

Agenda
Salem-Keizer Area Transportation Study (SKATS)

Technical Advisory Committee (TAC)

At the MWVCOG, we are taking extra precautions to protect against the COVID-19 virus by implementing additional cleaning protocols and social distancing practices. For meetings at the COG, **we are requesting Technical Advisory Committee members, local staff, and the public to participate by teleconferencing rather than attend in person.** If participating by phone is not an option, please contact our offices (at 503-588-6177) 24 hours before the meeting begins.

Join Zoom Meeting

<https://zoom.us/j/91910752223?pwd=YjAzSHIUZ3NCYnl6U1IzNmoraEUzQT09>

Meeting ID: 919 1075 2223

Passcode: 756382

Dial by your location

+1 346 248 7799 US (Houston)

+1 669 900 9128 US (San Jose)

Meeting ID: 919 1075 2223

Passcode: 756382

Trouble Connecting? Contact Lori Moore at 503-540-1609

Date: Tuesday, August 11, 2020
Time: 1:30 p.m.
Place: Online Meeting (*See information above.*)
Phone: (503) 588-6177 FAX (503) 588-6094
E-mail: mwvcog@mwvcog.org
Website: www.mwvcog.org

- A. Call to Order Dan Fricke
- B. Approval of TAC Minutes June 9, 2020 Dan Fricke

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

C. Hollywood Drive ProjectMarion County Staff

Background: Due to increased costs and reduced revenue, Marion County is looking at ways to reduce costs on several projects. At the June TAC meeting, Marion County proposed to reduce the width of the sidewalk and bike lane on the Hollywood Drive project from six-feet each, as proposed in the application, to five-feet each. This would still meet AASHTO standards. A one-foot reduction in sidewalk width reduces the cost by \$63,840, and a one-foot reduction in bike lane width reduces the cost by \$64,820. Reducing both will save \$128,660. The question for the TAC is whether this is an appropriate scope reduction or should limited funds be used to supplement the project and retain the six-foot sidewalk and/or bike lane width.

Action

Requested: Recommendation to the Policy Committee.

D. TIP/STIP Updates Karen Odenthal, Mike Jaffe

Background: The OTC adopted the FY 2021-2024 Statewide Transportation Improvement Program (STIP) at the July OTC meeting. The STIP and adopted TIP will be submitted to FHWA/FTA for final approval. See the *attached* timeline.

The development of the FY 2024-2027 STIP is starting. ODOT is proceeding assuming a 10 percent reduction in federal funds. As part of the development of the STIP, program categories were created to provide direction for the types of investments in the STIP. The 2024-2027 STIP proposed categories are:

- **Enhance** - projects which expand or enhance the transportation system.
- **Safety** - projects that are focused on reducing fatal and serious injury crashes on Oregon's roads.
- **Non-Highway** - funds bicycle, pedestrian, public transportation, and transportation options projects and programs.
- **Local Programs** - provides direct funding to local governments so they can fund priority projects.
- **Other Functions** - provides funding for workforce development, planning and data collection, and administrative programs using federal resources.

ODOT staff are working on funding scenarios for the program categories for OTC to approve later this year. A letter from OMPOC to the OTC regarding funding assumptions is *attached*.

Action
Requested: Information / Discussion item.

E. Cordon Road Corridor Study.....Marion County Staff

Background: Marion County and the city of Salem are continuing discussions to determine if the scope of the project should be expanded to include the entire Cordon/Kuebler corridor (from I-5@ Kuebler Blvd. to I-5 @ Hazelgreen) and to what extent an interchange at OR 22/Cordon will be included in the analysis. Staff will provide an update.

Action
Requested: Discussion item.

F. SKATS Crash Trends.....Karen Odenthal

Background: Data for crashes in 2018 was received from ODOT’s Crash Analysis and Reporting Unit. SKATS analyzed and summarized the data for trends.

Figure 1 (attached) is a graphical representation of the five-year averages of crash data. In **Figures 1a** through **1e**, the first column (on the left) is the 5-year average from 2007 to 2011; the last column (on the right) is the 5-year average from 2013 to 2018. Each graph corresponds to the five federal safety performance measures. The dashed line on **Figures 1a** through **1e** show that within SKATS, all five measure have been increasing over time.

The number of annual fatalities within SKATS from 2007 to 2018 by mode are summarized in **Figure 2a**. Fatal traffic crash rates {all modes (**Figure 2b**) and non-motorized modes (**Figure 2c**)} per 100 million vehicle miles traveled for SKATS is compared to Oregon, the United States, and the Eugene-Springfield area. SKATS and Eugene-Springfield generally have lower overall fatal crash rates than Oregon or the U.S. but higher non-motorized crash rates.

Action
Requested: Discussion item.

G. Other Business..... SKATS Staff

- ODOT and RITIS - <https://www.oregon.gov/odot/Data/Pages/RITIS.aspx>
- ARTS crash data dashboard - www.odot2020arts.com/crash-data-dashboard
- DLCD and TPR Update
- Next Policy Committee Meeting – **August 25, 2020**
- Next TAC Meeting – **September 8, 2020**

H. Adjournment Dan Fricke

DRAFT

Minutes

Salem-Keizer Area Transportation Study (SKATS)

Technical Advisory Committee (TAC)

June 9, 2020

MWVCOG

100 High St. SE, Suite 200

Salem, OR

1:30 p.m.

This meeting was a call-in meeting with the people attending by telephone.

Attendance is listed as follows:

TAC Members Present

Lisa Anderson-Ogilvie, Salem Community Development

Steve Dickey, Salem Area Mass Transit District

Dan Fricke, ODOT Region 2, 2020 Chair

Bill Holmstrom, DLCD

Bill Lawyer, Keizer Public Works

Victor Lippert, Salem-Keizer School District

Janelle Shanahan, Marion County Public Works, 2020 Vice Chair

Rachael Tupica, FHWA, (non-voting)

Julie Warncke, Salem Public Works

TAC Members Absent

Sam Ayash, ODOT System Studies, (non-voting)

Vacant, Keizer Community Development

Lindsey King, Marion County Planning

Austin McGuigan, Polk County Planning

David Sawyer, City of Turner

Todd Whitaker, Polk County Public Works

Cory Ann Wind, DEQ, as needed

Others Present

Ryan Crowther, Marion County Public Works

Mark Foster, Marion County Public Works

Ray Jackson, MWVCOG-SKATS

Mike Jaffe, MWVCOG-SKATS

Kindra Martinenko, MWVCOG-SKATS

Lori Moore, MWVCOG-SKATS

Karen Odenthal, MWVCOG-SKATS

Karl Pepple, U.S. EPA, Region X

Lani Radtke, Marion County Public Works
Kim Sapunar, MWVCOG-SKATS

Agenda Item A. Call to Order

Chair Dan Fricke called the meeting to order at 1:32 p.m.

Agenda Item B. Approval of the Minutes of March 10, 2020

Motion was made Steve Dickey, seconded by Victor Lippert, to approve the minutes of the March 10, 2020 meeting as submitted. Those voting in favor of the motion were Lisa Anderson-Ogilvie, Steve Dickey, Dan Fricke, Bill Lawyer, Victor Lippert, Janelle Shanahan, and Julie Warncke. Rachael Tupica is a non-voting member of the committee. **The motion passed unanimously.**

Agenda Item C. Hollywood Drive Project

Ryan Crowther, Marion County Public Works, explained that due to the reduction in State gas tax revenue, the county's ability to deliver the amount of local overmatch originally programmed for this project, among others, has also been reduced. County staff have proposed the reduction of sidewalk and bike lane widths from six feet each to five feet each. The decreased-size bike lanes and sidewalk would still meet AASHTO¹ standards. The cost savings from this size adjustment would be approximately \$103,500.

Julie Warncke asked Mr. Crowther what the existing bike width is in that area. Mr. Crowther responded that he believes existing facilities are six feet in width. Ms. Warncke asked if the county has considered a design exception or requesting additional SKATS discretionary funding. Mr. Crowther replied that he isn't aware of any SKATS' discretionary funding being available. It is an option that the county would consider if there is funding available. Karen Odenthal explained that there may be some CMAQ² funding available. She noted that if this situation occurs with multiple projects, the requests may need to be prioritized. Some projects may be delayed in order to accommodate the additional funding required.

Bill Holmstrom, DLCD, joined the meeting at 1:40 p.m.

Committee members discussed options for retaining six-foot widths. One suggestion was to keep bike lanes at six feet but construct sidewalks at five feet. It was noted that right-of-way (ROW) costs have also increased dramatically. Mike Jaffe commented that it might be desirable to retain six-foot bike lanes since the project uses CMAQ funding, which require projects to demonstrate that how it will reduce air pollutants.

Karen Odenthal asked committee members if providing extra federal funds from SKATS should be recommended by the TAC to the Policy Committee. Bill Lawyer asked Mr. Crowther how likely this project is to be completed. Mr. Crowther replied that the county is looking at ways to

¹ American Association of State Highway Transportation Officials

² Congestion Mitigation and Air Quality – Federal funding program

economize for all of their projects. Following additional discussion, TAC members requested that Marion County provide updated cost estimates for Preliminary Engineering (PE) and Right of Way (ROW) for this project.

Discussion continued related to other projects that may require additional funds. Options suggested for funding project shortfalls included shifting construction funding to the design phase. It was noted that the Lancaster: Center St to Monroe project will likely also have local match issues.

Agenda Item D. STS Multi-Agency Implementation Plan

Mike Jaffe explained that the Statewide Transportation Strategy Multi-Agency Implementation Work Plan was released for public comment by ODOT, Department of Environmental Quality (DEQ), Department of Land Conservation and Development (DLCD), and Department of Energy (DOE). “Every Mile Counts” was enclosed in the agenda package.

The plan covers the years 2020 through 2022 and addresses Governor Brown’s requirement to “collaborate and identify specific actions” to meet greenhouse gas reduction goals set in the Statewide Transportation Study: A 2050 Vision for Greenhouse Gas Reduction (STS). The STS was adopted in 2013 and focused on reducing transportation greenhouse gas emissions in order to meet the state goals.

Referencing pages 7-8 in the work plan, Mike Jaffe highlighted the Transportation Options-Action: Statewide Trip Reduction Policy and Parking Management sections. Mr. Jaffe advised TAC members to review the information on the ODOT website:

<https://www.oregon.gov/odot/Programs/Pages/Every-Mile-Counts.aspx>

Comments are requested to be received by June 15, 2020.

Agenda Item E. LCDC Discussion on TPR and GHG Reduction

Mike Jaffe informed the group that the Land Conservation and Development Commission (LCDC) had a four-hour discussion on May 21, 2020, regarding greenhouse gas reduction. Commissioners heard testimony related to amending the Transportation Planning Rule (TPR). Based on LCDC’s discussion, it is possible that an amendment to the TPR could be adopted in July or September to require that updates to local Transportation Systems Plans (TSPs) demonstrate how the TSP meets GHG emission reduction targets.

In July, DLCD staff will provide LCDC members a report related to a “two-step” approach for amending the TPR. Following discussion by SKATS Policy Committee members during their May PC meeting, TAC members were requested to review and discuss this issue/topic.

It was reiterated that the “Every Mile Counts” survey is currently out. The survey will be conducted through June 15, 2020.

Bill Holmstrom, DLCD, provided an overview of the June 8, 2020, webinar³ related to Oregon's new Climate Office.

Agenda Item F. Award Letters and Obligation Targets

Karen Odenthal informed TAC members that sponsors of projects that were funded in the 2021-2026 TIP will be receiving award letters from SKATS. The letter will include information related to funding and project timing. In addition, they will include information regarding what is expected of the local jurisdictions to meet federal funding obligation targets.

Agenda Item G. Cordon Road Corridor Study

Karen Odenthal provided an overview related to the status of the Cordon Road Corridor Study. Salem and Marion County staff are discussing the potential of expanding the scope of the project to include the entire Cordon Road/Kuebler Boulevard corridor along with the possibility of including analysis of an interchange at OR 22/Cordon Road.

Agenda Item H. Sidewalk Inventory Map

Mike Jaffe provided an overview of the purpose for creating the draft regional sidewalk inventory map. The map shows which arterials and collectors currently have sidewalks and where there are absences of sidewalks ("gaps"). The inventory does not include roads classified as "local." The inventory also noted which sidewalks have been built since 2005. The inventory provides an indicator for the regional system. In addition, the identification of gaps can be used with other data (location of schools, transit routes, population density, traffic volumes, etc.) to help determine where the highest needs are for constructing sidewalks. He informed the group that a digital copy of the draft map has been distributed to committee members.

TAC members discussed details and locations on the map. Members suggested that the Union Street pedestrian bridge and sidewalks on the Hwy 22 (Marion and Center Street) bridges be illustrated on the map.

Agenda Item I. Other Business

The next Policy Committee meeting is scheduled for noon on June 23, 2020. It will be a call-in/online meeting. The next SKATS TAC meeting is scheduled for July 14, 2020.

Mike Jaffe announced that the Salem Transit District is the recipient of a federal Low-No Emission (5339) grant in the amount of \$3,573,581 to purchase five battery-electric buses and allow for the acquisition, construction, and installation of supporting infrastructure. Steve Dickey commented that the district had applied for a Low-No Emission grant in previous grant cycles. He acknowledged that there are benefits to not being one of the first areas to be awarded grants for electric buses, as the technology continues to improve every year.

³ The webinar is available at: <https://www.youtube.com/watch?v=JwV6SevgC3k&feature=youtu.be>

Mr. Jaffe also announced that the FHWA/FTA's Planning Certification Review of SKATS is scheduled for June 17-18, 2020. It will most likely be an online meeting. FHWA/FTA staff have indicated that comments should be submitted by June 18, 2020.

Karen Odenthal announced that two new proposed amendments to the SKATS TIP are out for public review and comment. The SKATS Policy Committee will review them during their June 23, 2020 meeting.

Chair Dan Fricke adjourned the meeting at 2:52 p.m.

Agenda Item D.

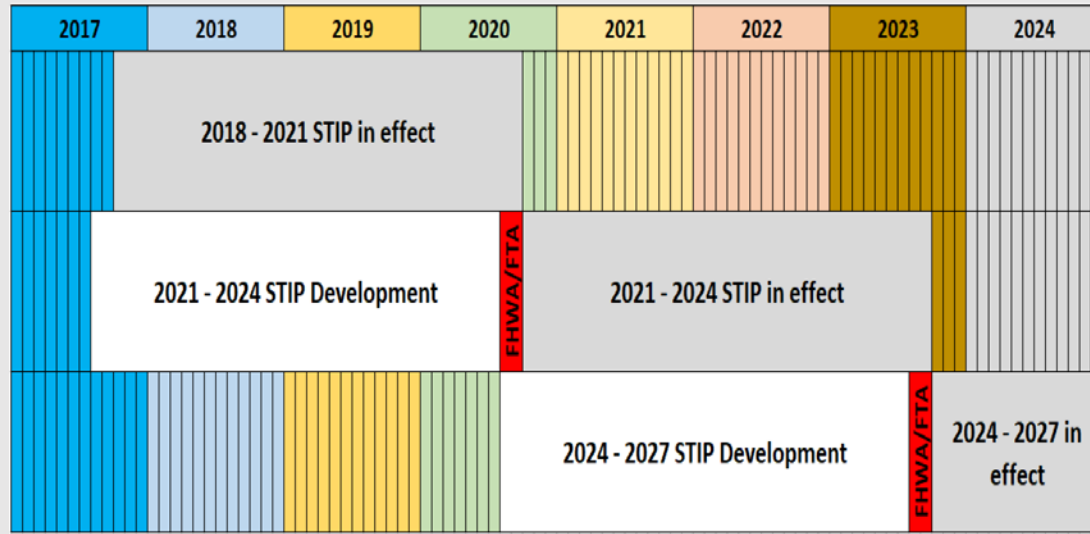
TIP/STIP Updates

**SKATS Technical Advisory Committee
(TAC)
August 11, 2020**

Action Requested:

Information / Discussion item.

2021 - 2024 STIP Timeline





July 13, 2020

Oregon Transportation Commission

Re: Allocation of Federal Funds in Excess of the FY24-27 STIP Forecast

Chair Van Brocklin and Members of the Commission:

The Oregon Metropolitan Planning Organization Consortium (OMPOC) is a partnership of all of Oregon's Metropolitan Planning Organizations (MPOs), working together on matters of mutual interest and statewide significance and representing approximately 70% of Oregon's population.

As the Oregon Transportation Commission (OTC) begins the process to allocate funding among categories and programs for the FY24-27 Statewide Transportation Improvement Program (STIP), OMPOC would like to address the assumption about the available level of federal funding for that STIP. While we recognize that there are challenges in forecasting the anticipated amount of federal revenues that will be available for programming in the FY24-27 STIP, the state's metropolitan planning areas do not agree with carrying forward the previous method used in the FY15-18 and FY18-21 STIP of only forecasting a ten percent reduction in federal funds from current levels. While we appreciate ODOT staff wanting to prepare for the possibility of a reduction in federal funds, Congress has repeatedly found ways to stabilize federal transportation funding, despite the potential Highway Trust Fund insolvency, and funding continues on a moderate growth trajectory. Current legislation in the House of Representatives would significantly increase authorization levels for federal transportation spending in the FY24-27 STIP timeframe.

An overly conservative forecast creates an allocation approach based on scarcity with very little flexibility. The first use of this method for the 2015-18 STIP process coincided with the elimination of a funding program accessible to local agencies and more limitations on ODOT in consideration of how to spend funds to enhance the transportation system.

OMPOC believes that a fully transparent process for allocating the FY24-27 federal funds to the categories and programs in the FY24-27 STIP, and eventually to projects and programs, requires explicit consideration of the potential allocation of federal funds in excess of the ten percent reduction baseline forecast. Historically, determination of how to use excess federal funds has occurred through a process internal to ODOT staff which has not been subject to consultation with the MPOs and other partners. These decisions have not always reflected local needs and priorities. OMPOC encourages a proactive, thoughtful, and involved process that will establish an equitable distribution of funds towards projects and programs that are ready to obligate within necessary timeframes. This includes, at a minimum, an explicit policy about the use of additional federal funds, at or above assumed



historical levels with input from ODOT's partners, if not an actual contingent allocation of those funds ahead of time.

We are committed to supporting all of the system users and addressing needs across all of the travel modes that make up Oregon's transportation system. We believe advanced consideration and cooperative development of a strategy for the potential allocation of federal funds in excess of a 10% reduction from current levels will lead to better use of these funds to address regional and state transportation priorities.

We appreciate your consideration.

Best, Oregon Metropolitan Planning Organization Consortium - OMPOC

Agenda Item F.

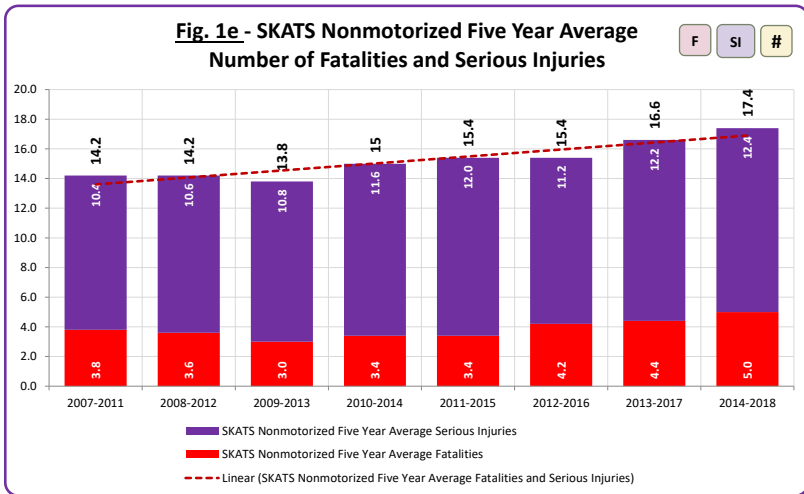
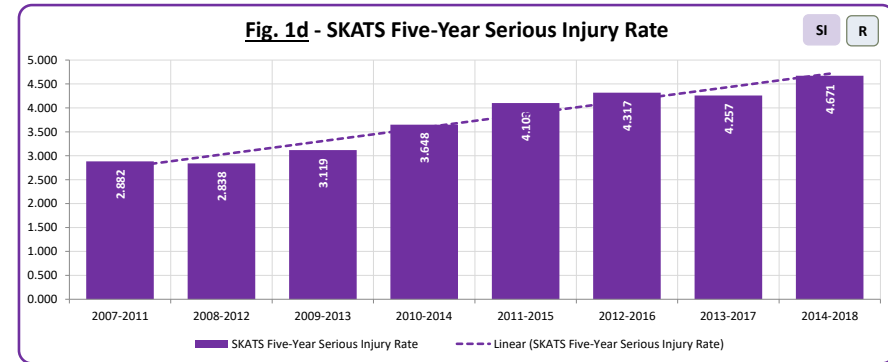
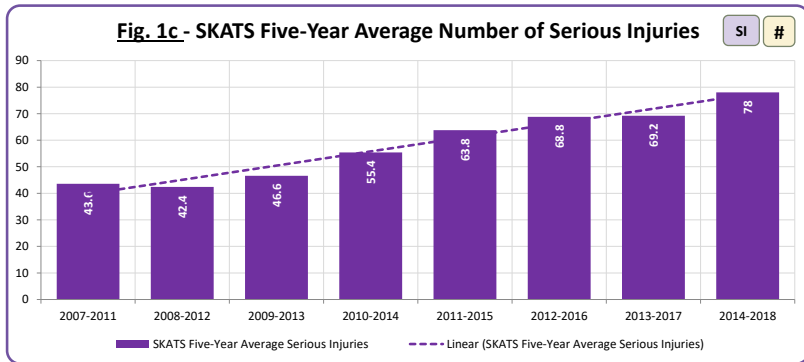
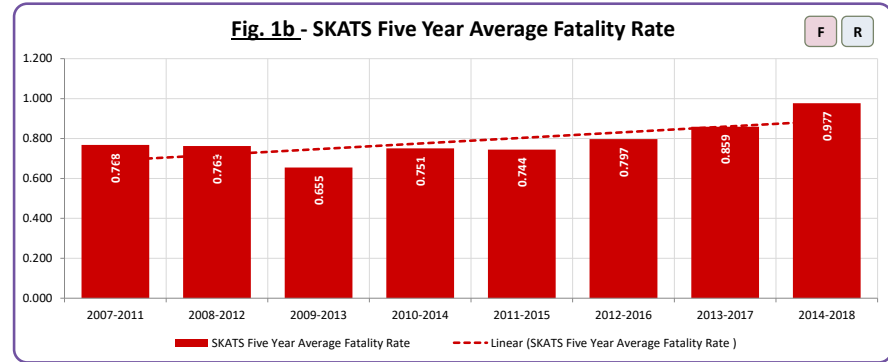
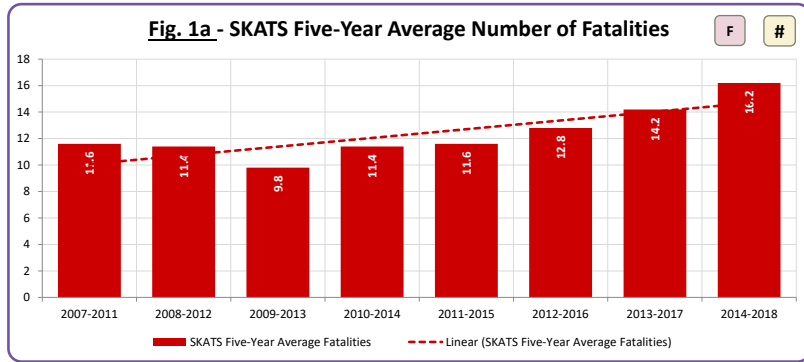
SKATS Crash Trends

**SKATS Technical Advisory Committee
(TAC)
August 11, 2020**

Action Requested:

Discussion item.

Figure 1 - SKATS Five-Year Crash Trends (2007 - 2018) Federal Safety Performance Measures



- F Fatalities
- SI Significant Injuries
- # Number
- R Rate (Per 100 million Vehicle Miles Traveled)

Figure 2 - SKATS Crash Fatalities 2007 to 2018

