

SKATS 2020

Annual Listing of Federally Obligated Projects

Salem-Keizer Area Transportation Study (SKATS)
December 2020



Salem Keizer Area Transportation Study

Cover Photos

Top left: 45th Avenue NE near Chemeketa Community College before construction.

Top right: New pedestrian crossing on Brown Road NE.

Bottom left: Lancaster Drive SE at MacLaeay Drive signal replacement.

Bottom right: New Cherriots buses.

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December 2020



Salem-Keizer Area Transportation Study

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www.mwvcog.org/transportation/skats

SKATS Committee Membership and Staff

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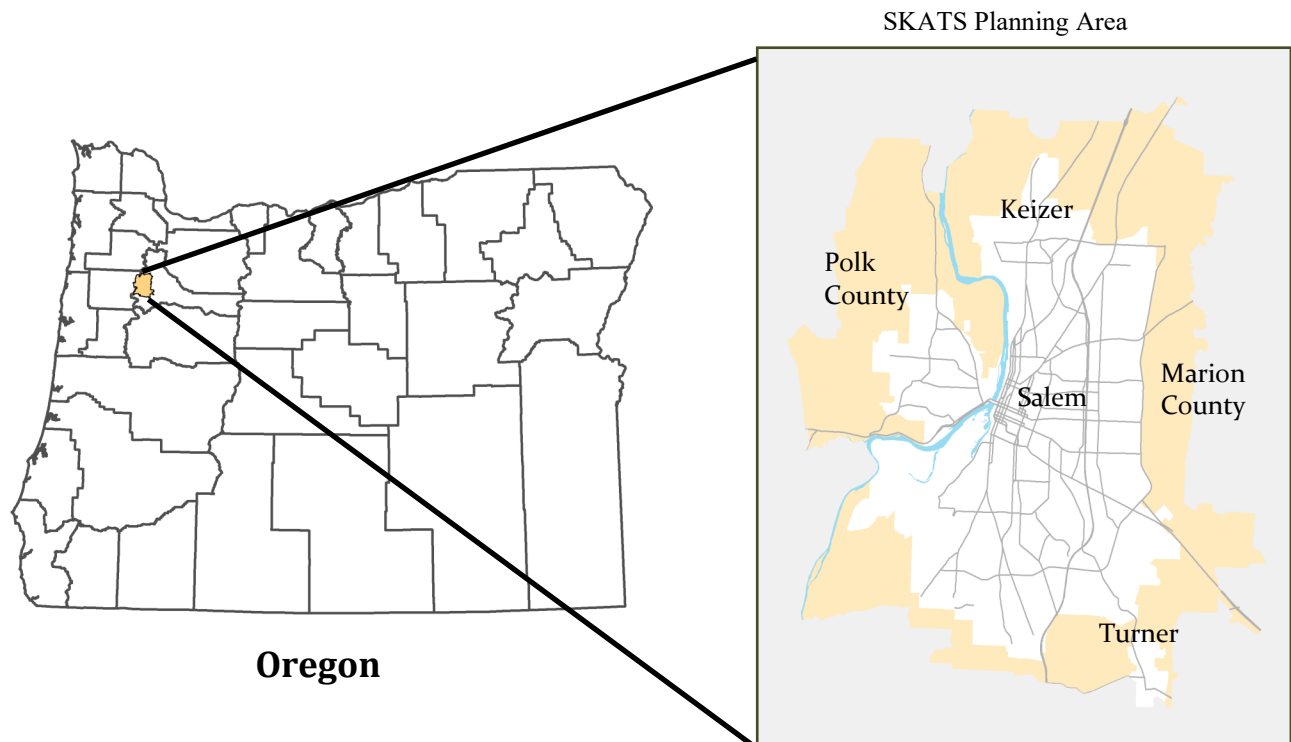
Introduction

The projects and programs contained in the Salem-Keizer Area Transportation Study (**SKATS**) Transportation Improvement Program (**TIP**) and for which federal funds were obligated during Federal Fiscal Year 2020 (October 1, 2019 through September 30, 2020) are documented in this 2020 Annual Listing of Federally Obligated Projects.

Obligation is defined as the federal government's commitment to pay the federal share of a project's cost. Federal funds are obligated by either the Federal Highway Administration (**FHWA**) or the Federal Transit Administration (**FTA**). For FTA projects, obligation occurs when a FTA grant is awarded and available for execution following Department of Labor review. For FHWA projects, obligation occurs when a project agreement is executed, and ODOT requests that federal funds be obligated (made available) for reimbursing project costs.

All projects, project phases, and programs that use federal funds are required to be listed in the approved MPO Metropolitan Transportation Improvement Program (**MTIP**) and the Statewide Transportation Improvement Program (**STIP**).

Information contained in this report was obtained from FHWA's **FMIS** (Fiscal Management Information System), the state financial plan, and from Salem-Keizer Transit staff regarding FTA grants.



SKATS—Salem -Keizer Area Transportation Study

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

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

SKATS is responsible for planning, programming, and coordinating federal transportation improvement investments throughout the region. To achieve this objective of regional transportation planning, SKATS has developed important partnerships with the State of Oregon; Marion County; Polk County; Salem Keizer Transit; Salem Keizer School District; and the cities of Salem, Keizer, and Turner. SKATS coordinates its regional planning efforts with the Oregon Department of Transportation (ODOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). The MPO is staffed by the Mid-Willamette Valley Council of Governments.



SKATS Policy Committee

Summary of Previous Years Federal Obligations

The amount of funds that were obligated through programs overseen by both the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) in recent years are summarized in **Table 1** (page 4). The number of projects that have at least one phase that was obligated is included for each year. A project is typically included in more than one year as not all phases of a project are always obligated in the same year. [For example, with a road project: the design may start in year one, right-of-way may occur in year two, and construction in year three.] Therefore, adding the number of projects for each year will not result in the total number of projects receiving federal funds. The amount of funds obligated can vary dramatically from one year to the next due to a variety of reasons. An example of this is the Coronavirus Aid, Relief, and Economic Security Act of 2020 (**CARES Act**) which provided additional funds to the SKATS area and are reflected in the 2020 funding amounts. Large variations in obligation amounts can also occur when the construction phase of a very large project is obligated or several buses are purchased in a single year. Transit formula funds are sometimes combined into a biennial program which causes fluctuations from year to year. Another reason for the difference in obligation amounts is due to Advance Construction (AC).

Advance Construction—Advance construction (AC) allows states to begin a project even in the absence of sufficient Federal-aid obligation authority to cover the Federal share of project costs. It is codified in Title 23, Section 115. Advance construction eliminates the need to set aside full obligational authority before starting projects.

Prior to Federal authorization of a project as AC, the project must be included in the Federally-approved STIP/TIP [See 23 CFR 630.705]. The project will support the fiscally constrained element of the STIP/TIP using all or some combination of state, local, and/or private funds. The financial limit on the amount of AC is set by the State's or MPO's ability to demonstrate fiscal constraint. Consideration should be given to the future availability of Federal-aid funds to accommodate the AC conversion.

Generally, when an AC project is converted to a Federally funded project, the STIP/TIP will document the full or partial conversion of this project. The amount of conversion is limited to the apportioned Federal-funds available in the category. As with any project, the State is not locked into the category of funds identified in the approved STIP/TIP. If the approved AC "conversion" substantially changes the current STIP/TIP's fiscal constraint determination, the STIP/TIP's will need to be amended. The fiscal constraint determination should be based on the individual, or group of project conversions, or the total amount and source(s) of Federal funds which are presented within the STIP/TIP.

The Oregon Department of Transportation (ODOT) used AC for many projects in FFY 2019, as summarized in **Table 2**. This resulted in a much smaller than anticipated amount of federal funds that were obligated in FY 2019. Most of these AC'd funds were converted to federal funds and are reported in the FY 2020 Annual Listing of Federally Obligated Projects as a negative amount. Therefore, it appears that a larger amount of federal funds were obligated in FFY 2020.

Table 1

Summary of Federal Obligations from 2008 to 2019						
Year Reported	FHWA		FTA		Total Number of Projects *	Total Federal Funds Obligated
	Number of Projects with Obligated Funds*	Federal Funds Obligated	Number of Projects with Obligated Funds*	Federal Funds Obligated		
2008	13	\$ 7,603,364	7	\$ 4,649,459	20	\$ 12,252,823
2009	20	\$ 25,636,270	3	\$ 4,663,038	23	\$ 30,299,308
2010	16	\$ 12,654,873	15	\$ 15,386,064	31	\$ 28,040,937
2011	11	\$ 3,421,070	3	\$ 5,105,790	14	\$ 8,526,860
2012	12	\$ 15,282,037	6	\$ 5,216,186	18	\$ 20,498,223
2013	16	\$ 11,328,216	4	\$ 7,002,818	20	\$ 18,331,034
2014	9	\$ 6,446,242	7	\$ 11,296,634	16	\$ 17,742,876
2015	13	\$ 10,033,858	7	\$ 4,376,040	20	\$ 14,409,898
2016	10	\$ 10,930,048	5	\$ 9,617,847	15	\$ 20,547,895
2017	15	\$ 14,327,748	11	\$ 9,883,270	26	\$ 24,211,018
2018	13	\$ 22,017,751	7	\$ 10,697,744	20	\$ 32,715,494
2019	8	\$ 4,972,034	3	\$ 3,274,940	11	\$ 8,246,974
2020	19	\$ 14,225,266	6	\$ 25,529,167	25	\$ 39,754,433
Totals		\$ 165,092,928		\$ 116,968,997		\$ 281,791,924
* Number of projects with one or more phases obligated during the fiscal year						

Table 2

Summary of Advance Construction Projects		
Year Reported	Number of Advance Constructed Projects	Total Advance Constructed Funds
2019	10	\$ 39,354,286
2020	7	\$ (6,816,447)**
Totals	10	\$ 32,537,839
** Negative number indicates amount that was converted to federal funds		



Transportation Options
Program outreach event

New Cherriotics buses



Summary of Federal Obligations in FY 2019

A total of \$39,754,433 of FHWA and FTA federal funds were obligated in Federal Fiscal Year 2020 on 24 regionally significant transportation improvement projects and programs within SKATS. (See **Tables 5 and 6** for detailed information including category of each project.) Of this, \$25,529,167 (64%) was invested in transit projects (\$15,668,434 of this was received through the CARES Act for transit operating assistance); \$1,578,363 (4%) was invested in planning; \$1,172,726 (3%) was invested in safety specific intelligent transportation systems (ITS) projects; \$1,158,000 (3%) in other ITS projects; \$825,033 (2%) was invested in roadway preservation projects; \$852,727 (2%) in other roadway projects, and \$8,638,517 (22%) was invested in projects to bring roads to an urban standard which include bicycle and pedestrian facilities. (See **Figure 1.**) While “safety” is not one of the specified categories, it should be noted that most projects also contain a multi-modal safety component. These results include projects that were converted from funds that were advance constructed (AC) in Fiscal Year 2019. There also was a total of \$ -675,332 in adjustments and corrections to previous year federal obligations. (See **Table 5.**)

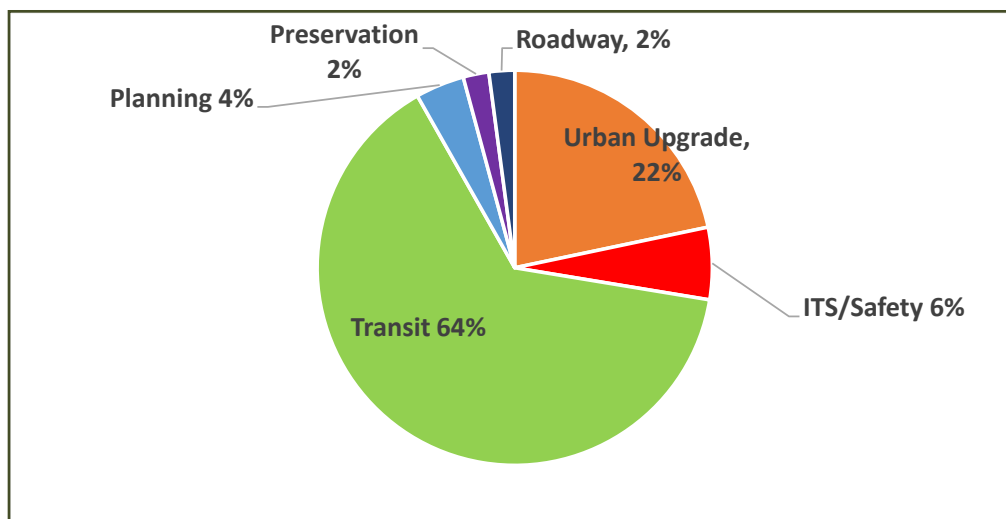


Figure 1
2020 Federal Funds Obligated by Category
(Does not include state or local funds in the project)

SKATS receives funds through the following programs yearly:

- ⇒ Surface Transportation Block Grant Program – Urban (STBG-U)
- ⇒ Transportation Alternative set aside (TA-U)
- ⇒ Congestion Mitigation Air Quality (CMAQ) Program

In addition, SKATS received Highway Improvement Program (HIP) funds.

SKATS has discretion in the programming of these funds through the development of the Transportation Improvement Program and must obligate the funds in a specified amount of time. In FY 2020, \$2,011,008 of SKATS discretionary federal funds was obligated. The amount of federal funds for each of the programs that was obligated is summarized below:

- STBGP-U = \$ 8,444,650
- TA-U = \$ 674,923
- CMAQ = \$ 9,960
- HIP = \$1,111,351
- Total SKATS Federal = \$ 10,240,884
- Total SKATS funds converted from AC= \$6,816,447

Obligation Rates and Targets

Historically, local jurisdictions in the MPOs in Oregon have obligated less than 45 percent of the federal funds in the year that they were programmed (See **Figure 2**). The Oregon Department of Transportation (ODOT), in partnership with the respective transportation management areas (TMAs – which are metropolitan planning organizations (MPOs) with a population greater than 200,000) are working to provide a process to increase funding obligation rates. The process involves setting obligation rate targets over three-year rolling periods with rewards of additional funding for meeting targets and penalties (loss of funding) for missing targets (refer to **Table 3**). The first period of enforcement will be for federal fiscal years 2021-2023.

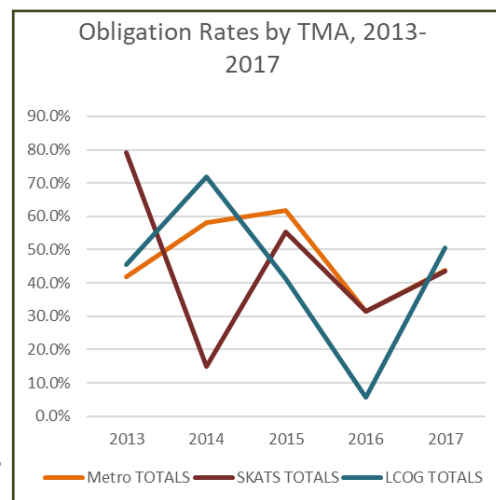


Figure 2

These calculations are based on Federal Highway (FHWA) formula funds only. They do not include special limitation funding, as those funds have their own timelines and restrictions. The formula funds associated to these metrics are as follows:

- ◇ Surface Transportation Block Grant Urban (STBG-U)
- ◇ Transportation Alternatives Program (TAP)
- ◇ Congestion Mitigation Air Quality (CMAQ)

The process for calculations are still being finalized but will include a graduated penalty phase and an exception process to exclude certain projects from the calculations for extenuating circumstances. In addition, MPOs will have the ability to reprogram a project by December 1 of each year to better meet timelines.

The project phases that were scheduled to obligate in FY 2020 and whether it actually obligated are listed in **Table 4**. Of the 17 projects that were scheduled to obligate in 2020, only 8 obligated — a success rate of 47 percent. However, only 31 percent of the dollars that were programmed were actually obligated, which is far below the first period target of 45 percent.

Table 3

Project Funding Obligation Targets			
Period (Federal FYs)	Minimum Target	Ideal Target	Incentives
2021—23	45%	100%	Rewards
2022-24	55%		Rewards
2023-25	65%		Rewards, Penalties
2024-26	70%		Rewards, Penalties
2025-27	80%	100%	Rewards, Penalties

Table 4

Projects Anticipated to Obligate in FY 2020				
Key Number	Phase	Project Name	Federal Funds	Obligated?
18322	PE	OR22: Doaks Ferry Rd-Riggs Ave (Salem)	\$ 89,730	Yes
20490	PL	Salem-Keizer Area MPO Planning SFY 21	\$ 569,768	Yes
20738	RW	Hilfiker Ln SE at Commercial St SE (Salem)	\$ 152,541	Yes
20740	PE	River Rd: Shangri-La Ave to Wheatland Rd (Keizer)	\$448,650	Yes
20744	PL	Cordon/Kuebler Corridor Study and Management Plan	\$ 180,000	Yes
21303	PL	Wheatland Road Multimodal Corridor Plan	\$ 191,000	Yes
21304	PE	Connecticut Ave: Macleay Rd to Rickey St	\$ 171,384	Yes
21505	Other	Salem Area Safe Routes to School Non-Infrastructure Project	\$ 67,000	Yes
		Total programmed that obligated	\$ 1,870,073	31%
17312	CONS	Traffic Signal Interconnects (Marion County)	\$ 844,325	No
18322	RW	OR22: Doaks Ferry Rd-Riggs Ave (Salem)	\$ 89,730	No
18322	UR	OR22: Doaks Ferry Rd-Riggs Ave (Salem)	\$4,487	No
20737	RW	Union St NE: Commercial St NE to 12th St NE	\$273,677	No
20740	CN	River Rd: Shangri-La Ave to Wheatland Rd (Keizer)	\$ 1,704,870	No
20743	RW	Hollywood Dr: Silverton Rd to Greenfield Ln	\$ 224,325	No
20745	RW	Lancaster Dr: Center St to Monroe Ave (Salem)	\$ 264,704	No
20757	PL	Oregon Household Travel and Activity Survey SKATS	\$ 381,352	No
21301	RW	Center St.: Lancaster Dr. to 45th Pl NE	\$ 317,031	No
		Total programmed that did not obligate	\$4,104,501	69%
		Total programmed to obligate in FY 2020	\$5,974,574	100%



Annual Listing of Obligated Projects—SKATS



Regional Traffic Control Center



45th Avenue near Chemeketa Community College during construction



New pedestrian crossing on Brown Road

The following information regarding the obligation of federal funds for project phases, programs, and transit FTA grants are illustrated in **Tables 5, 6, and 7**:

- Financial Management Information System (FMIS) number or FTA project number, which is the federal tracking number;
- MTIP/STIP Key Number;
- Lead agency or agencies responsible for carrying out the project or phase;
- Project name and description;
- Whether or not the project includes walkway or bicycle facilities (roadway projects only);
- Project phase;
- Source of federal funds;
- Total amount of federal funds programmed in the MTIP;
- Amount of federal funds obligated in previous years;
- Amount of federal funds obligated in the 2020 program year;
- Amount of funds advanced constructed in the 2020 program year;
- Amount of federal funds available for future years;
- Amount of local funds available;
- Total amount of obligated funds-previous, current, and future years; and
- Total amount of funding for program, project, or project phase (federal plus non-federal amount).



New Cherriots Buses –Photo by Cherriots

- ⇒ Non-transit project obligations for federal fiscal year 2020 are illustrated in **Table 5**.
- ⇒ Public transportation projects in the SKATS TIP in which funds were obligated by FTA and FHWA to the Salem Keizer Transit District are illustrated in **Table 6**.
- ⇒ Adjustments and corrections to projects from prior fiscal years, primarily to funded projects and planning funds that were incorrectly obligated or are closing out a project, are illustrated in **Table 7**.

Annual Listing of Obligated SKATS Transportation Projects Federal Fiscal Year 2020
Table 5 FHWA Non-Transit Projects (Page 1 of 5)

FHWA Project Number (FMIS)	Project Key #	Responsible Agency	Project Name/Description	Includes Walkways and Bikelanes	Phase (FMIS)	Federal Funding					Total Funds Advance Construction 2020	Total Federal Obl Previous, Current, and Future Years*	Local or State Funds	Total Federal, State, and Local Funds	
						Funding Source	Fed Amount Programmed in TIP	Fed Funds Obligated in Previous Yrs	Fed Funds Obligated in FY 2020	Fed Funds Available for Future Years					
			12th St. Hoyt St SE to Fairview Ave SB widening Category: Roadway	Yes	Preliminary Engineering	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 461,500	\$ 461,500	
6490108	17994	Salem			Right of Way	STBG-U	\$ 800,000	\$ 799,494	\$ 100,506	\$ -	\$ (100,506)	\$ 900,000	\$ 821,960	\$ 1,721,960	
6490108			Description: Additional southbound travel lane, becoming a right-turn only at Fairview Ave.		Construction	STBG-U	\$ 2,063,000	\$ 2,063,000	\$ 300,000	\$ -	\$ (300,000)	\$ 2,363,000	\$ 1,225,884	\$ 3,588,884	
Comment and Correction: <i>Advance Construction Conversion</i> . PE was locally funded. Additional funds were added to project after obligation (\$400,000). They are not added to programmed since it was after obligation.															
Project Total						\$ 2,863,000	\$ 2,862,494	\$ 400,506	\$ -	\$ (400,506.00)	\$ 3,263,000	\$ 2,509,344	\$ 5,772,344		
CO47082			Havesville Dr: Happy - Fuhrer, Sidewalks and Bike Lanes Category: Bike/Ped	No	Preliminary Engineering	TAP	\$ 364,304	\$ 364,304	\$ -	\$ -	\$ 364,304	\$ 41,696	\$ 406,000		
CO47082					Right of Way	STBG-Flex	\$ 496,207	\$ -	\$ 496,207	\$ 0	\$ -	\$ 496,207	\$ 56,793	\$ 553,000	
CO47082	18750	Marion County			Right of Way	STBG-U	\$ 207,540	\$ -	\$ 207,540	\$ (0)	\$ -	\$ 207,540	\$ 43,932	\$ 251,472	
					Construction	STBG-Flex	\$ 3,772,125	\$ -	\$ -	\$ 3,772,125	\$ -	\$ 3,772,125	\$ 431,736	\$ 4,203,861	
			Description: Add sidewalks, curbs and bikelanes.		Construction	STBG-U	\$ 1,295,393	\$ -	\$ -	\$ 1,295,393	\$ -	\$ 1,295,393	\$ 361,444	\$ 1,656,837	
Comment and Correction: Project was combined with KN 17773 in 2014 and again with KN 20232 in 2018. Funds added in 2020.															
Project Total						\$ 6,135,569	\$ 364,304	\$ 703,747	\$ 5,067,518	\$ -	\$ 6,135,569	\$ 935,601	\$ 7,071,170		
6490111			Brown Rd NE: San Francisco-Sunnyview (Salem) Category: Bike/Ped	Yes	Preliminary Engineering	TA-U	\$ 219,188	\$ 219,188	\$ -	\$ -	\$ 219,188	\$ 25,087	\$ 244,275		
6490112					Preliminary Engineering	STBG-U	\$ 38,612	\$ 38,612	\$ -	\$ -	\$ -	\$ 38,612	\$ 224,913	\$ 263,525	
64900111	19234	Salem			Right of Way	STBG-U	\$ 106,300	\$ 106,300	\$ -	\$ -	\$ -	\$ 106,300	\$ 105,000	\$ 211,300	
64900111			Description: Add bike lanes, sidewalks, drainage, left turn lane at Sunnyview.		Construction	STBG-U	\$ 2,814,600	\$ -	\$ 2,814,600	\$ -	\$ (2,814,600)	\$ 2,814,600	\$ 895,000	\$ 3,709,600	
Comment and Correction: <i>Advance construction Conversion</i> .															
Project Total						\$ 3,178,700	\$ 364,100	\$ 2,814,600	\$ -	\$ (2,814,600)	\$ 3,178,700	\$ 1,250,000	\$ 4,428,700		

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Annual Listing of Obligated SKATS Transportation Projects Federal Fiscal Year 2020
Table 5 FHWA Non-Transit Projects (Page 2 of 5)

FHWA Project Number (FMIS)	Project Key #	Responsible Agency	Project Name/Description	Includes Walkways and Bikelanes	Phase (FMIS)	Funding Source	Fed Amount Programmed in TIP	Fed Funds Obligated in Previous Yrs	Fed Funds Obligated in FY 2020	Fed Funds Available for Future Years	Total Funds Advance Construction 2020	Total Federal Obl Previous, Current, and Future Years*	Local or State Funds	Total Federal, State, and Local Funds
S030024			45th Ave: Ward Dr-Silverton Rd, Bicycle and Pedestrian Improvements		Preliminary Engineering	STBG-U	\$ 68,000	\$ 68,000	\$ -	\$ -	\$ -	\$ 68,000	\$ 148,000	\$ 216,000
S030024			Category: Bike/Ped		Preliminary Engineering	TA-U	\$ 67,540	\$ 67,540	\$ -	\$ -	\$ -	\$ 67,540	\$ 7,730	\$ 75,270
C047080					Right of Way	STBG-U	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ -	\$ 150,000	\$ 57,145	\$ 207,145
C047080	19237	Marion County		Yes	Right of Way	TA-U	\$ 138,200	\$ 138,200	\$ -	\$ -	\$ -	\$ 138,200	\$ 15,818	\$ 154,018
C047080					Construction	STBG-U	\$ 995,482	\$ -	\$ 2,145,482	\$ -	\$ (1,661,833)	\$ 2,145,482	\$ 353,007	\$ 2,498,489
C047080					Construction	HIP	\$ 993,351		\$ 993,351	\$ -		\$ 993,351	\$ 113,693	\$ 1,107,044
C047080					Construction	TA-U		\$ -	\$ 284,169	\$ -	\$ (301,302)			
C047080			Description: Add sidewalks, curbs, bikelanes, and turn lanes.		Construction Engineering	TA-U	\$ 674,923	\$ -	\$ 390,754	\$ -	\$ (373,621)	\$ 674,923	\$ 77,248	\$ 752,171
Comment and Correction: <i>Advance Construction Conversion</i> . Marion County replaced \$1,150,000 of the local overmatch with their statewide federal surface transportation funds after the phase was obligated.														
Project Total							\$ 3,087,496	\$ 423,740	\$ 3,813,756	\$ -	\$ (2,336,756)	\$ 4,237,496	\$ 772,641	\$ 5,010,137
C047079			Lancaster Dr/Maclean Rd Traffic Signal Upgrade		Preliminary Engineering	STBG-U	\$ 55,135	\$ 55,135	\$ (1,225)	\$ 1,225	\$ -	\$ 53,910	\$ 101,865	\$ 155,775
C047079			Category: ITS		Right of Way	STBG-U	\$ 44,865	\$ 44,865	\$ -	\$ -	\$ -	\$ 44,865	\$ 5,135	\$ 50,000
C047079	19740	Marion County	Description: Upgrade existing span wire traffic signal, increase radius on NE corner to accommodate bike lane, upgrade all curb ramps to comply with ADA.	Yes	Construction	HIP	\$ 118,000	\$ -	\$ 118,000	\$ -	\$ -	\$ 118,000	\$ 118,146	\$ 236,146
C047079					Construction	STBG-U	\$ 488,000	\$ -	\$ 489,225	\$ -	\$ (488,000)	\$ 489,225	\$ 55,854	\$ 545,079
Comment and Correction: <i>Advance Construction Conversion</i> . \$1,225 was de-obligated from preliminary engineering and added to construction.														
Project Total							\$ 706,000	\$ 100,000	\$ 606,000	\$ 1,225	\$ (488,000)	\$ 706,000	\$ 281,000	\$ 987,000
S072012			Mission Street: 17th Street -15 north ramps(Salem)		Preliminary Engineering		\$ 195,968	\$ 324,120	\$ -	\$ (128,152)	\$ -	\$ 195,968	\$ 16,532	\$ 212,500
S072012	20214	ODOT	Category: ITS	N/A	Right of Way		\$ 55,332		\$ 46,620	\$ 8,712	\$ -	\$ 55,332	\$ 4,668	\$ 60,000
S072012			Description: Install Coordination or Adaptive Signal Timing of Urban Traffic Signals on OR 22 from the I-5 ramps to 17th Street.		Construction		\$ 967,849	\$ -	\$ -	\$ 967,849	\$ -	\$ 967,849	\$ 81,651	\$ 1,049,500
Comment and Correction: Construction estimate was reduced and funds added to the right of way phase.														
Project Total							\$ 1,219,149		\$ 46,620	\$ 848,409	\$ -	\$ 1,219,149	\$ 102,851	\$ 1,322,000

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Annual Listing of Obligated SKATS Transportation Projects Federal Fiscal Year 2020
Table 5 FHWA Non-Transit Projects (Page 3 of 5)

FHWA Project Number (FMIS)	Project Key #	Responsible Agency	Project Name/Description	Includes Walkways and Bikelanes	Phase (FMIS)	Federal Funding					Total Federal Obligation Previous, Current, and Future Years*	Local or State Funds	Total Federal, State, and Local Funds
						Funding Source	Fed Amount Programmed in TIP	Fed Funds Obligated in Previous Yrs	Fed Funds Obligated in FY 2020	Fed Funds Available for Future Years			
PR21202			Salem-Keizer-Turner MPO Planning SFY20		Planning	Planning Funds	\$ 504,375	\$ -	\$ -	\$ -	\$ 504,375	\$ 57,728	\$ 562,103
PR21202	20490	SKATS MPO	Category: Planning	N/A	Planning	5303 Planning	\$ 169,005	\$ -	\$ -	\$ 102,785	\$ 169,005	\$ 19,343	\$ 188,348
PR21202			Description: MPO Planning activities		Planning	STBG-U	\$ 569,768	\$ -	\$ -	\$ -	\$ 569,768	\$ 65,212	\$ 634,980
Comment and Correction: Were from several funding sources. A portion was advanced construction.													
						Project Total	\$ 1,243,148		\$ 1,140,363	\$ 102,785	\$ 1,243,147	\$ 142,283	\$ 1,385,430
SA00111			<u>Region 2 Bridge Screening Project</u>		Preliminary Engineering	Nat. Hwy. Performance Program	\$ 213,647	\$ -	\$ -	\$ 213,647	\$ 213,647	\$ 24,453	\$ 238,100
	20681	ODOT	Category: Roadway	N/A	Construction	STP Hazard Elimination Program	\$ 967,559	\$ -	\$ 452,221	\$ 515,338	\$ 967,559	\$ 110,741	\$ 1,078,300
SA00111			Description: Installation of bridge protective screening to increase pedestrian and motorist safety.										
Comment and Correction:													
						Project Total	\$ 1,181,206	\$ -	\$ 452,221	\$ 728,985	\$ 1,181,206	\$ 135,194	\$ 1,316,400
6490122	20734	Salem	<u>Regional Traffic Signal Control Center Ops 2019-20</u>		Other	STBG-U	\$ 552,000	\$ -	\$ 552,000	\$ -	\$ 552,000	\$ 173,179	\$ 725,179
			Category: ITS	N/A									
			Description: Regional Traffic Signal Control Center Operation (2019-2020). Operated by the city of Salem.										
Comment and Correction: Advance Construction Conversion.													
						Project Total	\$ 552,000	\$ -	\$ 552,000	\$ -	\$ 552,000	\$ 173,179	\$ 725,179
3850019			<u>Verda Ln: Dearborn Av to Salem Pkwy (Keizer)</u>		Preliminary Engineering	Transportation Alternatives - Urban	\$ 435,191	\$ -	\$ 435,191	\$ -	\$ 435,191	\$ 49,810	\$ 485,000
			Category: Bike/Ped										
3850019	20741	Keizer		Yes	Preliminary Engineering	CMAQ	\$ 9,960	\$ -	\$ 9,960	\$ -	\$ 9,960	\$ 6,640	\$ 16,600
					Right of Way	CMAQ	\$ 1,449,885	\$ -	\$ -	\$ 1,449,885	\$ 1,449,885	\$ 248,115	\$ 1,698,000
			Description: Construct bicycle lanes and sidewalks to increase safety and promote alternative methods of transportation.		Construction	CMAQ	\$ 1,412,165	\$ -	\$ -	\$ 1,412,165	\$ 1,412,165	\$ 314,635	\$ 1,726,800
Comment and Correction:													
						Project Total	\$ 3,307,200	\$ -	\$ 445,151	\$ 2,862,050	\$ 3,307,200	\$ 619,200	\$ 3,926,400

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Annual Listing of Obligated SKATS Transportation Projects Federal Fiscal Year 2020

Table 5 FHWA Non-Transit Projects (Page 4 of 5)

FHWA Project Number (FMIS)	Project Key #	Responsible Agency	Project Name/Description	Includes Walkways and Bikelanes	Phase (FMIS)	Federal Funding				Total Funds Advance Construction 2020	Total Federal Obl Previous, Current, and Future Years*	Local or State Funds	Total Federal, State, and Local Funds
						Funding Source	Fed Amount Programmed in TIP	Fed Funds Obligated in Previous Yrs	Fed Funds Obligated in FY 2020	Fed Funds Available for Future Years			
C047092			Hollywood Dr: Silvertown Rd to Greenfield Ln (Salem)		Preliminary Engineering	CMAQ	\$ 559,915	\$ 197,406	\$ 362,509	\$ -	\$ 559,915	\$ 64,085	\$ 624,000
	20743	Marion County	Category: Roadway/Bike/Ped	Yes	Right of Way	CMAQ	\$ 224,325	\$ -	\$ -	\$ 224,325	\$ 224,325	\$ 25,675	\$ 250,000
			Description: Construct bicycle and pedestrian improvements and add left turn refuge and signal at intersection with Silvertown Road to increase safety.		Construction	CMAQ	\$ 1,723,904	\$ -	\$ -	\$ 1,723,904	\$ 1,723,904	\$ 494,998	\$ 2,218,901
					Construction	STBG-U	\$ 376,514	\$ -	\$ -	\$ 376,514	\$ 376,514	\$ 43,094	\$ 419,608
Comment and Correction: Additional funds added to project.													
Project Total \$ 2,884,658 \$ 197,406 \$ 362,509 \$ 2,324,743 \$ - \$ 2,884,658 \$ 627,852 \$ 3,512,509													
C047095	20744	Marion County	Gordon/Kuebler Corridor study and management plan	N/A	Other	STBG-U	\$ 180,000	\$ -	\$ 180,000	\$ (0)	\$ 180,000	\$ 25,000	\$ 205,000
Category: Planning													
Description: Planning study to facilitate the development of a Cordon Road Corridor Management Plan													
Comment and Correction: Funds were added to project after obligation, not yet reflected here.													
Project Total \$ 180,000 \$ - \$ 180,000 \$ 224,325 \$ - \$ 2,355,413 \$ 637,358 \$ 2,992,770													
C047088	20745	Marion County	Lancaster Dr: Center St to Monroe Ave (Salem)		Preliminary Engineering	STBG-U	\$ 554,325	\$ 224,325	\$ 330,000	\$ 224,325	\$ 554,325	\$ 63,445	\$ 617,770
			Category: Roadway	Yes	Right of Way	STBG-U	\$ 264,704	\$ -	\$ -	\$ 264,704	\$ 264,704	\$ 30,297	\$ 295,000
			Description: Reconstruct Lancaster Drive between Center Street and Monroe Avenue including drainage, bike lanes, sidewalks, and access consolidation.		Construction	STBG-U	\$ 1,536,384	\$ -	\$ -	\$ 1,536,384	\$ 1,536,384	\$ 543,616	\$ 2,080,000
Comment and Correction: Federal funds were moved from construction phase to the preliminary engineering phase and replaced with local funds.													
Project Total \$ 2,355,413 \$ 224,325 \$ 330,000 \$ 2,025,413 \$ - \$ 2,355,413 \$ 637,358 \$ 2,992,770													
C047091	21301	Marion County	Center St: Lancaster Dr. to 45th Pl. NE		Preliminary Engineering	STBG-U	\$ 327,370	\$ -	\$ 327,370	\$ -	\$ 327,370	\$ 429,673	\$ 757,043
			Category: Roadway	Yes	Right of Way	STBG-U	\$ 317,031	\$ -	\$ -	\$ 317,031	\$ 317,031	\$ 36,286	\$ 353,317
			Description: Widen Center Street to an interim three-lane section (one through lane in each direction and a center turn-lane), along with the sidewalk and bike lane on the north side.		Construction	STBG-U	\$ 1,710,140	\$ -	\$ -	\$ 1,710,140	\$ 1,710,140	\$ 530,070	\$ 2,240,210
Comment and Correction: Advance Construction Conversion.													
Project Total \$ 2,354,541 \$ - \$ 327,370 \$ 2,027,171 \$ (327,370) \$ 2,354,541 \$ 996,029 \$ 3,350,570													
3850018	21303	Keizer	Wheatland Road multimodal corridor plan	N/A	Other	STBG-U	\$ 191,000	\$ -	\$ 191,000	\$ -	\$ 191,000	\$ 27,361	\$ 218,361
Category: Planning													
Description: Develop a multimodal corridor plan and conceptual street design for Wheatland Road that addresses needs for all modes of travel, including pedestrian crossing enhancements.													
Comment and Correction:													

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Annual Listing of Obligated SKATS Transportation Projects Federal Fiscal Year 2020
Table 5 FHWA Non-Transit Projects (Page 5 of 5)

FHWA Project Number (FMIS)	Project Key #	Responsible Agency	Project Name/Description	Includes Walkways and Bikelanes	Phase (FMIS)	Federal Funding					Total Federal Obl Previous, Current, and Future Years*	Local or State Funds	Total Federal, State, and Local Funds				
						Funding Source	Fed Amount Programmed in TIP	Fed Funds Obligated in Previous Yrs	Fed Funds Obligated in FY 2020	Fed Funds Available for Future Years							
Project Total						\$	191,000	\$	-	\$	191,000	\$	27,361	\$	218,361		
C047096			Connecticut Ave: Macleav Rd to Rickey St		Preliminary Engineering	STBG-U	\$	171,384	\$	-	\$	171,384	\$	19,616	\$	191,000	
	21304	Marion County	Category: Bike/Ped Description: Complete the urban bicycle facilities and sidewalks along Connecticut Avenue SE between Macleay Road/Pennsylvania Avenue and Rickey Street/Macleay Road.	Yes	Right of Way	STBG-U	\$	52,043	\$	-	\$	52,043	\$	5,957	\$	58,000	
					Construction	STBG-U	\$	785,138	\$	-	\$	785,138	\$	89,863	\$	875,001	
Comment and Correction: Project originally had funding for design only. The right of way and construction phases were funded in the FY 21-26 TIP.																	
Project Total						\$	1,008,565	\$	-	\$	171,384	\$	837,181	\$	1,008,565	\$	1,124,000
6490129	21505	SKATS MPO	Salem area safe routes to school non-infrastructure project. Category: Planning Description: Coordinated safe routes to school program to encourage students to walk and bike to school and participate in safety events to encourage safe, active transportation.	N/A	Other	STBG-U	\$	67,000	\$	-	\$	67,000	\$	7,669	\$	74,669	
Comment and Correction:																	
Project Total						\$	67,000	\$	-	\$	67,000	\$	0	\$	67,000	\$	74,669
S001537	21539	ODOT	I-5: Santiam - Kuebler Category: Roadway Description: Pavement resurfacing to repair rutting and wear, and restore smoothness.	No	Preliminary Engineering Construction	Nat. Hwy. Performance Program Hwy. Safety Improvement Program	\$	445,976	\$	-	\$	495,033	\$	37,624	\$	532,657	
Comment and Correction: Funds were added for administration costs after obligation.																	
Project Total						\$	6,231,951	\$	-	\$	495,033	\$	5,736,918	\$	6,281,008	\$	6,806,757
S001538	21553	ODOT	I-5: Salem - Albany Category: ITS Description : Install traffic surveillance cameras to monitor traffic incidents along the I-5 corridor; install variable message signs to provide real-time information to drivers	N/A	Preliminary Engineering Right of Way Construction	Hwy. Safety Improvement Program HSIP HSIP	\$	1,014,420	\$	-	\$	1,126,006	\$	94,967	\$	1,220,974	
Comment and Correction: Funds were added for administration costs after obligation.																	
Project Total						\$	4,839,239	\$	-	\$	1,126,006	\$	3,713,233	\$	4,950,825	\$	5,368,466
TOTAL FEDERAL FUNDS IN FHWA PROJECTS OBLIGATED IN FY 2020											\$	(6,816,447)					
* Total Obligation may not equal Total Programmed due to rounding and other reasons listed in comments for each project.																	

* Total Obligation may not equal Total Programmed due to rounding and other reasons listed in comments for each project.

Annual Listing of Obligated SKATS Transportation Projects Federal Fiscal Year 2020
Table 6 Transit Projects

FTA Project Number	Project Key #	Responsible Agency	Project Name/Description	Federal Funding					Local Funds	Total Obligated Federal, State and Local Funds
				Funding Source	Fed Amount Programmed *	Fed Funds Obligated in Previous Yrs	Fed Funds Obligated in FY 2020	Fed Funds Available for Future Years		
OR-2020-003-01	20766	SK Transit	<u>Transit Urban (5307) Formula Program 2019 SKT</u> Description: Allocation used for Prev Maintenance, Fuel, ADA, Transit Enhance, Capital.	Transit 5307	\$ 4,675,000	\$ -	\$ 2,964,547	\$ -	\$ 741,137	\$ 3,705,684
OR-2020-003-01	20767	SK Transit	<u>Transit Urban (5307) Formula-Operating 2019 SKT</u> Description: Transit Operating Expenses.	Transit 5307(a)	\$ 1,477,000	\$ -	\$ 1,483,510	\$ -	\$ 1,483,510	\$ 2,967,020
OR-2020-007-00	20768	SK Transit	<u>Transit Urban (5310) Formula Program 2019 SKT</u> Description: Transit Enhanced Mobility for seniors and individuals with disabilities.	Transit 5310(a)	\$ 239,000	\$ -	\$ 240,112	\$ -	\$ 60,028	\$ 300,140
OR-2020-031-00	N/A	SK Transit	<u>CARES Act Operating Assistance for Salem Area Mass Transit District</u> Description: Special funding through the Coronavirus Aid, Relief, and Economic Security Act (CARES Act) for operating assistance.	Transit 5307(a)	N/A	\$ -	\$ 15,668,434	\$ -	No match required	\$ 15,668,434
OR-2020-032-00	20770	SK Transit	<u>Transit Urban (5307) Formula Program 2020 SKT</u> Description: Allocation used for Prev Maintenance, Fuel, ADA, Transit Enhance, Capital.	Transit 5307(a)	\$ 4,894,000	\$ -	\$ 2,650,790	\$ -	\$ 662,698	\$ 3,313,488
OR-2020-032-00	20771	SK Transit	<u>Transit Urban (5307) Formula-Operating 2020 SKT</u> Description: Transit Operating Expenses.	Transit 5307(a)	\$ 1,390,000	\$ -	\$ 1,215,959	\$ -	\$ 1,215,959	\$ 2,431,918
OR-2020-032-00	21475	SK Transit	<u>Transit Urban (5307) Formula Capital Projects 2016 SKT</u> Description: Allocation used for capital projects from unobligated funds from KN 19247.	Transit 5307(a)	\$ 1,474,249	\$ -	\$ 1,305,815	\$ 168,434	\$ 326,454	\$ 1,632,269
*Funding amounts listed for the Formula Programs are the estimated amounts that SAMTD will receive for each program, not necessarily the authorized amount.										
				FTA Projects Obligated in 2020 Total					\$ 2,284,675	\$ 6,972,844

Annual Listing of Obligated SKATS Transportation Projects Federal Fiscal Year 2020

**Table 7 Adjustments and Corrections to
Previous Years Federal Obligations**

FHWA Project Number (FMIS)	Project Key #	Responsible Agency	Project Name/Description	Includes Walkways and Bikelanes	Phase (FMIS)	Funding Source	Fed Funds Obligated in FY 2020	Local or State Funds	Total Adjusted Federal, State and Local Funds
S000287	13622	ODOT	Salem Bridge EIS	N/A	Planning	STBG	\$ (11,986)	\$ (1,372)	\$ (13,357)
Project Total							\$ (11,986)	\$ (1,372)	\$ (13,357)
6490103	16197	Salem	Minto Island Bicycle-Pedestrian Bridge and Path	Yes	Construction	Transportation Alternative Program	\$ (38)	\$ (4)	\$ (42)
Project Total							\$ (38)	\$ (4)	\$ (42)
S001508	19831	ODOT	I-5: Woodburn-Salem	No	Preliminary Engineering	National Highway Performance Program	\$ (136,721)	\$ (15,648)	\$ (152,369)
S001508	19831	ODOT	I-5: Woodburn-Salem	No	Construction		\$ (15,040)	\$ (1,721)	\$ (16,761)
Project Total							\$ (151,760)	\$ (17,370)	\$ (169,130)
PR19202	21276	SKATS MPO	Salem Keizer Turner MPO Planning SFY 19	N/A	Plan	STBG-Urban	\$ (470,597)	\$ (53,862)	\$ (524,459)
PR19202					Plan	Transit 5303	\$ (32,517)	\$ (3,722)	\$ (36,238)
Project Total							\$ (503,114)	\$ (57,584)	\$ (560,697)
Grant Number	TOTAL FHWA ADJUSTMENTS AND CORRECTIONS FROM PREVIOUS YEARS OBLIGATIONS						\$ (666,897)	\$	\$ (743,226)
OR-2019-025-01	21474	SK Transit	Transit Urban (5307) Formula Capital Projects 2015 SKT	N/A	Other	Transit 5307(a)	\$ (8,435)	\$ (2,109)	\$ (10,544)
Project Total							\$ (8,435)	\$ (2,109)	\$ (10,544)
TOTAL FTA ADJUSTMENTS AND CORRECTIONS FROM PREVIOUS YEARS OBLIGATIONS							\$ (8,435)	\$	\$ (10,544)
TOTAL ADJUSTMENTS AND CORRECTIONS FROM PREVIOUS YEARS OBLIGATIONS							\$ (675,332)	\$	\$ (753,770)

Completed Projects

The following roadway construction projects or transit capital projects--that used MPO or ODOT federal funds, or regionally significant locally funded projects in the TIP, and are within the Salem-Keizer urbanized area,--were completed in FY 2020.

Brown Road NE: San Francisco - Sunnyview (Salem) - KN 19234

Brown Road NE was a narrow two-lane road with limited pedestrian and bicycle facilities. The project included building sidewalks and bike lanes along Brown Road NE from Sunnyview Road NE to San Francisco Drive NE and adding a dedicated left-turn lane at Sunnyview Road NE. Streetlight, stormwater, and water system improvements were also part of the project. This project completes the multi-modal improvements to the Brown Road corridor. This \$4.4 million project was funded using STBG-U funds and city of Salem funds.



Brown Road under construction—new curbs and sidewalks.

Brown Road



After—Complete street with new turn lane

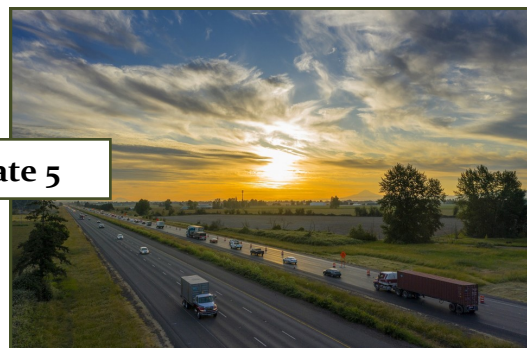
I-5: Woodburn-Salem - KN 19831

This is a pavement preservation project that repaved 12.4 miles of I-5 between Woodburn and Salem including striping and installing rumble strips. It also included resurfacing six bridges south of the Brooks Interchange. This stretch of I-5 was in the eleventh year of a 9-11 year life cycle. There were ruts in the vehicle wheel paths that caused risk of hydroplan-



Before—Rutted pavement along I-5 between Salem and Woodburn

Interstate 5



After—New pavement on I-5

Bus Purchases - KN 20755 and Various

The Salem Area Mass Transit District received nine new Compressed Natural Gas buses to replace buses that reached or exceeded their useful life. These buses were in addition to the eight buses received in 2019, as part of the same grant. Having reliable and fuel-efficient buses helps to ensure the quality of the transit system. The \$4.4 million dollar bus purchase used CMAQ funds combined with other federal funds with the transit district providing the local match.



New Cherriots Buses –Photo by Cherriots

Lancaster Drive/Macleay Road Traffic Signal Upgrade—KN 19740

The traffic signal at the intersection of Lancaster Drive and Macleay Road was approximately 40 years old and was in danger of falling down. The project upgraded the existing span wire traffic signal with a modern mast arm installation. The project also increased the radius on the northeast corner to accommodate a bike lane, and upgraded all curb ramps to comply with current Americans with Disability Act (ADA) requirements. The project cost was nearly \$1 million and was funded using STBG-U funds with Marion County providing the match.



Old span wire signal at the intersection of Lancaster Drive and Macleay Road

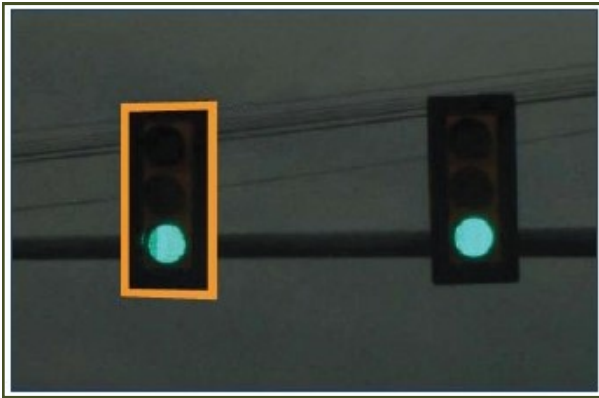
Lancaster Drive/Macleay Road intersection

New mast arm signal at the intersection of Lancaster Drive and Macleay Road



Signalized Intersection Improvements (2015)—KN 19447

This project consisted of making improvements to the signals along several corridors including the installation of retroreflective borders on backer plates on the signal heads. Retroreflective borders provide a visual contrast between traffic signal heads and the environment, enhancing signal visibility and intersection safety. This project was funded through the All Roads Transportation Safety program at a cost of just under \$1 million.



Example of how retroreflective borders on signal backer plates increase visibility



Backer plate installation

Salem Multi-Modal Safety Crossings—KN 20231

This project consisted of the design and construction of multi-modal crossings at five locations including medians, curb extensions, markings, and ADA improvements at the intersections of Sunnyview Road NE and Scotsman Lane NE, Pringle Road SE and Copper Glen Drive SE, Jones Road SE at Judson Middle School, Pine Street NE and Maple Avenue NE, and Fairgrounds Road NE and Norway Street NE. This project was funded through the All Roads Transportation Safety program with the city of Salem providing match funding for a total cost of \$566,000.



Projects Under Construction

The following are roadway construction projects or transit capital projects within the Salem-Keizer urbanized area that use MPO or ODOT federal funds. These projects were under construction (or contract for purchase) in FY 2020 and are anticipated to be completed in FY 2021.

45th Avenue: Ward Drive-Silverton Road - KN 19234

45th Avenue NE is a key collector between a major arterial and a key east-west collector in northeast Salem. It is adjacent to the Chemeketa Community College main campus and serves two nearby elementary schools. The project includes building sidewalks and bike lanes along 45th Avenue NE between Silverton Road NE and Ward Drive NE. This project completes the multi-modal improvements to the 45th Avenue corridor. This \$4.9 million project is funded using STBG, TAP funds, and Marion County funds and should be completed in the summer of 2021.



45th Avenue under construction

Transportation Planning Acronyms and Terms

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

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

AC: *Advance Construction.* Allows states to begin a project even in the absence of sufficient Federal-aid obligation authority to cover the Federal share of project costs. It is codified in Title 23, Section 115.

ARTS: *All Roads Transportation Safety.*

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

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

CNG: *Compressed Natural Gas.*

FAST: *Fixing America's Surface Transportation.* Five-year federal surface transportation legislation from 2015-2020.

FHWA: *Federal Highway Administration.*

FMIS: *Financial Management Information System.* The federal tracking system.

FTA: *Federal Transit Administration.*

HSIP: *Highway Safety Improvement Program.*

ITS: *Intelligent Transportation System.* The application of advanced technologies to improve the efficiency and safety of transportation systems.

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

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

MTIP: *Metropolitan Transportation Improvement Program* (See TIP).

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

NHPP: *National Highway Performance Program.*

NHS: *National Highway System.*

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

SAMTD: *Salem Area Mass Transit District.* Provides public transportation in the Salem-Keizer urban area. Locally known as “Cherriots.” Also uses the acronyms SKT and SKTD.

SKATS: *Salem-Keizer Area Transportation Study.* The metropolitan planning organization for the Salem-Keizer-Turner urban area.

SRTS: *Safe Routes to School.*

STIP: *Statewide Transportation Improvement Program.* A staged, multi-year, statewide, intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, **TIPs**, and processes.

STBG: *Surface Transportation Block Grant Program.* Federal-aid highway funding program that funds a broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike, and pedestrian facilities. Renaming of STP with the passage of FAST.

STBG-U: *Surface Transportation Block Grant Program– Urban.* Federal-aid highway funding program that funds a broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike, and pedestrian facilities, specifically for the urban areas.

TA: *Transportation Alternative set aside program.* Federal funding program for alternative modes.

TIP: *Transportation Improvement Program.* A document prepared by a metropolitan planning organization that lists projects to be funded with **FHWA/FTA** funds for the next one- to three-year period.

TMA: *Transportation Management Area.* An area designated by the Secretary of Transportation, having an urbanized area population of over 200,000, or upon special request from the Governor and the MPO designated for the area.