

Agenda
Salem-Keizer Area Transportation Study (SKATS)

Policy Committee (PC)

This meeting is a ‘hybrid’ meeting: Staff and Committee members may choose to attend in person or remotely. The public may also attend in person or via your computer or smartphone (software install is required) or via a phone call. The information to join the meeting:

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

or call: 1 253 215 8782

Meeting ID: 837 4055 2773

NOTE New Meeting ID & Passcode for 2023

Passcode: 565843

Direct link for this meeting:

<https://us06web.zoom.us/j/83740552773?pwd=REdTcmVib3VRWkxhRjhNL3ppSG5Rdz09>

Meetings are being recorded in compliance with Oregon Public Records regulations. Meetings from April 2022 onward are available on the SKATS YouTube channel:

https://www.youtube.com/channel/UCtWMuelCK0nJzyZ5_cMGgng

or in YouTube, search for “SKATS Salem”

If participation by phone or video conferencing is not an option, please contact our offices (at 503 588 6177) 24 hours in advance of the meeting. If you are having trouble connecting to the meeting, contact Lori Moore (503 540 1609).

Date: Tuesday, July 25, 2023
Time: 12:00 Noon
Place: Hybrid Meeting (100 High St. SE, Suite 200 Salem or Zoom)
Phone: (503) 588 6177
E-mail: mwvcog@mwvcog.org
Website: www.mwvcog.org

- A. Call to Order Cathy Clark**
- B. Approval of PC Minutes June 27, 2023..... Cathy Clark**
- C. Public Comment Cathy Clark**

The Mid-Willamette Valley Council of Governments is pleased to comply with the Americans with Disabilities Act (ADA). If you need special accommodations or translation services to attend this meeting, please contact Lori Moore at (503) 540-1609 or send e-mail to lomoore@mwvcog.org at least 72 hours prior to the meeting. *Hearing impaired please call Oregon Telecommunications Relay Service, 7-1-1.* Thank you.

D. SKATS Federal Aid Urban Boundary (FAUB) Revision Ray Jackson

Background: The Federal Aid Urban Boundary (FAUB) is updated every 10 years after the U.S. Decennial Census to reflect the areas delineated as an “urban area” based upon the U.S. Census Bureau’s methodology that is applied nationwide. FAUBs are generally intended to distinguish between areas that are ‘urban’ and those that are ‘rural’.

The FAUB is the first of two boundaries that will be adjusted this year, the second being the SKATS MPO boundary. The FAUB is also used in the review of the federal functional classification of the roads within the MPO.

SKATS staff is working with staff from the local jurisdictions to review the areas where the FAUB could or shall be expanded. Provided in the **attached** memorandum is an overview of the process to define the FAUB, and a set of maps of the 15 areas under consideration.

The FAUB is required to be submitted to ODOT by September 1, 2023. At the August Policy Committee meeting, we will ask the Policy Committee to approve the revised FAUB.

Action

Requested: Informational Item.

E. Cancel Mill Street Rail Crossing Project from SKATS FFY 2021-2026 Transportation Improvement Program (TIP)..... Steve Dobrinich

Background: The purpose of this amendment is to cancel project key number 21238 [Mill Street SE Rail Crossing] from the SKATS FFY 2021-2026 TIP. Project cancellation is taking place due to Union Pacific Railroad imposing an annual maintenance fee of \$20k to \$25k on updated rail crossings and scope expansion. UPRR requested scope expansion including upgrades to signaling equipment at all level crossings in quiet zone. Additional information **attached**.

Action

Requested: Adopt **Resolution 23-19 (attached)** to cancel project key number 21238 [Mill Street SE Rail Crossing] from the SKATS FFY 2021-2026 TIP.

F. TIP Modifications Steve Dobrinich

Background: Staff-approved modifications made to the SKATS TIP since the June 27, 2023, Policy Committee meeting are summarized in the ***attached*** table. PC approved amendments and adjustments are also included.

Action

Requested: Informational Item.

G. Other Business.....SKATS Staff

- **Policy Committee Title VI review in September**
- **OTC Meeting – May 11 Salem / July 13 Pendleton / Sep 14 Eugene / Nov 9 PDX area 2023**
- **Next Policy Committee Meeting – August 22, 2023**
- **Next TAC Meeting – August 8, 2023**
- OMPOC meeting in July was cancelled.

- **Planning Status update**

Project	Status	Completion
Cordon/Kuebler Corridor Study and Management Plan	Draft plan out for review, with final anticipated by the beginning of August. A presentation to SKATS PC is tentatively scheduled for September.	September 2023
SKATS Metropolitan Transportation Safety Action Plan (MTSAP)	Steering Committee met July 13 th ; Working on Goals; narrowing the list of locations for developing safety recommendations	2024
Oregon Travel Study (nee Oregon Household Activity Survey (OHAS))	Phase 3 (Implementation) - pilot surveys completed and being reviewed before consultant does full survey in Fall 2023 and Spring 2024	Winter 2024.
Update to the Turner TSP	Work order with consultant has been signed, and data gathering is starting.	2024

H. Adjournment Cathy Clark

DRAFT

Minutes

Salem-Keizer Area Transportation Study (SKATS)

Policy Committee

June 27, 2023

100 High St. SE, Suite 200

Salem, OR

Noon

**This was a hybrid meeting with some members attending via Zoom.
Attendance is listed as follows:**

Policy Committee Members Present

Cathy Clark, 2023 Chair, Keizer Mayor
Lyle Mordhorst, 2023 Vice Chair, Polk County Board of Commissioners
Anna Henson, ODOT Region 2
Kevin Cameron, Marion County Board of Commissioners
Maria Hinojos-Pressey, Salem-Keizer School District
Sadie Carney, SAMTD Board of Directors
Virginia Stapleton, Salem City Council – Alternate for Trevor Phillips

Policy Committee Members Absent

Steve Horning, Turner Mayor
Trevor Phillips, Salem City Council

Others Present

Brandon Williams, ODOT Region 2
Janelle Shanahan, Marion County Public Works
Kim Sapunar, MWVCOG-SKATS
Lori Moore, MWVCOG-SKATS
Mark Bernard, ODOT Region 2
Mike Jaffe, MWVCOG-SKATS
Sara Duncan, SAMTD Board of Directors, Alternate for Sadie Carney
Theresa Whisenhunt, MWVCOG-SKATS
Nick Fortey, FHWA & West Salem Neighborhood Association
Julie Warncke, Salem Public Works
Della Seney, City of Aumsville Council President
Lani Radtke, Marion County Public Works
Tammy Kunz, Northeast Keizer Neighborhood Association
Jacqueline Green, Northeast Keizer Neighborhood Association

Agenda Item A. Call to Order

Chair Cathy Clark called the meeting to order at 12:03 p.m. Introductions, in person and online, were made. *(note: Steve Horning had advised the committee in advance that he would be absent and unable to represent City of Turner at today's meeting).*

Agenda Item B. Approval of Minutes of April 25, 2023

Motion was made by Kevin Cameron, seconded by Lyle Mordhorst, to approve the minutes of the May 23, 2023, meeting. Those voting in favor of the motion were Kevin Cameron, Sadie Carney, Cathy Clark, Anna Henson, Maria Hinojos-Pressey, and Lyle Mordhorst. Virginia Stapleton abstained. **The motion passed.**

Agenda Item C. Public Comment

There was no public comment.

Agenda Item D. Verda Lane Additional Funding Request

Steve Dobrinich reported that additional funds are needed for the Verda Lane: Dearborn Ave to Ascot Ln (KN 20741) project. In January of 2023, the Policy Committee adopted the following policy:

Make completing projects in the TIP a priority over adding new projects to the TIP. Commit to adding funds to projects as they are requested and delaying projects and/or project phases if additional funds are needed as long as project sponsors have shown they have considered reasonable cost-reduction options before requesting additional funding

Total cost estimates from the Design Acceptance Package (developed in March 2023) for the Verda Lane project came in significantly higher than the amount currently programmed in the SKATS TIP. Updated cost estimates for all three phases (Preliminary Engineering, Right-Of-Way, and Construction) came in with a total funding shortfall of \$5,433,537¹; the largest funding shortfall (over \$4.6 million) is for the Construction phase. ODOT engineers looked at possible cost reductions; one being the removal of the Claxter Road realignment, however, removing the realignment would discard the safety benefit that comes with realigning the Claxter Road approach and TAC members determined funding the entire project should be prioritized. Further discussion on the topic indicated that the City of Keizer can provide \$2 million in match dollars (\$558,024 required match; \$1,441,976 overmatch) thus reducing the amount of federal funds needed for the project and providing savings for other projects.²

¹ Table 2-Additional Funding Needed – may be found on page 2 of attachment item D in the agenda package.

² Table 3-Project Costs and Federal Funding Needed (With Overmatch) – may be found on page 2 of attachment item D in the agenda package.

Action requested by the Policy Committee is to approve using unprogrammed funds for shortfall in Verda Lane's Preliminary Engineering phase and Right-of-Way phase (\$784,903 total --\$704,293 federal; \$80,610 required match) (Resolution 23-17). Future discussion will be needed for the expected shortfall in the programmed funds for the construction phase of the Verda project, which is projected to be slipped to 2025 or 2026. Staff will need to work on which funding sources might be adjusted to free up funds for the project. Also, for discussion is potentially slipping the construction phase of Commercial Street: Vista to Ratcliff sidewalks and signal project and or the State Street: 4106 State St. to 46th Ave to 2028 to free up additional federal funds.³

Kevin Cameron asked if there were any Safe Routes to School funds being used for the Verda project. Staff and Chair Clark answered that although there are schools in this area, this project was not submitted for Safe Routes to School construction. However, this project is going to make a significantly positive difference for those students living on the east side of Verda Lane. This is a previously rural/county design area that has been incorporated, so this project will be a full multimodal upgrade; there is an existing transit line, serves title one schools, is used by freight, and connects directly to the parkway. This project will address the gaps in sidewalks and missing bike lanes.

Sadie Carney asked for clarification on the TAC's reasoning for realignment at Claxter Road. Are bike lanes and sidewalks going to be incorporated on Claxter Road; will this increase safety and incorporate a dedicated turn lane; will Claxter Road itself be improved? Chair Clark responded that the realignment of Claxter Road is primarily for safety and line of site improvements for all modes of travel. Staff explained that the offset intersection is causing line of site issues and multiple conflict points in the intersection, making it dangerous to turn from Claxter Road onto Verda Lane and is highly problematic during school pick up and drop off times. There will not be a dedicated center turn lane due to lack of adequate right of way and elevation issues with the stormwater. Any improvements to Claxter Road during the realignment are still in the planning phases and there are improvements planned for Claxter Road in the city of Keizer's Transportation System Plan.

Chair Clark noted for the record she supports making sure all the projects that are funded in the TIP stay in-line for funding even if they are slipped.

Motion was made by Lyle Mordhorst, seconded by Kevin Cameron, to approve Resolution 23-17 to use unprogrammed funds for a shortfall in Verda Lane Preliminary Engineering and Right-of-Way phases (\$784,903 total --\$704,293 federal; \$80,610 required match).

Maria Hinojos-Pressey asked if there is a need to add to the motion to slip any projects? Staff answered that the need to slip projects is not yet needed but may be required in the future.

³ Appendix A: Balancing Anticipated Requests and Unprogrammed Funds – may be found on page 4 of attachment item D in the agenda package.

Director Carney asked to revisit the language in the policy that was adopted in January 2023⁴. She is requesting that, as part of the motion for resolution 23-17, or at a future policy committee meeting, a sunset might be added to that policy. Staff recommended to hold that discussion to a future committee meeting, since modification to the policy was not on the agenda and needs to be if the Policy Committee wants to discuss changes to that policy.

After discussion Chair Clark called for the vote:

Those voting in favor of the motion were Kevin Cameron, Sadie Carney, Cathy Clark, Anna Henson, Maria Hinojos-Pressey, Lyle Mordhorst, and Virginia Stapleton. **The motion passed unanimously.**

Agenda Item E. SKATS 2021-2026 TIP Amendments

Steve Dobrinich presented to the TAC members that the Salem Area Mass Transit District (SAMTD) received a \$952,534 grant (\$762,027 Federal plus \$190,507 Local Match) from the Oregon Department of Environmental Quality (DEQ). Grant funds will be used to procure and install charging infrastructure to support SAMTD's growing fleet of electric buses.

Charging infrastructure includes 3 charging power blocks, engineering, and design work for the layout of the infrastructure, and construction costs for installation. Each charger is equipped with two dispensers, which allows concurrent charging of two vehicles per charger. SAMTD is in the process of replacing diesel buses with zero-emission buses, including 10 electric buses arriving in 2023 and five more in the following 12-18 months.

Chair Clark asked for more information on SAMTD's match amount and what the other phases are. Staff answered that it is an 80/20 match, the federal amount is roughly \$762,000.

Motion was made by Kevin Cameron, seconded by Virginia Stapleton, to approve Resolution 23-18 to add a new project for procurement and installation of electric bus charging infrastructure. Those voting in favor of the motion were Kevin Cameron, Sadie Carney, Cathy Clark, Anna Henson, Maria Hinojos-Pressey, Lyle Mordhorst, and Virginia Stapleton. **The motion passed unanimously.**

Agenda Item F. MPO Composition and Cooperative Agreement

As discussed at previous Policy Committee meetings, based on the 2020 Census data the U.S. Census Bureau modified the areas included in the Salem Urban Area (SUA) – formerly known as the Salem Urbanized Area.

⁴ "Make completing projects in the TIP a priority over adding new projects to the TIP. Commit to adding funds to projects as they are requested and delaying projects and/or project phases if additional funds are needed as long as project sponsors have shown they have considered reasonable cost-reduction options before requesting additional funding."

Mike Jaffe talked about these changes including the addition and subtraction of multiple Census blocks to the SUA, with the most significant change being the addition of the city of Aumsville to the SUA. Additional work with the TAC and PC on revising the SKATS boundary to reflect these changes is occurring this summer and fall.

With the city of Aumsville's future addition to the SKATS MPO, the SKATS Policy Committee will begin reviewing and discussing changes to the SKATS 1987 Cooperative Agreement, amended in 2003 when Turner was added.⁵ Changes will also be needed to the SKATS Policy Committee Bylaws⁶ and TAC Bylaws; changes will be submitted to ODOT and FHWA. The Cooperative Agreement's key sections:

- MWVCOG provides administrative services;
- COG retains the sole responsibility for acceptance of contracts;
- Voting membership – one member each;
- Policy Committee is responsible for bylaws, operating procedures, transportation plans both the MTP and the TIP, and work program, and take other actions as necessary;
- The process for adopting Transportation Plan and TIP requires approval with a **unanimous vote** of the Policy Committee members **in attendance**. If less than a unanimous vote, then the document shall be referred to the governing bodies of Marion, Polk, Salem, Keizer, and the Transit District; This option has never been exercised.
- Review and Modifications of the Cooperative Agreement;
 - The agreement says it should be reviewed every 5 years, but that has not been the practice. Instead, the agreement is included in the Unified Planning Work Program and the Policy Committee is informed that they can modify the Agreement if they desire to do so
 - Since 1987, it has been modified once – adding the city of Turner in 2003 as a voting member, but no other changes;
 - Both Turner and the Salem-Keizer Public Schools are voting members but not signers on the agreement.

Kevin Cameron inquired how Salem-Keizer Public Schools (SKPS) became members and is the committee looking to add Cascade School District along with the city of Aumsville?⁷ Mr. Jaffe said SKPS was originally invited to be a member in 1987 and has been a consistent member except for a 3-year hiatus in the early 2000's. Commissioner Cameron asked Maria Hinojos-Pressey what the benefit is for SKPS being on the PC? She answered that Safe Routes to School has helped them to expand in the school district and SKPS is one of the largest taxing entities in the MPO. Also, with such a large transit department they have a major demographic represented through the school district. Staff answered that SKPS is a major transportation

⁵ SKATS Cooperative Agreement with Amendments – may be found beginning on page 2 of attachment item F in the agenda package.

⁶ SKATS Policy Committee Bylaws - may be found beginning on page 13 of attachment item F in the agenda package.

⁷ Both the city of Turner and city of Aumsville fall under the Cascade School District.

entity and federal regulations state that major transportation districts should be considered for representation in the MPO. Commissioner Cameron asked further, if we are considering transportation entities, then do we invite the school district or the transportation provider? The Cascade School District contracts out their bussing system. This is a question to consider. Mark Bernard commented that the city of Tigard has addressed this specific issue and would be a great example.

Mr. Jaffe continued his presentation, moving on to the Policy Committee's Bylaws:

- Adopted in 1987 and last amended in 2003;
- Membership on the PC is the same as in the Cooperative Agreement;
- Defines that 4 members constitute a quorum;
- Chair and Vice Chair, member alternates;
- Meetings are governed by Oregon Open Meeting Laws and Robert's Rules of Order;
- Bylaws may be amended and would require updating and public notification.

Further information was provided regarding the relevant federal regulations (23 CFR 450.310)⁸:

- Redesignation by the Governor is not required when "adding members to the MPO that represent new units of general-purpose local government from expansion of the metropolitan planning area" (l)(2);
- adding Aumsville (without other significant changes) can be done by amendment to the Cooperative Agreement and need not go to the Governor.
- Redesignation by the Governor is **required** whenever the existing MPO proposes to make (j)(1) & (2):
 - a substantial change in the **proportion of voting members** on the existing MPO representing the largest incorporated city, other units of general-purpose local government served by the MPO, and the State(s); or
 - a substantial change in the **decision-making authority** or responsibility of the MPO, or in the **decision-making procedures** established under MPO by-laws.

As part of this upcoming discussion, staff researched the membership composition and voting of other MPOs in Oregon and a few SKATS-sized MPOs in other states as information for the PC's discussion.⁹ SKATS, Albany, Bend, Rogue Valley, and Walla Walla all have one voting representative per local government whereas Central Lane, Corvallis, and Middle Rogue have proportionate representation. MPOs often seek to reach consensus first before making a decision by vote as Corvallis MPO does.

Mr. Jaffe recommends the next steps should be to not rush to any decisions about the MPO structure. Instead, we should start with understanding the concerns of members with the current structure and discuss what is working well (or not well) in the MPO decision making

⁸ <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.310>

⁹ Overview of the Structure and Votes for MPOs in Oregon - may be found beginning on page 16 of attachment item F in the agenda package.

process. The Policy Committee members may wish to enlist the services of a facilitator for this process of updating the Cooperative Agreement and Policy Committee Bylaws.

Chair Clark talked about the Oregon Metropolitan Planning Organization Consortium where representatives from all the MPOs meet quarterly to learn from each other collaboratively. This group may have additional information useful to the PC in making these decisions. Aumsville becoming part of the MPO is a given. Expediting the steps to bring them in would be respectful and should be done. Chair Clark opened the floor for discussion.

Commissioner Cameron stated that bringing them in as another voting member is one simple option. It means not having to change up everything. They would be the 9th member. He asked if we need to look at the school district. (Della Seney stated the school district most likely won't want to join; they are such a small agency.)

Director Maria Hinojos-Pressey asked staff to clarify signing vs non-signing members. What does that mean and how will it affect Aumsville? Mr. Jaffe has read over the regulations for designating MPO boards; it states when an MPO is designated, an agreement should be made between "the Governor and units of general-purpose local governments that together represent at least 75% of the affected population including the largest incorporated city based on population."¹⁰ Mr. Jaffe noted although he was not with SKATS at the time, in 1987 when the original cooperative agreement was done the general-purpose local governments within the region were the ones required to be in the MPO; however, back in 1987 providers of public transportation were not required to part of MPO boards. That has changed in recent years and now regulations say these districts must be included as voting members. Looking back to when the city of Turner and the Salem-Keizer School District were added to the MPO as voting members, it may not have been required for them to be signers on the agreement. More investigation needs to be done on this matter and revisited at a future next meeting.

Director Carney asked to get clarification on the process of reporting major revisions to the cooperative agreement; will it then be sent to ODOT or OTC? Do we send it to the Governor or just the office of the Governor? Staff said that SKATS would work with ODOT if it needed to go the Governor for approval. The 2003 amendment to add city of Turner did not need to go to the Governor. Staff will work through the process, but first it needs to be determined if there will be a simple change to the agreement or will more major amendments be needed. There are many steps and several options to this process.

Director Carney noted that this agreement was proposed for revision every 5 years and the committee has not held to that. She feels this is the opportunity for a comprehensive look at the agreement and the proper time to make significant revisions. She informed the PC that the SAMTD board voted unanimously last week to support a facilitated process to update the Cooperative Agreement and Bylaws. Staff inquired if the transit board discussed specific issues that may require a facilitator and how did the transit board come to this recommendation?

¹⁰ 23 CFR 450.310 (h)

Director Carney shared that the transit board reviewed the population break-down that was shared by SKATS staff and there was concern that some areas that are representing very few people were speaking with as loud a voice as areas where entities that were representing the vast majority of the population within the metropolitan planning area. Chair Clark suggested one of the potential models may be population-based representation versus functional basis, or some other basis for representation.

Director Maria Hinojos-Pressey stated there are some MPOs with tribal representations and the PC should consider including tribal representation to the SKATS MPO. Chair Clark talked about The Confederated Tribes of Grand Ronde being represented on MWACT and that their addition to the PC should be discussed.

Virginia Stapleton described that Trevor Phillips asked her to come and represent his views, which were that he was likewise in agreement with the recommendation listed on the agenda to have a facilitator for the process. She could not elaborate as to why he has reached that conclusion, but he has talked about it and holds the same view of it being “population based” for representation and voting purposes.

Chair Clark suggested putting a timeline on this process. She would like to see Aumsville included as soon as possible. She agreed that a facilitator will help with the discussion. The current structure forces all members to look at the projects, planning, and the region in its entirety, not just focus on “my city, my projects” and to have a more wholistic view.

Commissioner Cameron spoke about “the big picture”, which he needs to do as a county commissioner. When he looks at projects (using State Street as an example that is partly in the city of Salem and partly in Marion County), he approaches them as a whole, working to improve the whole SKATS area. When the committee starts to focus on this area or that area and which has more citizens (and moving to a weighted representation) a committee begins to lose the big picture. Commissioner Cameron feels that the committee has approached things in this wholistic way and should continue to do so. His belief is to not waste time and money on a facilitator, keep things simple and add Aumsville with the current voting structure, but that would be up to the group.¹¹ Commissioner Mordhorst took up the discussion from Commissioner Cameron and spoke about SKATS being “most likely the most successful board within the Willamette Valley because of having the big picture vision, understanding each other’s unique needs, and prioritizing needs”. He feels that if the policy committee moves to a weighted population basis that things will change and members could feel left out.

Chair Clark suggested to continue the discussion at future meetings with more information from staff on facilitation and costs; signers of the cooperative agreement; interest or not of Cascade School district or would having Salem-Keizer school district represent school district issues; and what is equitable representation and should it be population-based. Chair Clark said that the special districts – the transit and school district - have been important members of

¹¹ Kevin Cameron left the meeting for another engagement after this statement.

this MPO, especially on topics of transportation services and transportation options. Chair Clark's view is that the collaborative approach has made SKATS stronger because "at the end of the day we had to sit down and listen to each other." Director Carney wanted to add including the tribes (Siletz and Grand Ronde) should also be on the list of considerations as we move forward on this issue. Commissioner Mordhorst said Polk County works regularly with the Grand Ronde tribe and they are great to work with. It was noted that both tribes own land within the SKATS area. Mr. Jaffe related how the MPO's tribal consultation process was revised in the last 2 years. Anna Henson related recent ODOT discussion with the tribal governments about projects in the STIP.

Agenda Item G. TIP Modifications

Steve Dobrinich presented the staff-approved modifications made to the SKATS TIP since the May 23, 2023, Policy Committee meeting through a summarized table.¹² PC approved amendments and adjustments are also included in the table.

- Advancement of the construction phase for Polk County Striping & Marking Improvements from 2027 to 2026.
- Slip utility relocation phase of the Northwest Oregon Lighting project from 2024 to 2026.
- Reduction in project costs for Salem-Keizer Area MPO Planning SFY25, SFY26 and SFY27 to be applied towards payment for the e-TIP database.
- Increase in total costs for the Electronic Transportation Improvement Program Service FY22.
- Update project location start & end points and name to better reflect new project location on the Verde Lane project.

Agenda Item H. Other Business

- Metropolitan Transportation Safety Action Plan (MTSAP) Steering Committee **-next meeting will be July 13, 2023.**
- City of Salem has applied for a Safe Streets for All grant for roughly \$3 million to be used to do *Vision Zero* planning, implement a *20 is Plenty* program on the neighborhood streets city-wide, some education campaigns and to purchase more of the speed-tracking trailers.
- MWACT and its Steering Committee will be developing a 2-year ACT Work Plan this summer/fall.
- OTC Meeting – **July 13 Pendleton / Sep 14 Eugene / Nov 9 PDX area 2023.**
- Next Policy Committee Meeting – **July 25, 2023.**
- Next TAC Meeting – **July 11, 2023.**

¹² 2021-2026 SKATS TIP Modifications (Since May 2023) – may be found on page 1 of attachment item G in the agenda package.

- ODOT – **OR22/51 project open house information**¹³
- OMPOC – **July 28, 2023**

Chair Cathy Clark adjourned the meeting at 1:39 p.m.

¹³ ODOT online open house: <https://odotopenhouse.org/or22-or51-interchange> in-person open house on July 12th.

Agenda Item D

SKATS Federal Aid Urban Boundary (FAUB) Revision

SKATS Policy Committee

July 25, 2023

Action Requested:

INFORMATIONAL ITEM

Updating the Federal Aid Urban Boundary (FAUB)

20230713

Overview

After each Decennial U.S. Census, the Federal Aid Urban Boundary (FAUB) needs to be adjusted as necessary to reflect the areas delineated as an “urban area” (UA) based upon the U.S. Census Bureau’s methodology that is applied nationwide. FAUBs are generally intended to distinguish between areas that are ‘urban’ and those that are ‘rural.’ At a minimum, federal requirements are that the FAUB needs to encompass the urban area as defined in the recent Census.

The FAUB was last revised after the 2010 U.S. Census. In 2012, as part of a separate process, SKATS revised the Metropolitan Planning Organization (MPO) boundary to reflect the results of the 2010 Census, including where the urban area extended past the existing MPO boundary. The revised MPO boundary was approved by the SKATS Policy Committee at their September 2012 meeting. **The SKATS MPO boundary is not the same as the FAUB.** The MPO boundary will contain the FAUB plus additional land as appropriate. The MPO boundary will be revised later this summer/fall to reflect the 2020 U.S. Census and will include the FAUB plus any additional land as deemed necessary or required by federal regulations (see 23 CFR 450.312 (a) (1) below). **Proposed revisions to the Federal Aid Urban Boundary will be provided to ODOT for review by September 1, 2023.** ODOT will review the proposals and suggest revisions before sending the final FAUB to the Federal Highway Administration before December 29, 2023.

Concurrently SKATS staff is leading the review of the federal functional classification of all the roads within the revised Federal Aid Urban Boundary, identifying roads where the classification needs to be changed to reflect the current operation of the road, due to changes of the FAUB, or if a new road is proposed to be built in the next 10 years. Staff from the local jurisdictions will be involved in that effort, and the results of that project will be presented at a future meeting. Initial meetings with Public Works staff will begin in July. **Proposed revisions to the federal functional classification will be provided to ODOT for review by September 29, 2023.**

Presented in this memo is a discussion of what a FAUB is, an overview of the process to define the FAUB, and a set of initial areas where the FAUB either could or shall be expanded to include. Discussions with the SKATS Technical Advisory Committee and local staff on these initial proposals is still on-going, so please treat the maps as a window into the process and **not** the final proposal(s). A set of proposals will be provided to the Policy Committee at their August 22, 2023, meeting to be endorsed/adopted.

Considerations Associated with the FAUB

Defining an area as being within the FAUB means that the roads inside the boundary will carry urban functional classifications. These classifications in turn will dictate the design standards that will be applied for any federally funded project on a road within the boundary. Design standards for urban roads are generally more costly than those for rural roads because, for example, curbs, gutters, and bike lanes are required instead of wide shoulders. Based on the location and context, exceptions to these design standards are possible. The local jurisdiction staff should discuss this potential with ODOT when designing a project.

Projects within the SKATS boundary on roads that are classified as rural major collectors and above, or urban minor collectors and above, are eligible to be considered for a portion of the region's allocation of federal transportation funds. The number of roads within the FAUB does not directly influence the amount of funding available to the area. The amount of federal transportation funding that is allocated to SKATS is based on the share of the state's urban area population within the SKATS boundary.

Changes between the 2010 and 2020 Census

The methodology that the Census Bureau used to delineate the urban areas changed for the 2020 Decennial Census (as it did for the 2010 Decennial Census). This has resulted in areas that once were part of the urban area, and thus included in the FAUB, that are now classified as outside the urban area, while other areas are now delineated as 'urban'.

Defining the Proposed FAUB

For defining the FAUB within SKATS, the following definitions were used to determine the location of the revised FAUB:

- The area inside the FAUB should be consistent with relatively intensive, "urban" land uses, such as housing developments, retail business locations, and industry. In Oregon, this will be land typically located within an urban growth boundary (UGB).
- The area outside the FAUB should consist of land devoted to relatively "rural" uses such as farming and resource uses. Typically, this land is located outside an UGB.

Federal regulations stipulate that the FAUB should encompass at least the same area as was designated an "urban area" by the U.S. Census Bureau. Areas should be "smoothed" to ensure the FAUB encompasses a single contiguous area. Adjustments are also made to ensure that it is clear whether a road or interchange is within the boundary; the facility may not be split by the FAUB. The boundaries depicted on the maps included in this document will *typically* place the dividing line on the far side (furthest from the center of the Salem UA) of a facility to ensure that the entire road is within the FAUB.

Unlike previous FAUB modifications, an initial set of recommendations was developed by consultants hired by ODOT to assist in the process. In general, these recommendations followed the process outlined below.

Process Followed for the Proposed FAUB

- 1) Start with the Salem Urban Area as defined from the 2020 U.S. Census.
- 2) Adjust the Urban Area to:
 - a. Be one, contiguous area – no gaps
 - b. Encompass areas that have urban characteristics with land uses consistent with or related to the development patterns within the urban area
 - c. Include all large traffic generators within a reasonable distance from the urban area.
 - d. Include entire city limits
 - e. Be on one side of the road, not down the middle
 - i. The proposed FAUB will be on the ‘outside’ boundary (away from Salem) to take the entire road unless there is a compelling reason not to include the road (e.g., Golf Club Road).
 - f. Align with the Urban Growth Boundaries as appropriate
 - i. If the UGB is outside of the delineated Urban Area (i.e., if it encompasses more land), the FAUB will be aligned with the UGB.

FAUB Expansion Areas

There are 15 areas where the FAUB will or could be extended. A number of these areas are required to be included as they represent urban areas from the 2020 Census; these are shown in solid blue on the maps. Other areas have been identified for inclusion as part of the smoothing process; these are shown with blue stripes on the maps. Note that the maps represent the areas identified by ODOT’s consultants and will likely be modified after discussions with the TAC are completed in August. **Table 1** presents the areas that were identified by the consultants to be in the revised FAUB. The proposed federal aid urban boundary for the SKATS would include most of the land currently included in the 2010 FAUB, the land that has been designated as ‘urban’ by the US Census Bureau after the 2020 Decennial Census, and such land to ‘smooth’ the boundary to ensure the boundary is contiguous and that complete facilities are included. Each of the individual areas is depicted in **Maps 1-15**.

*Table 1: Areas for Discussion (**Bolded** entries represent changes from the Consultant’s proposal or areas under discussion for modification)*

Map	Area	Discussion
1	Aumsville to Golf Club Rd	West of Golf Club Rd is identified by the Census Bureau as part of the Salem Urban Area. The FAUB is proposed to be on the west side of Golf Club Rd,

		<p>with the Stayton UA boundary adjacent. It is proposed that Golf Club Rd be in the Stayton UA.</p> <p>The consultant's proposal for the area between OR 22E and Mill Creek Rd is to keep the roads from entering/leaving the FAUB.</p>
2	Aumsville	Aumsville was identified by the Census Bureau as part of the Salem UA. Add in the on/off ramp from OR 22E to Shaw Hwy in the north, the portion inside the Aumsville UGB south of Mill Creek in the south, and the portion of the UGB west of Aumsville Hwy in the northwest.
3	Silver Falls Hwy	Include the eastern on/off ramps from OR 22E to Silver Falls Hwy
4	North of OR 22E bounded by Jordan St, Harpole St, Gale St	<p>Staff proposal is to revise this addition to have an eastern boundary on 71st. The area from 71st east, north of Jordan St to Gale/Harpole St would not be included.</p> <p>Currently in the existing FAUB</p>
5	Cordon Rd, State St, Macleay Rd, 62nd Av	<p>Staff proposal is to not include the proposed area, and for the boundary to be the southern edge of State St, eastern edge of Cordon Rd, and northern edge of Macleay Rd.</p> <p>Currently not in the existing FAUB.</p>
6	Cordon Rd, Sunnyview Rd, Swegle Rd, Hampton Rd	<p>Include this area to reduce Sunnyview Rd from entering/leaving the FAUB.</p> <p>Currently in the existing FAUB.</p>
7	Cordon Rd, Hazelgreen Rd, 55 th Av	<p>Add this area to the FAUB.</p> <p>Currently in the existing FAUB.</p>
8	Keizer to Brooks	<p>Add the area shown to the FAUB to connect the Labish Village and Brooks portions. Boundary will be the northern edge of Brooklake Rd, including the on/off ramps on I-5, and the eastern edge of Portland Rd.</p> <p>The area south of Brooklake Road is in the existing FAUB, as is the area around Brooks and part of the NorPac plant.</p>
9	Salem western UGB	<p>Include areas shown in blue striping from the UA to the UGB along the River, and portions of West Salem.</p> <p>Add the area that is within the Salem city limits but outside of the UGB south of Osage Dr and west of 35th Ave.</p> <p>Add in the area to the west of the proposed Marine Drive alignment from River Bend Rd</p>

		<p>south to the bump out of the Salem UGB, and then eastward to the Willamette River.</p> <p>Proposed areas are currently in the existing FAUB.</p>
10	Salem Minto-Brown Island and SW	<p>Include three areas shown in blue striping from the UA to the UGB.</p> <p>Currently in the existing FAUB.</p>
11	Salem South and West of I-5	<p>Staff proposal is to not include the proposed area that is bounded by Liberty Rd on the west, Hylo Rd on the south and Rainbow Dr on the east.</p> <p>Include three areas shown that between the UA and the UGB.</p> <p>TBD: The area from I-5 west to Sunnyside Rd and north of Delaney Rd is being discussed with Marion County staff. At the very least, I-5 will be included to ensure a connection to the area shown in Map 12.</p>
12	South of Delany	<p>Blue area identified by the Census Bureau. Add in a portion east of I-5 in blue striping. Eastern boundary is eastern edge of Enchanted Way.</p> <p>Western boundary is the western edge of Squirrel Hill Rd.</p>
13	East of I-5 to Turner	<p>Staff proposal is to not include the area south of Wiltsey St, east of I-5 to the Turner UGB and Markham St/UP line (following the 2010 FAUB). This area is currently not in the existing FAUB.</p> <p>Areas north of Turner to OR 22E and southward from the UA to the Salem UGB are to be included. This area is currently in the existing FAUB.</p>
14	Turner	<p>Staff proposal is to not include the area east of Witzel Rd, south of Ogle St, and north of Marion Rd/Mill Creek Rd.</p> <p>Include area inside the Turner UGB and south of the UA.</p>
15	Southeast of Salem	<p>Include the area southwest of OR 22E to Turner UGB, bounded on the east by Witzel Rd.</p> <p>Currently in the existing FAUB.</p>

Next Steps

The first discussion of the proposed FAUB has been reviewed by the TAC at their July meeting. The Policy Committee is being provided an overview in July to allow any questions to be addressed by staff and the TAC at the August TAC meeting. The final proposed FAUB will be presented to the Policy Committee for review and adoption at their

August 22, 2023, meeting. After adoption the revised FAUB will be provided to ODOT by **September 1, 2023**, for review. ODOT will review the proposed changes and either accept them or suggest revisions. The final revised FAUB will be submitted by ODOT to the Federal Highway Administration by December 29, 2023. The revised FAUB will be used in the process to revise the SKATS Metropolitan Planning Area, which is the MPO boundary.

The revised FAUB will be used as part of the on-going process to examine and revise the federal functional classifications of the roads in the region. As part of that process, a list of proposed revisions to either the federal functional classification of the road or whether the road is designated urban or rural will be prepared and submitted to ODOT for review by **September 29, 2023**. ODOT will review the proposed modifications to the functional classification of the roads within the revised FAUB. The current schedule is to have the changes finalized by May 2024. Once the list is finalized and accepted by ODOT, it will be forwarded to FHWA for review and acceptance before December 31, 2024.

The schedule for the entire process to review the FAUB and the federal functional classification of the roads is presented below.

July - Aug:	Review and endorse the proposed FAUB.
August 30:	All proposed changes to the FAUB to ODOT for review
July - Sept:	Review, revise, and endorse changes to the functional classification.
Sept 29:	All proposed changes to the federal functional classification to ODOT for review.
Sept – Dec:	Review of proposed revisions to the FAUB and/or federal functional classification from ODOT. PC endorsement as necessary and resubmittal to ODOT.

Relevant Federal Regulations

23 CFR 450.312 Metropolitan planning area boundaries

23 CFR 450.312 (a) (1) At a minimum, the MPA [Metropolitan Planning Area] boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan.

23 CFR 450.312 (b) An MPO that serves an urbanized area designated as a nonattainment area for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. 7401 *et seq.*) as of August 10, 2005, shall retain the MPA boundary that existed on August 10, 2005. The MPA boundaries for such MPOS may only be adjusted by agreement of the Governor and the affected MPO in accordance with the redesignation procedures described in §450.310 (h). The MPA boundary for an MPO that serves an urbanized area designated as a nonattainment area for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. 7401 *et seq.*) after August 10, 2005, may be established to coincide with the designated

boundaries of the ozone and/or carbon monoxide nonattainment area, in accordance with the requirements in §450.310 (b).

23 CFR 450.312 (i) The MPO (in cooperation with the State and public transportation operator(s)) shall review the MPA boundaries after each Census to determine if the existing MPA boundaries meet the minimum statutory requirements for new and updated urbanized area(s), and shall adjust them as necessary. As appropriate, additional adjustments should be made to reflect the most comprehensive boundary to foster an effective planning process that ensures connectivity between modes, improves access to modal systems, and promotes efficient overall transportation investment strategies.

Attachments

- a) FAQs 2020 FAUB
- b) Maps of areas (15)

Federal Aid Urban Boundaries And **Functional Classification Update**

Frequently Asked Questions

2020 Census

Question: Why are Federal Aid Urban Boundaries (FAUB) and Federal Functional Classifications (FFC) being updated now?

Answer: After each U.S. Decennial Census, the Federal Highway Administration (FHWA) requires states to review and update their FAUB and FFC. It takes several years for the Census Bureau to prepare the urban boundary data from the Census that is required in order to update FAUB and FFC. Urban boundary data from the 2020 Census was released in late 2022.

Question: When are updates to the FAUB and FFC required to be completed?

Answer: FHWA is asking jurisdictions to complete adjustments to Federal Aid Urban Area Boundaries by December 29, 2023 (this means that the adjusted boundaries have been approved by ODOT and the FHWA). FHWA will consider all urban area boundaries final as of April 15, 2025, and will use the original 2020 Census boundaries for all urban areas that have not been adjusted. Updates to the Federal Functional Classifications should be completed and approved by ODOT and FHWA by December 29, 2025.

Question: What are the practical implications of updating the FAUB and FFC?

Answer: Eligibility for most FHWA roadway and bridge Federal Aid funding is based on the Federal Functional Classification, which is determined in part by the Urban boundary for the Minor Collector. FFC also defines which roadways are eligible for FHWA's Emergency Relief Program and which are eligible for FEMA assistance. Design standards for FHWA funded roadways are based, in part, on the FFC and its Urban or Rural location.

Question: What determines urban/rural for federally funded projects? The MPO planning boundary, Urban Growth Boundary (UGB) or Federal Aid Urban Boundary (FAUB)?

Answer: The Federal Aid Urban Boundary. Roadways inside the FAUB have urban classifications while those outside the FAUB have rural classifications.

Question: How is the Federal Aid Urban Boundary (FAUB) determined?

Answer: Census data determines when an area's population is sufficient to qualify as "urban". FAUBs must include at a minimum the entire urban area defined by the Census Bureau and have a minimum population of 5,000. The census-defined boundaries can be "smoothed" to incorporate local conditions such as the UGB, terrain, and special traffic generators. Boundary locations should be selected to include logical transportation control points such as interchanges and major crossroads. Also, boundaries should include airports and seaports if they lie within a reasonable distance of the Census boundary. Additional information can be found in the FHWA's Census Urban Areas and MPO/TMA Designation [FAQ Topic 2: 2020 Urban Area Delineation](#).

Question: Can two adjacent rural areas merge their boundaries and become a small urban area if their combined population is 5,000 or greater?

Answer: No. Only Census data determines when an area's population is sufficient to qualify as "urban". The listing of Oregon's 2020 Census defined urban areas can be found here:

https://www.oregon.gov/odot/Planning/Documents/2020_Census_Federal_Aid_Urban_Areas_list.pdf

Question: The 2010 Federal Aid Urban Boundary may in some cases be larger than the 2020 Census urban boundary. In these cases, can a local government opt to use the 2010 boundary without having a specific reason or justification?

Answer: Theoretically yes, however the FAUB should reflect the 2020 Census urban boundary expanded and smoothed to include features such as entire city limits, the UGB, large traffic generators, etc. Therefore, it is recommended that the 2010 FAUB be adjusted if conditions have substantially changed since the last boundary update.

Question: Can FAUB updates be made between Census years? For example, if a UGB is updated, could an urban area request to make corresponding changes in the FAUB?

Answer: The latest information from the Census Bureau and FHWA is that it will not be possible to make changes to FAUBs until the 2030 Census data is released.

Question: Is the Federal Functional Classification used to determine design standards on federally funded projects even if the local community calls the road something else in their Transportation System Plan (TSP)?

Answer: Yes, however the expectation is that consistency will be maintained between the functions of roadways shown in local TSPs and the approved federal functional

classifications. If the desired function changes in the TSP, ODOT and FHWA should be asked to approve corresponding changes to the federal functional classification as part of the TSP update. Keeping the two consistent will help reduce conflicts in the selection of design standards for federal-aid projects.

Question: If a federally funded project is inside the Metropolitan Planning Organization boundary but outside the Urban Growth Boundary and/or the Federal Aid Urban Boundary, do urban design standards apply to the project or can rural design standards be used?

Answer: Urban design standards would typically apply inside the FAUB. Conversely, rural standards would typically apply outside. However, FHWA, ODOT and/or local agency staff, as appropriate, would decide the design standards used on a case-by-case basis.

Question: Are design standards required for all Federal-aid projects?

Answer: Yes, AASHTO design standards (or greater) are required to be used on all Federal-aid projects. Please see Section 105 of the [ODOT Highway Design Manual](#) for more information.

Question: Are design standards flexible?

Answer: Yes. Case-by-case design exceptions are allowed on all projects if properly justified and documented.

Question: Does Federal Functional Classification affect federal funding on individual roads?

Answer: Most FHWA funds can be used on any functionally classified roadway except “local roads” and “rural minor collectors”. FFC defines which roadways are eligible for FHWA’s Emergency Relief Program vs. FEMA assistance. FHWA’s bridge program covers bridge replacement or rehabilitation on any functionally classified public roadway.

Question: How does the Federal Functional Classification affect the National Highway System (NHS) designation?

Functional classification plays a key role in defining the National Highway System which is made up primarily of “principal arterial” routes. Adding or removing a principal arterial route does not mean an automatic change to NHS status. Changes to the functional classifications are approved by the Oregon Division of FHWA, whereas a

change to the NHS goes to FHWA Planning Headquarters in DC. See the [FHWA NHS Update procedures](#) for more information.

Question: Does the Federal Functional Classification system cover only existing facilities, or does it also apply to planned facilities?

Answer: While functional classification applies to both existing and planned facilities, the focus is on the existing system and near-term improvements. A planned road may be included in the functional system if it is using federal funding, identified in the Statewide Improvement Program (STIP), and will be under construction within 4 years. There may be situations where adding a new facility could change the function (and the classification) of nearby existing roadways. If this does occur, then a functional class change request should be submitted.

Question: FHWA requires that rural/urban boundaries should fall on one side of a road or the other, not in the middle. Does this also mean that the same design standards must be used on both sides of a road?

Answer: Yes, the same design standards should be used on both sides of a road.

Question: What should local governments consider when determining Federal Functional Classifications for their road system?

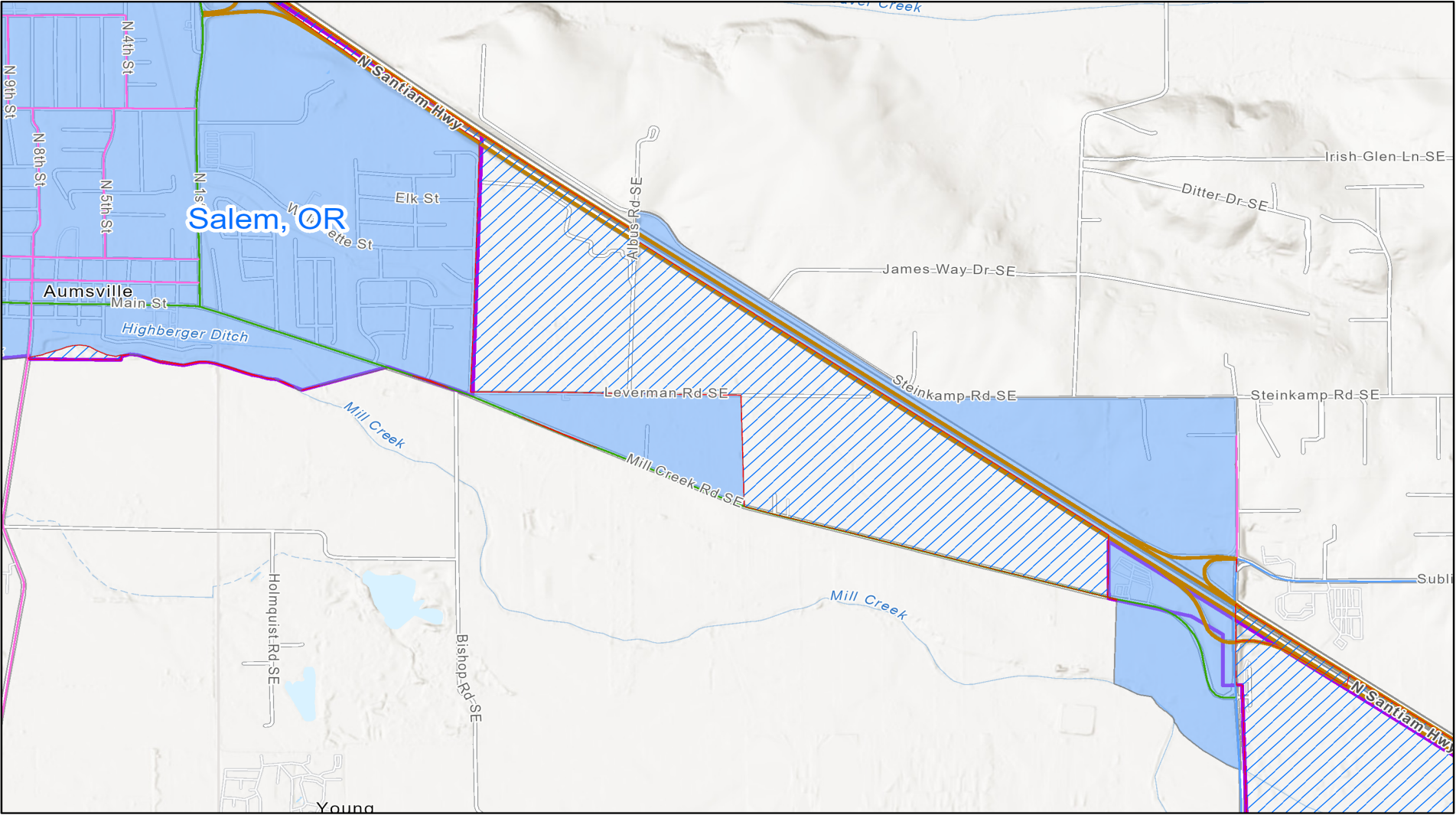
Answer: Local governments should focus on how a given roadway is intended to function. Consider how roads and other transportation facilities fit into the local transportation system and how they connect to adjacent communities. Remember that routes with a higher classification (e.g. Principal Arterials) make up a small percentage of total roadway mileage but carry the bulk of VMT. Also, remember that [Federal FC definitions](#) are sometimes different than the FC system a local agency uses in their TSP.

Question: Can Federal Functional Classification updates be made between Census years?








Answer: Yes, they may be submitted at any time, as they should reflect how the transportation system is currently functioning. FFC updates should also be considered as part of local Transportation System Plan updates and other planning studies in order to maintain consistency.

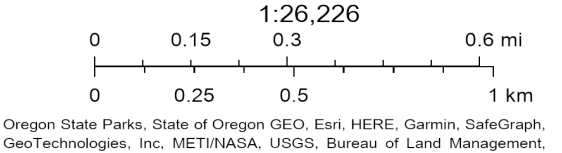
1

1 - Aumsville to Golf Club Rd

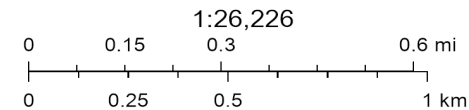
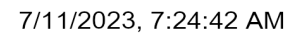


7/11/2023, 7:24:42 AM

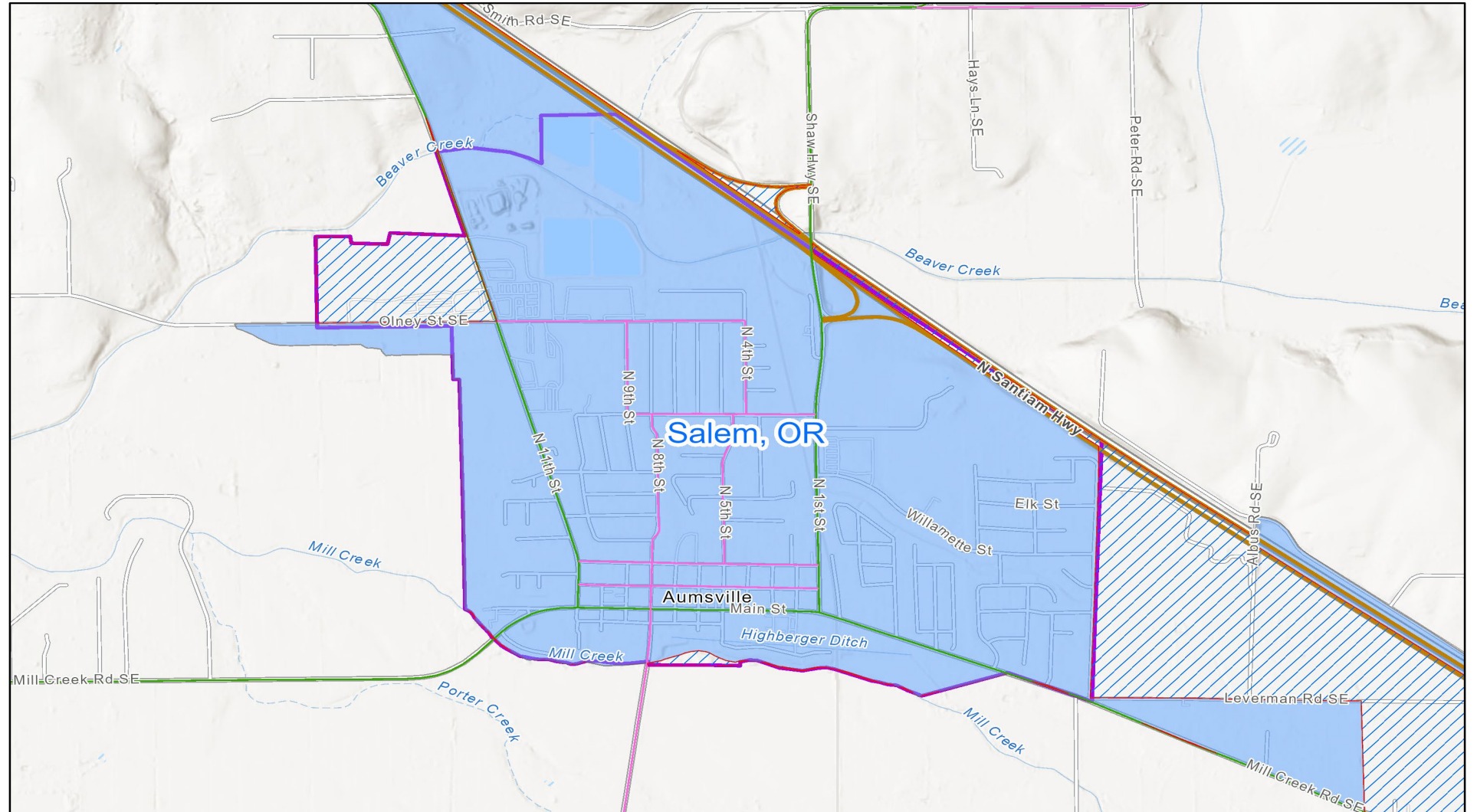
-  DRAFT FAUB 2020 Updates
-  Minor Arterial
-  2020 Census FAUB
-  DRAFT 2020 FFC Changes
-  Major Collector
-  Oregon Urban Growth Boundaries (UGB)
-  Other Principal Arterial
-  Minor Collector



1 Urban Area Boundary

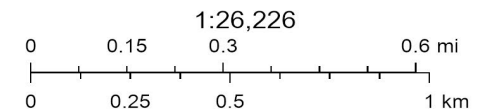


Oregon State Parks, State of Oregon GEO, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management



7/11/2023, 7:22:57 AM

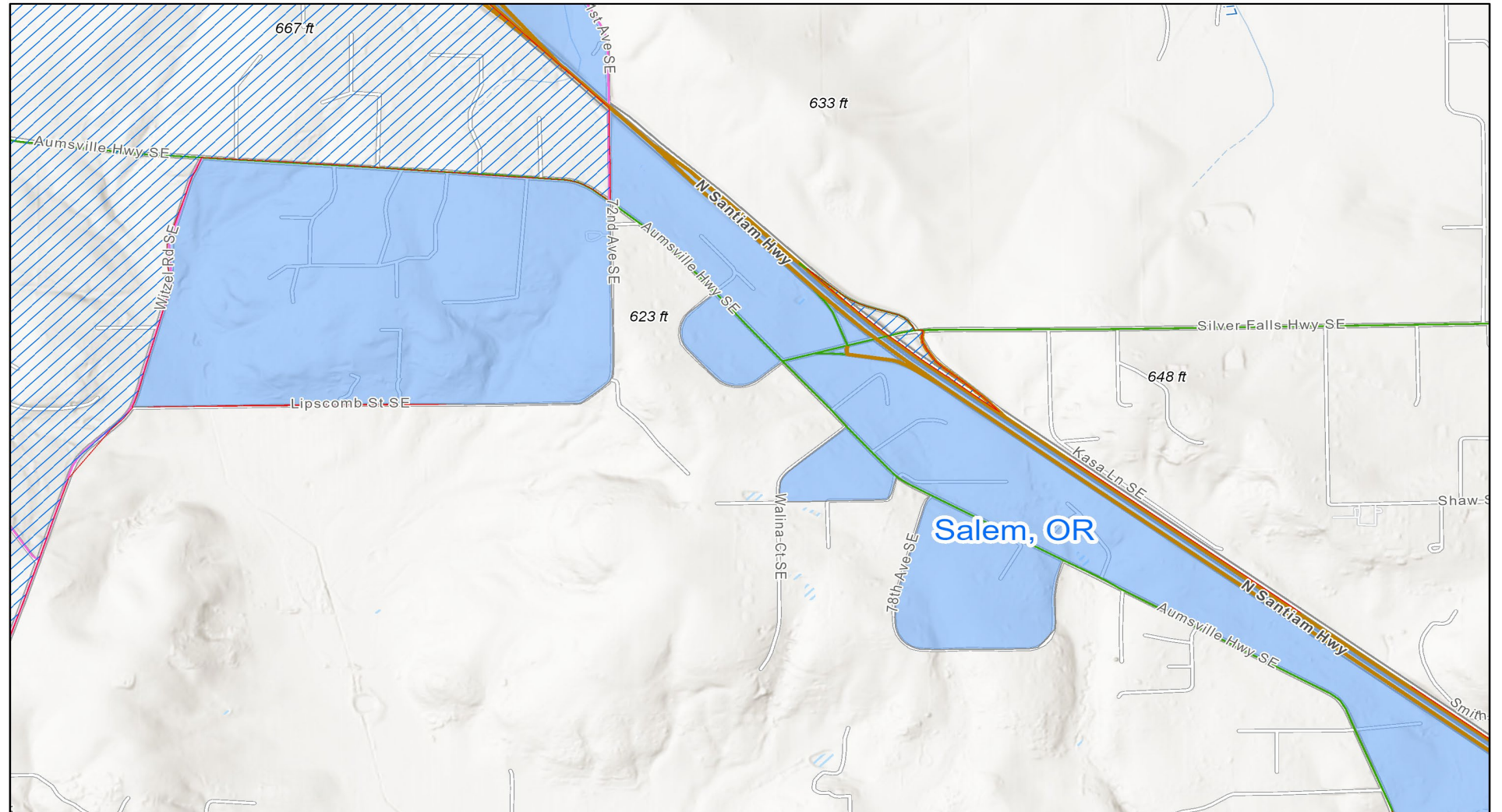
- DRAFT FAUB 2020 Updates
- 2020 Census FAUB
- Major Collector
- Minor Collector
- Other Principal Arterial



Oregon State Parks, State of Oregon GEO, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management,

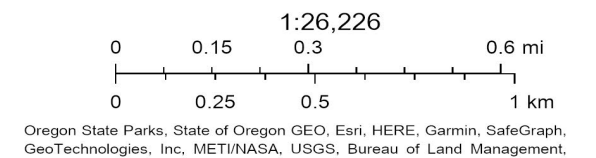
3

3 - Silver Falls Hwy



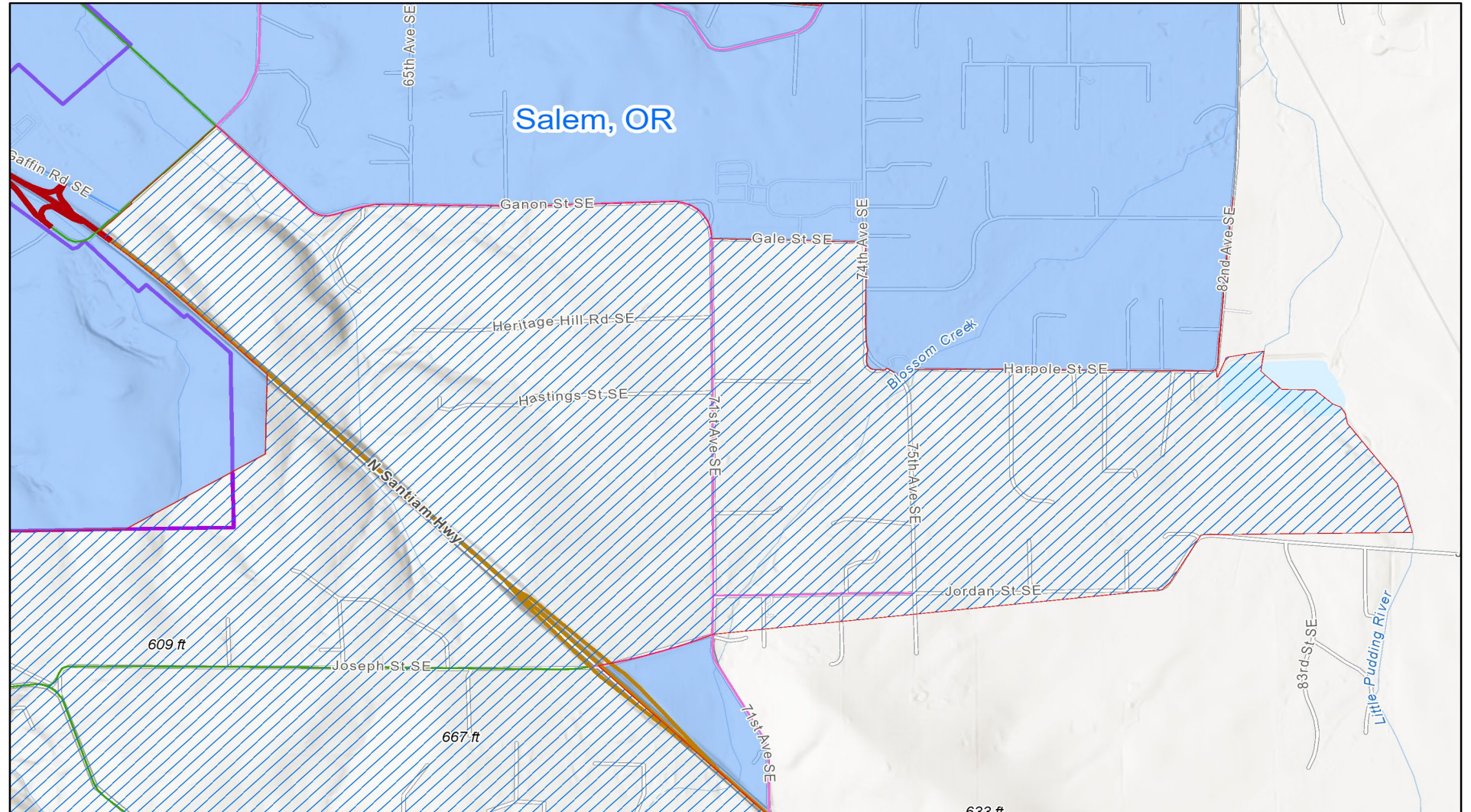
7/11/2023, 7:26:28 AM

- DRAFT FAUB 2020 Updates
- Major Collector
- 2020 Census FAUB
- Minor Collector
- Other Principal Arterial
- DRAFT 2020 FFC Changes



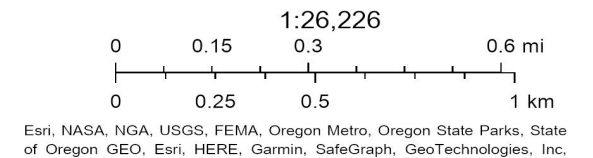
4

4 - OR 22E - Jordan St Ganon St Harpole St

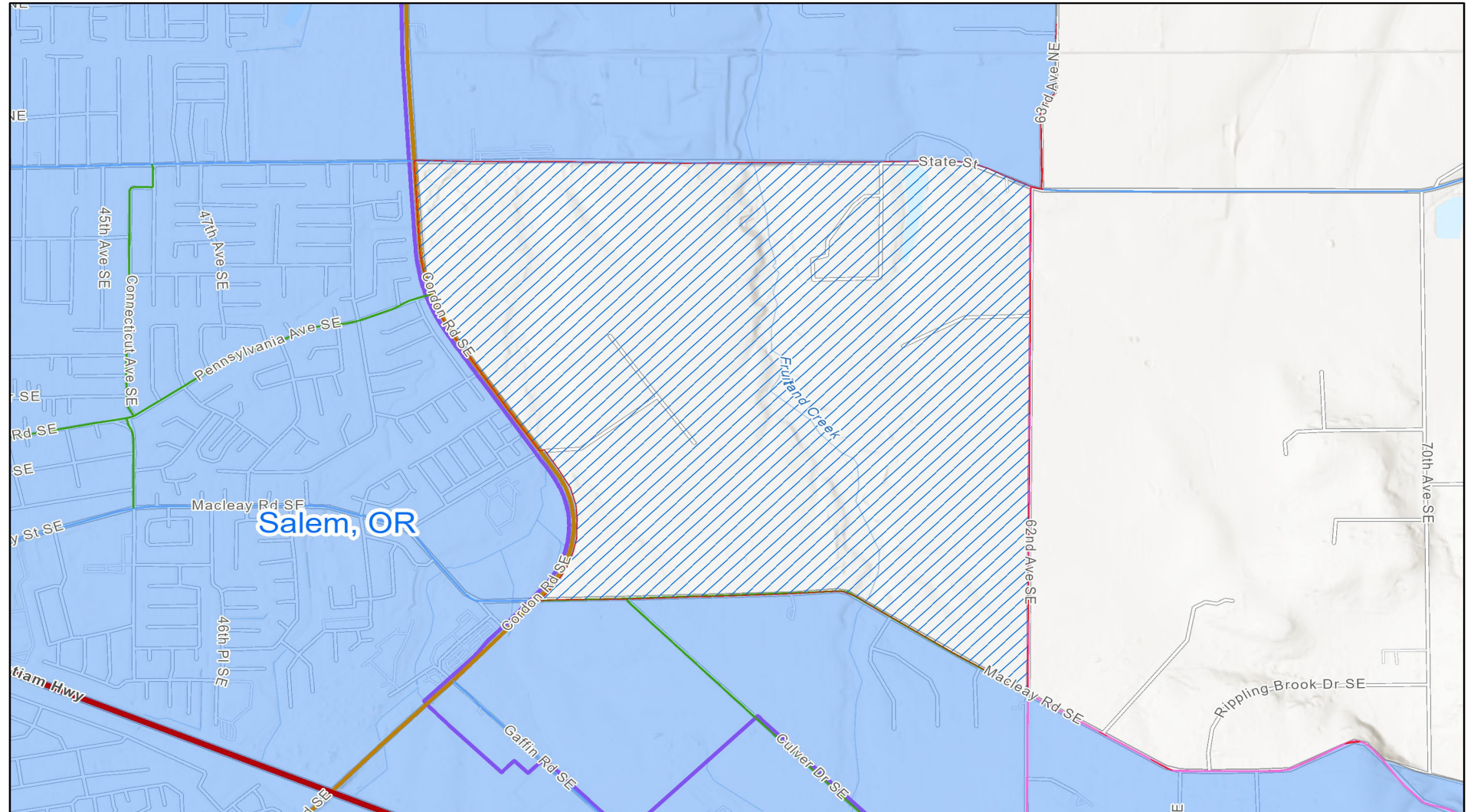


7/11/2023, 7:30:47 AM

- | | | |
|-------------------------|--------------------------------------|------------------|
| DRAFT FAUB 2020 Updates | Other Principal Arterial | Minor Collector |
| Freeway and Expressway | Minor Arterial | 2020 Census FAUB |
| Major Collector | Oregon Urban Growth Boundaries (UGB) | |

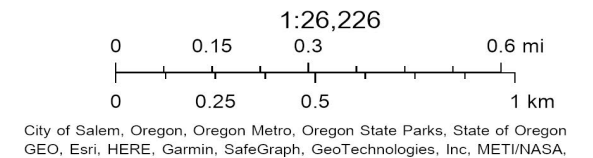


5 - Cordon State Macleay 62nd

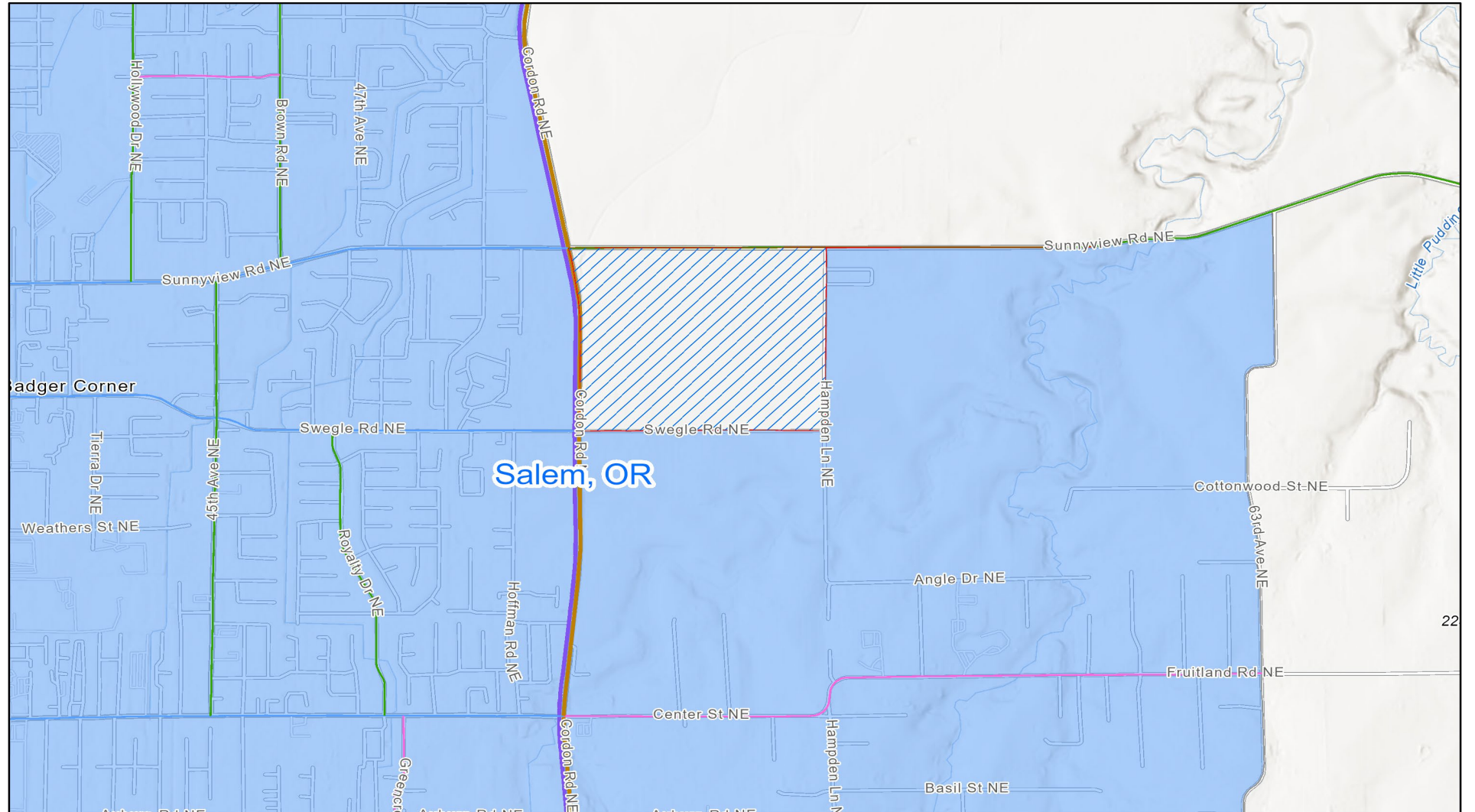


7/11/2023, 7:32:32 AM

- | | | |
|-------------------------|--------------------------|--------------------------------------|
| DRAFT FAUB 2020 Updates | Other Principal Arterial | Minor Collector |
| DRAFT 2020 FFC Changes | Minor Arterial | 2020 Census FAUB |
| Freeway and Expressway | Major Collector | Oregon Urban Growth Boundaries (UGB) |

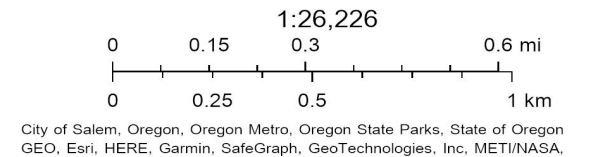


6 - Cordon Sunnyview Swegle Hampden

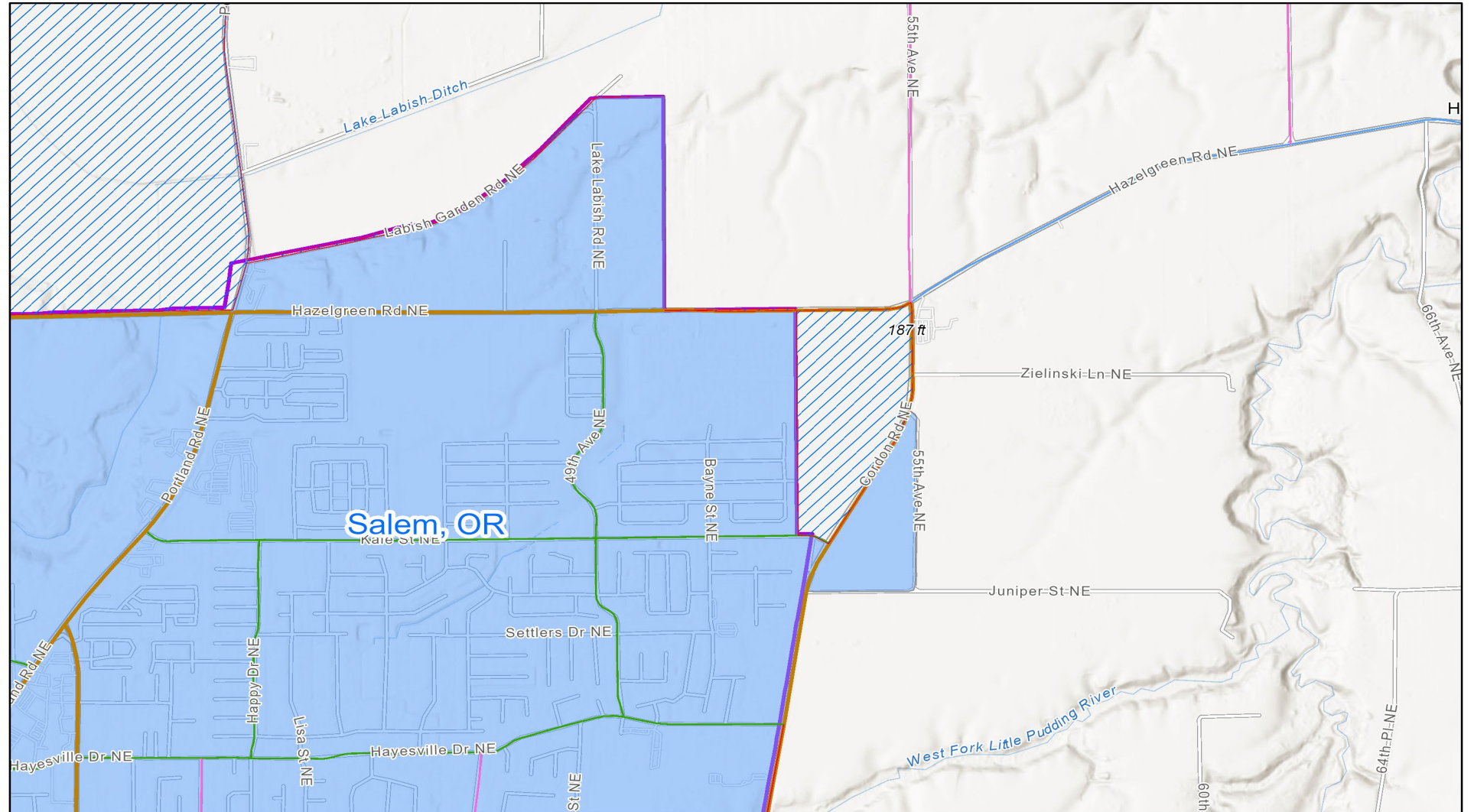


7/11/2023, 7:34:31 AM

- | | | |
|--|---|--|
|  DRAFT FAUB 2020 Updates |  Minor Arterial |  2020 Census FAUB |
|  DRAFT 2020 FFC Changes |  Major Collector |  Oregon Urban Growth Boundaries (UGB) |
|  Other Principal Arterial |  Minor Collector | |

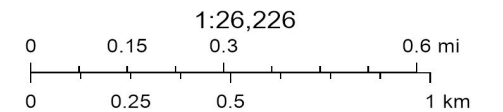


7 - Cordon Hazelgreen 55th



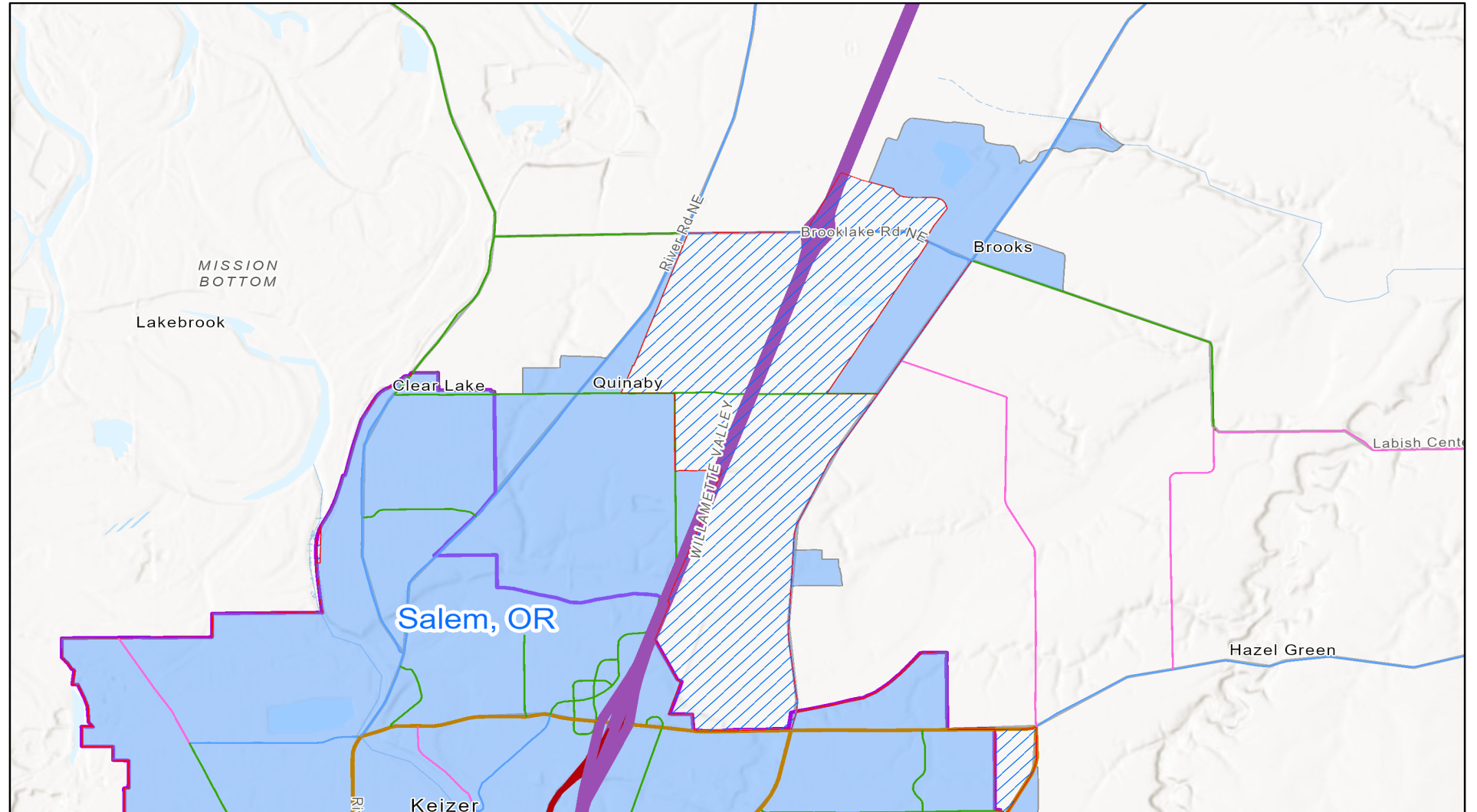
7/11/2023, 7:37:34 AM

- | | | |
|--------------------------|-----------------|--------------------------------------|
| DRAFT FAUB 2020 Updates | Minor Arterial | 2020 Census FAUB |
| DRAFT 2020 FFC Changes | Major Collector | Oregon Urban Growth Boundaries (UGB) |
| Other Principal Arterial | Minor Collector | |



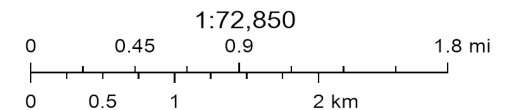
City of Salem, Oregon, Oregon Metro, Oregon State Parks, State of Oregon
GEO, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA,

8 - Keizer to Brooks



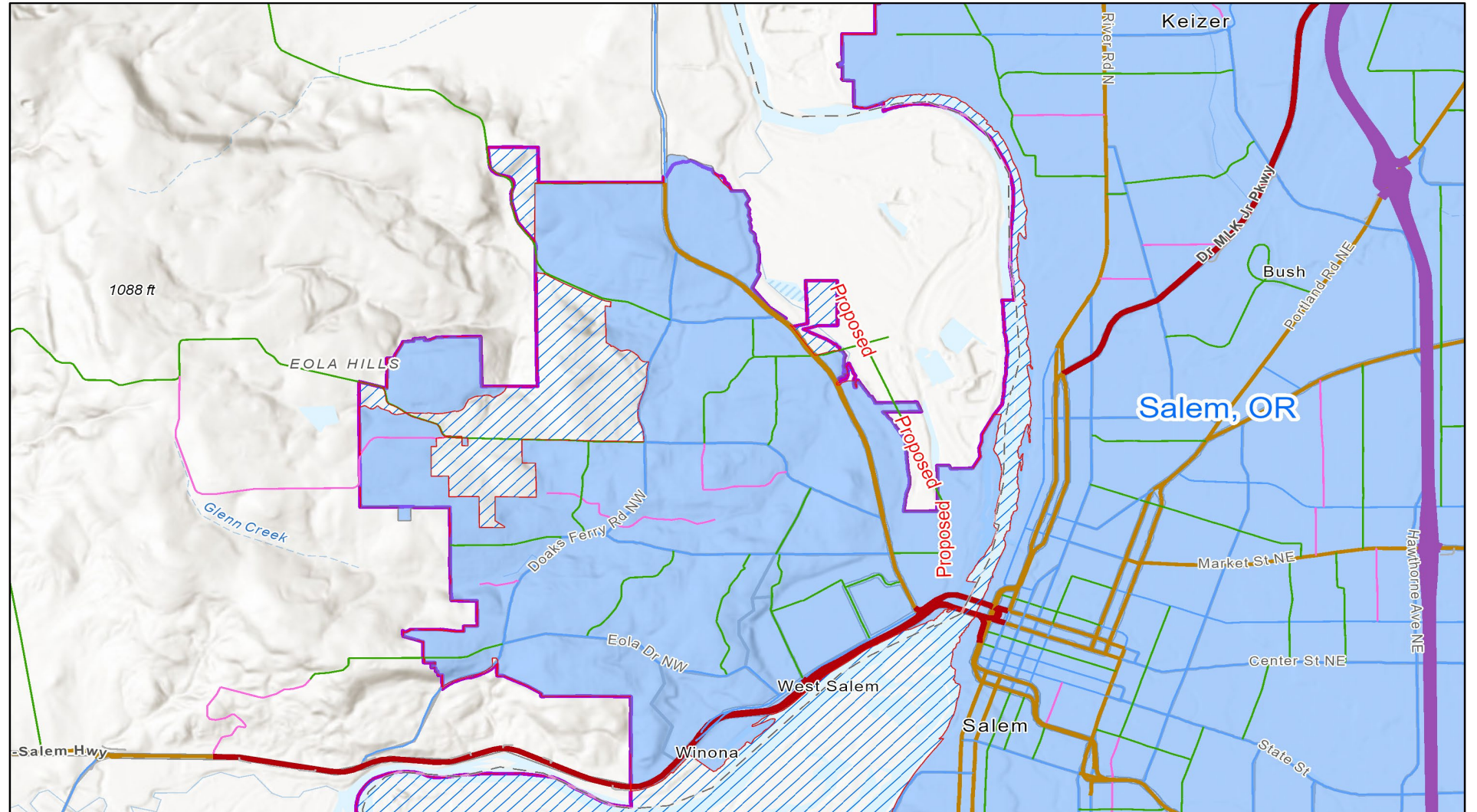
7/11/2023, 7:44:34 AM

- | | | |
|-------------------------|--------------------------|------------------|
| DRAFT FAUB 2020 Updates | Freeway and Expressway | Major Collector |
| DRAFT 2020 FFC Changes | Other Principal Arterial | Minor Collector |
| Interstate | Minor Arterial | 2020 Census FAUB |



Esri, NASA, NGA, USGS, Oregon Metro, Oregon State Parks, State of Oregon GEO, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/

9 - Salem western UGB



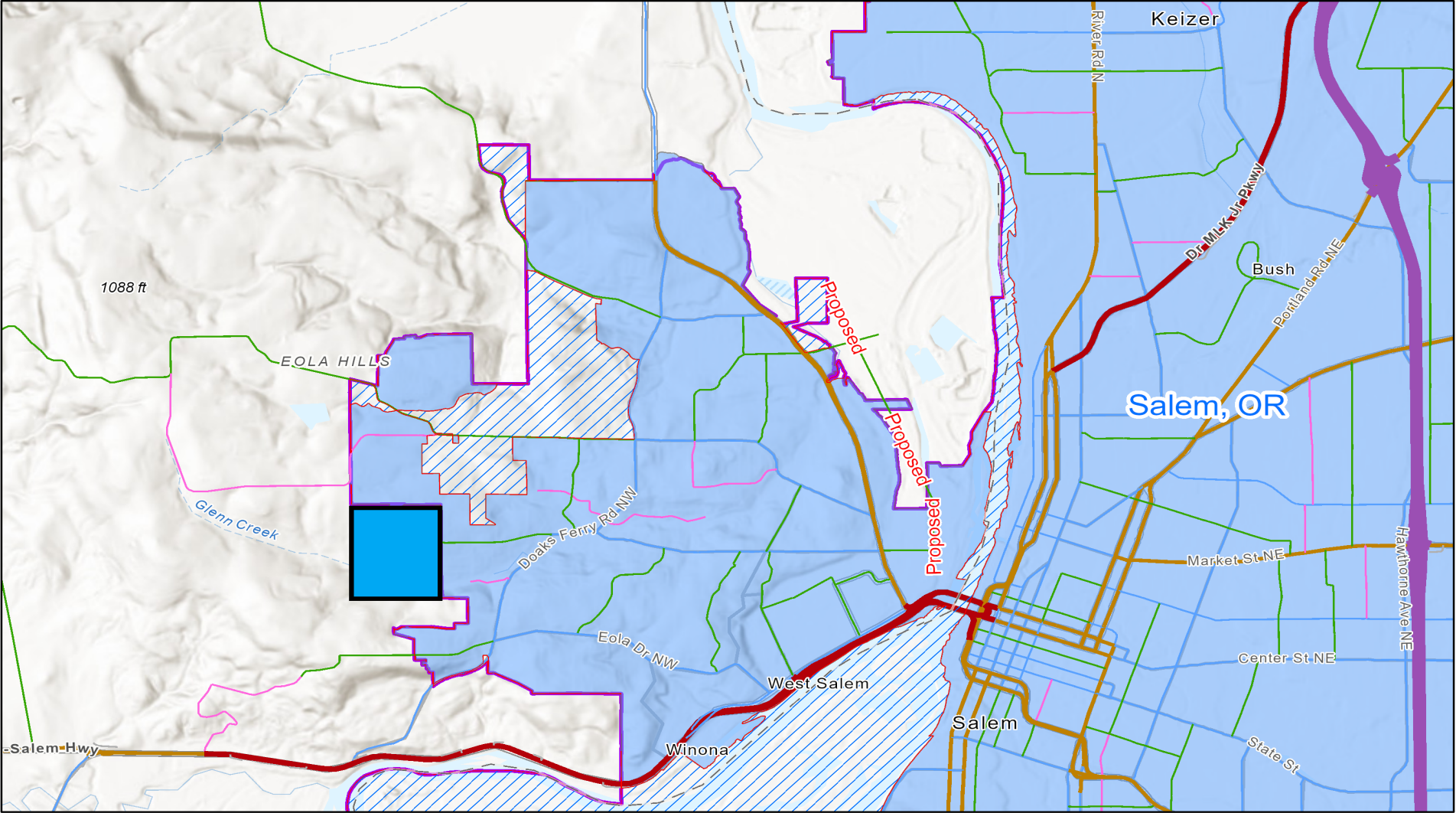
7/11/2023, 7:56:21 AM

- DRAFT FAUB 2020 Updates
 - Freeway and Expressway
 - Major Collector
 - Other Principal Arterial
 - Minor Collector
 - Interstate
 - Minor Arterial
 - Local
- DRAFT 2020 FFC Changes

1:72,850
0 0.45 0.9 1.8 mi
0 0.5 1 2 km
Esri, NASA, NGA, USGS, City of Salem, Oregon, Oregon Metro, Oregon State Parks, State of Oregon GEO, Esri, HERE, Garmin, SafeGraph,

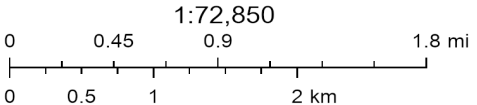
9 Salem City Limits addition

9 - Salem western UGB



7/11/2023, 7:56:21 AM

- | | | |
|-------------------------|--------------------------|-----------------|
| DRAFT FAUB 2020 Updates | Freeway and Expressway | Major Collector |
| DRAFT 2020 FFC Changes | Other Principal Arterial | Minor Collector |
| Interstate | Minor Arterial | Local |

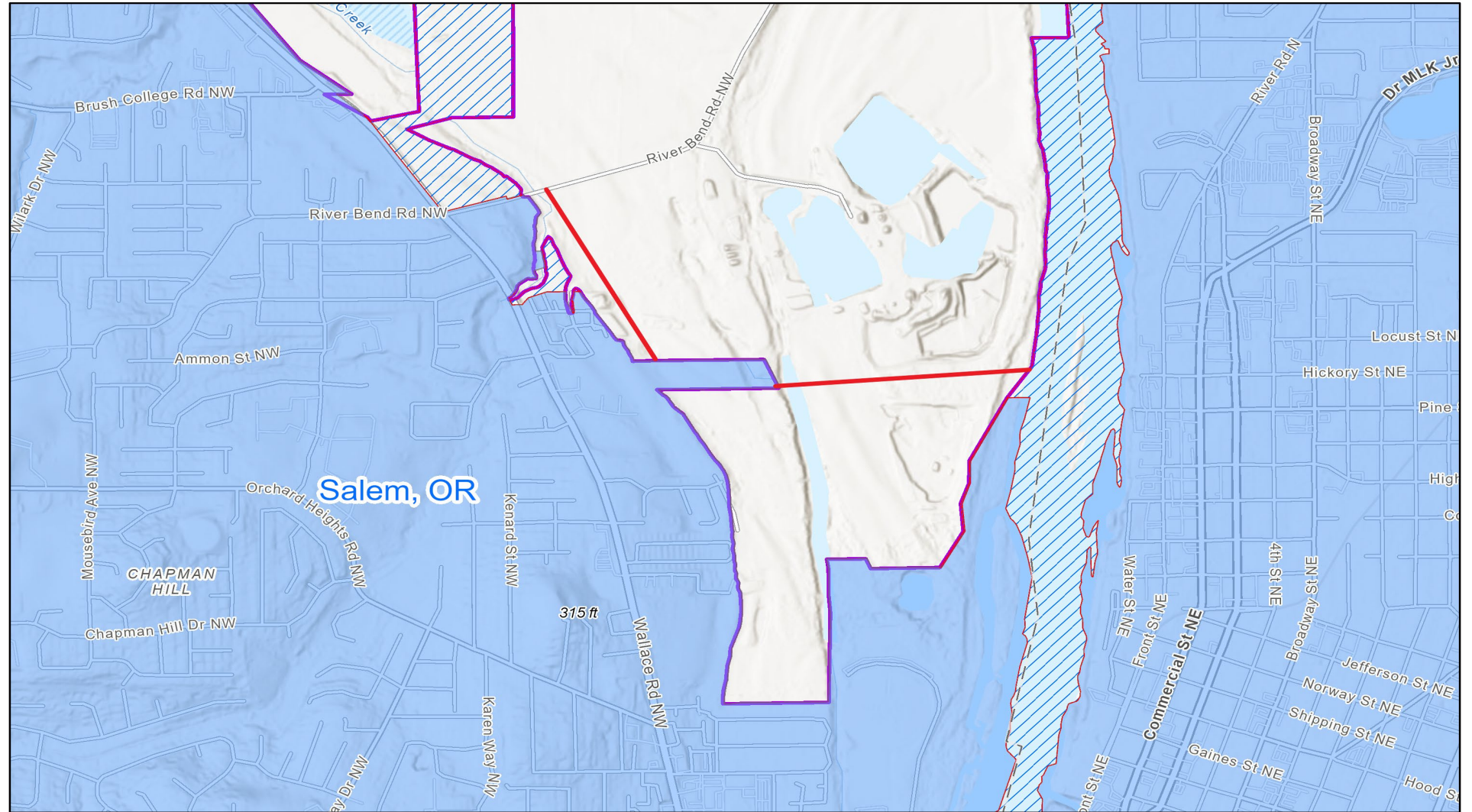


Esri, NASA, NGA, USGS, City of Salem, Oregon, Oregon Metro, Oregon State Parks, State of Oregon GEO, Esri, HERE, Garmin, SafeGraph,

Marine Dr and River Bend Rd FAUB Revision 1

9
Marine Dr

Red line
is new
boundary



7/17/2023, 4:18:50 PM



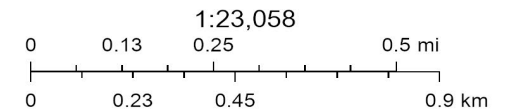
DRAFT FAUB 2020 Updates



Oregon Urban Growth Boundaries (UGB)



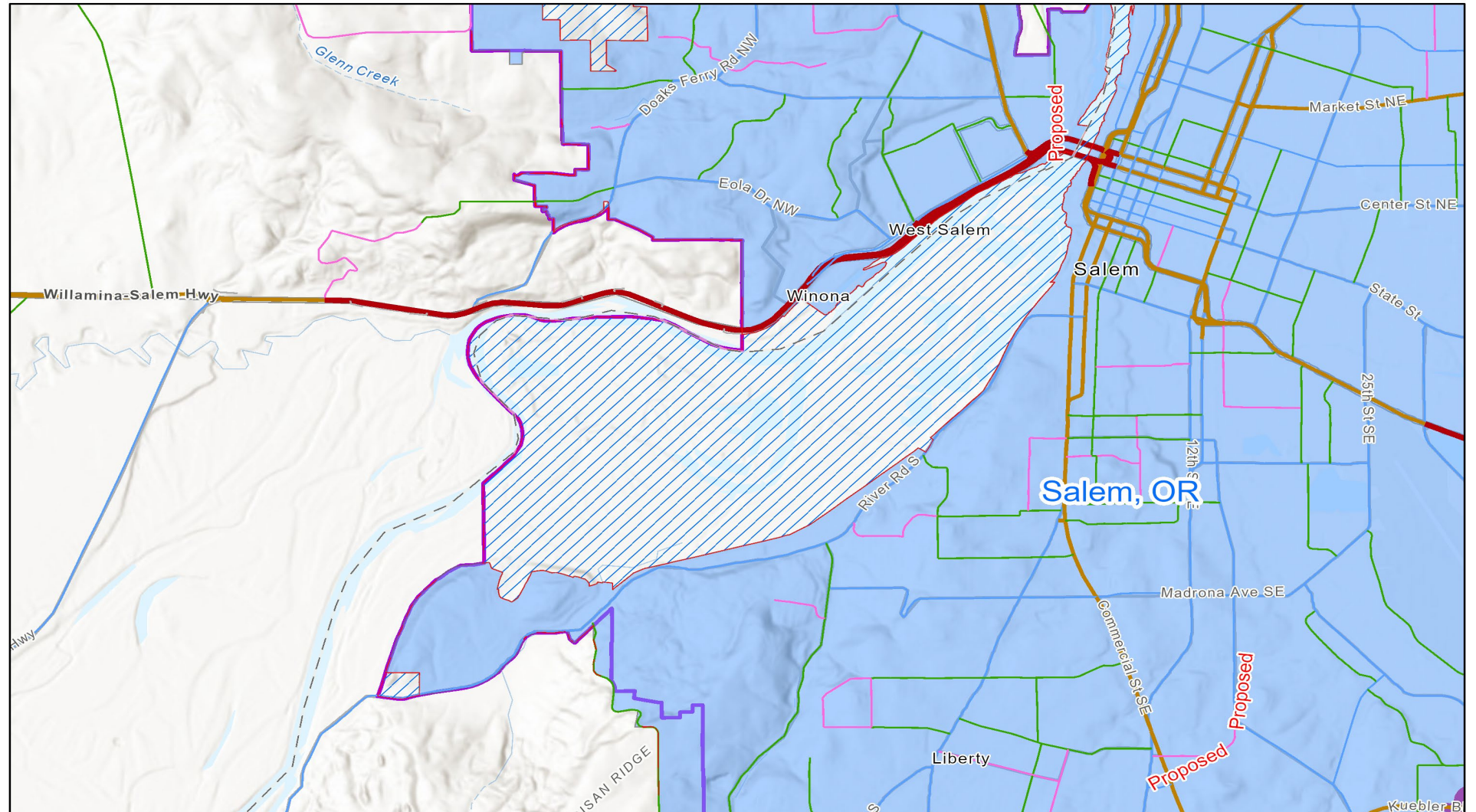
2020 Census FAUB



City of Salem, Oregon, Oregon Metro, Oregon State Parks, State of Oregon
GEO, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA,

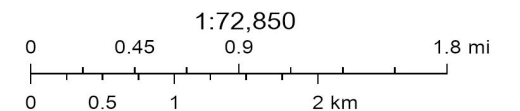
10

10 - Salem Minto Brown Island and SW



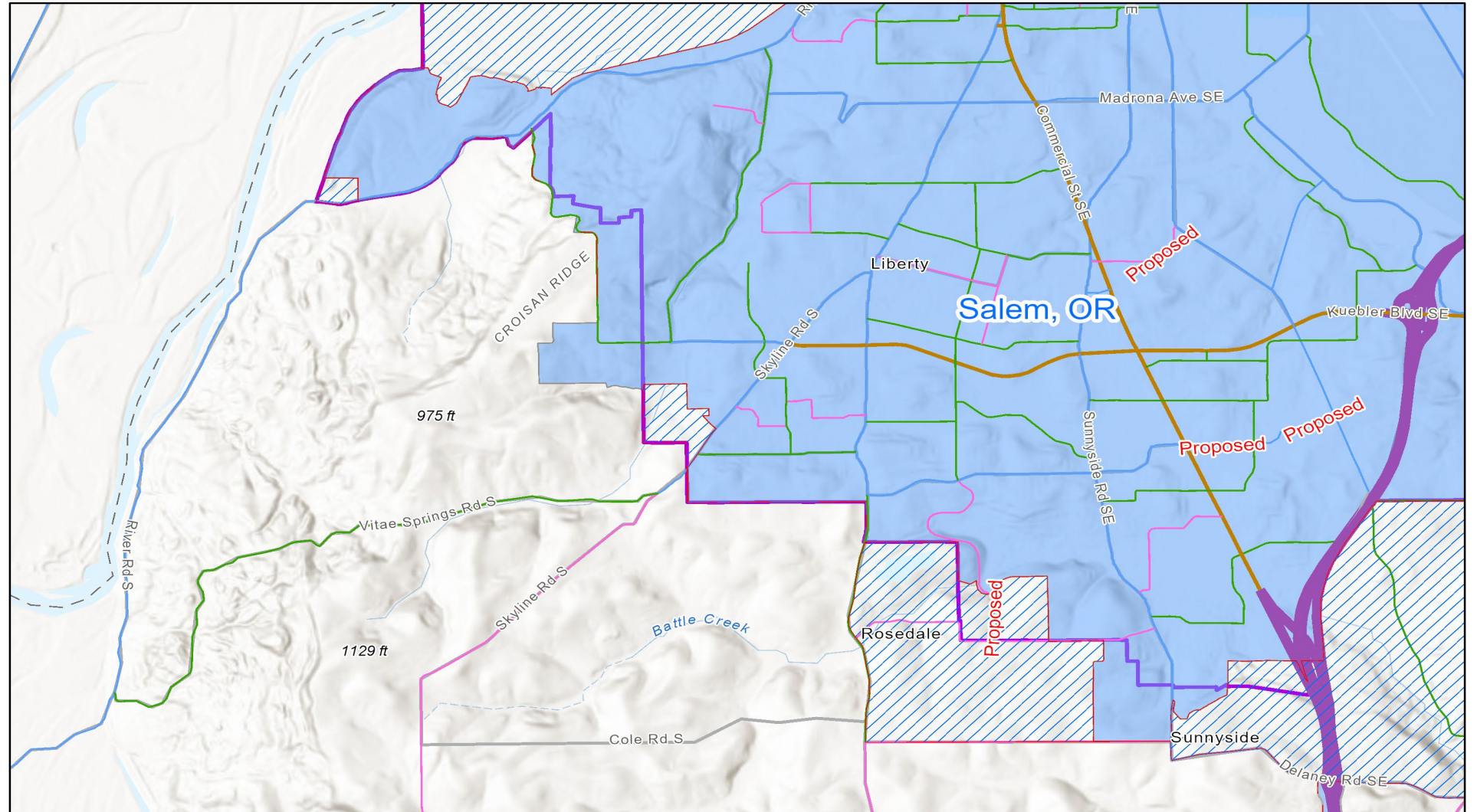
7/11/2023, 7:58:10 AM

- | | | |
|-------------------------|--------------------------|-----------------|
| DRAFT FAUB 2020 Updates | Freeway and Expressway | Major Collector |
| DRAFT 2020 FFC Changes | Other Principal Arterial | Minor Collector |
| Interstate | Minor Arterial | Local |



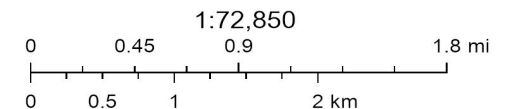
Esri, NASA, NGA, USGS, City of Salem, Oregon, Oregon Metro, Oregon State Parks, State of Oregon GEO, Esri, HERE, Garmin, SafeGraph,

11 - Salem South and West of I-5



7/11/2023, 8:01:21 AM

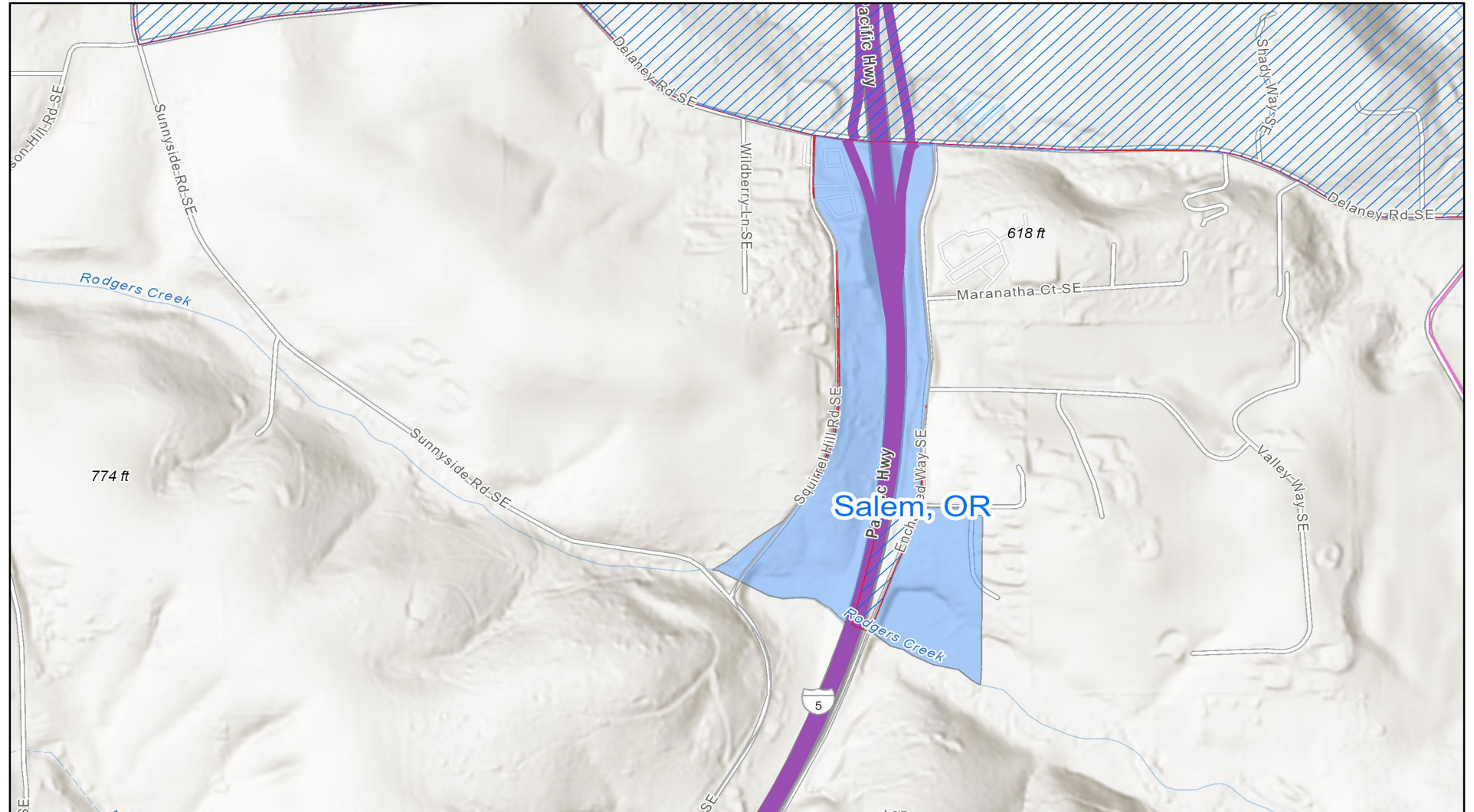
- | | | |
|-------------------------|--------------------------|------------------|
| DRAFT FAUB 2020 Updates | Other Principal Arterial | Minor Collector |
| DRAFT 2020 FFC Changes | Minor Arterial | Local |
| Interstate | Major Collector | 2020 Census FAUB |









Esri, NASA, NGA, USGS, City of Salem, Oregon, Oregon State Parks, State of Oregon GEO, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc.

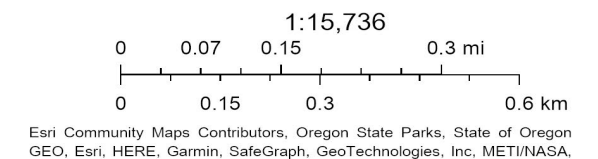
12

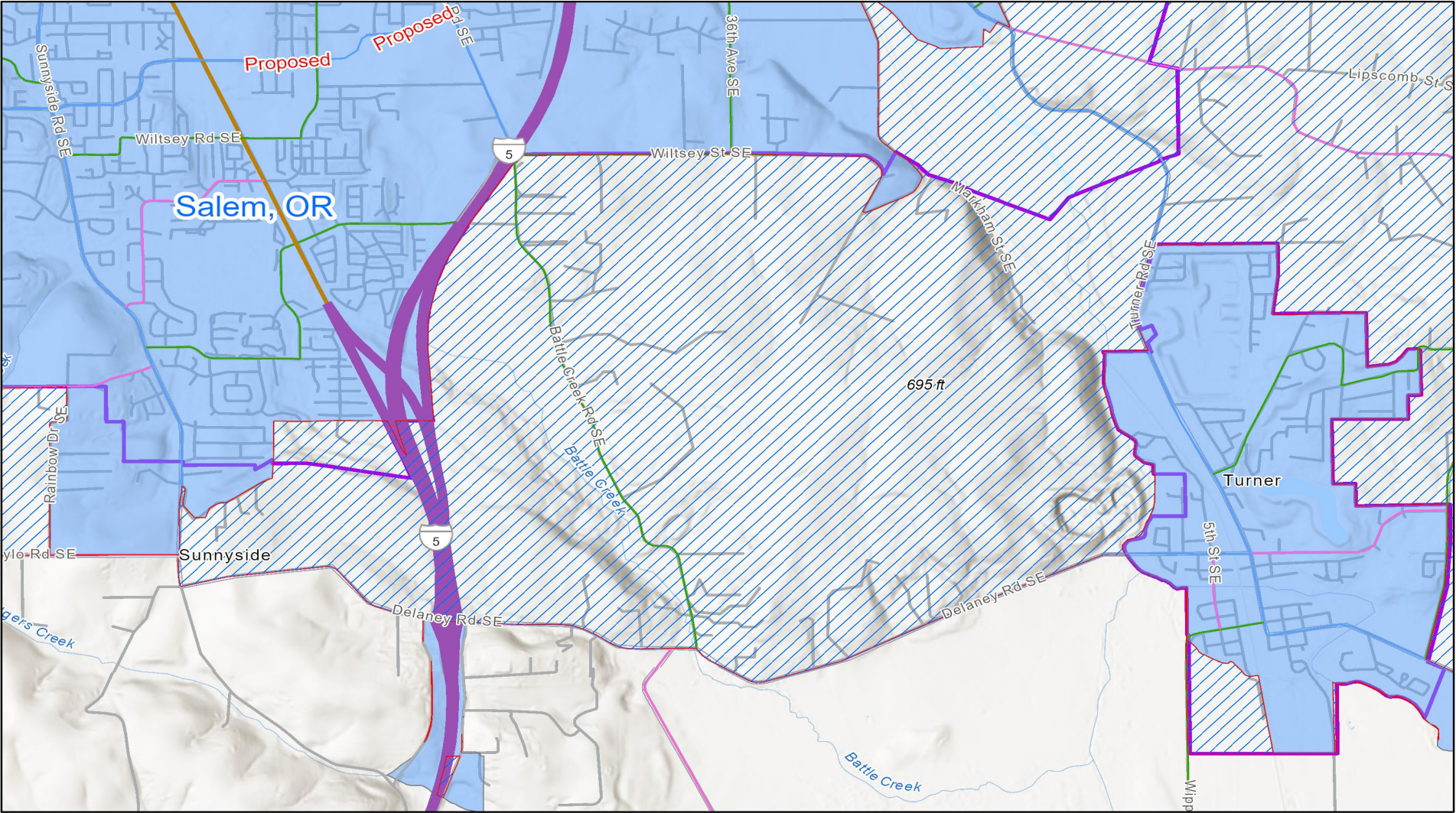
12 - South of Delaney



7/11/2023, 8:03:12 AM

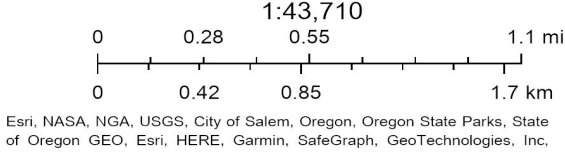
-  DRAFT FAUB 2020 Updates
-  Minor Arterial
-  Local
-  Minor Collector
-  2020 Census FAUB
-  Interstate





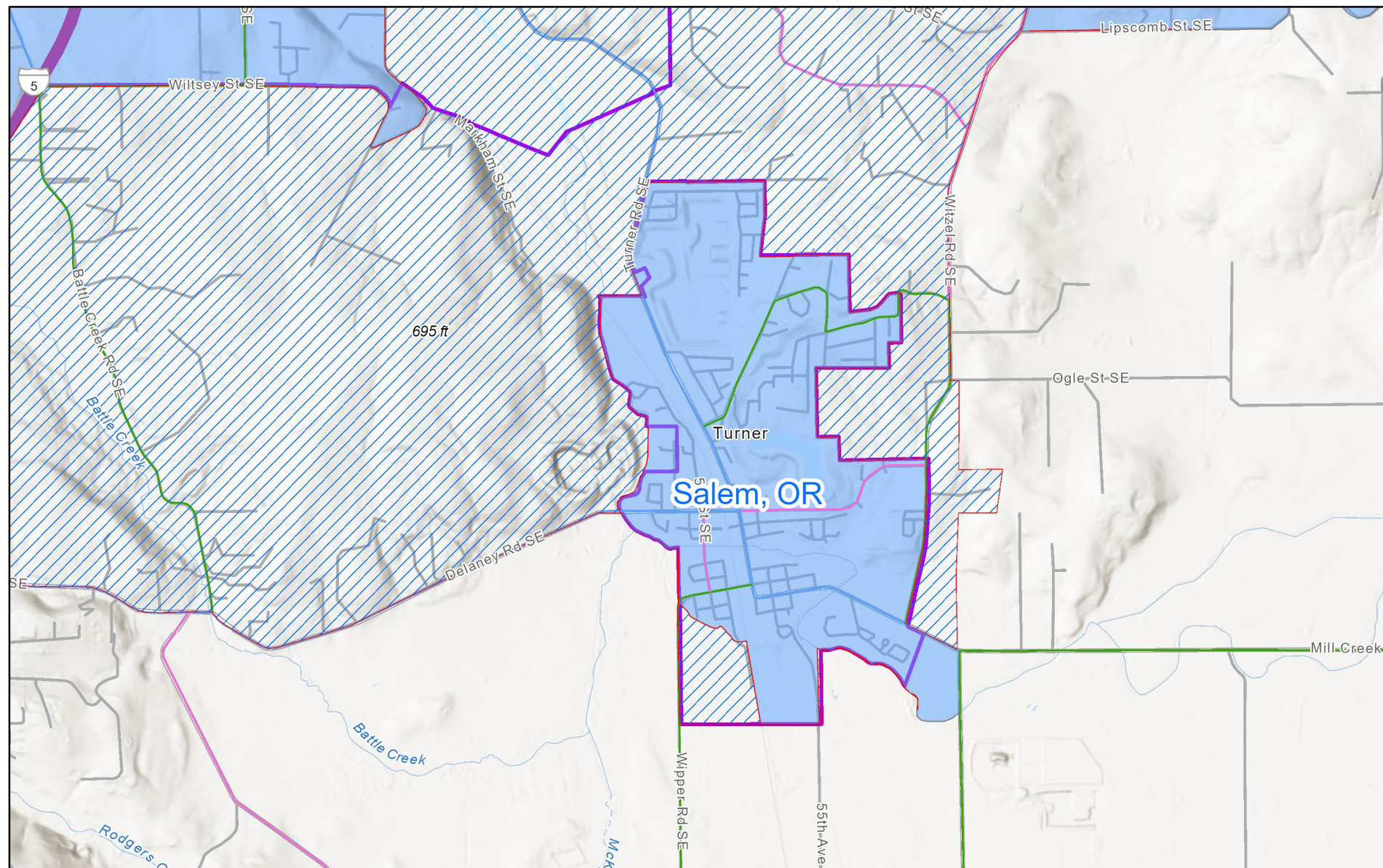
7/11/2023, 8:06:23 AM

- | | | |
|---|--|--|
|  DRAFT FAUB 2020 Updates |  Other Principal Arterial |  Minor Collector |
|  DRAFT 2020 FFC Changes |  Minor Arterial |  Local |
|  Interstate |  Major Collector |  2020 Census FAUB |



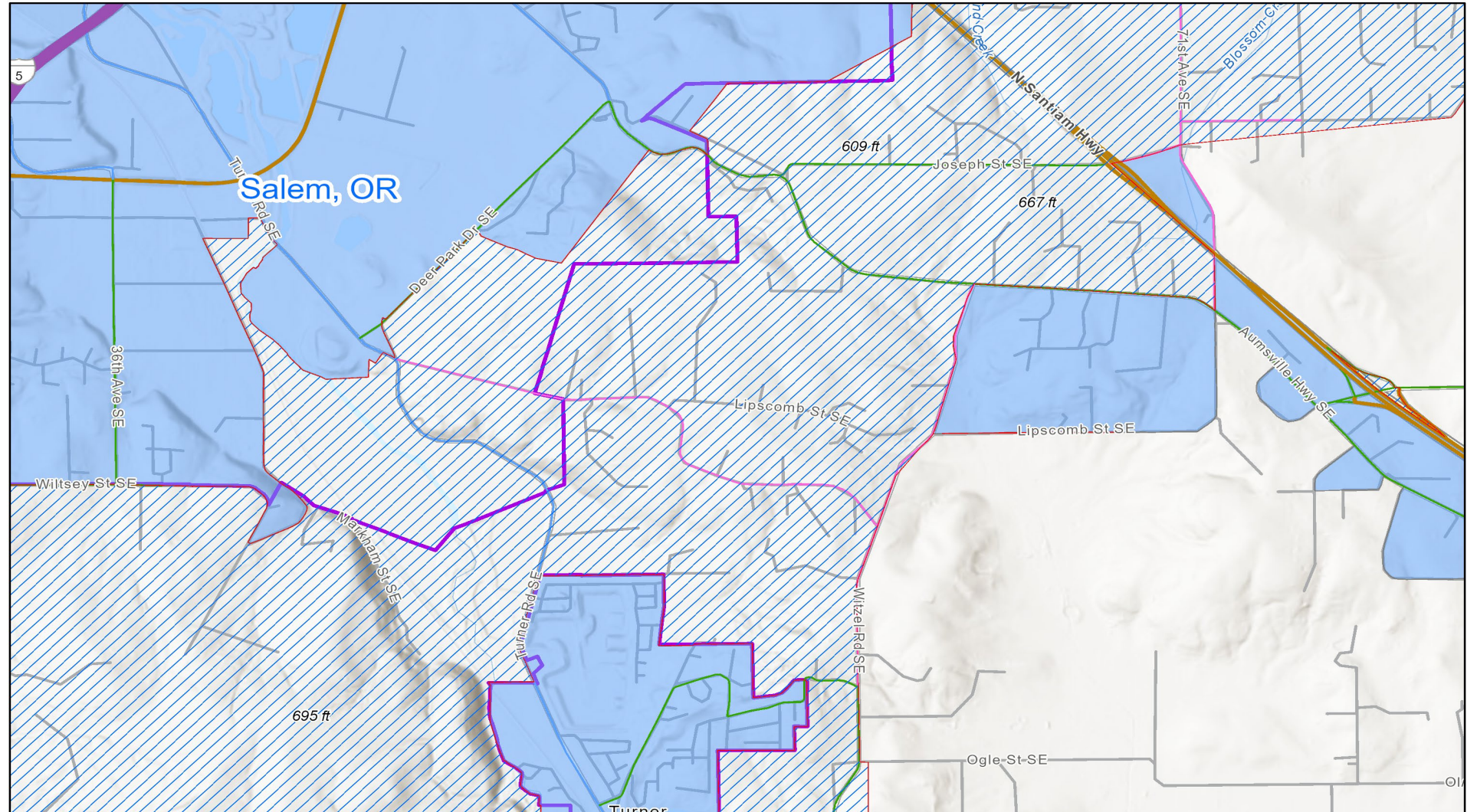
14

14 - Turner



15

15 - Southeast of Salem



7/11/2023, 8:10:49 AM

- | | | |
|-------------------------|--------------------------|--------------------------------------|
| DRAFT FAUB 2020 Updates | Other Principal Arterial | Minor Collector |
| DRAFT 2020 FFC Changes | Minor Arterial | 2020 Census FAUB |
| Interstate | Major Collector | Oregon Urban Growth Boundaries (UGB) |

1:43,710

0 0.28 0.55 1.1 mi

0 0.42 0.85 1.7 km

Esri, NASA, NGA, USGS, City of Salem, Oregon, Oregon State Parks, State of Oregon GEO, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc.

Agenda Item E

Cancel Mill Street Rail Crossing Project from SKATS FFY 2021-2026 Transportation Improvement Program (TIP)

SKATS Policy Committee

July 25, 2023

Action Requested:

Adopt Resolution 23-19 to cancel project key number 21238
[Mill Street SE Rail Crossing] from the SKATS FFY 2021-2026 TIP.

SKATS FY 2021-2026 Transportation Improvement Program (TIP)

Public Notification of Pending Amendment



Proposed TIP Amendment

Project Name: Mill Street SE rail crossing (Salem)

The public review period for this project is July 11, 2023, through noon on July 25, 2023.

As a Formal Amendment to the TIP, additional details about the project will be available and presented to SKATS' Policy Committee for approval on **July 25, 2023**, at noon at 100 High Street SE, Suite 200, Salem, Oregon (*may be a virtual meeting*).

Requests to submit comments or concerns about this amendment should be submitted to Steve Dobrinich, via email at sdobrinich@mwvcog.org

This amendment may be revised to address comments received during the public comment period. The most recently amended FY 2021-2026 TIP is available at the MWVCOG website at:

<https://www.mwvcog.org/transportation/page/transportation-improvement-program>

Project Amendment Details

Amendment No.	23-19				
Project KN:	21238	Project Sponsor:	ODOT	Total Project Cost:	1,420,000
Project Name:	Mill Street SE rail crossing (Salem)				
Purpose of amendment: <u>Cancel project</u> due to Union Pacific railroad imposing new annual maintenance fee on updated rail crossings and scope expansion. Note, the new maintenance fee was estimated at \$20k to \$25k annually. UPRR requested upgrade to signaling equipment for all level crossings in quiet zone.					
Project 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.					

SKATS FY 2021-2026 Transportation Improvement Program (TIP)

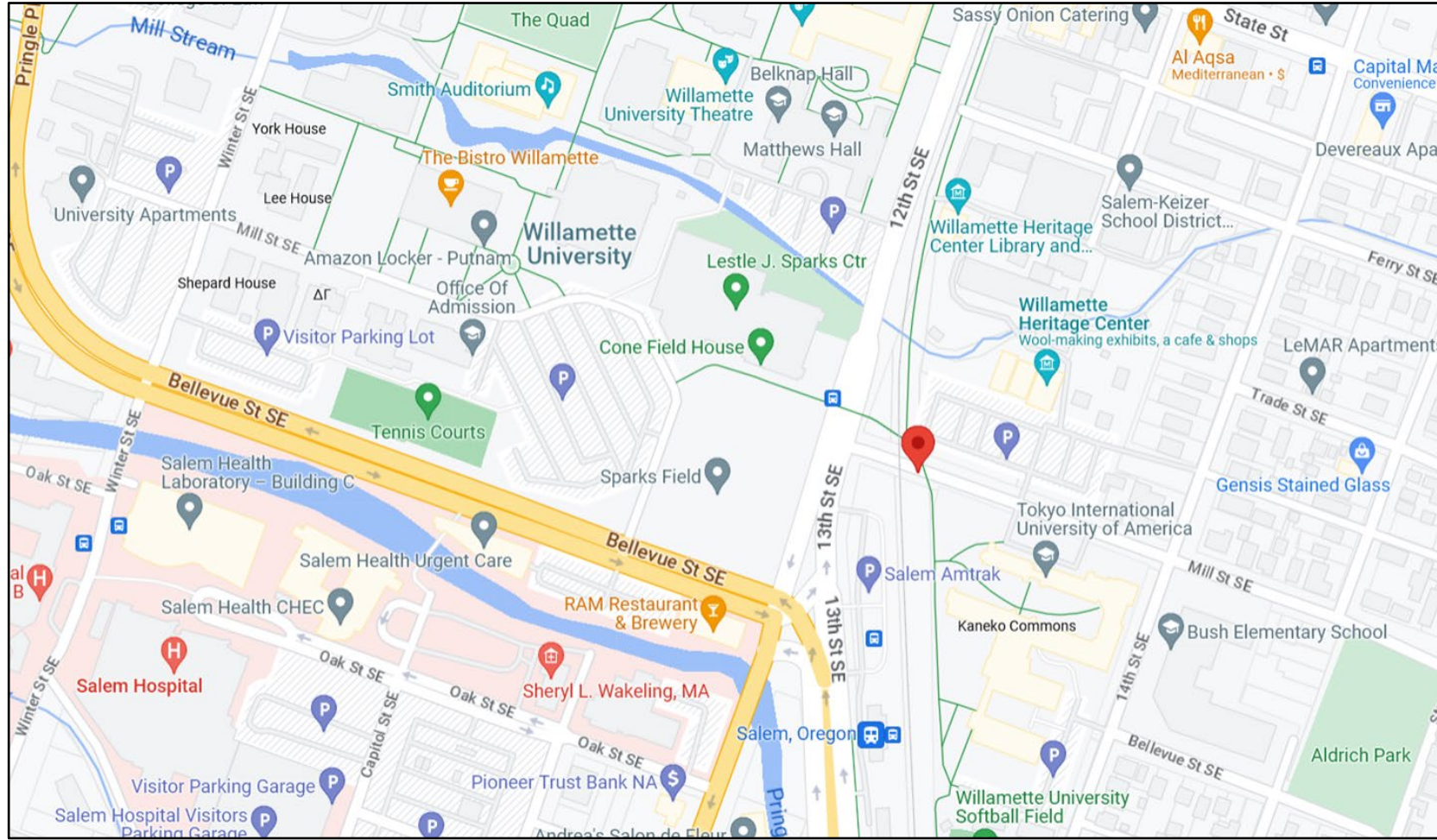
Public Notification of Pending Amendment



Project information before amendment:

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	
Year		2020						2024			
Total		\$370,000						\$1,050,000		\$1,420,000	
Fund 1		RRX		\$333,000				RRX		\$1,233,000	
Match				\$37,000				\$100,000		\$137,000	
Fund 2								5313		\$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:	
Requested Action:		Slip construction to 2023 for delivery									
Amendment No:		20-AA6				MTIP Approval Date:		4/23/2021		STIP Approval Date:	
Requested Action:		Slip construction to 2022 for delivery									

Mill Street SE Rail Crossing (K21238)



- Cancel project due to new annual maintenance fee on updated rail crossings and scope expansion
- Maintenance fee = \$20k to \$25k annually
- UPRR requested upgrade to signaling equipment for all level crossings in quiet zone

DRAFT Resolution 23-19

**Resolution Amending the Adopted Salem-Keizer Area Transportation Study (SKATS)
FY 2021-2026 Transportation Improvement Program (TIP)**

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

WHEREAS, the Policy Committee is authorized by an intergovernmental Cooperative Agreement to adopt and adjust the Transportation Improvement Program; and

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

WHEREAS, the adopted SKATS Transportation Improvement Program needs to program federal transportation funds being spent in the urbanized area;

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

THAT the proposed activities are consistent with the adopted MTP and affected local plans;

THAT the proposed amendment is consistent with the financial constraint provisions of federal requirements;

THAT the proposed amendment does not negatively impact regional air quality emissions;

THAT the project will help achieve the Oregon Department of Transportation performance measure targets;

THAT the proposed changes to the TIP are consistent with the management process established in the adopted TIP; and

THAT for Project Key Number 21238 [Mill Street SE Rail Crossing], the preliminary engineering and construction phases be canceled due to new annual maintenance fee on updated rail crossings and scope expansion.

ADOPTED by the Policy Committee of the Salem-Keizer Area Transportation Study on the 25th day of July 2023.

Chair
Salem-Keizer Area Transportation Study
Policy Committee

Agenda Item F

TIP Modifications

SKATS Policy Committee

July 25, 2023

Action Requested:

INFORMATIONAL ITEM

	2021-2026 SKATS TIP Modifications (Since June 2023)									
	Date	Key Number	Project Name	Project Sponsor	MTIP Modification Number	Total Project Cost Before	Total Project Cost After	CMAQ-U, STBG-U, TAP-U, CRP Funds Before	CMAQ-U, STBG-U, TAP-U, CRP Funds After	Description of Modification
1	6/28/2023	20741	Verda Ln: Dearborn Av to Ascot Lane (Keizer)	Keizer	23-17	\$4,074,800	\$4,859,703	\$3,440,359	\$4,144,652	Increase cost of PE phase by \$300,000 (\$269,190 federal and \$30,810 local match). Increase ROW phase by \$484,903 (\$435,103 federal, \$49,800 local match) to cover updated project cost.
2	6/28/2023	23478	SAMTD Battery Electric Charging Infrastructure	SAMTD	23-18	\$952,534	\$952,534	\$0	\$0	Add new project \$952,534 total (\$762,027 federal; \$190,507 match) for electric bus infrastructure. Project is funded by discretionary CMAQ funds from the Oregon Department of Environmental Quality.
3	6/28/2023	21104	Salem Industrial Drive northeast rail crossing	ODOT	23-AA17	\$1,482,789	\$1,482,789	\$0	\$0	Slip the Construction phase from Federal Fiscal Year (FFY) 2023 to FFY 2024. Estimated construction cost increased by approximately \$1 million which exceeds the current budget. ODOT Rail will update funding status after STIP and funds balancing in October.
4	7/7/2023	21553	I-5: Salem - Albany	ODOT	23-AA18	\$6,247,461	\$6,247,461	\$0	\$0	Cancel Right of Way phase and transfer funds (\$27,500) to Construction phase
5	7/12/2023	22692	Polk County Striping & Marking Improvements (2027)	Polk Co.	23-AA19	\$863,620	\$863,620	\$0	\$0	Slip PE phase to 2024 - start of project has been delayed.
6	7/13/2023	22029	Oregon Transportation Network - SAMTD FFY22	ODOT Transit	23-AA20	\$1,188,378	\$1,188,378	\$0	\$0	Slip the Other phase to start in 2023 for obligation.