

Agenda
Salem-Keizer Area Transportation Study (SKATS)
Technical Advisory Committee (TAC)

Date: Tuesday, January 9, 2018
Time: 1:30 p.m.
Place: MWVCOG Conference Room B
100 High St. SE, Suite 200
Salem, OR 97301
Phone: (503) 588-6177 FAX (503) 588-6094
E-mail: mwvcog@mwvcog.org
Website: www.mwvcog.org

- A. **Call to Order**Cindy Schmitt
- B. **Approval of TAC Minutes December 12, 2017**Cindy Schmitt
- C. **Election of Officers**Cindy Schmitt

Background: Each year, a new Chair and Vice-Chair are elected from the members of the Technical Advisory Committee (TAC). The selection pool is not limited to those in attendance at this meeting.

Action

Requested: Elect Officers for 2018.

- D. **SKATS FY 2018-2021 TIP Update**..... Mike Jaffe

Background: Staff will provide several refined project/funding options based on feedback from the TAC during the December prioritization exercise. One or more options include only fully-funded projects; other options include partially funded projects. The objective is to develop two to four options to show the Policy Committee, with a recommendation from the TAC about which option(s) might be the best from the TAC's perspective.

The applications and summary sheets for each project are available on the www.mwvcog.org/ website. An interactive webpage that maps the projects and provides a means for the public to submit comments is also available on the website.

Next steps (dates subject to change):

- Policy Committee review of options and decision on projects for the draft TIP Amendment. Draft TIP Amendment sent out for Public Review and Comment – January 23, 2018
- Policy Committee Public Hearing and decision – February 27, 2018

Action

Requested: TAC to assist staff in finalizing two to four options to show the Policy Committee with a recommendation from the TAC about which option(s) might be best.

E. SKATS FY 2018-2019 Unified Planning Work Program (UPWP)..... Mike Jaffe

Background: SKATS staff is continuing to work on the 2018-2019 UPWP, which describes federally funded and regional transportation planning activities in the SKATS area. A preliminary draft 2018-2019 UPWP document is attached for your review and comments. It does not include the Transit Planning section or the funding tables for each work element.

Action

Requested: Provide feedback on UPWP, specifically, to studies your agency or jurisdiction is the lead; and you need to provide additional information.

F. Other Business..... SKATS Staff

- Update on Transportation Planning Rule Advisory Committee work
- SKATS' 2017-18 UPWP meeting with FHWA and ODOT – February 14, 2018
- Policy Committee Meeting – January 23, 2018
- Next TAC Meeting – February 13, 2018

G. Adjournment2018 Chair

DRAFT

Minutes

Salem-Keizer Area Transportation Study (SKATS)
Technical Advisory Committee (TAC)
December 12, 2017
Senator Hearing Room, Courthouse Square
Salem, OR
1:30 p.m.

TAC Members Present

Lisa Anderson-Ogilvie, Salem Community Development
Nate Brown, Keizer Community Development
Steve Dickey, Cherriots
Dan Fricke, ODOT
Bill Holmstrom, DLCD
Victor Lippert, Salem-Keizer School District, 2017 Vice Chair
Brandon Reich, Marion County Planning
David Sawyer, City of Turner
Cindy Schmitt, Marion County Public Works, 2017 Chair
Julie Warncke, Salem Public Works

TAC Members Absent

Sam Ayash, ODOT System Studies, (non-voting)
Angela Carnahan, DLCD
Bill Lawyer, Keizer Public Works
Austin McGuigan, Polk County Planning
Mark Smith, DEQ
Rachael Tupica, FHWA, (non-voting)
Todd Whitaker, Polk County Public Works

Others Present

Ray Jackson, MWVCOG-SKATS
Mike Jaffe, MWVCOG-SKATS
Lori Moore, MWVCOG-SKATS
Karen Odenthal, MWVCOG-SKATS
Kim Sapunar, MWVCOG-SKATS

Agenda Item A. Call to Order

Chair Cindy Schmitt called the meeting to order at 1:35 p.m.

Agenda Item B. Minutes of November 14, 2017

Motion was made by Steve Dickey, seconded by Dan Fricke, to adopt the minutes of the November 14, 2017, meeting as submitted. Those voting in favor of the motion were Lisa Anderson-Ogilvie, Nate Brown, Steve Dickey, Dan Fricke, Bill Holmstrom, Victor Lippert,

Brandon Reich, David Sawyer, Cindy Schmitt, and Julie Warncke. **The motion passed unanimously.**

Agenda items were discussed out of order.

Agenda Item D. Public Participation for the TIP Update

Kim Sapunar explained that public participation is an important part of the process to select projects to include in the Transportation Improvement Program (TIP) for the approximately \$5 million that became available in mid-2017. This update is considered a TIP Amendment (A). Due to the size of the available funding, staff feels the public outreach activities should be more extensive than if it were only a single project Amendment (A) as outlined in the Public Participation Plan. Early public participation process has already begun with the posting of the project applications on the website and the interactive map to solicit comments and indicate projects favored by the public. An e-mail was sent to our interested party e-mail list with links to the interactive map and information on how to provide comment. In addition, information was also provided to the Salem Neighborhood Associations through the city of Salem's neighborhood services coordinator requesting them to provide it to their members. Material was distributed at today's meeting related to other activities and outreach opportunities. Ms. Sapunar noted that outreach to the schools might be another avenue of requesting public input.

Committee members provided Ms. Sapunar some potential upcoming events where SKATS could have a presence in coordination with the local jurisdiction. One such possibility would be the January 2018 meeting of the Salem Riverside Park Master Plan Update. Ms. Sapunar asked that TAC members keep her advised about potential coordination events and activities. Steve Dickey noted that there may be an opportunity to tie into public outreach activities planned for the proposed service expansion due to the funds from HB 2017. The official public review period for the update to the SKATS FY 2018-2023 TIP is scheduled for January 23, 2018 to February 27, 2018 assuming the SKATS Policy Committee releases the draft TIP for public review at their January meeting.

Agenda Item C. FY 2018-2023 SKATS TIP Update

Karen Odenthal explained that today's task is to continue developing funding scenarios from which to make a recommendation to the SKATS Policy Committee in January. She noted that she processed the rankings received from TAC members resulting in the Brown Road project being the highest ranked project. The others in ranked order are: Center Street, SAMTD, McGilchrist, Connecticut, Wheatland, Turner, and Orchard Heights. Both the transit ITS and Orchard Heights projects were ranked by some members for partial funding only.

Referencing spreadsheets distributed prior to the meeting, Ms. Odenthal explained that she prepared several draft funding scenarios to initiate TAC discussion based on the project rankings. The following potential scenarios were discussed (with several iterations for each scenario):

- Fund all proposed projects using the illustrative years necessary to maintain fiscal constraint;
- At least partially fund all projects without using the illustrative years. The higher ranked projects would receive full funding and the lower ranked projects would be partially funded;
- Fund only the top four projects;

- Don't fund all projects; fund only the highest ranked projects, and either phase or partially fund projects to best fit the remaining funding available.

Brandon Reich expressed disapproval of using illustrative years. Ms. Odenthal noted that in the past, illustrative years have been used to show the programming of the entire project when only a portion of the project was in the active years (i.e, the first four years of the TIP). For example, the Verda Lane project in Keizer has the design in 2021 but right-of-way and construction phases in 2022 and 2023, respectively. While being scheduled in an illustrative year does not automatically mean funding for those project phases in those years, it allows jurisdictions more certainty in planning how and when phased projects will be completed.

Julie Warncke indicated that she doesn't favor showing a project at all if it is pushed entirely to the illustrative years. Victor Lippert asked if scheduling projects in the illustrative years would increase their costs. Ms. Odenthal responded that inflation is factored in for all project phases scheduled beyond 2018.

TAC discussion focused on overcoming negative funding balance years. One way to do that would be to use "advance construct". This is a funding mechanism that allows projects or project phases to be initially funded with state funds and later reimbursed with federal funds. It provides more flexibility by allowing projects to begin with other funding sources while maintaining eligibility for reimbursement with federal funds.

Several committee members expressed preliminary satisfaction with the fourth draft scenario. The Orchard Heights project would not be funded in this scenario; Brown Road, Center Street, and McGilchrist would receive full funding; transit would be funded in two phases; Connecticut and Turner would receive funding for design only; and Wheatland would be moved to 2021. This option would allow for leveraging funding opportunities. Julie Warncke indicated that while all of the projects are likely good ones, it is not mandatory that they recommend funding all of the projects. The applicants were to provide information as to whether the phasing and/or partial funding would be acceptable. There were a couple of iterations that were discussed based on the response including phasing or partially funding McGilchrist instead of transit.

Ms. Odenthal reminded committee members that the SKATS Policy Committee has previously expressed interest in initiating a new project selection process if additional funds become available rather than automatically advancing unfunded or partially funded projects. It was noted that if additional funding is received, the projects could be resubmitted for consideration. Re-examining the status of some current projects was discussed. Would moving projects around or delaying some make better options available? Match issues for potential Safe Routes To Schools (SRTS) projects was discussed. A twenty percent match is required for some SRTS projects around Title I schools and 40 percent for non-Title I schools.

Committee members requested staff to continue tweaking the scenarios, based on the TAC's feedback. It was suggested that illustrative funding should not be included as the TAC's recommended option to the Policy Committee. One reason given was that local jurisdiction project submissions may have been different if it was known that projects might be scheduled in the illustrative years. At their January 2018 TAC meeting, TAC members will again review the draft scenarios and identify one or more TAC-recommended scenarios as well as reasons why other scenarios are not recommended. Staff will present this information and the scenarios to the

PC for their decision on what to include in the amendment that will go out for public review and comment.

Agenda Item E. SKATS 2018-2019 Unified Planning Work Program (UPWP)

Mike Jaffe informed the group that he updated the three-year Big Picture matrix to include recommendations from last month TAC input. The revised matrix was included in the agenda packet. Mr. Jaffe explained that the TAC and Policy Committee will review a draft document in January. Federal and state agencies will provide their input at the annual review in February. Mr. Jaffe requested that TAC members provide him with any information available to fill in some of the blanks in the matrix. Committee members discussed the Brooklake Interchange Area Management Plan (IAMP).

Agenda Item F. Transportation Planning Rule (TPR) Advisory Committee

Mike Jaffe explained that the Rules Advisory Committee (RAC) has met three times to review and discuss proposed changes to the Transportation Planning Rule (TPR). The responsibilities and roles of local jurisdictions and Metropolitan Planning Organizations (MPOs) has been an ongoing topic of discussion. Mr. Jaffe noted that the Department of Land Conservation and Development (DLCD) has provided access to meeting materials in an easy to understand format on their website.

Mr. Jaffe informed everyone that a subcommittee of the RAC is reviewing potential Performance Measures. A narrowed list of potential performance measures was included in the agenda packet. He requested that TAC members forward comments and suggestions to him. When asked how the list of performance measures was developed, Mr. Jaffe responded that the RAC reviewed an expanded list of proposed measures, combined some, discarded some, and ended up with the current list for discussion, but there will be continued discussion by the RAC.

Bill Holmstrom provided details about the process and availability of information on the website.

Agenda Item G. Other Business

It was noted that the next TAC meeting is scheduled for 1:30 p.m. on Tuesday, January 9, 2018 at the MWVCOG at 100 High St. SE, Suite 200; Salem, OR, as usual. There will be no December Policy Committee meeting. Their next meeting will be at noon on January 23, 2018.

It was announced that the Right-of-Way (ROW) costs for the 45th Avenue project have exceeded the amount originally programmed. Marion County would like to move some funding from the construction phase of the project into the ROW phase. There will be no overall increase total federal funds requested. Committee discussion focused on Administrative Amendments. While staff are authorized to make administrative adjustments of this type (as long as they are under \$100,000), staff prefer to notify Policy Committee members of the adjustment in a timely manner.

Chair Cindy Schmitt adjourned the meeting at 3:32 p.m.

Agenda Item C.

Election of Officers

**SKATS Technical Advisory Committee
(TAC)**

January 9, 2018

Action Requested:

Elect officers for 2018.

SKATS Technical Advisory Committee (TAC)
Chairs and Vice Chairs
1995-current

Year	Chair	Vice Chair
1995	Dan Fricke/ODOT	Bill Worcester/Marion County Public Works
1996	Peter Frenandez/Salem Public Works	Annette Liebe/DEQ
1997	John Fairchild/Salem-Keizer Schools	Doug Pilant/Transit District
1998	John Fairchild/Salem-Keizer Schools	Doug Pilant/Transit District
1999	Bill Worcester/Marion County Public Works	Dan Fricke/ODOT
2000	Bill Worcester/Marion County Public Works	Dan Fricke/ODOT
2001	Dan Fricke/ODOT	Mark Becktel/Salem Public Works
2002	Mark Becktel/Salem Public Works	Kelly Walther/Keizer Public Works
2003	Glen Hadley/Transit District	Steve Oulman/DLCD
2004	James Allen/Polk County Planning	Les Sasaki/Marion County Planning
2005	Les Sasaki/Marion County Planning	Paul Poczobut/Turner
2006	Julie Warncke, Salem Public Works	Dan Fricke/ODOT
2007	Nate Brown, Keizer	Cindy Schmitt/Marion County Public Works
2008	Cindy Schmitt/Marion County Public Works	Austin McGuigan/Polk County Planning
2009	Dan Fricke/ODOT	Austin McGuigan/Polk County Planning
2010	Dan Fricke/ODOT	Karen Odenthal, Marion County Public Works
2011	Karen Odenthal, Marion County Public Works	Nate Brown, Keizer
2012	Nate Brown, Keizer	Julie Warncke, Salem Public Works
2013	Julie Warncke, Salem Public Works	Stephen Dickey, Transit
2014	Stephen Dickey, Transit	Brandon Reich, Marion County Planning
2015	Brandon Reich, Marion County Planning	Lisa Anderson-Ogilvie, Salem Community Development
2016	Lisa Anderson-Ogilvie, Salem Community Development	Cindy Schmitt/Marion County Public Works
2017	Cindy Schmitt/Marion County Public Works	Victor Lippert, Salem-Keizer Schools

Agenda Item E.

SKATS FY 2018-2019 Unified Planning Work Program (UPWP)

**SKATS Technical Advisory Committee
(TAC)
January 9, 2018**

Action Requested:

Provide feedback on UPWP, specifically, to studies your agency or jurisdiction is the lead and need additional information.

Draft

Introduction

This document contains the FY 2018-2019 Unified Planning Work Program (UPWP) for metropolitan transportation planning activities for the Salem-Keizer Transportation Management Area (**Map 1**) coordinated and provided by the Salem-Keizer Area Transportation Study (SKATS). SKATS staff are employed by the Mid-Willamette Valley Council of Governments (MWVCOG).

All the products and activities programmed in the SKATS UPWP derive directly from products and processes prescribed for Metropolitan Planning Organizations (MPOs) by federal transportation and air quality statutes and regulations including:

- Title 23, United States Code as amended (2016) by Fixing America's Surface Transportation (FAST);
- Joint FHWA/FTA Metropolitan and Statewide Planning Regulations (23 CFR Part 450 and 500, 49 CFR Part 613);
- EPA Transportation Plan Conformity Rule (40 CFR Parts 51 and 53); and
- Title VI of the 1964 Civil Rights Act, the President's Executive Order on Environmental Justice, and related statutes, executive orders, and federal regulations.

Oregon state regulations also require coordination between the MPO and state agencies to comply with state transportation and air quality regulations such as the Oregon Transportation Conformity Rule and the Oregon Transportation Planning Rule (TPR).

The purpose of the work program is to identify the major transportation planning activities to be carried out with federal and state funds within the SKATS Transportation Management Area (TMA) area during the program year by the Oregon Department of Transportation (ODOT), the Mid-Willamette Valley Council of Governments (MWVCOG) staff acting for SKATS, the Salem Area Mass Transit District (SAMTD), other state agency personnel, and local jurisdictional staffs particularly on transportation planning work using federal funds and affecting the regional transportation system.

This UPWP continues the approach between state, regional, and local transportation planning following the so-called 3Cs of a "continuing, comprehensive, and cooperative" planning process. By working together, the jurisdictions and agencies aim to share in the responsibility of improving the transportation system; carryout local, regional, and statewide transportation plans; minimize costs associated with regional transportation planning; address the significant transportation problems and "outstanding issues" identified in the adopted Regional Transportation Systems Plan (RTSP) for the Salem-Keizer Urban Area; and to comply with federal, state, and local regulations and policies.

Structure of the MPO

Decisions regarding regional transportation funding are made by the SKATS Policy Committee (PC). This committee is composed of elected officials from the cities of Salem, Keizer, and Turner; Marion and Polk Counties; the Salem Area Mass Transit District; the Salem-Keizer School District; as well as a representative from the Oregon Department of Transportation (ODOT). Details on the structure and voting of the SKATS Policy Committee are contained in the cooperative agreement (*See Appendix A.*).

Staff employed by the Mid-Willamette Valley Council of Governments perform the continuing and ongoing functions for the SKATS program and coordinate with ODOT and the local jurisdictions on studies and other transportation planning work tasks described in the UPWP. A Technical Advisory Committee (TAC) composed of staff from the jurisdictions included in the SKATS area, as well as representatives from state agencies, Department of Land Conservation and Development (DLCDC), Department of Environmental Quality (DEQ), and the Federal Highway Administration (FHWA) provides a forum for discussing the technical aspects of projects and programs and sharing insight into local transportation needs.

Planning Process Responsibilities

The SKATS Policy Committee, through an intergovernmental Cooperative Agreement (*Appendix A*), is responsible for ". . . transportation plans, transportation improvement programs, and to take other actions necessary to carry out the transportation planning process."

The transportation planning process is dependent on continuous cooperation and the mutual support of all the SKATS participants. Therefore, while SKATS has the responsibility to carry out the metropolitan transportation planning process activities according to the most current federal regulations, SKATS depends on support and assistance from ODOT, the Salem Area Mass Transit District, and the local jurisdictions to develop the regional 20+ year transportation plan and regional Transportation Improvement Program (TIP). In addition, SKATS' level of responsibility is related to the "transportation systems of regional significance" within the Salem-Keizer Urban Area including corridor and subarea studies. If needed, SKATS will participate in general corridor studies that extend beyond the SKATS study area boundaries; but SKATS staff would not necessarily take the lead role in those efforts. SKATS is also responsible for developing and maintaining the travel demand model for the region but depends on ODOT and the local jurisdictions for collaboration (e.g., review of the land use inputs into the travel model).

As stated above, SKATS works cooperatively with its member jurisdictions and agencies on a variety of planning studies. This UPWP provides a broad description of SKATS participation in these studies. As these studies get underway, the precise roles and tasks of SKATS and its partner jurisdictions may evolve, as needed, and by mutual consent to complete the planning work. SKATS may also enter into agreements (formal and informal) for varying degrees of cooperation and support with other agencies such as ODOT or the other Oregon MPOs, which mutually benefit both SKATS and our partners.

In April 2008, SKATS, ODOT, and the Salem Area Mass Transit District (SAMTD) approved an intergovernmental agreement (No.24,736) identifying the roles and responsibilities for transportation planning in the MPO area. (*See Appendix C.*) That agreement is being revised for 2019 to take into account changes in the federal FAST Act. How the three agencies will coordinate on major transportation planning studies in the SKATS area is documented in this agreement.

Organization of the UPWP Document and Agency Staffing

The UPWP is organized into **eight** sub-programs. These are:

- I. Regional Plans and Planning Activities
- II. Corridor and Area Plans
- III. Regional Project Programming
- IV. Regional Data and Modeling Program
- V. Interagency Coordination
- VI. Program Management and Coordination

- VII. Metropolitan Transit Planning
- VIII. ODOT Planning

Each of these sub-programs is described in more detail in the following sections of the UPWP. The organization of each sub-program section includes a budget table and program description; activities and products are listed either separately or together, depending on the nature of those activities/products. Page **XX-YY** of this document contain two funding tables: the first shows the source of funds (Federal, State match, Local match) and federal funds type (PL, STBGP-U, 5303). The second table shows the allocation of funds to each of the **eight** sub-programs by fund type (PL, STBGP-U, and 5303 (federal funds plus match)). The appendices include the MPO Cooperative Agreement, intergovernmental agreement between the MPO, ODOT, and Transit District, a map of the SKATS boundaries, and SKATS' latest self-certification.

SKATS staff are employees of the Mid-Willamette Valley Council of Governments, located in downtown Salem Oregon. SKATS staff are primarily responsible for the first six programs described in this UPWP. Staff from Salem Area Mass Transit District (SAMTD) are primarily responsible for transit planning in section VII of the UPWP, with oversight by SKATS staff for the 5303 funds used. An ODOT Region 2 planner provides coordination tasks between the MPO and ODOT.

Funding the Program

The work described in this document is funded via a mixture of federal, state, and local funds. SKATS receives an allocation of federal planning (PL) funds, as per the funding agreement between ODOT and the Oregon MPOs. Because the amount of annual federal PL funds (about **\$469,000, plus match of \$54,000**) is inadequate to fund the necessary planning activities, **\$422,000** in surface transportation block grant program urban funds (STBGP-U) identified in the SKATS TIP are also used for the activities described in this UPWP. Both PL and STP-U funds require a match of non-federal funds from local or state sources (10.27 percent of the total must be from non-federal funds). SKATS also receives about **\$150,000** in Section 5303 funds for transit planning related work with the majority passed through to SAMTD to do regional and project-related transit planning. SAMTD provides the local match of 10.27 percent for the 5303 funds. The federal, state, and local funding for the SKATS program are illustrated in **Table 1. (pg. 49)** The amount of PL, STP, and 5303 for each program and sub-program task are illustrated in **Table 2. (pg. 50)**

ODOT will also provide federal and state planning funds for planning studies within the SKATS boundary for projects on the state system such as interchange area management plans or expressway plans. Competitive funding programs using federal and/or state funds -- such as ODOT's Transportation Growth Management (TGM) planning funds -- may also be the source of planning funds. Lastly, the local jurisdictions may use their own local funds on studies that have either have regional significance or are located on a regionally significant road. SKATS is often asked to participate in these state and locally funded studies, especially, if they impact the regional system.

The dollar amount listed in **Table 1 (pg. 49)** identifies the amount and source of funds that will be used by the MPO (SKATS), the MWVCOG, ODOT, and SAMTD in accomplishing these tasks. In addition, the estimate for each task is shown next to the discussion of the work presented in the eight sections of this document. The allocation of funds among tasks is approximate and will be reassigned as conditions dictate.

Summary of Major Planning Activities and Products in FY 2018-2019

Many of the projects and activities listed in this year's UPWP are a continuation of work started in earlier years, but others are new for FY 2018-2019. A large part of the UPWP and staff work is comprised of continuous activities such as committee meetings, interagency and jurisdictional meetings, TIP monitoring (adjustments, coordination with ODOT's STIP, and project tracking), data collection, model refinements, and activities that are on a regular cycle (producing draft and final RTPs and TIPs on 4-year and 3-year cycles, respectively).

The major planning activities and products in the upcoming year are highlighted in the summary below. A table showing projected activities over three-years is shown in Appendix **XX**. Details of this work are provided in later sections of this UPWP.

- The **Public Participation Plan (PPP)** was updated twice in calendar year 2017, corresponding to changes to match the MPO's plan amendment processes (in May) and to address a corrective action in the USDOT's Planning Certification Review of SKATS. Staff will be using the revised PPP as we develop major planning documents (RTSP and TIPs).
- Integration of **Performance-Based Planning** in the work SKATS does from the RTP to the TIP. SKATS is working with ODOT and SAMTD in the process of setting targets, and after **May 27, 2018** will need to develop the TIP and RTSP so that they comply with performance-based planning.
- The **Regional Transportation Systems Plan (RTSP)** is updated on a four-year cycle and was last adopted **on May 26, 2015**. Work on the next update of the RTSP began in late calendar year 2017, with more work continuing into early calendar year 2018 with an adoption scheduled in May 2019. During the first six months of 2018, staff worked on starting the update including finalizing the population and employment forecasts and allocations, assembling and reviewing the most current planning documents from the MPO partners and revisiting the policy statements. An important change is related to performance-based planning to select projects for the RTSP. Staff will also continue to develop the data used as indicators for the goals and objectives of the adopted RTSP. More discussion is presented in Section **X**.
- The SKATS FY 2018-FY 2023 **Transportation Improvement Program (TIP)** was adopted on April 25, 2017, and normally goes through a complete update every 2-3 years. Work on the SKATS FY 2021-FY 2026 TIP will start in January of 2019, with financial projections and continue into the winter/spring of 2019 with the project application and selection process. It will go out for public review in February 2020 and is scheduled for adoption in June 2020. This TIP will include incorporating **FHWA/FTA performance measure requirements** into the planning process. Staff will also coordinate with ODOT on its FY 2021-FY 2024 STIP, which is scheduled for adoption June 2020. (This program also includes the ongoing monitoring and amendment of the TIP and STIP when needed.)
- Discussions about potentially doing a **Regional Safety Plan** started in 2015 beginning with an analysis of 2007-2013 crash data in the SKATS area. Staff have added crash data occurring in 2014 and 2015 and have done analysis of that 9 years of data. Building on the work of the TSAP, SKATS will continue work with the local jurisdictions on the need and possible directions for a SKATS regional safety plan. ODOT updated their *Transportation Safety Action Plan (TSAP)* in

2016, and set performance targets that SKATS is supporting.

- The final planning work on the *Salem River Crossing Study EIS (Environmental Impact Statement)* should be concluded in 2018. The lead agencies for the EIS are ODOT and city of Salem with SKATS staff on the project management team. As of December 2017, many of the technical sections of the FEIS were going through their final review; the City of Salem and Polk County are coordinating on the land use and Urban Growth Boundary issues with the state. SKATS staff will continue to coordinate with ODOT, the jurisdictions in SKATS, FHWA, and FTA on any needed planning work before and after the FEIS and Record of Decision (ROD).
- Assist with planning activities of **corridor and area studies** that affect the regional transportation system. This includes the *Keizer Growth Transportation Impact Study* and the *Cordon Road Corridor Study*, both of which are funded with STBGP-U funds from the SKATS TIP. Keizer also has a TGM grant for a *Keizer Revitalization Plan* and SKATS staff will be involved with running the 2040 travel model for up to three sets of future land use scenarios.
- Several regionally significant planning studies are not expected to occur in 2018-2019, but will be delayed to 2019-2020 or later:
 - ODOT is not expected to do additional planning work on the *OR22/OR 51 Interchange Development* or the eastern half of the *OR 22W Expressway Management Plan* until 2019 or later. There was some planning work done by ODOT during the 2015-2016 UPWP to decide between several options of backage road sections (included in the Expressway Plan) to construct in the near future with \$8 million that is available in the STIP. Progress on designing the preferred option has been put on hold while land movement activity is being monitored. Based on the results of the monitoring, work on the project may carry over into the 2018-2019 year. SKATS will keep its TAC and Policy Committee updated as ODOT determines how to proceed.
 - ODOT is also not scheduling to work on the I-5 interchange at Brooklake Road until at least the 2019-2020 fiscal year. Meanwhile, Marion County is coordinating with a large trucking firm on Brooklake Road that is looking to expand, and the Keizer Transportation Impacts Study is examining the potential for expansion of Keizer that would affect the Brooklake interchange.

Continuing Activities and Recurring Products

In addition to the studies and products described above, there are multiple activities that either need to be completed each year; or are done on a regular schedule (weekly, monthly, quarterly); or are continually updated; or are part of the general transportation coordination function of the MPO and our jurisdiction and agency partners.

- **RTSP Activities and/or Amendments and Public Participation**
 - Status Report on meeting RTSP Goals and Objectives
 - Public Participation activities, as necessary
 - Coordination on Performance-Based Planning requirements and development of targets
 - Title VI activities
 - Title VI and Public Participation Accomplishment Report

- **TIP Development and Maintenance**
 - Revisions (amendments and administrative revisions) to the adopted SKATS TIP
 - TIP project tracking and project assistance to ODOT and local agencies
 - Development, project selection, and analysis of CMAQ projects
 - Coordination with ODOT on STIP amendments and ODOT's Financial Plan
 - Annual “Obligation Report of Transportation Projects” inside SKATS for the current federal fiscal year

- **Modeling and Data**
 - Travel Demand Forecasting Model improvements
 - Sharing and support of the travel model and population and employment forecasts to agencies/consultants
 - Collecting traffic count (motorized and non-motorized) data for use in the travel demand model as well as for planning studies
 - On-going collection and analysis of data related to the Congestion Management Process (CMP)
 - Upkeep and sharing of the regional land use database and land use forecasts
 - Upkeep and sharing of the geodatabase of transportation projects
 - Collision Quick Facts (yearly summary)

- **Program Management**
 - Monthly agendas, minutes, and meetings of the SKATS Policy Committee and SKATS Technical Advisory Committee
 - Review and process IGA(s) with ODOT
 - Quarterly reports and invoices to ODOT
 - Annual MWVCOG/SKATS budgets
 - Development of the next UPWP
 - Annual certification of the metropolitan planning process
 - Staff training

- **Interagency Coordination**
 - Coordination with local jurisdictions, the Salem-Keizer Area Transit District, and Salem-Keizer School District, and other agencies
 - Coordination with state agencies (primarily ODOT and DLCD)
 - Bi-weekly update of transportation news items for MWVCOG members as part of the “COG Friday Report”
 - Participation in the Oregon Modeling Steering Committee and Modeling Program Coordination subcommittee
 - Participate and attend meetings of MPO/Transit Managers and OMPOC (Oregon MPO Consortium)
 - AQCD interagency coordination with EPA, DEQ, ODOT, and other agencies.

Status of SKATS MPO Documents		
Plan Name	Last Update	Next Update
Unified Planning Work Program (UPWP)	2017-2018 UPWP adopted April 25, 2017	2018-2019 UPWP, to be adopted in April 2018
Metropolitan Transportation Plan (MTP) aka Region Transportation System Plan (RTSP)	2015-2035 MTP adopted May 26, 2015, amended June 28, 2016	2019-2040 MTP is due May 2019. (work on the update began during the FY 2017-2018 UPWP)
Metropolitan Transportation Improvement Program	FY 2018-2023 MTIP adopted April 25, 2017	FY 2021-2026 MTIP adoption expected April 2020
Air Quality Conformity Determination for 2015-2035 RTSP	Approved by FHWA/FTA on February 26, 2016 for RTSP update; approval on February 14, 2017 for April 2016 RTSP amendment	As part of RTSP update, May 2019
Air Quality Conformity Determination for 2018-2023 TIP	Approved by FHWA/FTA on September 29, 2017	As part of 2021-2026 MTIP update, April 2020
Annual Listing of Obligated Projects Report	FY 2016 Obligation Report & FY2017 Obligation Report – January 2018	November 2019
Title VI/Environmental Justice Plan	Adopted April 27, 2010	Summer 2018
Public Participation Plan	November 28, 2017	2021 (based on adopted policy of reviewing the PPP every four years)
TMA Planning Certification Review (USDOT)	Certification Issued November 18, 2016. Summary Report May 24, 2017.	2020

I. Metropolitan Plans and Planning Activities

==== Example of a funding table to be used for each sub-program ====

Work Items	STPBG-U funds	PL Funds	5303 funds	Total
Public Participation Program	\$26,000	\$26,000		\$52,000
Performance - Based Planning	\$60,000	\$75,000	\$3,000	\$138,000
Regional Transportation Systems Plan (RTSP), CMP, ITS	\$50,000	\$80,000		\$130,000
Regional Safety Planning	\$39,182	\$51,518		\$ 90,700
Transportation Conformity Determinations	\$8,000			\$8,000
[conditional] Strategic Assessment				Note: (ODOT would provide state funds only through an IGA)-
Subtotal	\$183,182	\$232,518	\$3,000	\$418,700

The core activities and products for addressing regional transportation planning in the Salem-Keizer area are described in this section. Over the next several years, a primary task for SKATS staff will be to integrate existing planning efforts to comply with **performance-based planning** as required by MAP-21 and FAST Act and resulting regulations in 23 CFR §450.300. Work internally and with ODOT in previous years had started this process, but with the publishing by FHWA and FTA of the Final Rule on Metropolitan Planning in April 2016, there is now a clear target to meet.

The two main products that the public is already familiar with -- *the Regional Transportation Systems Plan (RTSP) and the Transportation Improvement Program (TIP)* -- represent the long-range and short-term guiding documents for transportation investments, respectively. Changes to these documents to meet the new guidance will be met by the next full updates for each of these documents (2019 for the RTSP, 2020 for the TIP). The remainder of this section elaborates on these activities and related regional transportation planning activities for SKATS in 2018-2019.

A. Public Participation Program

Program Description

23 CFR §450.316 requires the development and use of a documented public participation plan. Statewide Planning Goal #1 (OAR-660-015-0000(1) requires developing a citizen involvement program for planning. SKATS has had Public Involvement and Public Participation Plans (PPP) for many years, including a major revision to the PPP in 2006 in accordance with SAFETEA-LU requirements. More recent revisions to the PPP were adopted in April 2013, May 2017, and in November 2017.

The PPP identifies which types of public involvement activities are to be utilized for the RTSP, TIP, amendments and other SKATS activities. Implementation of the **Public Participation Plan (PPP)** ensures that opportunities are available for the public's participation as part of the planning work and plans adopted by SKATS. It is critical to ensure that the public is aware they have the opportunity to participate and comment on proposed investments being made in the regional transportation system. The PPP also complies with other provisions of federal and state law including Environmental Justice.

For the most recent RTSP and TIP updates, SKATS increased the level of public participation by greater use of the MWVCOG website, use of interactive-mapping to collect public comments, public outreach to groups, a step-up in the use of social media, and interagency coordination. For 2018-2019, SKATS will continue to make use of the MWVCOG website and other online other tools to collect and share information with the public, as well as more traditional methods of outreach to the public. The policies in the PPP also describe the manner in which SKATS will interact with the public and share information in order to be transparent and to improve transportation plans.

Activities

- Specific activities are documented in the PPP (adopted in November 2017); see the section titled "Public Participation and Engagement Program" that lists the outreach strategies to be used. The tables in the PPP specify the outreach activities to be used at each step (plan "kick-off", development, draft public review and adoption) for the RTSP and TIP, as well as RTSP/TIP amendments as needed.
- Participation activities, media placements, internet postings, etc. as part of TIP and RTSP updates will be documented.
- Staff will continue to use the MWVCOG website to post SKATS committee agendas and minutes, post updates of documents, and other SKATS related information.
- Staff will continue to look for innovative ways to share information (e.g., in 2017 SKATS used Tableau to provide a way for the public to view and understand crash data in a variety of forms).

Products

- Printed informational materials for the RTSP and TIP updates will be created, as needed, for the public involvement processes. For the RTSP and TIP, early public participation will include materials on the schedule and key decision points for the updates. For the TIP, once the set of proposed projects is drafted, staff will create a multi-page brochure showing proposed projects for the TIP and how the public can provide comments. Other products include online and printed maps, PowerPoint presentations, fact sheets, media placements, etc. To the extent practicable, staff will include these materials on the MWVCOG webpage.
- SKATS will maintain its webpages on the MWVCOG website (www.mwvcog.org) with updated information on the RTSP, TIP, TIP/RTSP amendments, regional planning studies, additional online mapping features of projects etc.
- Documentation of informational materials, participation activities, media placements, internet postings, etc. will be documented and provide to ODOT in a SKATS Annual Accomplishment Report on Title VI and Public Participation activities for the year. (delivered by October 2018)

B. Performance-Based Planning

MAP-21 introduced two important changes to how transportation planning will be conducted. First, it introduced a performance-based planning paradigm, which specifies data-driven project selection and tracking of the performance of the regional system for better accountability and transparency of how federal funds are spent. All RTSP/TIP plans or amendments after May 27, 2018, need to be compliant with this requirement. Second, a set of national goals were defined with the associated performance measures to track progress toward meeting these goals being codified in subsequent rule making by FHWA and FTA. There are four highway/road-related groups of performance measures and two transit-related groups. The rules, and measures were finalized in 2017 by FHWA and FTA. SKATS will need to establish targets for each of the performance measures in consultation with either ODOT or SAMTD. Targets for most of these will be set before July 1, 2018, with the remainder due by November 20, 2018. In addition, some targets will need to be re-examined or re-established each year.

During the 2018-2019 fiscal year, SKATS will coordinate with both ODOT and SAMTD, as appropriate, to either establish remaining targets for use in the SKATS area, or to track and report on the targets that have been previously defined. During this UPWP period, SKATS will continue the process to inform and work with the PC, TAC and the public about the change to performance-based planning, and how that will change the development of the RTSP and TIP. This work will continue into subsequent years.

The following information shows a summary of the Performance Measures applicable to the SKATS TMA, when ODOT and SKATS targets are due, and how often the target is required to be updated. Not shown in the tables is the detailed process that ODOT and the SKATS will use for setting targets, calculating baseline levels and reporting progress toward the targets, as those details still are being developed.

Performance Measure	PM information	ODOT or SAMTD Initial Targets due	SKATS Initial Targets due	MPO updates required
Safety	Five required measures with targets	Aug 31, 2017	Feb 27, 2018	Every year
Pavement & Bridge	4-year targets for Interstate pavement, non-interstate NHS pavement, NHS bridge	May 20, 2018	Nov 16, 2018	Every 4 years
System Performance	4-year targets for NHS travel time reliability, Freight reliability, and CMAQ Traffic Congestion and On-Road Mobile Source Emissions.	May 20, 2018	Nov 16, 2018	Every 4 years
Transit Related Safety		TBD	TBD	
Transit State of Good Repair		January 1, 2017	June 30, 2017	Every year

Activities

1. Discuss with the committees the change to performance-based planning and their implications for future RTSP and TIP development.
2. Discuss potential targets for the federal performance measures as appropriate for Safety, Bridge, Pavement, System Performance, and Transit State of Good Repair. It is possible that Transit Safety will require work during this period as well.

Products

- Establish targets for bridge, pavement and system performance [November 2018]
- Establish new targets for 2019 for Road Safety [February 2019]
- Establish targets for Transit State of Good Repair [June 2019]

C. Regional Transportation Systems Plan (RTSP)

Program Description

The adopted Regional Transportation Systems Plan (RTSP) represents a comprehensive policy and planning blueprint for investments and strategies related to the regionally significant transportation systems in the Salem-Keizer urban area. The RTSP complies with federal regulations on the development and content of a metropolitan transportation plan are in 23 CFR 450.324. The most recent U.S. Department of Transportation Planning Certification Review of SKATS (May 2017) identified a few corrective actions to complete as part of the next RTSP update, scheduled for final adoption in May 2019. The activities this year will address these corrective actions to the extent possible.

The RTSP provides coordination and guidance for implementing agencies such as ODOT and the local jurisdictions to provide a multimodal, region-wide transportation system that is effective, efficient, and sufficient to meet the changing needs of our citizens. The RTSP has a 20-year horizon: it is updated every four years to maintain a 20-year planning horizon based on current and projected demographic, travel demand, and economic forecasts, as well as to comply with transportation, environmental, and other federal and state regulations. Coupled with the transportation systems plans (TSPs) adopted by the local jurisdictions, Salem Area Mass Transit District (SAMTD), and the Oregon Department of Transportation (ODOT), the RTSP provides a consolidated area-wide transportation plan for the entire SKATS MPO area. This work element encompasses all long-range planning activities associated with the regionally significant portions of the area's transportation system including roadways, highways, transit, ridesharing, park-and-ride, bicycle, pedestrian, Transportation Systems Management (TSM), Transportation Demand Management (TDM), intermodal, Intelligent Transportation Systems (ITS), goods movement, and other transportation-related systems.

SKATS coordinates with the local jurisdictions on development of a long-range (20 year) population and employment forecast, which is used in transportation model development and transportation planning analysis. The population forecast totals for the Salem-Keizer UGB and Turner UGB are provided by the Oregon Population Forecast Program (which is run by the Population Research Center at Portland State University). Employment forecasts use a combination of Oregon Employment Department forecasts, and the most recent regional and city of Keizer Economic

Opportunity Analysis reports. Allocation of those forecasts to sub-areas and transportation analysis zones are based on the currently adopted comprehensive land use plans of the local jurisdictions in SKATS and include the most recent information on new and future land use developments that the local jurisdictions have a high confidence will occur. This approach complies with the requirements of the state and federal planning regulations and avoids any perceptions that the RTSP process is attempting to prematurely project the results of the local visioning efforts. Detailed information about the population and employment forecasts are documented in an appendix to each RTSP update. The horizon year of 2040 will be used for the RTSP update to be adopted in 2019; this work to update the forecast to 2040 began in December 2017.

SKATS is required to coordinate financial projections with ODOT to estimate the amount of federal and state dollars likely to be available to the SKATS area over the 20-year horizon of the RTSP. The latest coordination was in 2016, and the new estimates will be used in the 2019-2040 RTSP. SKATS will also work with the local jurisdictions and agencies to develop revised financial projections for use in the update to the Plan.

The update of the RTSP includes reviews to changes of the state's transportation policy plan (the Oregon Transportation Plan), the state's transportation rules (e.g., Oregon Transportation Planning Rule (TPR)), state modal and topic plans (e.g., Oregon Freight Plan), and local modal plans and TSPs (e.g., city of Salem TSP) to ensure consistency, as required, by the 3-C (continuing, cooperative, comprehensive) paradigm of transportation planning (see 23 USC Sec. 134(c)(3)).

The adopted RTSP contains goals, objectives, and indicators, the latter allowing the region to track progress toward accomplishing the RTSP goals. Some of these indicators have data but others do not; therefore, SKATS staff will need to collect this information and provide updates to the SKATS committees. For the 2019 Update, a set of federally required performance measures will be included, as well as presenting the baseline data and tracking the region's progress toward meeting the targets (*see Section I.B. for details*).

The two latest federal surface transportation bills, "Moving Ahead for Progress in the 21st Century" (MAP-21) [2012] and the "Fixing America's Surface Transportation" (FAST) Act [2015], have required a change to a performance- and outcome-based paradigm as was mentioned in *Section I.B.* The work during FY 2018-2019 will be carried out to ensure the 2019-2040 RTSP will be completely compliant with the latest federal regulations and guidance. This will be the first SKATS RTSP that will be developed to be compliant with the Performance-Based Planning, and we expect the approach to performance based planning to be improved with each future RTSP update.

As part of the regional planning process, SKATS coordinates with ODOT, the transit district, and the local jurisdictions in development of their plans and studies of regionally significant facilities by participating in review or technical committees; provides current and forecast land use and travel demand data from the regional model; and reviews technical reports and draft and final plans for their potential impact on the regional transportation system. As these plans or activities become adopted by the local jurisdictions, they will be incorporated as part of the "latest planning assumptions," as required by 23 CFR 450.324, that will be used in the population and employment forecasts, travel model, and proposed transportation improvements in the ongoing transportation planning process. (*See Section IV for specific tasks.*)

Activities and Schedule

During FY 2018-2019, staff work to update the RTSP (following related work conducted in the 2017-2018 UPWP) will continue and conclude with the adoption of the revisions in May 2019. The main

focus of this update will be to ensure that the latest federal planning rules are followed and that the RTSP is compliant with the new performance-based planning paradigm. The work, and approximate timing it will be conducted, is as follows:

- **July – September 2018:** Update the chapters on “Policy”, “Existing System” “Needs Analysis” (new chapter to respond to Corrective Actions) and “Financial”, and the appendix on population and employment forecasts. Continue public outreach and involvement as appropriate.
- **October – December 2018:** Finalize the financial projections (in order to limit draft project list to projected funding). Update the “Financial”, “Future System” and “Impacts” chapters. “Future System” projects to be developed using a combination of System Needs, proposed projects and future transit system, financial constraint, regional indicators, CMP, and performance targets. Use the draft list of projects in the SKATS travel demand model to evaluate potential benefits and impacts by 2040. Continue public outreach and involvement as appropriate.
- **January – May 2019:** Assemble the draft chapters into a draft RTSP; use PPP for to share draft RTSP with public and get comments. Conduct formal 30-day public review period of RTSP and AQCD. Adopt the document at the May 28, 2019 Policy Committee meeting.
- If needed, develop a scope of work and contract for consultant services.

Some tasks, specifically, those related to the data describing the regional transportation system and its analysis, are described in the Regional Modeling and Data Program section of this document (*Section IV*). See *System Monitoring and Reporting (Section IV.C)* for discussion of developing a database for indicators used in the goals and objectives of the RTSP.

Note: Following adoption of each RTSP update, there often remain “outstanding issues” that require additional planning work and regional coordination. Some of these issues will be covered in this and future UPWP’s Corridor and Area Plans section (*Section II*).

Products

- Updated indicator data by August 2018.
- Draft chapters to TAC and PC for review as they are developed (July – December 2018)
- Draft RTSP for formal public review and comment (March 2019)
- Final RTSP and AQCD for Policy Committee Adoption (May 2019)

i. Congestion Management Process (CMP)

The Congestion Management Process (CMP) identifies areas with existing or future congestion, includes strategies or projects to address the congestion, and monitors the effectiveness after implementation. The existing CMP (Appendix E in the 2015-2035 RTSP) will be revised to address comments and corrective actions from FHWA and FTA in their Planning Certification Review of 2017. The CMP will also be modified to align with the new federal guidance and regulations concerning performance-based planning.

SKATS has worked over the years to develop our data capabilities. Recent years saw efforts to systematically collect traffic counts via traffic cameras on the major regional arterials; analyze travel time on the CMP corridors using iPEMS with HERE data; pilot testing of BlueTooth/WiFi readers for measuring vehicular travel time; and work with the transit district on collecting transit ridership data.

Activities

1. Report and analysis of travel times along CMP corridors using iPEMS data
2. Use CMP as one element for selecting projects for the RTSP and TIP

Products

- Revised CMP that addresses the FHWA/FTA comments and the MAP-21/FAST guidance. [May 31, 2019]

ii. Metropolitan Intelligent Transportation System (ITS)

The Salem Metropolitan Area Intelligent Transportation System (ITS) Plan was adopted in 2005, and the project list was revised in 2014 in preparation for the 2015 update to the RTSP. In 2017-2018, the project list will be revised to reflect any changes that is relevant to the SKATS area. The revised project list will be used, as appropriate, in the 2019 Update to the RTSP. In late FY 2018 or early FY 2019 it is possible that the Regional ITS Architecture will need to be modified to reflect any changes in the National ITS Architecture that are needed to support future projects in the SKATS area. This decision will be based on conversations with FHWA and ODOT, with the work likely performed by ODOT or a consultant.

Products

- Update, if necessary, the Regional ITS Architecture. [Spring 2019]

D. Regional Safety Planning

Program Description

In compliance with the FAST Act, states are required to use a data-driven, strategic, and performance-focused approach to improving safety on all roads. State DOTs and MPOs are expected to use safety data to inform their transportation planning and programming decision making and directly link investments that will result in the greatest possible reduction in fatalities and serious injuries. States and MPOs are required to **establish safety performance targets** and are expected to make significant progress towards reducing fatalities and serious injuries for all modes. The MPO can either agree to support the State DOT target or establish a numerical target specific to the MPO planning area. MPOs' targets are reported to the State DOT, which must be able to provide the targets to FHWA, upon request.

Staff anticipates that regional safety planning activities will be a conduit for how the region collects safety data, develops performance targets, and prioritizes investments, and over time tracks the results. **As part of this, SKATS will discuss with staff and elected officials whether to develop a Regional Safety Plan and establish directions for policy development.**

Safety projects have been an on-going high priority for funding in the SKATS RTSP and TIP.

SKATS began collecting and summarizing crash data within the MPO in 2009; however, neither the MPO or the local jurisdictions in SKATS have done any comprehensive analysis of crash data, nor have any of them developed a comprehensive safety plan (Salem developed a Pedestrian Safety Plan in late 2017). SKATS began some initial planning work in 2014 when it brought together planners, engineers, and law enforcement officials to discuss ideas of collaborating on safety planning. Other cities, counties, and MPOs in Oregon (Metro, Bend, Central Lane, and Corvallis) have completed safety studies and/or developed jurisdictional or regional safety plans using a variety of approaches. ODOT updated its *Transportation Safety Action Plan* (TSAP) in 2015, adopted in 2016, and has implemented an “All Roads Transportation Safety” (ARTS) data-driven process for funding safety projects in each Region.

In 2017-2018, the focus by SKATS was comprehensive analysis of the crash data using ODOT-provided information and Tableau software. Staff developed a *SKATS Area Crash Data Report* that shows cumulative crash data inside SKATS for a 5-year period including crash information by location, cause, and mode. This should be completed by the summer of 2018. Also in 2016-2017, SKATS staff began collecting national safety reports and studies, documenting examples of local and regional safety plans and actions, as well as attended safety workshops sponsored by ODOT. Safety has become a priority topic at the national, state, and local level; and there are many great examples to learn from. The task for 2017-2018 is to organize the information we’ve collected about safety planning approaches used around the country and Oregon to discuss the next steps for safety planning within SKATS.

Activities

The following are tasks being considered to take place in FY-2018; although, these could be modified as the region makes further progress and decides on its direction:

1. Present the SKATS Area Crash Data Report to the SKATS Policy Committee and other elected officials in the area.
2. Update as needed the safety data in Tableau (which is available to the public via the MWVCOG website).
3. Describe existing safety programs and opportunities for improvement in the RTSP update.
4. Attend additional safety training workshops, webinars, etc.
5. Develop a review of national and local safety planning approaches to share with the SKATS TAC and the SKATS Safety Working Group.
6. Hold one or more Safety Working Group meetings inviting staff from local jurisdictions, ODOT, and emergency responders as well as a representative(s) of the SKATS Policy Committee.
7. Partner with ODOT, SAMTD, and local jurisdictions on safety education and messaging initiatives.
8. If needed, develop a scope of work and contract for consultant services.
9. Continue to review crash data and do analysis, as needed.

Lead: SKATS

Products

- SKATS Area Crash Data Report.
- Report reviewing national and local safety planning approaches.
- Safety Performance targets.

- Report on coordinated safety planning with state and local jurisdictions.

E. Transportation Conformity Determinations

Program Description

In order to gain federal approval of the region's transportation planning and programming documents (RTSP, TIP), SKATS must consult with state and federal agencies (“transportation conformity”) regarding the expected impacts of the RTSP and TIP. Without **Transportation Conformity Determinations** of the RTSP and TIP, developed following state and federal regulations and approved by USDOT, the region would be ineligible to expend federal transportation dollars to implement the investments called for in those planning and programming documents.

Based on the area’s ozone attainment status and the CO limited maintenance plan, transportation conformity determinations for the RTSP and TIP do not require a regional air quality emissions analysis each time a new transportation plan or TIP is approved or amended. However, as a maintenance area, transportation conformity determinations are still required and must demonstrate that the plan and TIP are fiscally constrained and must meet the criteria for consultation. The most recent FHWA and FTA Air Quality Conformity Determinations were issued on February 26, 2016, for the 2015-2035 Regional Transportation Systems Plan (RTSP) and on September 29, 2017, for the FY 2018-FY 2023 Transportation Improvement Program (TIP).

Activities and Products

- Prepare Air Quality Conformity Determinations for the RTSP, TIP, and their respective amendments, as necessary, and submit to FHWA and FTA. No emissions analysis is required as part of the AQCD. Continue required conformity consultation with federal, state, and local agencies.
- Monitor EPA changes to the federal transportation conformity regulations, NAAQS (including possible new ozone standards), and MOVES model. As necessary, coordinate SKATS activities with FHWA and DEQ in the development of responsive amendments to the State Conformity Rule.

F. Strategic Assessment

In January 2017, the Land Conservation and Development Commission updated the GHG reduction rules and targets for Oregon’s metropolitan areas. However, state statute requires only Portland Metro to develop and adopt a plan that reduces future emissions of greenhouse gases (GHG) from light vehicles. For the other metropolitan areas in Oregon, determining future GHGs and developing plans to reduce GHGs is voluntary.

Over the last few years, the Corvallis and Rogue Valley MPOs worked with ODOT and DLCDC to conduct a Strategic Assessment (using ODOT’s Regional Strategic Planning Model) of how their current plans may or may not reduce GHGs. These assessments can also be used to help understand local policy questions of interest at an aggregate level, such as changes to land use transportation investments and behavior.

At the time of this writing, SKATS has not committed to doing a Strategic Assessment. If during the UPWP time period the decision is to do a Strategic Assessment, the majority of the work will be done by ODOT and DLCDC, with SKATS staff providing the data inputs to the strategic model and

reviewing the model outputs and reports. **ODOT and DLCD would provide the funds (via an intergovernmental agreements) for SKATS staff to do this work—no SKATS federal funds will be used for SKATS time.** Once work begins, it is estimated a final product will be done in one year.

II. Corridor and Sub-Area Plans

Corridor and sub-area planning studies are undertaken to identify and evaluate alternatives and options to transportation issues and to determine a preferred alternative to include in local and regional transportation plans. Some of these corridors and areas were identified in previous versions of the SKATS RTSP as “outstanding issues”, while others were more recently identified for study by the region or local jurisdiction.

23 CFR 450.318 states that “an MPO(s), State(s), or public transportation operator(s) may undertake a multimodal, systems-level corridor or subarea planning study as part of the metropolitan transportation planning process”. Planning studies are meant to provide the analysis, public discussion, and agency review that is necessary to identify a preferred solution. Some of the following planning studies require work over several years due in part to staff workload but also due to the necessary processes to collect information, conduct analysis, develop options, and gather stakeholder and public input. While SKATS is not the lead agency for these studies, these studies use federal funds and SKATS staff are often involved in some capacity, either on a study’s project management teams, reviewing and commenting drafts of the planning study documents, and providing land use and/or transportation data, including future year travel demand forecasts from the SKATS travel model.

A. Willamette River Crossing (Salem Bridge EIS)

Description

Work on the **Salem River Crossing Environmental Impact Study (EIS)** began in 2006 with a combination of federal, state, and local funds. During the 2012-2013 program year, ODOT and the city of Salem (as the lead agencies) started Work Order #4 of the project with the objective of the local jurisdictions collectively selecting a preferred alternative followed by preparation of a Final EIS for that preferred alternative. In February 2014, the Oversight Team selected a Preferred Alternative (“PA”). In 2015 and 2016, extensive modeling was completed for the FEIS, as well as engineering refinements to the Preferred Alternative design and footprint. In late 2016, Salem, Keizer, Marion and Polk counties approved land use actions in support of the Salem River Crossing Preferred Alternative. Tasks in 2017-2018 included developing of technical reviews by the consultant team and reviews by city of Salem and ODOT specialists.

Activities

For 2017-2018, ODOT will continue to serve as the contract manager of the EIS effort. ODOT and city of Salem planners are the Project Managers for the EIS. SKATS staff participates on the Project Management Team, provides coordination with the SKATS Policy Committee, and provides modeling and data services, as needed. There will be continuing coordination with planners at the Oregon Division of FHWA and other federal and state agencies. Throughout the Final EIS (**FEIS**) stages, the SKATS Policy Committee will be kept informed of project milestones.

Another tasks that began in 2017-2018 and will likely continue in 2018-2019 is developing **Alternative Mobility Targets** for sections of state facilities that cannot meet the mobility standards of the Oregon Highway Plan. ODOT will take the lead on this task with SKATS staff providing assistance, as needed.

Products

Lead: ODOT and City of Salem
Status: Ongoing
Deliverable: mid-2018 – **Final EIS** delivered to FHWA.

B. Cordon Road Corridor Study and Management Plan

Program Description

The purpose of the Cordon Road Corridor Study is the development of a Cordon Road Corridor Management Plan. The total length of the combined Cordon/Kuebler corridor is 16.9 miles beginning at Viewcrest Drive in south Salem and ending at the Chemawa Interchange at Interstate 5 in Keizer. This study will focus primarily on the portion of the corridor extending from Lancaster Drive SE (south of OR22) to Hazelgreen Road NE and including Hazelgreen Road from Cordon Road to Portland Road (OR99E) and Chemawa Road to Interstate 5. The length of the corridor as defined is approximately 10 miles with 3 miles within the city of Salem, and the other 7 miles in Marion County. These sections of the corridor have the most access and development pressures from adjacent land uses; hence, their selection to be addressed in this management plan.

This planning project was identified through the SKATS TIP development process and is funded using STBGP-U funds, as part of the 2018-2023 TIP. This study was added to the TIP in April 2017. The STIP/MTIP Key Number is 20744. Activities by Marion County and/or outside consultants will be funded by this Key Number. As of this writing, staffing issues at Marion County has delayed development of the formal scope of work. Therefore, there is no description or timing of Products at this time.

Activities

SKATS' role will include being a member of the Project Management Team and providing modeling services, as needed.

Products

Lead: Marion County
Status: No starting date identified
Deliverable: **tbd**

C. City of Keizer Growth Transportation Impacts Study

Program Description

The Keizer Growth Transportation Impacts Study is a planning study to evaluate transportation impacts of three different growth scenarios in Keizer—expand the UGB; export growth to other parts of the shared UGB; or significantly densify (or a blend of the three). This study will examine the relative impacts through conceptual design of transportation infrastructure and through modeling of potential impacts. Community involvement is an important component of this project. This project will use consultant services and will also use consultants to update TSP information (LOS impacts, IAMP Changes, mobility standard changes, etc.).

The study will evaluate three specific scenarios and document the costs and impacts to the

transportation system for each scenario.

This project was identified through the TIP development process and is funded using STBGP-U funds as part of the 2018-2023 TIP. This study was added to the TIP in April 2017. The STIP/MTIP Key Number is 20742. Activities by city of Keizer and outside consultants will be funded by this Key Number.

Activities

1. SKATS' role will include providing census, housing and employment data.

Products

Lead: City of Keizer

Status: Started in December 2017. The study is expected to be completed by _____

Deliverable: [Get SOW from Nate Brown]

D. Keizer Revitalization Plan (TGM funded planning study)

Program Description

The Keizer Revitalization Plan project will refine the City of Keizer Comprehensive Plan. The Project will build upon and replace previously-adopted neighborhood plans and planning efforts, including the Keizer River Road Renaissance Implementation Report (adopted 2004); the McNary Activity Center Design Plan (adopted 1991); and planning efforts in the Cherry Avenue area.

The Project will update these plans and planning efforts to create policies and identify investments to increase development densities and the mix of land uses and to improve conditions for walking, cycling, and riding transit. The Project will help Keizer make more efficient use of existing urban land and transportation infrastructure, reducing the need for future Urban Growth Boundary expansions and expensive transportation investments.

This planning study is funded with a State of Oregon Transportation and Growth Management (TGM) grant (IGA # 32385, for a total cost of \$210,227). The IGA includes the Statement of Work (SOW), Deliverables, and Schedule, was approved by city of Keizer on December 18, 2017.

Activities

The majority of this work will be conducted by the IGA consultant (OTAK) and city of Keizer staff. SKATS' activities will include:

- monitor the progress of this work and participate in stakeholder and public events when requested.
- provide 2040 land use and future traffic forecasts as requested.
- Task 4.3 of the SOW describes the consultant providing up to three sets of assumptions that reflect future land use scenarios for the project study area for the year 2040 for the input to the SKATS transportation model.

Products

Lead: City of Keizer

Status: Started in January 2017. The study is expected to be completed by March 2019

Deliverable: Deliverables are specified in the TGM's Statement of Work

III. Regional Project Programming

A. TIP Development, Amendments, and Adjustments

Program Description

The region's Transportation Improvement Program (TIP) serves as a regional policy and programming document describing which transportation projects, identified phases of a project, and transportation programs have been programmed to receive federal funding in the next four to six years. Federal regulations on the development and content of a metropolitan transportation improvement program (TIP) are in 23 CFR 450.326. Transportation projects within the SKATS area that receive federal funding are required to be listed in the SKATS TIP as well as all regionally significant projects to be funded with non-Federal funds.

The TIP is prepared in response to Federal Highway Administration and Federal Transit Administration (FHWA/FTA) regulations that require that a program of regionally significant transportation investments be developed by the Metropolitan Planning Organization (MPO) and updated at least every four years. The SKATS TIP is usually updated every two to three years to correspond with the update of the Oregon State Transportation Improvement Plan (STIP). The TIP must include a priority list of projects for at least four years and include a financial plan that demonstrates which projects can be implemented using anticipated revenue sources. Revenue projections are coordinated with ODOT. In the Salem-Keizer area, the TIP is prepared by SKATS in cooperation with FHWA, FTA, ODOT, SAMTD, and the local jurisdictions.

Staff will be concerned with two TIPs during this UPWP cycle:

FY 2018-2023 TIP

The FY 2018-2023 TIP covers federal fiscal years the 2018 to 2021 (with FY 2022 and 2023 included as illustrative years for planning purposes). This TIP was originally adopted on April 25, 2017, and is revised as needed following the TIP's Management Process.

FY 2021-2026 TIP

The next TIP will cover federal fiscal years 2021 to 2024 with FY 2025 and 2026 included as illustrative years. Formal work on this TIP will begin in September of 2018. Activities related to incorporating federally required performance based planning into the TIP will start as guidance is available.

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act," the first Federal law in over ten years to provide long-term funding certainty for surface transportation. The FAST Act authorizes \$305 billion nationwide over fiscal years 2016 through 2020. The financial assumptions used in developing the FY 2018-2023 TIP were based on the FAST Act. The financial assumptions to be used in developing the FY 2021-2026 TIP will be based on projections developed in conjunction with ODOT and the Oregon MPOs.

Activities related to the three-year cycle of the development, preparation, and maintenance of the

TIP are provided under this work element, as are the public involvement activities related to the TIP as required by federal regulations. The MPO shall provide all interested parties with a reasonable opportunity to comment on the proposed TIP. Details on public participation, including key decision points in the development of the TIP and public outreach, are contained in the SKATS Public Participation Plan (adopted November 2017).

Due to uncertainties, timing, and modifications to federal, state, and local funding in recent years -- along with general changes occurring during the project development phase of many projects -- a significant portion of time is required between update cycles to revise and maintain an accurate accounting of the projects in the adopted SKATS TIP. Maintenance activities for the SKATS TIP include coordination between FHWA, FTA, ODOT, the MPO, the SAMTD, and local jurisdictions to prepare and respond to changes in both available funding and individual project modifications.

A draft TIP update and any amendments to an adopted TIP that add or delete non-exempt projects requires the completion of air quality conformity determinations to demonstrate compliance with air quality regulations according to the requirements of the section 93CFR104 (Frequency of Conformity Determinations) of the Transportation Conformity Regulations. Since the acceptance of the SKATS Limited Maintenance Plan for CO, conformity requirements are primarily limited to interagency consultation. (*See Section I. E. above.*) Any full amendments to the TIP after May 27, 2018, will have to demonstrate how the TIP shows progress toward achieving the performance targets established under 23 CFR 450.306(d).

Activities

For FY 2018-2019, activities related to the TIP fall in three general categories:

1. Maintenance activities of the adopted SKATS MTIP
 - a. Coordinate with the ODOT Region 2 STIP Coordinator on TIP and STIP changes for projects within the SKATS MPO.
 - b. Check that projects in the adopted TIP match the adopted STIP.
 - c. Check that projects in the adopted TIP are correctly specified in ODOT's Financial Plan (produced monthly).
 - d. Revise, when necessary, the adopted SKATS TIP (via amendments, adjustments, or administrative modifications) based on new federal or non-federal funding availability and/or changes in projects as they proceed with their development.
 - e. Follow the TIP's Management Process for all TIP revisions.
 - f. Follow SKATS PPP (Public Participation Plan) for any TIP Amendments.
2. Coordinate with ODOT as it develops the FY 2021-FY 2024 STIP
 - a. Work by ODOT on the FY 2021-FY 2024 STIP began in July 2017 and will continue until it is adopted in mid-2020 by the Oregon Transportation Commission. SKATS will coordinate with ODOT, as needed, regarding new STIP projects within the SKATS area, as well as make sure that SKATS projects are included in the STIP.
3. Development of the SKATS FY 2021-FY 2026 TIP
 - a. Financial projections and fiscal assumptions to be used in developing the funds available for projects, including federal, state, and local sources.
 - b. Develop project application materials that incorporate performance based planning principals.
 - c. Project solicitation and prioritization
 - d. Public Participation (following the adopted PPP)

- e. Coordinate with ODOT and the other Oregon MPOs to align the TIPs and STIP project identification and selection process so that project entry into the STIP and public involvement periods coincide, and there is less overlap time between adoption and effective dates.
- f. Activities relating to the TIP will be continued in the FY 2019-2020 UPWP, with the adoption of the TIP anticipated in June 2020, effective on October 1, 2020.

Products

- TIP amendment documents and resolutions - Work with the SKATS TAC and Policy Committee on any revisions needed for the adopted TIP following the adopted TIP management practices and produce needed documents and resolutions.
- Produce project application materials for the 2021-206 TIP for eligible project sponsors.
- Produce public participation materials for the updates to the TIP
- Draft and Final **SKATS FY 2021-FY 2026 TIP (scheduled adoption in June 2020)**
- Upload copies of the adopted TIP, revised TIP tables, Air Quality Conformity Determinations, and resolutions for amending the TIP to the MWVCOG website. (www.mwvcog.org)

B. TIP Project Development Tracking

Program Description

The Transportation Improvement Program (TIP) identifies which projects are to receive federal funding. However, programming these funds in the TIP is just the first step of the project development cycle. To ensure that TIP projects and program funding levels are being carried forward expeditiously, SKATS staff works with ODOT and the local jurisdictions and agencies to help with any coordination work needed to move projects forward. This includes working the ODOT Region 2 local area liaisons, other ODOT Region 2 staff, and local jurisdictions' staff to review projects as they progress through project development; revise the TIP and STIP when necessary; assist with IGAs; track the project status and funding in ODOT's Financial Plan (specifically projects funded with STPBG-U, TA-U, and CMAQ funds); and providing other assistance, as needed.

As a requirement of 23 CFR 450.334, SKATS works with ODOT and SAMTD to organize data for the Annual List of Obligated Projects which shows which projects (or project phases) have been obligated by FHWA or have received an FTA grant.

Activities

1. Assist the local jurisdictions, ODOT, and Salem Area Mass Transit District with TIP amendments and administrative modifications.
2. Track the status of STPBG-U, TA-U, CMAQ, and other federally funded projects (status of obligation, project development phases, etc.).
3. Work with ODOT's Region 2 and Highway Program staff to match the projects in the TIP with the STIP and ODOT's Financial Plan.
4. Act as a liaison between federal agencies, ODOT, SAMTD, and local jurisdictions to resolve delays in project development.

Products

- Develop the annual list of obligated projects developed in coordination with ODOT and SAMTD and post of MWVCOG's website (**December 2018**).

C. TIP Management System Enhancements

Program Description

The MPOs in Oregon are investigating whether to support and fund a comprehensive TIP Management System using a common software program.. Currently SKATS tracks the area's TIP projects and amendments using several unrelated spreadsheets which is not connected to the State's database. Funds provided to OMPOC's work program will be used for this work

Potential advantages of a TIP management system include:

- Improved communication between employees at different agencies, who can now electronically obtain the same project information that they would have previously requested via phone or-mail.
- Ability to electronically transfer project information to the STIP database.
- Improved ability to research project information.
- Connect the long-range (RTSP) and short-range (TIP) projects.
- More easily demonstrate financial constraint by year and funding source.

Activities and Products

Discussion of this work among the MPOs began in 2016, and it was added to the OMPOC work program in 2017. During 2018-2019, SKATS staff will review and collaborate on this project with the other MPOs. **No specific completion date has been determined.**

D. CMAQ Program Administration

Program Description

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was created under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and has been reauthorized under each subsequent federal legislation.

The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (both PM10 & PM2.5).

Based on FHWA's CMAQ Program Guidance each CMAQ-funded project must meet three basic criteria: it must be a transportation project, it must generate an emissions reduction, and it must be located in, or benefit a nonattainment or maintenance area. The expected emission reduction benefits of CMAQ projects are required to be documented. In addition, all CMAQ projects must be included in the current Regional Transportation Systems Plan (RTSP) and Transportation Improvement Program (TIP).

SKATS started receiving CMAQ funds for the 2018 fiscal year. The programming of CMAQ funds was combined with the process used for selecting and programming STBGP-U and TA-U funds. The process was already established and underway.

Activities and Products

- Work with local project sponsors and ODOT staff on new processes for documenting the selection and emission reduction benefits of CMAQ projects.
- As with other TIP projects, keep tabs on CMAQ projects as far as TIP and STIP entries and obligation of funds.

IV. Regional Modeling and Data Program

A. Regional Population and Employment Forecasts

Program Description

This work element involves the development, refinement, maintenance, monitoring, updating, and sharing of the regional population and employment data, forecasts, and allocations. This task includes activities associated with analyzing state, county, and regional forecasts; gathering and summarizing building permit data and state ES-202 employment data; updating the base year GIS land use data; other data collection activities which may be appropriate for this element; and developing the SKATS long-range forecast and allocations in coordination with the local jurisdictions. The results of these tasks are used primarily in the generation of SKATS travel demand model inputs, but the forecasts are also shared with ODOT and local jurisdictions in other planning studies.

Relationship to Previous, Current, and Future Efforts

During 2014-2015 year, SKATS staff and a Land Use Working Group of local jurisdictional planners completed an update of the population, housing, and employment forecasts for the year 2035 for use in the 2015-2035 RTSP. The 2035 population, housing, and employment forecasts are summarized in Chapter 5 and Appendix A of the RTSP update.

More recently, coordinated population forecasts have been prepared by staff from Portland State University's Population Research Center (PRC). In June 2017, PRC finalized the 2017 to 2067 population forecasts in 5-year intervals for Marion County and Polk County, as well as forecasts for each UGB area in each county. (In Marion County, PRC developed the long-rang forecast for the Salem/Keizer UGB, but did not have separate forecasts for Keizer or Salem). These forecasts are required to be used by the jurisdictions for their local long-range planning and will be used for the SKATS RTSP 2040 and 2045 forecast. However, SKATS requires that these forecast totals be allocated to Transportation Analysis Zones (TAZs) for use in the travel demand forecasting model. SKATS began the process of staffing the Land Use Working Group in December 2017 to allocate these forecasts; staff expects to finish that work by June 2018.

One difficulty for allocating regional population forecasts to TAZs has been that the city of Keizer adopted future population forecasts that would be difficult to achieve without either an expansion of the shared Salem-Keizer Urban Growth Boundary (UGB) and/or changes to land use densities inside the Keizer part of the UGB. The two planning studies (the Keizer Growth and Transportation Impacts Study and Keizer Revitalization Plan) described in the Corridor and Sub-Area Plans section of this UPWP will help the city evaluate future growth options and their impacts, including transportation outcomes.

Activities and Products

1. Provide census-based data (past and current year) the population and employment information and regional forecasts developed for the RTSP to local jurisdictions, special districts, and state agencies, as requested, for use in their long-range planning studies. **(As-needed)**
2. Provide land use, employment, and other model input data to ODOT, local jurisdictions, and agency-contracted consultants for use in regional, corridor and area plans and studies. *(See*

Section II)

3. Continue work to keep the land use and future development GIS data updated:
 - a. coordination and system-development activities necessary to maintain currency of GIS-based land use and population and employment forecast databases. **(On-going)**
 - b. Work with local jurisdictions to refine data collection and maintenance procedures associated with building permits and changes in comprehensive land use plans. **(On-going)**
 - c. Update the regional land use inventory and comprehensive plan designations using data supplied by the local jurisdictions in the region. **(On-going)**
 - d. Update the SKATS employment data using Oregon Employment Department ES-202 data. **(As-needed)**
4. Evaluate ACS 5-year products as they are released. **(As-needed)**
5. Develop a 2040 and/or 2045 forecast **by June 2018.**

B. Travel Demand Forecasting: Data, Forecasts, and Refinement

Program Description

This work element contains activities related to the development and support of the travel model necessary to carry out the regional transportation planning tasks described in **Section I**. Included in these activities are the refinement, calibration, and update of the regional travel demand models necessary for the production of traffic and transit estimates for base year, committed, and future-year alternatives for the RTSP, the regional, area, and corridor planning studies (identified in **Section II** of the UPWP), and the local TSPs, as required or needed.

SKATS conditionally assumed responsibility for the regional travel demand model from ODOT in 1994 and over the years has continued to follow best modeling practices in cooperation and partnership with ODOT and other MPOs.

Activities

1. **Refinement and maintenance of recently updated travel model:** In 2016-2017, SKATS employed staff from Metro to help update the travel model using data from the 2010 Household Activity Survey (that work should conclude by June 2018). Activities for FY 2018-2019 will focus on additional validation work of the updated model, in order to make it available for planning studies, as well as producing model results to support the development of the 2019 update to the RTSP.
2. **Work on Next-Generation model and data:** Efforts have been underway for several years to research and define the structure and data required for the next version of the travel demand model. Activities that will continue for this UPWP period include:
 - a. Continue ongoing coordination work with ODOT and their contractors and other MPOs on the development of the statewide model (and its connection with urban area model) and

incorporating transportation data from the 2010 Oregon Household Activity Survey analysis (*See IV.D below*) into existing and future travel demand models.

- b. Coordination with the Oregon Modeling Steering Committee and its Modeling Program Coordination subcommittee on improvements to MPO models and coordination between statewide and MPO models. This could include the movement to a “population synthesizer” as a way to specify the characteristics of household used as model input.
- c. Investigate and discuss with ODOT, the other MPOs in the state, and the regional partners the appropriateness and usefulness of alternative modeling structures (such as a person activity or tour model) for a future regional travel demand model.

Products

- Report of the Travel Model Refinements (**October, 2018**)
- Products, such as maps and tables of model results, will be produced as required by any on-going planning study.

C. Systems Monitoring and Reporting

This work element includes the on-going refinement and maintenance of the various transportation databases necessary to support the planning process and to provide the basis for reports required under federal surface transportation acts (such as FAST). These databases cover the characteristics, operations, and projects located on the regional transportation system. Tasks in this section include analyzing and reporting the results of the data collection efforts undertaken by SKATS, ODOT, SAMTD, and the local jurisdictions.

Reporting of the results is centered on two efforts: the Congestion Management Process (CMP) — which is required for TMAs and regulated in 23 CFR 450.322 — describing the current operation of the regional system and the performance measures which track how the investments made on the regional system are meeting the goals and objectives outlined in the 2015-2035 RTSP. Several of the MAP-21/FAST performance measures have been codified by FHWA/FTA and targets for each of the measures will be set by ODOT, SAMTD, and SKATS by the end of calendar year 2018. The data will be used to report on these as specified under federal regulations. (*See section I.A*)

The data used for the reports and activities of this element are provided to SKATS in a variety of formats and reporting schedules. As such, in any given year the products released by SKATS will differ. SKATS will continue to work with its partners to ensure the timely release of related products.

Activities

1. Maintain regional systems inventories required by MAP-21/FAST and the Transportation Planning Rule (TPR).
2. Update and maintain regional street, transit, and other transportation-related infrastructure inventories, as appropriate, in GIS format.
3. Update and maintain a database of projects on the regional road system to assist in preparing updates to the RTSP and TIP, as well as developing current and future year networks for the

regional travel demand model. This includes the work started in 2013 to create a geodatabase of completed transportation projects on the regional system as well as projects funded in the SKATS TIP.

4. Work in-house and with the SKATS committees to revise and refine the CMP process and integrate it into the project selection framework.
5. Continue to revise and refine the comprehensive traffic count and transit ridership database developed by SKATS to provide a central repository of data for internal use.
6. Develop and maintain a database of collision locations and other pertinent safety related information within the SKATS study area.
7. Investigate additional methods of data collection, storage, and analysis in regard to characteristics of all travel in and through the region, whether located on the regional system or not. The goal is to minimize staff effort while maximizing data collected and analyzed. This may include the purchase and use of new tools (such as permanent and portable bike count stations or BlueTooth/WiFi travel time monitors) and travel time and Origin/Destination data sources (both public and private), working, as appropriate, with ODOT, SAMTD, and/or the local jurisdictions.
8. Develop and maintain a database for the indicators defined in Chapter 2 of the 2015-2035 RTSP. Refine the indicators as needed. For those indicators that require data currently not collected, develop the capability to collect, process, analyze, and store the underlying data. This database will also form the base for the data collected and analyzed as part of the requirement from MAP-21/FAST for system performance measures.

Products

- ***Regional Operational Characteristics Report* (ROCR)** that describes travel conditions on the region's roadways based on travel time data, traffic counts, transit ridership, and collision information and that is collected, stored, and processed by SKATS. **(Currently under review with no date of completion.)**
- ***Collision Quick Facts***, a document and interactive webpage providing a brief overview of the collisions that occurred in the region over the previous year. **(Annually, about 3-4 months after ODOT provides the data.)**
- Databases and geo-databases containing regional roads information, traffic counts, transit ridership, collision information, and completed, funded, and planned future transportation projects in the region. Include this information on the MWVCOG website, as feasible. **(On-going)**
- Report of the regional system indicators identified in the 2015-2035 RTSP. (May 2019)

D. Household Travel and Activity Surveys

Household activity and travel surveys were conducted in the SKATS area in 1994-1995 and were used in the previous travel demand models. In 2010, a household travel surveys from about 1800 households in SKATS was conducted. Data from this survey has been used in updating and calibrating the travel demand models (auto ownership, trip generation, mode choice, destination

choice, etc.). (*See Travel Demand Forecasting section IV.B.*) In addition, analysis and reports of the data have been made, and will be made, in the future, as required. In 2017, ODOT hired a consultant to develop a summary report of the 2009-2011 OHAS data, which includes a short-summary for each MPO and ODOT Region that participated. This project will finish in early 2018 and will be used by the partners within Oregon to educate policymakers of the findings and to assist in developing the next household survey.

Activities

For FY 2018-2019, SKATS staff will work with other partners in Oregon to discuss a possible future survey effort, tentatively scheduled for 2020. In addition, other data sources that could provide similar information in a timelier manner will be investigated. (*See Systems Monitoring and Reporting section IV.C*)

Products

- Summary Report of 2009-2011 OHAS data (early 2018)

V. Interagency Coordination

Program Description

In order to ensure that SKATS maintains a continuing, cooperative, and comprehensive planning process that results in plans and programs that are consistent with other transportation planning activities that may affect the region, other activities beyond the coordination and management of the SKATS committees are necessary. Inter-jurisdictional efforts include coordination with the members of the Mid-Willamette Area Commission on Transportation (MWACT), ODOT Statewide Modal/Topic planning work, Statewide and General Corridor Planning that affects SKATS, and Region 2 Project Development staff, as required. In addition, coordination with activities undertaken by FHWA, FTA, DEQ, DLCDC, ODOT, the MPOs, League of Oregon Cities (LOC), Association of Oregon Counties (AOC), the Oregon Modeling Steering Committee (OMSC), the Oregon MPO Consortium (OMPOC), and most importantly the region's local jurisdictions and elected bodies is necessary.

This work element includes activities such as participation in various committees (advisory committees, project management committees, technical committees, modeling support activities, etc.) to ensure the coordination of SKATS transportation planning activities with related efforts occurring in the region and the state. The kind of participation in these inter-jurisdictional efforts varies over time and depends on the current focus of work efforts of state, MPO and local jurisdictions. The activities section below lists interagency and inter-jurisdictional studies or projects that SKATS staff expect to participate in; although, additional studies and projects may occur during the planning period.

Federal regulations require the development of an agreement between SKATS, ODOT, and the Salem Area Mass Transit District (SAMTD) on roles and responsibilities for each agency. This agreement is included as an appendix (**Appendix C**) to this UPWP. *(Note: the rules for metropolitan planning by USDOT to comply with MAP-21 (in particular, revisions to section 23 CFR 450.314 for identifying the parties to implement performance-based planning provisions) requires an update of this agreement. The work to update this agreement began in late 2017.)*

Activities

1. Revise the IGA (#24,736) that defines the roles and responsibilities of SKATS, ODOT, and Salem Area Mass Transit District (SAMTD) per MAP-21 performance-based planning (work started in later 2017).
2. Participate in the coordination of corridor and facility plans and other planning and project activities in the region (those listed in **Section II Corridor and Area Plans** in particular, but others that affect the regional transportation system [e.g. Salem's work on a potential 2nd Street underpass or overpass] during the UPWP time period) to ensure a continuing, cooperative, and comprehensive SKATS planning process.
3. Participate in the update of local jurisdictional Transportation System Plans, as needed.
4. Participate in meetings and activities of the Oregon Metropolitan Planning Organization Consortium (OMPOC). Attend the quarterly meetings of MPO/Transit agencies.
5. Participate in the Oregon Modeling Steering Committee, Modeling Program Committee, and other related transportation modeling and research subcommittees.

6. Continue to evaluate and address new requirements resulting from federal transportation legislation (MAP-21 and its successor FAST Act), changes to federal regulations, federal guidance documents, etc. Work with staff from FHWA Oregon division and FTA on corrective actions and recommendations from the SKATS Planning Certification Review of 2017.
7. Interagency coordination with EPA, DEQ, ODOT, etc. for consultation on Air Quality Conformity Determinations (AQCDs) for the TIP and/or RTSP, as needed.
8. Interagency coordination to support a Safe Routes to School program within the SKATS area. As this partnership continues to develop, assist with work for a Safe Route to School program.

VI. Regional Program Management & Coordination

A. Program Management and Coordination

Program Description

This work element will provide for overall program management and coordination for ongoing MPO activities such as budget preparation, contracts, grants, personnel, as well as tasks as needed/required by the SKATS committees staffed under this element. SKATS committees currently providing oversight of, and input to, SKATS operations include the Policy Committee (PC) and the Technical Advisory Committee (TAC). SKATS staff are employees of the Mid-Willamette Valley Council of Governments, and this work element includes management activities that are necessary to maintain operations for the SKATS work program (budgets, invoices, quarterly reports, presentations, etc.)

Activities

1. Provide staff support to the various committees and subcommittees related to SKATS operations to ensure coordination between federal, state, regional, and local transportation planning efforts.
2. Manage SKATS budget, staff time, IGAs, invoices, and related products. Prepare and process necessary planning agreements.

Products

- Meeting agendas, minutes, meeting materials, draft and final documents to the SKATS Policy Committee and Technical Advisory Committee, and other subcommittees as needed. (**Monthly, as required.**)
- Quarterly reports and invoices submitted to ODOT.
- Execution and monitoring of PL Fund and Section 5303 funding IGA, Pass-through IGA between MWVCOG and SAMTD, and other agreements necessary to carry out the existing and future UPWPs.

B. Unified Planning Work Program

23 CFR 450.308 specifies the requirements for a MPO to develop a Unified Planning Work Program (UPWP). Federal regulations require the MPO, in cooperation with ODOT and the SAMTD, to prepare UPWPs that describe the planning priorities and the tasks, responsibilities, schedules for completion, and products associated with the regional transportation planning activities proposed for the region. ODOT and the MPOs have established a protocol for the development and review of the annual UPWPs.

Every four years, FHWA and FTA do a Transportation Planning Certification Review of the SKATS TMA, with the latest report issue in May 2017. SKATS will continue to work with the federal agencies on follow-up of the corrected actions or related recommendations from the 2017 Certification Review.

Activities

1. Annual draft UPWP review with SAMTD, ODOT, FHWA, and FTA. **(March 2018)**

Products

- Adoption of an annual UPWP by SKATS Policy Committee. **(April 2018)**
- Production of required documentation to ODOT, FHWA, FTA, and others of SKATS activities such as quarterly narrative and financial reports. **(Quarterly and Annual)**

C. Self-Certification, ADA, and Title VI

Program Description

Implementing regulations associated with MAP-21 require various forms of "certification" for regional planning activities by federal agencies in order to maintain the eligibility of the region to receive and expend federal grant and project funds. Certification of the metropolitan planning process — as required by 23 CFR 450.336 — requires a determination of compliance of the all applicable requirements including:

- 23 USC 134, 49 USC 5303, and 23 CFR 450 subpart C.
Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended, and 40 CFR part 93.
3. Title VI of the Civil Rights Act of 1964, as amended, and 49 CFR part 21.
 4. 49 USC 5332, prohibiting discrimination.
 5. Section 1101(b) of the FAST Act and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises.
 6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program.
 7. The provisions of the Americans with Disabilities Act of 1990 and 49 CFR parts 27, 37 and 38.
 8. The Older Americans Act, as amended.
 9. Section 324 of title 23 USC regarding the prohibition of discrimination based on gender.
 10. Section 504 of the Rehabilitation Act of 1973 and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Activities related to the preparation and documentation of these required certifications (such as those related to the regional transportation planning process, ADA, Title VI, and Environmental Justice provisions) are included in this work element.

Activities/Products

1. Have in place a Title VI Plan and Assurances including discrimination complaint forms and procedures for handling discrimination complaints.
2. Continue to collect data on participants of public involvement activities.
3. Use procedures developed for Title VI compliance to document beneficiaries of proposed projects in RTSP and TIP.
4. Review and assist, as appropriate, in the ADA, Title VI, and Environmental Justice documentation produced by SAMTD.
5. Document compliance with all applicable federal regulations in order to maintain the region's planning process "certification" and eligibility to continue to receive federal transit and highway funds. **April 2018**
6. Prepare an annual Title VI and Public Participation Accomplishment Report. **October 2017**
7. After meeting with USDOT and ODOT officials for SKATS quadrennial review (June 2016), work with USDOT on discussion of any corrective actions or recommended changes for metropolitan planning in the SKATS area to comply with federal regulations.

D. Staff Development and Training

Program Description

In order to ensure that SKATS maintains a continuing, cooperative, and comprehensive planning process that results in plans and programs that are professional in nature and incorporate as far as possible the latest advances in transportation planning and processes, activities necessary to attract, develop, and retain quality staff are vital to the operation of the MPO. This work element embodies staff development and training activities including attendance at workshops, conferences, and other professional development events. This element also includes activities related to the training of staff in the operation and application of computer modeling techniques such as those associated with transportation modeling, GIS, and other graphic presentation and document production software.

Activities

1. Implement appropriate activities consistent with the needs of the program in terms of developing and training a high quality professional staff.
2. Provide training associated with implementing provisions of MAP-21/FAST transportation authorization bills and related USDOT regulations.

VII. Metropolitan Transit Planning (49 USC 5303 and 23 CRF 450)

(to be provided later)

VIII. ODOT Planning Assistance

Activities scheduled for ODOT staff include supporting SKATS and other agencies in the region with coordination of their transportation planning process and MPO support in the region. Specific activities include:

1. Coordination of MPO planning activities within ODOT;
2. Policy and technical coordination with SKATS; the cities of Salem, Keizer, and Turner; and Polk and Marion Counties in the development of land use and transportation plans and planning studies;
3. Support the SKATS RTSP update and refinement process;
4. Participate in the development and coordination of SKATS TIP and ODOT STIP;
5. Assistance in development of Unified Planning Work Program; and
6. Development and execution of agreements and scopes of work for funding and specific planning projects.

Agenda Item F.

Other Business

**SKATS Technical Advisory Committee
(TAC)
January 9, 2018**

Rulemaking Advisory Committee for the Transportation Planning Rule
 Performance Measures Work Group
 Draft Performance Measures
 December 21, 2017

PM #	Draft TPR Performance Measure	Category	Data Source
2, 9	Bicycle Facilities	Bike	TSP, Public works

Data needed: Inventory of bike facilities

This performance measure demonstrates the progress jurisdictions make towards implementing bike facilities. High quality bike facilities are defined as off street paths, buffered bike lanes, and bike boulevards. Jurisdictions will report on following performance measures:

- Percent of total bike projects implemented from adopted plans
- Linear feet of high quality bike facilities constructed

PM #	Draft TPR Performance Measure	Category	Data Source
6	Bike Level of Traffic Stress (BLTS)*	Bike	BLTS

Data needed: BLTS inventory

This performance measure demonstrates the progress jurisdictions make towards implementing a low stress bike network. Low stress networks are defined as BLTS level 1 and 2. Jurisdictions may report on any one of the following performance measures:

- Percent of BLTS 2 or lower facilities on arterials and collectors
- Total miles of BLTS 2 or lower facilities on arterials and collectors
- Total households within ½ mile of BLTS 2 or lower facilities
- Total number of connected BLTS 2 or lower islands (BLTS connected segments, the ideas to reward jurisdictions for improving connectivity between low stress networks)

** Use of this performance measure is optional and would take the place of using PM 2 and 9.*

Rulemaking Advisory Committee for the Transportation Planning Rule
 Performance Measures Work Group
 Draft Performance Measures
 December 21, 2017

PM #	Draft TPR Performance Measure	Category	Data Source
1, 8	Pedestrian Facilities	Pedestrian	TSP, Public works
<p>Data needed: Sidewalk inventory or construction and repair reports</p> <p>This performance measure demonstrates the progress jurisdictions make towards building or repairing sidewalks. Jurisdictions may report on one of the two following performance measures:</p> <ul style="list-style-type: none"> • Percent of streets with sidewalks on both sides • Linear feet of sidewalks built or repaired 			

PM #	Draft TPR Performance Measure	Category	Data Source
21	Percent of Households in Mixed Use or TOD Areas	Land Use	Travel Model
<p>Data needed: Travel model Traffic Analysis Zones, Oregon Place Types</p> <p>This performance measure demonstrates progress towards developing land use patterns that promotes travel by non-auto modes.</p>			

PM #	Draft TPR Performance Measure	Category	Data Source
22	Percent of Employment in Mixed Use or TOD Areas	Land Use	Travel Model
<p>Data needed: Travel model Traffic Analysis Zones, Oregon Place Types</p> <p>This performance measure demonstrates progress towards developing land use patterns that promotes travel by non-auto modes.</p>			

Rulemaking Advisory Committee for the Transportation Planning Rule
 Performance Measures Work Group
 Draft Performance Measures
 December 21, 2017

PM #	Draft TPR Performance Measure	Category	Data Source
20	Households within ¼ mile walk to priority transit corridor	Transit	Transit Agency, Travel Model or Census
<p>Data needed: Transit priority corridors, Travel model Traffic Analysis Zones or Census households</p> <p>This performance measure demonstrates progress towards residential development within walking distance to frequent transit. Transit priority corridors will be defined by each jurisdiction as the corridors identified for the highest level of transit service in the region. Corridors will be buffered by ¼ mile using either a simple straight line or network method, counting the households of each TAZ or Census Block Group that intersect the buffer.</p>			

PM #	Draft TPR Performance Measure	Category	Data Source
43	Number of Transportation Options staff per capita	Transportation Options	Transportation Options Provider
<p>Data needed: Transportation options staff, jurisdiction population</p> <p>This performance measure demonstrates that residents have access to Transportation Options services and programs.</p>			

Rulemaking Advisory Committee for the Transportation Planning Rule
 Performance Measures Work Group
 Draft Performance Measures
 December 21, 2017

PM #	Draft TPR Performance Measure	Category	Data Source
24	Percent of Work Trips That are Taken by a Non-auto Mode of Transportation	Mode Share	Census
<p>Data needed: Census American Community Survey Journey to Work</p> <p>This performance measure is intended as an outcomes-based measure to reflect on how the transportation system as a whole is performing. Non-auto modes are defined as:</p> <ul style="list-style-type: none"> • Public transportation (bus, trolley, street car, subway or elevated, railroad, ferryboat) • Taxicab • Bicycle • Walked • Other means • Worked at home 			

PM #	Draft TPR Performance Measure	Category	Data Source
38	Lane Miles of Managed Lanes or Street Reconfigurations Prioritizing Non-auto Modes	Streets	Public works
<p>Managed Lanes</p> <p>Measure: Lane-miles of managed lanes Data needed: Managed lane inventory</p> <p>This performance measure rewards jurisdictions for creating managed lanes as part of the transportation system. The measure is lane-miles of managed lanes on expressways and arterials, which may include:</p> <ul style="list-style-type: none"> • HOV or HOT lanes • Transit-only lanes • BAT (Business access and transit) lanes/Right turn except transit lanes • Reversible lanes • Bus on shoulder lanes 			

Part-time lanes for any of the above could count if in place for at least three hours each weekday.

Street Reconfigurations

Measure: Average number of miles of reconfigured streets over the reporting period

Data needed: List of street reconfiguration projects

This performance measure rewards working to reconfigure existing arterials and collectors to better serve multiple modes of travel. The measure is average number of miles of reconfigured streets per year over the reporting period. Reconfigured streets could include:

- Reconfigured streets where the number of travel lanes is reduced to one travel lane in each direction (“road diets”)
- Rebuilt streets with high-quality bike facilities and sidewalks with no more than one travel lane in each direction (“complete streets”)

The measure is number of miles, not lane-miles, as the number of lanes for some of these projects will change.