

SKATS 2019

Annual Listing of Federally Obligated Projects

Salem-Keizer Area Transportation Study (SKATS)
December 2019



Salem Keizer Area Transportation Study

Cover Photos

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

Top right: Brown Road NE construction.

Bottom left: 12th Street completed

Bottom right: New Cherrits buses.

Annual Listing of Federally Obligated Projects Federal Fiscal Year 2019

December 2019



Salem-Keizer Area Transportation Study

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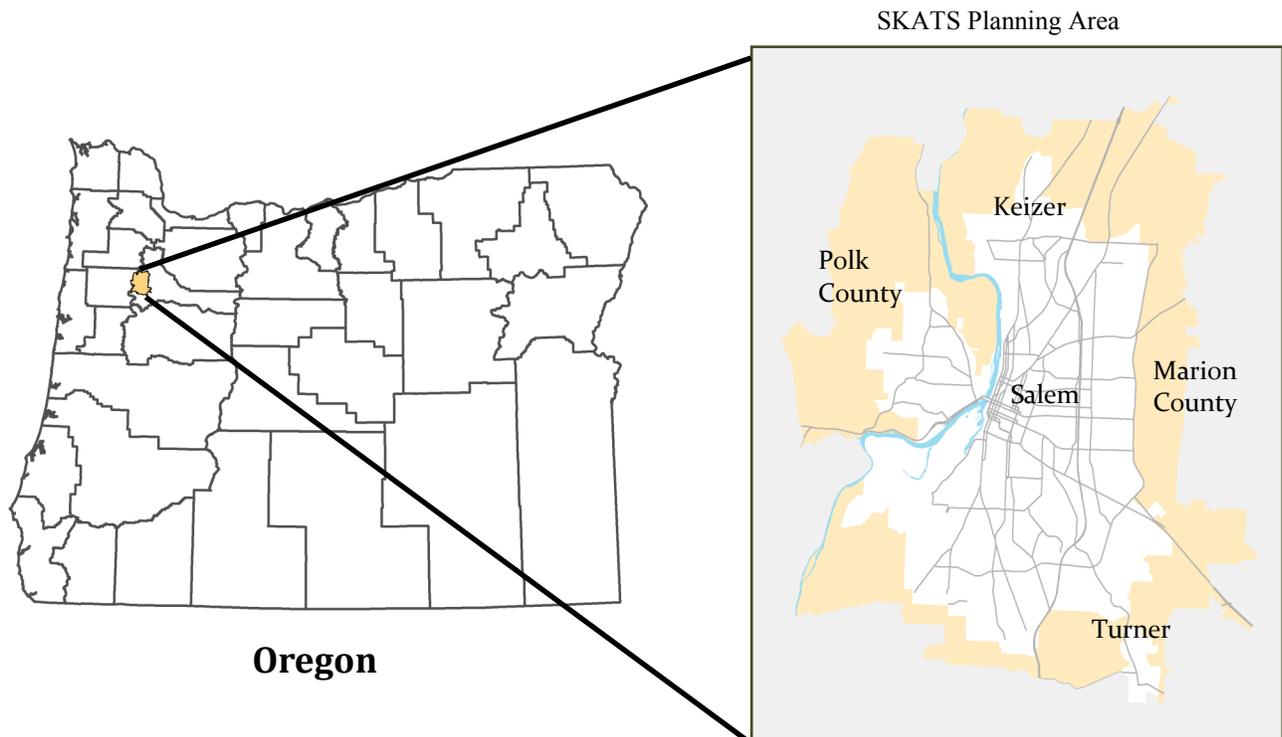
Introduction

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 2019 (October 1, 2018 through September 30, 2019) are documented in this 2019 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 American Recovery and Reinvestment Act of 2009 (ARRA) which provided additional funds to the SKATS area and are reflected in the 2009 and 2010 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 due to the rescission expected to be implemented in FFY 2020, summarized in **Table 2**. Only certain funds were subject to rescission and the state worked to minimize the risk of funds by AC'ing funds which were not subject to rescission, i.e. STBG-U and TA-U to name two. Instead the state utilized appropriated funds which were subject to rescission to minimize risk. This resulted in a much smaller than anticipated amount of federal funds that were obligated in FY 2019. Most of these AC'd funds will be converted to federal funds and will be reported in the FY 2020 Annual Listing of Federally Obligated Projects.

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
Totals		\$ 150,867,662		\$ 91,169,830		\$ 233,790,517

* 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
Totals	10	\$ 39,354,286



12th Street—New sidewalks

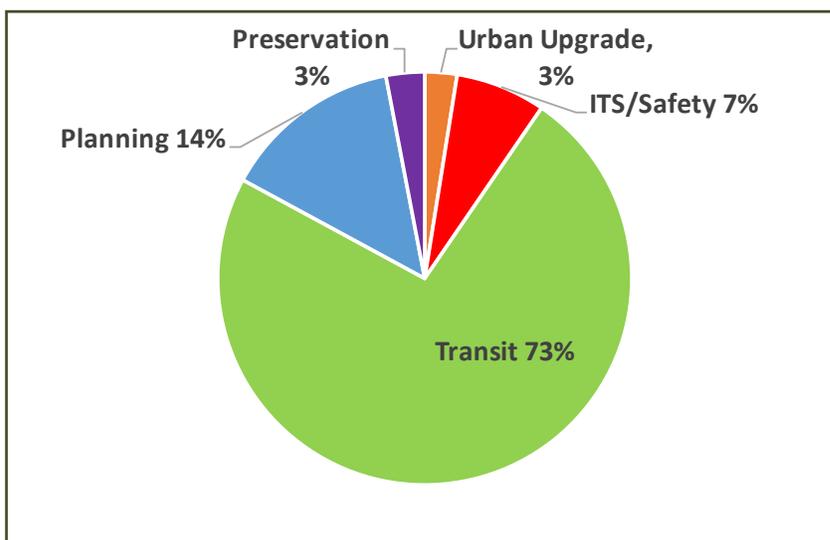


I-5 Woodburn to Salem paving project limits

Summary of Federal Obligations in FY 2019

A total of \$8,246,974 of FHWA and FTA federal funds were obligated in Federal Fiscal Year 2019 on 11 regionally significant transportation improvement projects and programs within SKATS. (See **Tables 3 and 4** for detailed information including category of each project.) Of this, \$6,018,139 (73%) was invested in transit projects; \$1,203,390 (14%) was invested in planning; \$597,513 (7%) was invested in safety specific intelligent transportation systems (ITS) projects ; \$230,340 (3%) was invested in roadway preservation projects; and \$197,406 (2%) 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 can be deceptive because the majority of the highway, non-planning funds were advance constructed (AC) in Fiscal Year 2019. An additional \$39,354,286 of AC funds were used on 10 projects which are anticipated to be converted to federal in FY 2020. These projects were not included in this analysis. There also was a total of \$ -3,231,176 in adjustments and corrections to previous year federal obligations. (See **Table 5.**)

Figure 1
2019 Federal Funds Obligated by Category
 (Does not include state or local funds in the project, or projects that have been AC'd.)



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

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 2019, \$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 = \$1,813,416
- TA-U = \$186
- CMAQ = \$197,406
- Total SKATS Federal = \$2,011,008
- Total SKATS funds AC'd = \$7,018,832

Annual Listing of Obligated Projects—SKATS



Regional Traffic Control Center



45th Avenue near Chemeketa Community College before construction



12th Street extended culvert and sidewalks



New Cherriot Buses –Photo by Cherriot

The following information regarding the obligation of federal funds for project phases, programs, and transit FTA grants are illustrated in **Tables 3, 4, and 5**:

- 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 2019 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).

- ⇒ Non-transit project obligations for federal fiscal year 2019 are illustrated in **Table 3**.
- ⇒ 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 4**
- ⇒ 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 5**.

**Annual Listing of Obligated SKATS Transportation Projects Federal Fiscal Year 2019
Table 3 FHWA Non-Transit Projects (Page 1 of 4)**

FHWA Project Number (FMIS)	Project Key #	Responsible Agency	Project Name/Description	Includes Walkways and Bikelines	Phase (FMIS)	Federal Funding			Total Funds Advance Construction 2019	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				
			12th St: Hoyt St SE to Fairview Ave SB widening Category: Roadway		Preliminary Engineering	Local	\$ -	\$ -	\$ -	\$ -	\$ 461,500	\$ 461,500
6490108	17994	Salem		Yes	Right of Way	STBG-U	\$ 800,000	\$ 799,494	\$ -	\$ 799,494	\$ 1,621,454	\$ 2,420,948
6490108			Description: Additional southbound travel lane, becoming a right-turn only at Fairview Ave.		Construction	STBG-U	\$ 2,063,000	\$ 2,063,000	\$ -	\$ 2,063,000	\$ 1,272,149	\$ 3,335,149
Comment and Correction: 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	\$ -	\$ -	\$ 2,862,494	\$ 3,355,103	\$ 6,217,597
S030030			OR22: Doaks Ferry Rd - Riggs Ave (Salem) Category: Roadway		Preliminary Engineering	STBG-U	\$ 89,730	\$ -	\$ 89,730	\$ 99,600	\$ 11,400	\$ 111,000
					Right of Way	STBG-U	\$ 89,730	\$ -	\$ 89,730	\$ -	\$ 10,270	\$ 100,000
	18322	ODOT		No	Utility Relocate	STBG-U	\$ 4,487	\$ -	\$ 4,487	\$ -	\$ 513	\$ 5,000
					Construction	STBG-U	\$ 316,053	\$ -	\$ 316,053	\$ -	\$ 36,174	\$ 352,227
			Description: Access Control at Doaks Ferry Rd at the intersection with OR 22 plus other intersection changes.		Construction	Advance Construct	\$ 89,730	\$ -	\$ 89,730	\$ -	\$ 10,270	\$ 100,000
Comment and Correction: Funds were added to project.												
Project Total						\$ 589,730	\$ -	\$ -	\$ 589,730	\$ 99,600	\$ 68,627	\$ 668,227
6490111			Brown Rd NE: San Francisco-Sunnyview (Salem) Category: Bike/Ped		Preliminary Engineering	TA-U	\$ 219,188	\$ 219,188	\$ 186	\$ 219,374	\$ 30,709	\$ 250,083
6490112				Yes	Preliminary Engineering	STBG-U	\$ 38,612	\$ 38,612	\$ -	\$ 38,612	\$ 4,419	\$ 43,031
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	\$ 2,444,600	\$ -	\$ 2,814,600	\$ 2,814,600	\$ 812,629	\$ 3,627,229
Comment and Correction: Funds were added to construction after obligation. Over local match for TA funds in preliminary engineering (\$219,893) was de-obligated and moved to construction.												
Project Total						\$ 2,808,700	\$ 364,100	\$ 186	\$ 2,814,600	\$ 2,814,600	\$ 952,757	\$ 4,131,643

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**Annual Listing of Obligated SKATS Transportation Projects Federal Fiscal Year 2019
Table 3 FHWA Non-Transit Projects (Page 2 of 4)**

FHWA Project Number (FMIS)	Project Key #	Responsible Agency	Project Name/Description	Includes Walkways and Bikelines	Phase (FMIS)	Federal Funding			Total Funds Advance Construction 2019	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				
S030024			45th Ave: Ward Dr-Silverton Rd, Bicycle and Pedestrian Improvements		Preliminary Engineering	\$ 68,000	\$ 68,000	\$ -	\$ -	\$ 68,000	\$ 148,000	\$ 216,000
S030024			Category: Bike/Ped		Preliminary Engineering	\$ 67,540	\$ 67,540	\$ -	\$ -	\$ 67,540	\$ 7,730	\$ 75,270
C047080					Right of Way	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 57,145	\$ 207,145
C047080	19237	Marion County		Yes	Right of Way	\$ 138,200	\$ 138,200	\$ -	\$ -	\$ 138,200	\$ 15,818	\$ 154,018
C047080					Utility Relocate	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ 20,000
C047080					Construction	\$ 1,988,833	\$ -	\$ -	\$ 1,988,833	\$ 1,988,833	\$ 1,503,007	\$ 3,491,840
C047080			Description: Add sidewalks, curbs, bikelines, and turn lanes.		Construction	\$ 674,923	\$ -	\$ -	\$ 301,302	\$ 674,923	\$ 77,248	\$ 752,171
C047080					Construction Engineering	\$ -	\$ -	\$ -	\$ 373,621	\$ -	\$ -	\$ -
Comment and Correction: Additional funds added to construction.												
						Project Total	\$ 423,740	\$ -	\$ 2,663,756	\$ 3,087,496	\$ 1,828,948	\$ 4,916,444
C047079			Lancaster Dr/Macleay Rd Traffic Signal Upgrade		Preliminary Engineering	\$ 55,135	\$ 55,135	\$ -	\$ -	\$ 55,135	\$ 101,865	\$ 157,000
C047079	19740	Marion County	Category: ITS	Yes	Right of Way	\$ 44,865	\$ 44,865	\$ -	\$ -	\$ 44,865	\$ 5,135	\$ 50,000
C047079			Description: Upgrade existing span wire traffic signal, increase radius on NE corner to accommodate bike lane, upgrade all curb ramps to comply with ADA.		Construction	\$ 488,000	\$ -	\$ -	\$ 488,000	\$ 488,000	\$ 398,291	\$ 886,291
Comment and Correction:												
						Project Total	\$ 588,000	\$ 100,000	\$ 488,000	\$ 588,000	\$ 505,291	\$ 1,093,291
S001508			1-5: Woodburn-Salem		Preliminary Engineering	\$ 1,038,769	\$ -	\$ 207,495	\$ -	\$ 1,038,769	\$ 87,634	\$ 1,126,403
S001508	19831	ODOT	Category: Roadway	No	Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000
S001508			Description: Resurfacing travel lanes		Construction	\$ 19,169,471	\$ -	\$ 22,845	\$ 14,243,032	\$ 19,169,471	\$ 1,617,203	\$ 15,469,374
Comment and Correction:												
						Project Total	\$ 20,208,240	\$ 230,340	\$ 19,977,900	\$ 20,208,240	\$ 1,729,837	\$ 16,620,777

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**Annual Listing of Obligated SKATS Transportation Projects Federal Fiscal Year 2019
Table 3 FHWA Non-Transit Projects (Page 3 of 4)**

FHWA Project Number (FMIS)	Project Key #	Responsible Agency	Project Name/Description	Includes Walkways and Bikelanes	Phase (FMIS)	Funding Source	Federal Funding			Fed Funds Available for Future Years	Total Funds Advance Construction 2019	Total Federal Obl Previous, Current, and Future Years*	Local or State Funds	Total Federal, State, and Local Funds
							Fed Amount Programmed in TIP	Fed Funds Obligated in Previous Yrs	Fed Funds Obligated in FY 2019					
S001527			I-5: VMS Replacement Category: Roadway		Construction	State	\$ -	\$ -	\$ -	\$ 60,865	\$ -	\$ 5,135	\$ 66,000	
S001527	20068	ODOT	Description: Replace the obsolete variable message signs (VMS).	N/A	Other	Nat. Hwy. Performance Program	\$ 553,320	\$ -	\$ -	\$ 553,320	\$ 553,320	\$ 46,680	\$ 600,000	
Comment and Correction:														
Project Total							\$ 553,320	\$ -	\$ -	\$ 553,320	\$ 614,185	\$ 553,320	\$ 51,815	\$ 666,000
S072013			City of Salem Signal Enhancements (Unit 3) Category: ITS/Safety		Preliminary Engineering	Hwy. Safety Improvement Program	\$ 227,138	\$ -	\$ 273,393	\$ -	\$ 273,393	\$ -	\$ 273,393	
	20187	Salem	Description: Multiple signal enhancements at various locations on OR99E and OR22	N/A	Construction	Hwy. Safety Improvement Program	\$ 616,491	\$ -	\$ -	\$ 616,491	\$ 616,491	\$ 52,009	\$ 668,500	
Comment and Correction:														
Project Total							\$ 843,629	\$ -	\$ 273,393	\$ 616,491	\$ -	\$ 889,884	\$ 52,009	\$ 941,893
S072012			Mission Street: 17th Street - I-5 north ramps Category: ITS/Safety		Preliminary Engineering	Hwy. Safety Improvement Program	\$ 223,634	\$ -	\$ 324,120	\$ -	\$ 324,120	\$ -	\$ 324,120	
	20214	ODOT	Description: Install Coordination or Adaptive Signal Timing of Urban Traffic Signals on OR 22 from the I-5 ramps to 17th Street.	N/A	Right of Way	HSIP	\$ 9,222	\$ -	\$ -	\$ 9,222	\$ 9,222	\$ 778	\$ 10,000	
					Construction	HSIP	\$ 1,013,959	\$ -	\$ -	\$ 1,013,959	\$ 1,013,959	\$ 85,541	\$ 1,099,500	
Comment and Correction: Project name was changed from Mission St. Adaptive Signal Timing. Additional funds added after obligation. Converted from Advance Construct.														
Project Total							\$ 1,246,815	\$ -	\$ 324,120	\$ 1,023,181	\$ -	\$ 1,347,301	\$ 86,319	\$ 1,433,620
S162059			OR22: Joseph St.- Golf Club Rd. Category: Preservation		Preliminary Engineering	Nat. Hwy. Performance Program	\$ 597,270	\$ -	\$ -	\$ -	\$ -	\$ 2,216,548	\$ 2,216,548	
S162059	20418	ODOT	Description: Grind existing surfacing and inlay the travel lanes.	No	Construction	Nat. Hwy. Performance Program	\$ 5,414,640	\$ -	\$ -	\$ 17,478,237	\$ 17,478,237	\$ 2,000,462	\$ 19,478,699	
Comment and Correction: Project funded through HB 2017. Only state funds obligated in PE. Additional funds added after obligation.														
Project Total							\$ 6,011,910	\$ -	\$ -	\$ 17,478,237	\$ 17,478,237	\$ 17,478,237	\$ 4,217,010	\$ 21,695,247

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**Annual Listing of Obligated SKATS Transportation Projects Federal Fiscal Year 2019
Table 3 FHWA Non-Transit Projects (Page 4 of 4)**

FHWA Project Number (FMIS)	Project Key #	Responsible Agency	Project Name/Description	Includes Walkways and Bikelanes	Phase (FMIS)	Federal Funding			Total Funds Available for Future Years	Total Funds Advance Construction 2019	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						
PR20202			Salem-Keizer-Turner MPO Planning SFY20 Category: Planning		Planning	STBG-U	\$ 505,000	\$ -	\$ 505,000	\$ -	\$ 505,000	\$ 57,800	\$ 562,800	
PR20202	20489	SKATS MPO		N/A	Planning	5303 Planning	\$ 156,795	\$ -	\$ 156,795	\$ -	\$ 156,795	\$ 17,946	\$ 174,741	
PR20202			Description: MPO Planning activities		Planning	Planning Funds	\$ 541,595	\$ -	\$ 541,595	\$ -	\$ 541,595	\$ 61,988	\$ 603,583	
Comment and Correction: Were from several funding sources														
Project Total							\$ 1,203,390	\$ -	\$ 1,203,390	\$ -	\$ 1,203,390	\$ 137,734	\$ 1,341,124	
6490122	20734	Salem	Regional Traffic Signal Control Center Ops 2019-20 Category: ITS Description: Regional Traffic Signal Control Center Operation (2019-2020). Operated by the city of	N/A	Other	STBG-U	\$ 552,000	\$ -	\$ -	\$ 552,000	\$ 552,000	\$ 173,179	\$ 725,179	
Comment and Correction:														
Project Total							\$ 552,000	\$ -	\$ -	\$ 552,000	\$ 552,000	\$ 173,179	\$ 725,179	
C047092			Hollywood Dr. Silverton Rd to Greenfield Ln (Salem) Category: Roadway		Preliminary Engineering	CMAQ	\$ 197,406	\$ -	\$ 197,406	\$ -	\$ 197,406	\$ 22,594	\$ 220,000	
	20743	Marion County		Yes	Right of Way	CMAQ	\$ 224,325	\$ -	\$ -	\$ 224,325	\$ 224,325	\$ 25,675	\$ 250,000	
					Construction	CMAQ	\$ 2,028,250	\$ -	\$ -	\$ 2,028,250	\$ 2,028,250	\$ 232,142	\$ 2,260,392	
			Description: Urban upgrade		Construction	STBG-U	\$ 376,514	\$ -	\$ -	\$ 376,514	\$ 376,514	\$ 43,094	\$ 419,608	
Comment and Correction:														
Project Total							\$ 2,826,495	\$ -	\$ 197,406	\$ 2,629,089	\$ -	\$ 2,826,495	\$ 323,505	\$ 3,150,000
C047091			Center St. Lancaster Dr. to 45th Pl. NE Category: Roadway		Preliminary Engineering	STBG-U	\$ 327,370	\$ -	\$ -	\$ 327,370	\$ 327,370	\$ 429,673	\$ 757,043	
	21301	Marion County	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.	Yes	Right of Way	STBG-U	\$ 317,031	\$ -	\$ -	\$ 317,031	\$ 317,031	\$ 36,286	\$ 353,317	
			Description: Additional local match		Construction	STBG-U	\$ 1,710,140	\$ -	\$ -	\$ 1,710,140	\$ 1,710,140	\$ 530,070	\$ 2,240,210	
Comment and Correction: Additional local match														
Project Total							\$ 2,354,541	\$ -	\$ -	\$ 2,354,541	\$ 327,370	\$ 996,029	\$ 3,350,570	
TOTAL FEDERAL FUNDS IN FHWA PROJECTS OBLIGATED IN FY 2018									\$ 2,228,835	\$ 39,354,286	\$ 2,354,541	\$ 996,029	\$ 3,350,570	

* 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 2019
Table 4 Transit Projects**

FTA Project Number	Project Key #	Responsible Agency	Project Name/Description	Federal Funding				Total Obligated Federal, State and Local Funds			
				Funding Source	Fed Amount Programmed *	Fed Funds Obligated in Previous Yrs	Fed Funds Obligated in FY 2019		Fed Funds Available for Future Years		
OR-2019-021-00	21342	SK Transit	SAMTD CNG Bus Replacement	Transit 5339	\$ 2,475,000	\$ -	\$ 2,475,000	\$ -	\$ 825,000	\$ 3,300,000	
OR-2019-025-00	21474	SK Transit	Transit Urban (5307) Formula Capital Projects 2015 SKT	Transit 5307	\$ 631,506	\$ -	\$ 631,506	\$ -	\$ 157,877	\$ 789,383	
OR-2019-030	21475	SK Transit	Transit Urban (5307) Formula Capital Projects 2016 SKT	Transit 5307	\$ 1,474,249	\$ -	\$ 168,434	\$ 1,305,815	\$ 368,562	\$ 536,996	
*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 2019 Total							
OR-2019-030	21302	SK Transit	SAMTD Transit ITS Project	STBG-U	\$ 1,308,416	\$ -	\$ 1,308,416	\$ -	\$ 149,755	\$ 1,458,171	
OR-2019-026-00	21368	SK Transit	Salem Area Mass Transit Vehicle Replacement	STBG	\$ 1,434,783	\$ -	\$ 1,434,783	\$ -	\$ 164,217	\$ 1,599,000	
				FHWA Projects Obligated in 2019 Total							
					\$ 3,274,940		\$ 2,743,199			\$ 4,626,379	
				TOTAL FEDERAL FUNDS IN TRANSIT PROJECTS OBLIGATED IN 2019							
					\$ 6,018,139						



Rideshare outreach event



New bus in service

Annual Listing of Obligated SKATS Transportation Projects Federal Fiscal Year 2019
**Table 5 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 2019	Local or State Funds	Total Adjusted Federal, State and Local Funds
7515007	16587	Turner	Delaney Rd (3rd - 7th) Sidewalks and Bike lanes	Yes	Construction	STBG-Urban	\$ (27,620)	\$ (3,163)	\$ (30,783)
Project Total							\$ (27,620)	\$ (3,163)	\$ (30,783)
S001427	16858	ODOT	FFO-I-5 @ Kuebler Intchg-SB Ramp Improvements	No	Construction	National Highway Performance	\$ (626,849)	\$ (42,743)	\$ (669,592)
S001487	18574	ODOT	I-5: Salem Area Bridge End Panel Raising	No	Construction	Bridge	\$ (1,233,152)	\$ (104,033)	\$ (1,337,185)
Project Total							\$ (1,233,152)	\$ (104,033)	\$ (1,337,185)
6490112	19229	Salem	Regional Traffic Signal Control Center Ops 2017-18	N/A	Other	STBG-Urban	\$ (720)	\$ (110,083)	\$ (110,803)
Project Total							\$ (720)	\$ (110,083)	\$ (110,803)
6490114	19242	SK Transit	Mid-Valley Transportation Options Program (2017-18)	N/A	Other	STBG-Urban	\$ (19,835)	\$ -	\$ (19,835)
Project Total							\$ (19,835)	\$ -	\$ (19,835)
S030024	19443	ODOT	OR22: Willamette River EB (Center St) Bridge Deck Overlay	Yes	Construction	National Highway Performance	\$ 12,812	\$ 1,502	\$ 14,314
Project Total							\$ 12,812	\$ 1,502	\$ 14,314
PR15001	15618, 17308	SKATS MPO	SKATS MPO Support (2011, 2013)	N/A	Plan	STBG-Urban	\$ (857,393)	\$ (98,133)	\$ (955,526)
Project Total							\$ (857,393)	\$ (98,133)	\$ (955,526)
PR18202	20750, 21008	SKATS MPO	Salem Keizer Turner Planning SFY 2018	N/A	Plan	STBG-Urban	\$ (478,419)	\$ (54,757)	\$ (533,176)
Project Total							\$ (478,419)	\$ (54,757)	\$ (533,176)
TOTAL ADJUSTMENTS AND CORRECTIONS FROM PREVIOUS YEARS OBLIGATIONS							\$ (3,231,176)	\$ (3,642,586)	\$ (3,642,586)

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 2019.

12th Street: Hoyt to Fairview SB Widening - KN 17994

12th Street previously had two lanes southbound from downtown to McGilchrist Street. At McGilchrist Street, the second lane was dropped creating significant congestion during the P.M. peak at this bottleneck. 12th Street was widened approximately 0.25 mile to accommodate an additional southbound travel lane from McGilchrist Street to Fairview Avenue and now allows for multi-modal transportation through the area. The lane becomes a right-turn only lane at Fairview Avenue which will accommodate the right-turn volumes from 12th St. onto Fairview Avenue. Fairview Avenue is part of an east-west corridor connecting 12th Street to Commercial Street. The project also improved and lengthened the culvert crossing Clark Creek to improve flow and accommodate the improvements. This \$5.8 million project was funded using STBG-U funds matched with city of Salem funds.



After—New sidewalks, bike lanes and right turn lane on 12th Street at Fairview Avenue



After—New culvert over Clark Creek

Marion County Centerline Rumble Strips- KN 20200

Rumble strips on the centerline and durable edge lines were installed on Cordon Road from Caplinger Road SE to Hazelgreen Road NE. Rumble strips are intended to save lives and prevent serious injuries by alerting drivers that they are leaving the driving lane. They consist of raised or grooved patterns on the roadway. They provide driver with both an audible warning (rumbling sound) and a physical vibration. Durable striping was also applied. This project was identified through the ARTS process. The \$212,500 project was funded using HSIP funds.



Cordon Road - new centerline rumble strips.

Bus Purchases - KN 20755 and Various

The Salem Area Mass Transit District received eight new Compressed Natural Gas buses to replace buses that have reached or exceeded their useful life. 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 with the transit district providing the local match. An additional six Cherriots Lift buses were purchased at a cost of \$512,000 using a variety of funding sources.



New Cherriots Buses –
Photo by Cherriots

I-5: Salem Area Bridge End Panel Raising—KN 18574

This project consisted of grinding and repaving the low areas at each end of each of four bridges, on I-5 in Salem. The repaving is done with a special concrete material. The work included pavement striping and additional safety improvements between OR22 (Mission Street) and OR99E (Portland Road). The \$10.8 million project was funded using National Highway Performance Program funds.

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 2019 and are anticipated to be completed in FY 2020:

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



Brown Road under construction—new curbs and sidewalks.

Brown Road NE was a narrow two-lane road with limited pedestrian and bicycle facilities. The project includes 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 are also part of the project. This project completes the multi-modal improvements to the Brown Road corridor. This \$4.4 million project is funded using STBG-U funds and city of Salem funds and should be completed in the fall of 2019.

I-5: Woodburn-Salem - KN 19831

This is a pavement preservation project that repaved 12.4 miles of I-5 between Woodburn and Salem. 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 hydroplaning during rain events.



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

The lanes have been paved, temporary striping and rumble strips have been completed and permanent striping will be laid in the spring of 2020. This \$17 million project is funded using National Highway Performance Program funds.



Lane closures on I-5 during 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.