordinated with the project sponsor(s). In some instances, administrative modifications of the types listed below may be considered significant enough to be reviewed by the SKATS Technical Advisory Committee and Policy Committee, and potentially require public review, prior to the revision.

Examples of administrative modifications include:

- Increase or decrease in funds (excluding STP-U funds) to previously adopted TIP projects where the project scope has not significantly changed since the last public review and comment period for the TIP. Examples include awards of additional federal funds (e.g., Hazard Elimination Program (HEP) funds, Highway Bridge Replacement and Rehabilitation Program (HBRR)), state program funds, and local funds to a project as it nears its construction year.
- Increase or decrease of local, state, or federal funds (excluding STP-U funds) for transit district sponsored projects.

- Modifying the year of a project or project phase for a non-STP-U funded project.
- Adding or deleting a PE or ROW phase to an approved project, where the total dollar amount is unchanged.
- Combining two or more adopted projects into one project (for purposes of contracting efficiencies) where the total dollar amount is unchanged.
- Splitting an adopted project into two or more phases or years.
- Minor corrections to make the MTIP consistent with naming conventions and project descriptions.
- Minor corrections to fix typographical errors or missing data.

Carry Forward Projects

All projects programmed prior to FY 08 are expected to have been obligated by September 30, 2007. Any projects whose funds have not been considered to have lapsed or their obligational authority to have expired are considered to be automatically carried forward into the first program year (FY 08) of this TIP.

SUMMARY OF FY 08 - FY 11 TIP PROJECTS

Overview

The TIP identifies all transportation projects (or phases of a project) expected to be implemented within the SKATS MPO area using federal or state funds during the period FY 08 - FY 11. The TIP may also include regionally significant projects inside the SKATS area that are funded by the local jurisdictions.

Description of FY 08 through FY 11 Projects

NHS/IM Projects

- **Interstate 5 Kuebler - Illahee Crossing**

Widen to 6 lanes. Securing funds for the actual construction of this project (post-FY 11) is a high priority for ODOT Region 2. The TIP may need to be amended at a later date if these additional funds are secured earlier or are not available.

- **Interstate 5: Mill Creek Overflow Fish Passage**

Improve connection for fish between Mill Creek and ponds.

- **Interstate 5: Battle Creek to North Jefferson**

Pavement preservation.

- **OR22: Independence Hwy to Willamette River**

Preservation (overlay) project.

- **OR22: Cordon Road SE Over-crossing (Bridge #08473)**

Improve the vertical clearance for the Cordon Road bridge overpass.

- **OR22: I-5 to Joseph St**

Preservation (overlay) project.

- **OR22: Greenwood Rd to Doaks Ferry Rd**

Conduct environmental, design and public involvement activities necessary to prepare an EIS on construction activities associated with improving safety and operations in this segment of the facility; purchase necessary right-of-way. (Note: part of STIP Key #13591).

- **OR 22 @ OR 51 Interchange Development**

Conduct environmental, design and public involvement activities necessary to prepare an EIS on a project to construct an interchange between Hwy 22 and Hwy 51. (Note: part of STIP Key #13591).

ODOT-Sponsored Projects

- **Interstate 5 at Kuebler Blvd**

Add a NB ramp in the NE quadrant of the intersection – construction in 2008.

Highway Bridge Replacement and Rehabilitation (HBRR) Funds

- **Mill Creek (Cottage Street) Bridge and Mill Creek (Capitol St NE) Bridge**

These projects to replace the bridges on Cottage Street and Capitol Street NE in Salem are necessary due to the age and condition of the existing bridges.

Federal Transportation Enhancement Program Funds

- **Union Street Railroad Bridge conversion to bicycle and pedestrian uses**

In February 2007, the city of Salem was awarded \$1.0 million from the Transportation Enhancement program for conversion of the old Union Street Railroad Bridge into a bicycle and pedestrian facility, including removal of tracks and ties, repairs, cleaning and painting within reach of the path, ramps into Wallace Marine and Riverfront Parks, and a paved path from the west end of the trestle to Wallace Road. Funding secured from federal, state, and local sources for construction of the project totals \$2,392,000.

Surface Transportation Program - Urban (STP & STP-U) Projects

- **Regional Rideshare and Transportation Demand Management Programs**

These are continuing programs operated by the Salem Area Mass Transit District that provide services to the entire SKATS area. The Rideshare Program provides a computerized matching service for carpools/vanpools and other efforts focused on encouraging the use of modes of transportation other than the single-occupant automobile. The Transportation Demand Management Program works with employers and groups of employers to develop coordinated programs to encourage employees to use alternative means of transportation. Funding for these programs comes from STP funds, SKATS STP-U funds, and Transit District funds. (see <http://www.cherriots.org/Rideshare-website/index.htm> for more information on the regional rideshare and TDM programs.)

It should be noted that the combined actual annual operating costs for these programs amount to approximately \$50,000 more than the STP, STP-U, and required match allocated to the programs in the TIP. This additional cost is currently borne by the Salem Area Mass Transit District.

- **Regional Traffic Signal Control Center Operations**

Salem constructed the Traffic Signal Control Center in 1995 using general obligation bond funds. This project provides operating funding for the center. Currently, ninety percent of the regional signal system is controlled through the center. Ultimately, all the urbanized area signals will be controlled through the center. The optimized, coordinated control of the regional signal system is one of SKATS' ITS strategies and will result in less vehicular delay and reduced emissions concentrations.

- **Regional Signal System Upgrade**

Also part of the SKATS ITS strategy, these projects extend the regional system by upgrading the connection of traffic signals along major corridors within the SKATS area: Cordon Rd (Silverton to State St); Lancaster Drive (Hagers Grove Rd to Cordon Rd); Silverton Rd (Brown to Cordon, Lancaster to 45th). [Note: The city of Salem is funding traffic signal interconnects on 12/13th Street (Mission to Hoyt), 17th Street, and Edgewater, and the city of Keizer is funding the completion of the traffic signal interconnect on Lockhaven Drive between McLeod Drive and River Road.]

- **Regional Traffic Count/Congestion Management System**

Another piece of the SKATS ITS strategy, this is a multi-year project to convert traffic signal control boxes at various locations in the Salem-Keizer area to collect traffic counts and to send this data to the Regional Traffic Control Center. The data will be used in meeting the requirements of the Congestion Management System.

- **Regional MPO Support**

The MPO transportation planning program is essential for the coordination of local planning and implementation of activities, as well as the receipt of federal transportation funding to the regional program and local jurisdiction projects. In addition, the MPO performs required air quality conformity analyses in addition to establishing transportation system needs.

- **Bus Purchases**

SKATS has programmed a portion of its annual STP-U funds for transit bus purchases (see New and Replacement Buses under Transit Funds).

- **High Priority Transportation Corridor (HPTC) Implementation**

Implementation of this project will include methodologies and technologies to relieve congestion and improve transit service in the North River Road/Broadway corridor, such as signal priority (extended green time) for buses, queue jumps, and other transit-friendly treatments. STP-U funds for bus stop improvements (including shelters and real-time arrival information) and funds for a location analysis and design for a Keizer transit station were programmed in FY 2007.

Two HPTC projects included in the FY 08-11 TIP include installation of transit signal priority devices along Broadway Street and River Road N, and installation of a northbound bus queue jump on Broadway St at Stark St. Note: City of Salem will make improvements

to the Broadway at Market Street intersection to add left turn lanes for the Market Street approaches, plus signal improvements, to improve both auto and transit operations.

- **OR 99E Business, Verda to Cherry**

Intersection improvements including signing and signal modifications

- **Travel Behavior Survey**

A household travel behavior survey is scheduled for the spring of 2008. The survey will involve approximately 1500 households in the SKATS area, and will capture their activities over a two-day period. The data will be used to refine the existing SKATS travel demand model, as well as provide information on how, where, and when people in the region travel. The last activity survey was conducted in 1994-1995.

- **Ward Drive Urban Upgrade & Intersection Improvements**

The purpose of this project is to modify Ward Drive from Ward Court to Lancaster Drive to current urban standards, including providing sidewalks, bike lanes, and curbs. In addition, a traffic signal and turn refuges will be added to the intersection of Ward Drive at Fisher Road. The intersection of Ward Drive at Lancaster Drive will be modified to include an additional right turn lane and upgrade the signal

- **Chemawa Road Urban Upgrade**

Chemawa Road from River Road North to Keizer Rapids Park will be modified to urban standards including providing bike lanes, sidewalks, and curbs. An additional right turn lane and signal upgrade will facilitate pedestrian and bicycle movement to the new regional park.

- **Kuebler Boulevard Widening: I-5 to Commercial**

Kuebler Boulevard from I-5 to Commercial St SE will be widened to include two travel lanes in the westbound direction. This project is funded with a combination of STP-U funds, a SAFETEA-LU earmark, and Salem Transportation System Development Charge (TSDC) funds. (Note: the eastbound widening is currently being negotiated with future prospective development).

- **Wallace Road at Glen Creek Road Improvements**

The intersection of Wallace Road at Glen Creek Road will be modified to include a dedicated right turn lane and a second dedicated left turn lane on northbound Wallace Road. Eastbound Glen Creek Road will be modified to provide for two right turn lanes and to widen egress to two lanes.

Salem-Sponsored Projects

- **Center Street Bridge Ramp @ Northbound Front Street Signal**

Replace the existing stop sign at the end of the exit ramp with a signal and improve the radius for right turns by minor geometric changes.

- **Traffic Signal Interconnects** – see STP-U section (above) “Regional Signal System Upgrade” for descriptions

Keizer-Sponsored Projects

- **Traffic Signal Interconnect** – see STP-U section (above) “Regional Signal System Upgrade” for description

Transit Funds (FTA/STP-U Transfer and Federal “Earmark” Projects)

Several projects are programmed in the FY 08 - FY 11 TIP that are specifically designed to implement the Salem Area Mass Transit District's adopted Americans with Disabilities Act Transit Plan (1996 Update), and the coordinated public transit-human services transportation plan (“SAMTD Specialized Transportation Plan”). Many of the transit funds are "earmarked" by their source for either capital or operations. The continuation and expansion of transit operation services in the area to levels envisioned in the adopted RTSP are currently hampered by the lack of a stable, long-term source of transit system operating funds.

- **Shelter Construction**

Adding shelters at bus stop locations throughout the transit system.

- **Preventive Maintenance and Special Transportation**

Each of the four years in the TIP document contains Section 5307/5340 funds for continued transportation preventive maintenance and special transportation activities related to the transit system.

- **Capital Projects**

Each of the four years in the TIP document includes funding of capital projects necessary for the continued operation of the transit system. Specific activities will vary on an annual basis, and include such capital items as IS (Information System) upgrades, replacement of office equipment; computer upgrades, new fareboxes, etc.

- **New and Replacement Buses**

The district needs to replace buses that are approaching or over 20 years in age, as well as to add buses that can provide more efficient service for both arterial corridors and

neighborhood service. This project will use a combination of STP-U and Section 5309 funds to purchase new buses to replace older vehicles in the fleet.

- **Jobs Access Reverse Commute (JARC) Program**

Services funded by JARC program (Section 5316) assist welfare-to-work program participants in traveling to work and work training opportunities. Under SAFETEA-LU, JARC funds are apportioned to the area using a formula based on the low-income population.

- **New Freedom Program**

Services funded by the New Freedom program (Section 5317) encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act. Under SAFETEA-LU, New Freedom funds are apportioned to the area through a formula based upon the population of persons with disabilities.

FY 08 - FY 11 PROGRAM OF TRANSPORTATION IMPROVEMENTS

This TIP document represents a financially constrained estimate of the projects that can be expected to be built with existing sources of revenue. No revenue sources beyond those that are expected to be readily available and that can be historically justified are required to construct or operate the projects programmed in this document, with the unique exception of the Wallace Rd @ Glen Creek project which are considered reasonably available (see Financial Constraint section of this document).

The amount and sources of funds for each project in the FY 08 - FY 11 TIP are included in **Tables 1-4**. The SKATS area has discretion over the use of approximately \$2.4 million of federal STP-U funds each year, but this funding fluctuates as a result of the actual federal appropriations process. This TIP (as detailed in the tables) programs the use of all of these funds, sometimes by spreading the project implementation and cost in logical phases (i.e., preliminary engineering, right-of-way purchase, and construction) over a multi-year period. 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 STP-U funds than anticipated, state-run grant programs such as the Transportation Enhancement Program, Immediate Opportunity Fund (IOF) state program, ODOT's Special Transportation Grant program for transit projects, Congressional earmarks, etc.

The local jurisdictions and sponsoring agencies have committed to providing the required local match for the projects as shown in the tables. Other locally funded, regionally significant projects are identified in the Air Quality Conformity Determination for the TIP. The bulk of state gas tax revenues available to local jurisdictions in the MPO area have traditionally been dedicated to maintaining the existing transportation system, and are expected to continue to be used in that fashion.

Table Alpha (p. 17, before Table 1) shows the FY 07 list of projects from the adopted FY 06-09 TIP, as of May 2007. The Policy Committee will adopt any future changes to FY 07 of the FY 06-09 TIP by a separate resolution. In addition, projects in FY 07 that are not obligated by the end of the 2007 federal fiscal year will be carried forward into FY 08 of the FY 08-11 TIP.

Although outside the horizon of this TIP, the final phase of the I-5 widening project through Salem (Kuebler – Illahee Crossing) is included in the regional emissions analysis for air quality conformity determination purposes. These improvements are illustrated in **Table 5** (post-FY 11).

**Table 2 of FY06-09 and Table Alpha of FY08-11
Funding Sources - SKATS Transportation Improvement Projects - FY 2007**

Updated 5/30/07

STIP Key #	Latest Revision	PROJECT	FEDERAL FUNDING		LOCAL FUNDS		TOTAL
			Source	Amount	Source	Amount	
1	12746	Regional Rideshare Program #8	STP	\$52,000			\$165,900
			STP-U	\$113,900			
2	13950	Regional TDM Program #8	STP	\$48,000	Transit District	\$6,980	\$67,980
			STP-U	\$13,000			
3	12617	Regional Traffic Signal Control Ctr Oper.	STP-U	\$110,000	Salem	\$12,590	\$122,590
4	12618	MPO Support	STP-U	\$370,000	State Hwy Funds	\$6,050	\$412,350
					Salem	\$6,050	
					Keizer	\$6,050	
					Marion Co	\$6,050	
					Polk Co	\$6,050	
					Transit District	\$6,050	
					Other	\$6,050	
5	15377	MPO Reserve	STP-U	\$401,448	none	\$0	\$401,448
6	12116	Chemawa Rd Upgrade (FY04 carryover)	STP-U	\$1,018,000	Keizer	\$420,000	\$1,438,000
7	12624	Signal Interconnect Lockhaven: McLeod to I-5	none		Keizer	\$150,000	\$150,000
8	15378	Marion County Signal Interconnects	STP-U	\$50,000	Marion Co	\$5,723	\$55,723
9	14333	Ward Dr. (Ward Court - Lancaster) Intersection Improvements & Urban Standards (PE)	STP-U	\$50,000	Marion Co	\$5,723	\$55,723
10	14315	Cordon @ Pennsylvania Int. (construction)	none		Marion Co	\$65,255	\$495,000
					ODOT	\$429,745	
11	11085	Union Street Railroad Bridge: Wallace Rd - Water St. (Salem)	Transportation Enhancement	\$1,000,000	Salem	\$1,420,000	\$2,420,000
12	12619	Regional Traffic Count/Congestion Management System Program	STP-U	\$50,000	Salem	\$5,726	\$55,726
13	13057	Cordon Rd @ Gaffin & McCleay (FY 04 carryover)	STP-U	\$640,000	Salem	\$315,000	\$955,000
14	12545	Mill Creek Bridge (Cottage St) Salem (Construction)	Bridge (HBRR) Funds	\$440,000	Salem	\$50,360	\$490,360
15	14242	Mill Creek (Capitol St NE) bridge replacement (PE)	HBRR	\$332,898	Salem	\$38,102	\$371,000
16	15374	Turner Road Improvement, IOF (Salem)	none	\$0	ODOT (IOF)	\$325,000	\$725,000
					Salem	\$400,000	
17	15172	Center St. off-ramp signal at NB Front Street and Signal Interconnects (Edgewater, Center, and 17th) (PE)	none	\$0	Salem	\$182,590	\$182,590
18	14764	Kuebler Blvd. widening, I-5 to Commercial St. (WB) PE & ROW	SAFETEA-LU earmark	\$15,000	Salem	\$355,000	\$370,000
19	14922	3rd Ave & Denver St Sidewalks/Bike Lanes (Turner) CONS	STP-U	\$621,000	Turner	\$330,000	\$1,845,648
			Transp. Enhancement	\$854,648	Marion County	\$40,000	
20	12620	Purchase 2 Buses	STP-U	\$530,000	Transit District	\$60,661	\$590,661
21	14851	Broadway/River-Bus stops/shelters, real time info	STP-U	\$538,000	Transit District	\$62,000	\$600,000
22	14914	Bus Purchase and Bus Facilities	Sec. 5309 (SAFETEA-LU earmark)	\$401,280	Transit District	\$100,320	\$501,600
23	12616	Preventative Maintenance/Special Transportation/Pavers Repair	Transit - Sec. 5307	\$3,014,206	Transit District	\$753,552	\$3,767,758
24	13330	Transit Enhancement - Shelter Construction	Transit - Sec. 5307	\$34,400	Transit District	\$8,600	\$43,000
25	13334	Transit Operating	Transit - Sec. 5307	\$468,750	Transit District	\$1,405,776	\$1,874,526
26	14459	Capital Projects (CherryLift/expansion vehicles, shelter project)	Transit - Sec. 5310	\$318,466	Transit District	\$36,450	\$354,916
27	14911	Jobs Access (JARC) 2007 Formula Program	Transit - Sec. 5316	\$215,814	Transit District	\$215,814	\$431,628
28	14968	2007 New Freedom Formula Program	Transit - Sec. 5317	\$61,392	Transit District	\$15,348	\$76,740
29	14505	Vanpool Start-up subsidy for operations	STP transfer thru FHWA	\$135,000	Transit District	\$0	\$135,000
30	14464	Capital Purchases (buses)	STP Transfer to 5307	\$1,690,065	Transit District	\$193,435	\$1,883,500
31	13659	OR 99 Business: Verda Lane - Cherry Ave (PE)	STP	\$94,500	ODOT	\$10,500	\$105,000
32	14054	I-5 @ Kuebler Interchange Improvements (ROW & UR)	Federal funds	\$0	ODOT OTIA3	\$250,000	\$250,000
33	15189	Ped Upgrade on Rail Xing Court St at Front St	none	\$0		\$128,000	\$128,000
34	14846	OR22: Cordon Road SE O'xing (Bridge #08473) (PE)	Bridge Set-Aside (LE20)	\$240,476	ODOT	\$27,524	\$268,000
TOTAL							\$21,790,367

**Table 1 of FY08-11 TIP
Funding Sources - SKATS Transportation Improvement Projects - FY 2008**

Updated 5/30/07

STIP Key #	Latest Revision	PROJECT	FEDERAL FUNDING		LOCAL FUNDS		TOTAL
			Source	Amount	Source	Amount	
1	13678	Regional Rideshare Program (#9)	STP	\$52,000			\$171,595
			STP-U	\$119,595			
2	13951	Regional TDM Program (#9)	STP	\$48,000	Transit District	\$7,040	\$68,540
			STP-U	\$13,500			
3	14317	Regional Traffic Signal Control Ctr Oper.	STP-U	\$115,500	Salem	\$13,250	\$128,750
4	14321	06-09F Regional Traffic Count/Congestion Management System Program	STP-U	\$10,000	Salem	\$1,145	\$11,145
5	14319	MPO Support	STP-U	\$388,500	State Hwy Funds	\$6,350	\$432,950
					Salem	\$6,350	
					Keizer	\$6,350	
					Marion Co	\$6,350	
					Polk Co	\$6,350	
					Transit District	\$6,350	
					Other	\$6,350	
6	15376	06-09D Travel Behavior Survey	STP-U	\$200,000		\$22,900	\$222,900
7	14333	07-6 Ward Dr. (Ward Court - Lancaster) Intersection Improvements & Urban Standards (PE)	STP-U	\$250,000	Marion Co	\$28,614	\$278,614
8	15378	06-09C Marion County Signal Interconnects	STP-U	\$295,000	Marion Co.	\$33,765	\$328,765
9	14242	07-AA9 Mill Creek (Capitol St NE) bridge replacement (ROW)	HBRR	\$42,173	Salem	\$4,827	\$47,000
10	14764	07-6 Kuebler Blvd. widening, I-5 to Commercial St. (WB) construction	SAFETEA-LU earmark	\$1,685,000	Salem	\$931,000	\$3,681,000
			STP-U	\$1,065,000			
11	14870	07-6 Hwy 150 (OR 221) Wallace Rd @ Glen Creek (PE)	STP	\$448,650	Salem	\$51,350	\$500,000
12	15172	07-6 Center St. off-ramp signal at NB Front Street and Signal Interconnects (Edgewater, Center, and 17th) (construction)	none	\$0	Salem	\$709,246	\$709,246
13	14852	07-6 Market St @ Broadway Left Turn Lanes	none	\$0	Salem	\$625,000	\$625,000
14	14853	Transit Signal Priority - Broadway St NE and River Rd N	STP-U	\$157,000	Salem/Transit District	\$18,000	\$175,000
15	14855	Broadway @ Stark/ Shangri-La Bus Queue Jump Lane (PE, ROW)	STP-U	\$200,000	Salem/Transit District	\$22,891	\$222,891
16	14323	Bus Purchases	STP-U	\$550,000	Transit District	\$62,950	\$612,950
17	14915	Bus Purchase and Bus Facilities	Sec. 5309 (SAFETEA-LU earmark)	\$434,720	Transit District	\$89,039	\$523,759
18	14327	07-4 Preventative Maintenance/Special Transportation/Pavers Repair	Transit - Sec. 5307	\$3,746,294	Transit District	\$936,574	\$4,682,868
19	14329	Transit Enhancement - Shelter Construction	Transit - Sec. 5307	\$36,912	Transit District	\$9,228	\$46,140
20	14331	07-4 Capital Projects	Transit - Sec. 5307	\$320,000	Transit District	\$80,000	\$400,000
21	14912	Jobs Access (JARC) Formula Program 2008 (SKTD)	Transit - Sec. 5316	\$233,779	Transit District	\$233,779	\$467,558
22	14969	New Freedom Formula Program 2008 (SKTD)	Transit - Sec. 5317	\$55,622	Transit District	\$13,906	\$69,528
23	14054	I-5 @ Kuebler Interchange add NB ramp in NE Quad. (construction)	none	\$0	ODOT- OTIA3	\$4,310,000	\$4,310,000
24	13659	OR99Business: Verda Lane - Cherry Ave (ROW)	STP	\$900	ODOT	\$100	\$1,000
25	14975	I-5: Mill Cr - Mill Creek Overflow fish passage (Salem) (CONS)	none	\$0	ODOT	\$798,000	\$798,000
26	14846	07-1 OR22: Cordon Road SE O'xing (Bridge #08473) (ROW)	Bridge Set-Aside (LE20)	\$26,919	ODOT	\$3,081	\$30,000
27	14846	07-1 OR22: Cordon Road SE O'xing (Bridge #08473) (CONS)	Bridge Set-Aside (LE20)	\$3,126,193	ODOT	\$357,807	\$3,484,000
28	14784	OR22 @ Cordon VMS & Hwy Advisory Radio (design)	STP	\$31,406	ODOT	\$3,594	\$35,000
29	14818	OR22: Independence Hwy - Willamette River Overlay (PE)	NHS	\$183,947	ODOT	\$21,053	\$205,000
37	14788	OR22: I-5 to Joseph St (overlay) (design)	NHS	\$68,195	ODOT	\$7,805	\$76,000
TOTAL							\$23,345,199

**Table 2 of FY08-11 TIP
Funding Sources - SKATS Transportation Improvement Projects - FY 2009**

Updated 5/30/07

	STIP Key #	Latest Revision	PROJECT	FEDERAL FUNDING		LOCAL FUNDS		TOTAL
				Source	Amount	Source	Amount	
1	13679		Regional Rideshare Program (#10)	STP	\$52,000			\$177,000
2	13952		Regional TDM Program (#10)	STP-U	\$125,000			
3	14322	06-09F	Regional Traffic Count/Congestion Management System Program	STP	\$48,000	Transit District	\$7,100	\$69,100
4	14318		Regional Traffic Signal Control Ctr Oper.	STP-U	\$14,000			
5	14320		MPO Support	STP-U	\$10,000	Salem	\$1,145	\$11,145
					\$121,000	Salem	\$13,850	\$134,850
					\$408,000	State Hwy Funds	\$6,675	\$454,725
						Salem	\$6,675	
						Keizer	\$6,675	
						Marion Co	\$6,675	
						Polk Co	\$6,675	
						Transit District	\$6,675	
						Other	\$6,675	
6	14316	07-6	Chemawa Road (River Rd. to Keizer Rapids Park) Bikelanes and Sidewalks	STP-U	\$200,000	Keizer	\$22,891	\$222,891
7	14333	06-09E	Ward Dr. (Ward Ct - Lancaster) Urban Standards and Intersection Improvements (CONS)	STP-U	\$1,250,000	Marion Co	\$675,000	\$1,925,000
8	11110	07-6	12th/13th Signal Interconnect	none	\$0	Salem	\$167,200	\$167,200
9	14242	07-AA9	Mill Creek (Capitol St NE) bridge replacement (construction)	HBRR	\$2,332,980	Salem	\$267,020	\$2,600,000
10	14855		Broadway @ Stark/ Shangri-La Bus Queue Jump Lane (construction)	STP-U	\$562,489	Salem/Transit District	\$64,379	\$626,868
11	14324		Bus Purchases	STP-U	\$550,000	Transit District	\$62,950	\$612,950
12	14916		Bus Purchase and Bus Facilities	Sec. 5309 (SAFETEA-LU earmark)	\$451,440	Transit District	\$92,464	\$543,904
13	14328	07-4	Preventative Maintenance/Special Transportation	Transit - Sec. 5307	\$4,303,774	Transit District	\$1,075,943	\$5,379,717
14	14330		Transit Enhancement - Shelter Construction	Transit - Sec. 5307	\$39,264	Transit District	\$9,816	\$49,080
15	14332	07-4	Transit Capital Projects (SATD)	Transit - Sec. 5307	\$320,000	Transit District	\$80,000	\$400,000
16	14913		Jobs Access (JARC) Formula Program 2009 (SKTD)	Transit - Sec. 5316	\$246,517	Transit District	\$246,517	\$493,034
17	14970		New Freedom Formula Program 2009 (SKTD)	Transit - Sec. 5317	\$58,800	Transit District	\$14,700	\$73,500
19	13591		OR 22 Greenwood - Doaks Ferry Rd Development: EIS and ROW	NHS	\$951,138	State Hwy Funds	\$108,862	\$3,846,136
				SAFETEA-LU earmark	\$2,500,000	Polk County	\$286,136	
20	13659		OR 99E Business (Verda Lane - Cherry) - Construction	STP - Safety	\$1,018,800	ODOT	\$113,200	\$1,132,000
21	13884	07-6	I-5: Battle Creek - N Jefferson Pavement Preservation	IM	\$12,449,700	ODOT	\$1,050,300	\$13,500,000
TOTAL								\$32,419,100

**Table 3 of FY08-11 TIP
Funding Sources - SKATS Transportation Improvement Projects - FY 2010**

Updated 5/30/07

	STIP Key #	Latest Revision	PROJECT	FEDERAL FUNDING		LOCAL FUNDS		TOTAL
				Source	Amount	Source	Amount	
1	14888	07-6	Regional Rideshare Program (#11)	STP STP-U	\$62,000 \$131,000			\$193,000
2	14886	07-6	Regional TDM Program (#11)	STP STP-U	\$51,146 \$15,000	Transit District	\$7,571	\$73,717
3	NEW	07-6	Regional Traffic Count/Congestion Management System Program	STP-U	\$10,000	Salem	\$1,145	\$11,145
4	NEW	07-6	Regional Traffic Signal Control Ctr Oper.	STP-U	\$127,000	Salem	\$14,536	\$141,536
5	NEW	07-6	MPO Support	STP-U	\$515,000	State Hwy Funds Salem Keizer Marion Co Polk Co Transit District Other	\$8,421 \$8,421 \$8,421 \$8,421 \$8,421 \$8,421	\$573,947
6	14316	07-6	Chemawa Road (River Rd. to Keizer Rapids Park) Bikelandes and Sidewalks	STP-U	\$686,000	Keizer	\$78,516	\$764,516
7	14870	07-6	Hwy 150 (OR 221) Wallace Rd @ Glen Creek (ROW)	none	\$0	Salem	\$4,700,000	\$4,700,000
8	NEW	07-6	Bus Purchases	STP-U	\$570,000	Transit District	\$65,239	\$635,239
9	NEW	07-6	Transit Urbanized Area Forumula Programs	Transit - Sec. 5307	\$3,926,385	Transit District	\$981,596	\$4,907,981
10	NEW	07-6	Jobs Access (JARC) Formula Program 2010 (SKTD)	Transit - Sec. 5316	\$246,517	Transit District	\$246,517	\$493,034
11	NEW	07-6	New Freedom Formula Program 2010 (SATD)	Transit - Sec. 5317	\$58,800	Transit District	\$14,700	\$73,500
12	14784		OR22 @ Cordon VMS & Hwy Advisory Radio (CONS)	STP	\$148,055	ODOT	\$3,594	\$151,649
13	14788		OR22: I-5 to Joseph St (overlay) (CONS)	NHS	\$1,611,551	ODOT	\$184,449	\$1,796,000
14	14818		OR22: Independence Hwy - Willamette River Overlay (CONS)	NHS	\$4,097,969	ODOT	\$469,031	\$4,567,000
TOTAL								\$19,082,264

**Table 4 of FY08-11 TIP
Funding Sources - SKATS Transportation Improvement Projects - FY 2011**

Updated 5/30/07

	STIP Key #	Latest Revision	PROJECT	FEDERAL FUNDING		LOCAL FUNDS		TOTAL
				Source	Amount	Source	Amount	
1	14889	07-6	Regional Rideshare Program (#12)	STP	\$62,000			\$200,000
				STP-U	\$138,000			
2	14887	07-6	Regional TDM Program (#12)	STP	\$51,146	Transit District	\$7,658	\$74,804
				STP-U	\$16,000			
3	NEW	07-6	Regional Traffic Count/Congestion Management System Program	STP-U	\$10,000	Salem	\$1,145	\$11,145
4	NEW	07-6	Regional Traffic Signal Control Ctr Oper.	STP-U	\$133,000	Salem	\$15,222	\$148,222
5	NEW	07-6	MPO Support	STP-U	\$565,000	State Hwy Funds	\$9,239	\$629,673
						Salem	\$9,239	
						Keizer	\$9,239	
						Marion Co	\$9,239	
						Polk Co	\$9,239	
						Transit District	\$9,239	
						Other	\$9,239	
6	14870	07-6	Hwy 150 (OR 221) Wallace Rd @ Glen Creek (CONS)	STP-U	\$1,560,000	Salem	\$0	\$3,511,350
				STP	\$1,951,350			
7	NEW	07-6	Bus Purchases	STP-U	\$570,000	Transit District	\$65,239	\$635,239
8	NEW	07-6	Transit Urbanized Area Forumula Programs	Transit - Sec. 5307	\$3,926,385	Transit District	\$981,596	\$4,907,981
9	NEW	07-6	Jobs Access (JARC) Formula Program 2011 (SATD)	Transit - Sec. 5316	\$246,517	Transit District	\$246,517	\$493,034
10	NEW	07-6	New Freedom Formula Program 2011 (SATD)	Transit - Sec. 5317	\$58,800	Transit District	\$14,700	\$73,500
TOTAL								\$10,684,948

SKATS adopted Transportation Improvement Program FY 08-11 - includes changes per May 2007 (Resolution 07-6)

Table 5 of FY08-11 TIP
Funding Sources - SKATS Transportation Improvement Projects - Post FY 2011

Updated 5/30/07

STIP Key #	PROJECT	FEDERAL FUNDING		LOCAL MATCH		TOTAL
		Source	Amount	Source	Amount	
	I-5 (Kuebler - Delaney) Widening	NHS Funds		State Hwy Funds		\$120,000,000
TOTAL						\$120,000,000

FINANCIAL CONSTRAINT

Background

In urban areas, a financial plan covering proposed transportation investments is required by federal regulations associated with the Safe Accountable Fair Efficient Transportation Equity Act – A Legacy for Users of 2005 (SAFETEA-LU) 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.

Adequate Maintenance and Operation of the Existing System

In order 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 RTSP 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.

The Salem Area Mass Transit District has submitted a financial statement that is included in the TIP (see **Statement of Financial Capacity**). 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 TIP projects on the ODOT system included in this and past TIPs reflect that commitment and ability. 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.

Available and Committed Revenues and Funding Sources

For years 1 and 2 of the TIP in nonattainment and 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, such as Section 5309 and "demonstration" funds, should be regarded as a "new" source and must be shown to be "reasonably available."

Federal STP-U funds are the only 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. **Table 6** illustrates the discretionary allocation of SKATS federal STP-U funds for the period covered by this TIP, and demonstrates sufficient anticipated revenues to fund the selected projects. Due to delays to projects in previous years, which have been carried forward into FY 2007, SKATS had a balance of approximately \$4,148,000 at the end of fiscal year 2006. This balance, plus estimated revenues of \$2.4 million per year provides the funds available for the project programmed in the TIP.

Reasonably Available Revenues and Funding Sources

For periods beyond years 1 and 2 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.

Table 6
Summary of STP-U Funds FY 07 through FY 11, Final SKATS FY08-11 TIP

STP-U funds are the primary category of federal funds over which SKATS has discretion of their use.

Federal Share only - Does not include local match

PROJECT	FY 07	FY 08	FY 09	FY 10	FY 11	TOTAL
Regional Rideshare Program	\$113,900	\$119,595	\$125,000	\$131,000	\$138,000	\$627,495
Regional TDM Program	\$13,000	\$13,500	\$14,000	\$15,000	\$16,000	\$71,500
Regional Traffic Sig. Cont. Ctr Oper.	\$110,000	\$115,500	\$121,000	\$127,000	\$133,000	\$606,500
MPO Support	\$370,000	\$388,500	\$408,000	\$515,000	\$565,000	\$2,246,500
Regional Traffic Count/Congestion Management System Program	\$50,000	\$10,000	\$10,000	\$10,000	\$10,000	\$90,000
Chemawa Road Upgrade	\$1,018,000					\$1,018,000
Cordon @ Gaffin & McCleay	\$640,000					\$640,000
HPTC - Keizer Transit Station Location	\$249,000					\$249,000
HPTC - Broadway/River Road bus stops	\$538,000					\$538,000
HPTC - Transit Signal Priority Broadway/River		\$157,000				\$157,000
HPTC - Broadway @ Stark queue jump		\$200,000	\$562,489			\$762,489
Purchase Buses	\$530,000	\$550,000	\$550,000	\$570,000	\$570,000	\$2,770,000
Marion County Signal Interconnects - Cordon Rd (Silverton to State St); Lancaster Dr.; Silverton Rd (Brown to Cordon, Lancaster to 45th)	\$50,000	\$295,000				\$345,000
Chemawa Rd. Urban upgrade (River Road to Keizer Rapids Park)			\$200,000	\$686,000		\$886,000
Travel Behavior Survey		\$200,000				\$200,000
City of Turner: 3rd Ave Improvements, Denver Realignment	\$621,000					\$621,000
Ward Dr (Ward Ct-Lancaster) Urban Upgrade & Intersection improvements at Ward @Fisher and Ward @ Lancaster	\$50,000	\$250,000	\$1,250,000			\$1,550,000
MPO Reserve	\$401,448					\$401,448
Kuebler widening (I-5 to Commercial, westbound)		\$1,065,000				\$1,065,000
Wallace Rd @ Glen Creek improvements					\$1,560,000	\$1,560,000
TOTAL Costs	\$4,754,348	\$3,364,095	\$3,240,489	\$2,054,000	\$2,992,000	\$16,404,932

Balance from previous year

End of FY06 balance: \$4,148,170

\$4,148,170 \$2,075,270 \$1,111,175 \$270,686 \$616,686

Estimate of annual STP-U Revenues

\$2,681,448 \$2,400,000 \$2,400,000 \$2,400,000 \$2,400,000

Available Reveunes

\$6,829,618 \$4,475,270 \$3,511,175 \$2,670,686 \$3,016,686

STP-U Balance (Available Reveunes - Cost for FY projects)	\$2,075,270	\$1,111,175	\$270,686	\$616,686	\$24,686
--	--------------------	--------------------	------------------	------------------	-----------------

Notes and Disclamers: All funds for FY08-11 assume that SKATS will get approximately \$2.4 million per year and are totally dependent upon Congressional re-authorizations and appropriations.

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. Past 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.

The Wallace Rd @ Glen Creek project is a relatively expensive project (current estimate is \$8.7 million), funded with approximately \$3.5 million in programmed federal funds and the remainder in city of Salem funds. The city plans to fund its share with a combination of local transportation system development charges (TSDCs) and funds from a proposed 2008 transportation bond. As the right-of-way and construction is programmed for 2010/2011 (i.e., years 3 and 4 of the TIP), those funds are required to be "reasonably available" for inclusion in the TIP. Salem has a mixed history of passing transportation bonds: Salem voters passed transportation bonds in 1992 and 1996, but a 2000 bond was not approved. Should voters not pass the 2008 transportation bond, the city of Salem would either need to use a greater amount of SDCs (which are subject to limitations), obtain other funds for the project, or revise the project scope or timing. Given the high priority of this project for the city and region, the large percentage of funds programmed for the project, and the options available should the bond not pass, it is reasonable at this time to include this project in the FY 08-11 TIP.

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.

FUNDING SOURCES PROGRAMMED IN THE FY 08 - FY 11 TIP

Overview

A variety of federal, state, regional, and local funding sources are used in programming the transportation system improvements called for in this TIP. The remainder of this section of the TIP describes each of the funding sources available to the region for implementing projects.

National Highway System (NHS) and Interstate Maintenance (IM) Funds

NHS funds are primarily designed to fund the upgrade and improvement of the Interstate facilities and US numbered routes, such as Interstate 5 (I-5) and State Highway Route 22 in the SKATS area. Interstate maintenance is considered part of the program funding total. The NHS will become the new focus of the Federal Aid Program following the completion of the Interstate Highway System. Up to 50% of program funds can be transferred by the state to the more flexible Surface Transportation Program (STP), or 100% if approved by the U.S. Secretary of Transportation.

NHS funds have historically been used in the SKATS area to upgrade and widen Interstate 5 and certain of its interchanges with regional arterials. The match rate for NHS projects is 89.73 percent federal and 10.27 percent local, or 92.22% federal funds for some interstates.

Surface Transportation Funds

SAFETEA-LU continues the Surface Transportation Program (STP), which is a flexible, inter-modal block grant-type program that provides funds for a broad range of transportation uses and consolidates the former functions of the Federal Aid Interstate Secondary, Urban, and Primary programs.

- **ODOT STP Funds**

In the SKATS MPO area, STP funds allocated to the State of Oregon through ODOT are primarily used to fund improvements to state highways such as State Highway 22 and Wallace Road (OR-221). STP-funded projects generally require a 10.27% non-federal match.

- **Federal Earmarks**

Recent federal legislation has specifically “earmarked” federal STP dollars to individual projects. Federal earmarks can be associated with a authorization bill (e.g., SAFETEA-LU) or an annual appropriations bill. These funds are identified by the fiscal year and section of the legislation in which they are designated, i.e., “FY 0X Sec. 11X earmark.”

- **SKATS STP-U Funds**

ODOT allocates a portion of its STP-U funds to the Metropolitan Planning Organizations (MPOs) in the urban areas under a cooperative process. SKATS receives approximately \$2.4 million annually in federal STP-U funds.

STP Enhancement Funds

Under SAFETEA-LU, each state must set aside 10 percent of its yearly STP revenues for Transportation Enhancement Activities, in order to improve the cultural, historic, aesthetic, and environmental aspects of our transportation infrastructure. TE projects must be one of 12 eligible activities and must relate to surface transportation. These Enhancement funds are allocated to local jurisdictions throughout the state on a competitive basis.

Enhancement Program projects must demonstrate the following:

- They go above and beyond normal transportation and funding activities and have a direct relationship to the intermodal surface transportation system;
- They are consistent with local, state, and federal plans and programs;
- They can be started within two years of project approval and completed within two years of initiation; and
- They must include a 10.27 percent nonfederal match.

Jurisdictions inside SKATS have been successful in the past in obtaining TE grants. When and if additional funds are again awarded to the region, the appropriate program years of the TIP will be amended to include these expenditures.

Federal Transit Administration Funding

The Federal Transit Administration (FTA) carries out the federal mandate to improve urban mass transportation. It is the principal source of federal assistance to help urban areas (and, to some extent, nonurban areas) plan, develop, and improve comprehensive mass transportation systems.

The transit formula and discretionary program requirements and program structure for FY 08-11 are assumed to remain basically unchanged from previous law.

The FTA's programs of financial aid have historically included, but were not limited to, the following:

- Section 5303 (formerly Section 8) Transit Planning
- Section 5307 (formerly Section 9) Formula Grant Program
- Section 5309 (formerly Section 3) Discretionary and Formula Capital Grant Program
- Section 5310 Formula Program for Elderly Persons and Person with Disabilities
- Section 5311 Other Than Urbanized Area Formula Program
- Section 5316 Jobs Access and Reverse Commute
- Section 5317 New Freedom Program

Transit Section 5309 (formerly Section 3) Funds

Nationally, funds for the Section 5309 Discretionary and Formula Capital Program are split 40 percent for New Starts, 40 percent for Rail Modernization, and 20 percent for bus and "other." These are competitive grants and are not considered committed until awarded.

New Starts projects must be:

- based on the results of alternatives analysis and preliminary engineering;
- justified based on mobility improvement, environmental benefit, cost effectiveness, and operating efficiency; and
- supported by an acceptable degree of local financial commitment.

Rail Modernization Funds are allocated by formula rather than on a discretionary basis. Recipients of these funds are the 11 historic rail cities and cities with fixed guideways.

Bus and "other" capital funds are generally used for bus purchases and other related equipment.

The basic matching ratio for capital projects is 80 percent federal, the same as for highway projects in the FHWA program.

The matching ratio is 90 percent federal for the incremental costs of bus-related equipment needed to meet the requirements for the Clean Air Act and Americans with Disabilities Act.

The matching ratio for operating assistance remains at 50 percent of net operating costs.

Transit Section 5303 (formerly Section 8) Funds

Transit Section 5303 funds are part of the new Transit Planning and Research Program under the Federal Transit Act Amendments of 1991. Of these funds, 45 percent went for Metropolitan Transit Planning, 5 percent for the Rural Transportation Assistance Program, 10 percent to states for planning, research, and training, 10 percent for a Transit Cooperative Research Program, and 30 percent for a National Planning and Research Program.

The metropolitan planning funds are allocated to the states under a formula apportionment on behalf of MPOs based on a state formula cooperatively developed with MPOs and approved by the Secretary.

Transit Section 5307 (formerly Section 9) Funds

The Section 5307 Formula Grant Program made funds available on the basis of a statutory formula to all urbanized areas in the country. For capital projects, the match rate is 80% federal, 20% state or local. Capital funds are used for transit maintenance, i.e., replacing buses, as well as other projects. For operating assistance, the match rate is 50% federal, 50% state or local. Operating assistance is capped at a percentage of the total Section 5307 apportionment for each urban area.

Transit Section 5310 (formerly Section 16(b)2) Funds

FTA dedicates certain funds for use in the provision of paratransit services. In the SKATS region, some state STP funds will be flexed through FTA Section 5310 and are programmed for the purchase of paratransit buses and related equipment.

State Special Transportation Funds (STF)

ODOT's Public Transit section administers a discretionary grant program (Community Transportation Program) derived from state cigarette tax revenues that provides supplementary support for selected transit-related projects. In the SKATS area, STF funding will be programmed for the purchase of paratransit buses and related equipment.

State Highway Funds

The major source of funding for transportation capital improvements and activities statewide is the State Highway Fund. The Highway Fund derives its revenue through fuel taxes, weight-mile taxes, licensing and registration fees. Approximately 40% of this Highway Fund is distributed to cities and counties for developing and maintaining transportation facilities. ODOT retains the

remaining 60% 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. These funds are used as a local match for NHS projects, STP funds, and SKATS MPO planning.

Local Funding

Local revenue sources include but are not limited to transportation system development charges, 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 are found in Chapter 5 of the SKATS Regional Transportation Systems 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. It is assumed that the city's allocation will continue to increase as the population grows. 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 uses voter-approved general obligation bonds to fund street improvements. 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.

- **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 STP, STP Enhancement, and STP Safety projects identified in the TIP, and for maintenance activities. Annual highway fund allocations to cities are based on population size. It is assumed that the city's allocation will continue to increase as the population grows. The city also relies on Urban Renewal District financing for transportation improvements within the district.

City of Keizer Transportation System Development Charges (TSDC)

The city of Salem 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.

- **Transit District Funds**

The Salem Area Mass Transit District uses its General Fund monies as 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 (.76 cents per \$1000 assessed valuation) collected by the state 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.
- 3) Farebox revenues and bus pass sales.
- 4) Investment income. The transit district invests funds in a local investment pool managed by the state.

- **Marion County Funds**

Marion County State Highway Fund Allocations

The county uses State Highway Fund allocations as a local match to the STP, STP Enhancement, and STP Safety projects identified in the TIP. 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 city relies on these to fund many of their locally sponsored projects as well as match for federally funded projects.

- **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.

- **Other "Reasonably Anticipated" Funds**

Reasonably anticipated funds are programmed in the TIP to match the regional projects, such as the Household Travel Survey. Although specific responsibilities for these amounts will not be determined until project sponsors are identified, based on past experience, it is reasonably anticipated that these matching funds can be secured.

Funding Flexibility

Under current ISTEA legislation and Oregon constitutional restrictions, transportation funds are somewhat flexible as to use (**Table 7**), however, the possible applications are relatively limited. For example, transit operations and TDM/Rideshare activities are eligible under only three categories of funds, and many fund sources are restricted entirely to highway-related uses.

**Table 7
Funding Flexibility Matrix
General Guidelines for the Use of Transportation Funding**

POTENTIAL USES	Transit			Highway					Other
	Transit Operations	Capital Improvements	ADA/Elderly & Handicapped	Maintenance & Operations	Roadway Capacity	Bicycle	Pedestrian	Rideshare/TDM	Passenger Rail and Facilities
FUNDING SOURCES									
Federal									
(a) National Hwy System (NHS)	no	no	no	yes	yes	yes	yes	no	(b)
Federal Sec. 11X earmarks	(c)	(c)	(c)	(c)	(c)	(c)	(c)	(c)	(c)
ODOT STP	no	yes	yes	yes	yes	yes	yes	yes	yes
STP Enhancements	no	yes	yes	no	no	yes	yes	no	(d)
FTA Section 5307 (formerly Section 9)	yes	yes	yes	no	no	no	no	no	no
FTA Section 5309 (formerly Section 3)	no	yes	yes	no	no	no	no	no	no
(e) FTA Section 5310 [(formerly Section 16b(2)]	no	no	yes	no	no	no	no	no	no
(f) FTA Section 5303 (formerly Section 8)	no	no	no	no	no	no	no	no	no
(g) Marion County Nat'l Forest Revenues	no	no	no	yes	yes	yes	yes	no	no
State									
Gas Tax Revenues	no	no	no	yes	yes	yes	yes	(h)	no
(j) Special Transportation Fund (STF)	yes	yes	yes	no	no	no	no	no	no
Transit in Lieu Payments	yes	yes	yes	no	no	no	no	no	no
Regional									
SKATS STP-U	no	yes	yes	no	yes	yes	yes	yes	yes
Local									
Salem G.O. Bonds	no	no	no	yes	yes	yes	yes	no	no
(i) Salem SDC	no	no	no	no	yes	yes	yes	no	no
Gas Tax Revenue	no	no	no	yes	yes	yes	yes	yes	no
Keizer Urban Renewal	no	yes	no	no	yes	yes	yes	no	no

- (a) Up to 50% of NHS funds can be transferred to STP funds; 100% if approved by U.S. Secretary of Transportation.
- (b) May be used for passenger rail facility use if resulting improvements to NHS facilities can also be demonstrated.
- (c) Specific earmarks for individual projects.
- (d) STP Enhancement funds can be used for the rehabilitation and operation of historic railroad facilities.
- (e) Limited to private, nonprofit organizations or public bodies that coordinate transportation services for the elderly and disabled persons.
- (f) FTA Section 8 is dedicated for transit planning activities.
- (g) National Forest Revenues are allocated for roads (75%) and schools (25%).
- (h) Potential uses may include park-and-ride facilities only as part of eligible highway improvements projects.
- (i) May be used for transit capital improvements and ADA/elderly & handicapped operations; cannot be used for transit system operations.
- (j) Limited to roadway capacity projects. Bicycle and pedestrian facility improvements may be included as part of roadway capacity projects.

STATEMENT OF FINANCIAL CAPACITY

In accordance with FTA Circular 7009.1, issued March 30, 1987, 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

The positive finding on SAMTD's financial condition is based on the Certified Public Accountant's Auditor Report of SAMTD for the period July 1, 2003 to June 30, 2004. SAMTD's financial condition in terms of current assets versus liabilities, capital reserves, debt levels, trends in costs compared to revenues and economic indicators is stated below.

- **Current Assets versus Current Liabilities:** Assets equal \$34,657,910 while liabilities equal \$2,388,219 for a ratio of 15 to 1.
- **Capital Reserves:** Accumulated depreciation currently is \$32,269,691.
- **Long Term Debt:** SAMTD's current long-term debt level is 0.
- **Trends in Costs Compared to Revenues:** On a service hour adjusted basis, operating expenditures were \$18,195,363 for the year end 2003 and \$23,885,826 for the year end 2004, for an increase of 32% for the year. Operating revenues (which include FTA operating assistance) were \$17,248,123 (\$1,824,705 in farebox revenue and \$2,662,341 in federal operating assistance) for the year end 2003 and \$21,764,205 (\$1,948,334 in farebox revenue; \$3,074,315 in federal operating assistance) for the year end 2004.
- **Economic Indicators:** The economic indicators for the Marion/Polk County area are generally positive. The area is experiencing steady growth in the location of new manufacturing, service, and retail industry. Marion County continues a slow, but steady, growth. Most of that growth is centered in the Salem-Keizer urban area, where the majority of SAMTD services are provided.

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 and does not have to be approved by the voters each year. Other revenue sources include the state of Oregon and the Federal Transit Administration and the farebox. The Board

of Directors is committed to the projects listed in the TIP and have budgeted and committed funds for the transit improvements authorized in the TIP. SAMTD has demonstrated its ability to control costs, and has a system in place to track all costs and keep them in line with revenues.

PRIVATE ENTERPRISE AND PUBLIC PARTICIPATION

Transit District Activities

Since the issuance of FTA Circular 7005.1 in December 1986, the Salem Area Mass Transit District has made an ongoing effort to comply with private sector participation requirements. Previous TIPs have contained a chronological summary of private participation activities. Listed below is a summary for 1996 to date.

January 1996	List of all private providers in the district area is updated.
February 1996	Notice sent to all providers of the district's service review process, including notification of possible new and restructured service.
June 1996	Final public Board meeting of FY 96, providing opportunity for public input.

To this date, there has been no expression of interest from the private sector in the new or restructured service proposals. There have been no new services begun since October 1991. The district is aware that certain private sector requirements have been rescinded. It remains our policy, however, to maintain an updated list of private providers and to notify them of service increases.

As for the use of Section 5303 funds in support of private sector work, the following tasks have been completed with Section 5303 funds:

- Updating the list of active private sector transportation providers
- Outreach to private providers, with an invitation to participate in the planning and review process
- Annual cooperative effort with the Council of Governments to invite private sector comment and participation in the TIP development process

In May 1996 the district was successful in passing an updated property tax base. The additional funding obtained allowed the district to implement evening service to 10:15 p.m., express park-and-ride service, shorter headways between trips, and Americans With Disabilities Act Paratransit Service. Private providers were notified and were given the opportunity to participate in these service additions.

Transit improvements contained in the TIP are consistent with the adopted Salem-Keizer Transit Strategic Plan and have been approved by the Salem Area Mass Transit District Board of Directors at a regularly scheduled and publicly announced public meeting.

MPO Activities

Private and Public Sector Process

The SKATS Transportation Improvement Program (TIP) was prepared following these formal steps:

The SKATS Technical Advisory Committee (TAC) reviewed the document 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.

In addition to these SKATS meetings, a notice was published in the local newspaper soliciting the involvement of private providers and the general public in the development of the TIP and announcing a 30-day public review and comment period. The SKATS Policy Committee held an appropriately publicized public hearing on the draft TIP. Comments (if any) received from the public, and staff responses to those comments, were reviewed by the SKATS TAC and the SKATS Policy Committee, who directed changes to the document as necessary.

The TIP was then formally adopted by the SKATS Policy Committee by resolution at a regularly scheduled and publicly announced public meeting.

Private Sector Proposals

No proposals were received from the private sector.

Impediments to Holding Service Out for Competition

There are no known impediments to contracting out.

Private Sector Complaints

No complaints have been received from the private sector.

Significant Public Comments

No significant comments were received from the public or private providers during the 30-day review and comment period.

Certification

The SKATS Policy Committee hereby certifies that the local process for private enterprise participation in preparing the Transportation Improvement Program has been followed.

Appendix A
Obligation Status - SKATS Transportation Improvement Projects - FY 2006

STIP Key #	PROJECT	Obligated, carryover, or Fund Exchange	Includes improved walkways or bicycle facilities (1)	Notes	TOTAL
1	10356 Pringle Creek (Liberty St.) Bridge (Construction) (FY 04 carryover)	Obligated	no	Construction in Aug/Sept 2006	\$855,000
2	14975 I-5: Mill Cr - Mill Creek Overflow fish passage (Salem) (PE & ROW)	See note	no	\$334k in PE obligated in 2006. ROW to be obligated in 2007	\$434,000
3	12745 Regional Rideshare Program	Obligated	no		\$160,500
4	13949 Regional TDM Program	Obligated	no		\$67,425
5	12607 Regional Traffic Signal Control Ctr Oper.	Obligated	no		\$117,018
6	12608 MPO Support	Obligated	no		\$390,061
7	12609 Regional Traffic Count/Congestion Management System Program	Carryover	no	Previous Count/CMS funds are being spent.	\$55,726
8	12602 Regional Traffic Count/CMS Program (FY 05 carryover)	Carryover	no	Will be obligated by end of calendar year	\$55,726
9	14629 HPTC Street Design Refinement Plan - Broadway St.	Fund Exchange	no	Federal funds exchanged for state funds	\$122,600
10	14854 Keizer Transit Station Location	Obligated	no		\$278,000
11	12610 Purchase 2 Buses	Obligated	no		\$590,661
12	12116 Chemawa Road Upgrade (FY 04 carryover)	Carryover	yes	Bids expected in 2007	\$1,023,070
13	14922 3rd Ave & Denver St Sidewalks/Bike Lanes (Turner) ROW & CONS	Obligated	yes	Original ROW & CONS obligated (Aug 2006). Funding for construction increased in Nov 2006	\$2,657,325
14	14316 Reserve: Extending Required Ped/Bike Access to Keizer Rapids Park	Carryover	yes	Part of MTIP 08-11 Discussion	\$222,900
15	13057 Cordon Rd @ Gaffin & McCleay (FY 04 carryover)	Carryover	no	Bids expected in 2007	\$713,250
16	12615 MPO Reserve	Carryover	no		\$41,041
17	13622 Salem Bridge EIS	Obligated	no	Contract for Work Order #1 underway	\$2,500,000
18	13284 I-5 N. Santiam - Kuebler (Phase 3) construction	Obligated	no	Under construction in 2006 & 2007	\$62,700,000
19	14054 I-5 @ Kuebler Interchange (PE)	Obligated	no	State funds	\$840,000
20	14315 Cordon @ Pennsylvania Int. (PE, ROW)	Fund Exchange	no	HEP funds exchanged for state funds	\$36,777
21	13037 Madrona & Liberty Rd S (FY 04 carryover)	Obligated	no	Construction in 2006	\$253,000
22	13323 Jobs Access (JARC) (2004 earmark) (FY 04 carryover)	Obligated	no		\$793,008
23	14192 Jobs Access (JARC) (2005 earmark) (FY 05 carryover)	Obligated	no		\$396,472
24	14910 Jobs Access (JARC) 2006 Formula Program	Carryover	no		\$413,610
25	14967 2006 New Freedom Formula Program	Carryover	no		\$61,979
26	14193 Maintenance Facilities Expansion & Modification (2005 earmark) (FY 05 carryover)	Obligated	no		\$3,125,000
27	12606 Preventative Maintenance/Special Transportation	Obligated	no		\$3,353,400
28	13329 Transit Enhancement - Shelter Construction	Obligated	no		\$40,899
29	13333 Transit Operating	Obligated	no		\$1,133,986
30	14460 CherryLift & CARTS Vehicle Preventative Maintenance	Obligated	no		\$96,000
31	14461 5 Year Plan and CARTS Services Analysis	Obligated	no		\$86,000
32	14462 CARTS Admin and Capital - replace three vehicles	Obligated	no		\$379,000
33	14463 Operating for CARTS - Elderly & Handicapped Services	Obligated	no		\$600,000
34	14465 Shop Equipment (OHAS)	Obligated	no		\$83,950
35	14466 Replacement Vehicles OHAS/Wheels	Obligated	no		\$537,000
36	14628 Bus Purchase and Bus Facilities	Carryover	no	Grant is pending.	\$463,326
37	14504 Operations - Vanpool Start-up Subsidy	Obligated	no		\$175,000
TOTAL					\$85,852,710

(1) - Proposed Federal Metropolitan Transportation Planning Rule (Fed. Reg. June 9, 2006, p 33550) requires an annual "listing of projects (including investments in pedestrian walkways and bicycle transportation facilities"

Appendix B

Resolution 07-6 Resolution Adopting the Fiscal Years 2008-2011 Transportation Improvement Program (TIP) for the Salem-Keizer-Turner Transportation Management Area (TMA)

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 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 Involvement Process has been followed in the preparation and development of the FY 08-FY 11 SKATS Transportation Improvement Program and the document has undergone the required 30-day public and agency review and comment period; and

WHEREAS, the public review draft of the FY 08-FY 11 TIP has been revised to reflect responses to comments received during the public and agency review and comment period; and

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

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

WHEREAS, the improvements included in the FY 08-FY 11 SKATS TIP have been drawn from, or have been determined to be wholly consistent with, the aforementioned adopted SKATS Regional Transportation Systems plan; and

WHEREAS, the improvements included in the FY 08-FY 11 SKATS TIP have been selected consistent with the project selection criteria and process identified in the TIP, and

WHEREAS, the improvements contained in the FY 08-FY 11 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 08-FY 11 Transportation Improvement Program;

THAT the newly adopted SKATS FY 08-FY 11 Transportation Improvement Program will supercede the previously adopted SKATS FY 06-FY 09 TIP in all particulars beginning October 1, 2007; and

THAT SKATS staff are hereby directed to forward this adopted SKATS FY 08-FY 11 Transportation Improvement Program to ODOT for inclusion in the FY 08-FY 11 STIP.

ADOPTED by the Policy Committee of the Salem-Keizer Area Transportation Study on the 22nd day of May 2007.