

SKATS FY 2022

Annual Listing of Federally Obligated Projects

Salem-Keizer Area Transportation Study (SKATS)
December 2022



Salem Keizer Area Transportation Study

Cover Photos

Top left: New right turn lane on Kuebler Blvd at Turner Road (Salem)

Top right: Replacing the Bridge on Silverton Road NE over the Little Pudding River (Marion County)

Center: New Curb Ramp on Wallace Road NW at Brush College Road NW—ODOT

Bottom left: New Cherriots buses.

Bottom right: Safe Routes to School Ruby Bridges Walk to School—Bush Elementary School

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December 2022



Salem-Keizer Area Transportation Study

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SKATS Committee Membership and Staff

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Rachel Sakata (as needed) Department of Environmental Quality

** non-voting*

SKATS Staff

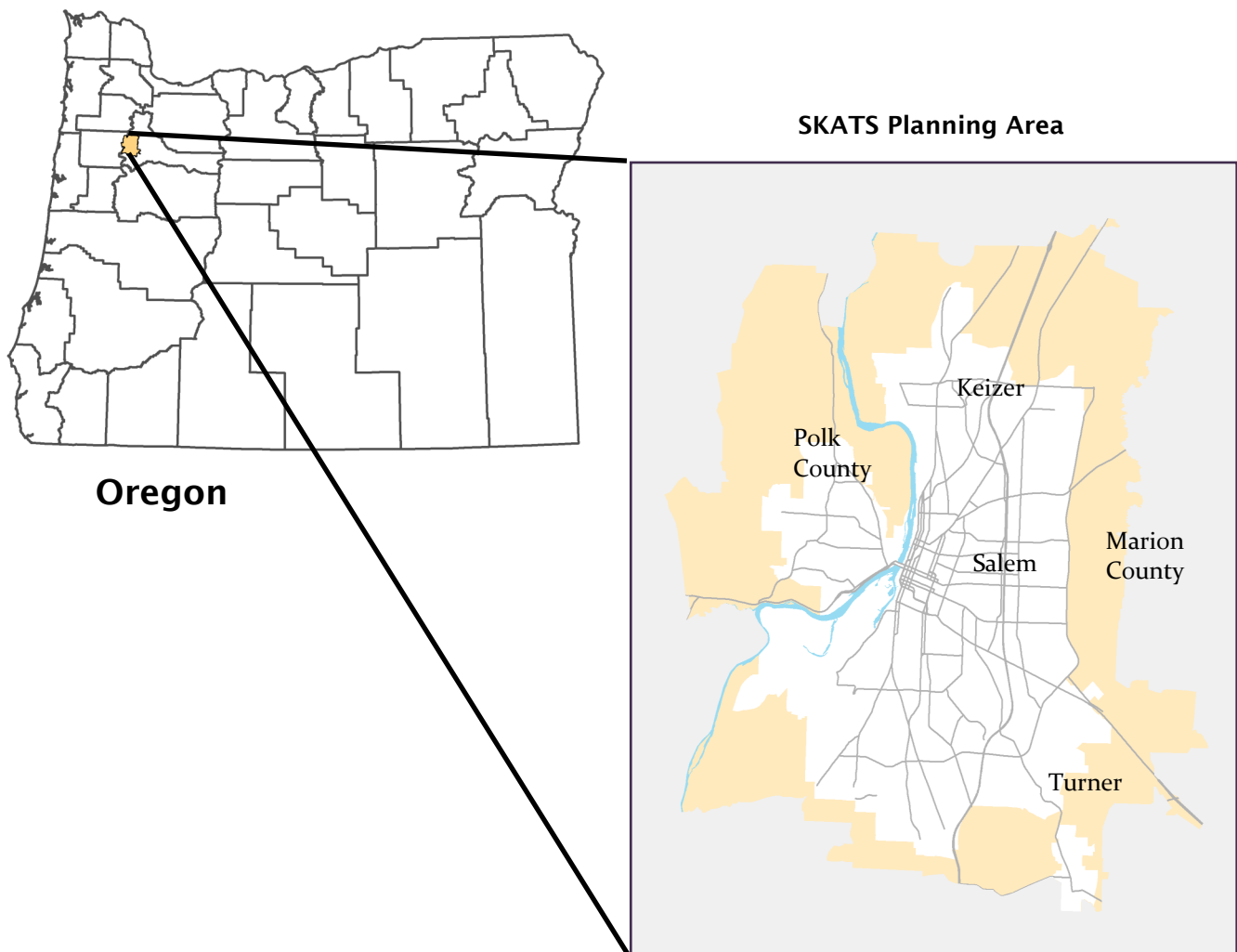
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Introduction

The projects and programs contained in the Salem-Keizer Area Transportation Study (**SKATS**) Metropolitan Transportation Improvement Program (**MTIP**) and for which federal funds were obligated during Federal Fiscal Year 2022 (October 1, 2021 through September 30, 2022) are documented in this 2022 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**).



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.



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/MTIP [See 23 CFR 630.705]. The project will support the fiscally constrained element of the STIP/MTIP 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/MTIP 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/MTIP. If the approved AC "conversion" substantially changes the current STIP/MTIP's fiscal constraint determination, the STIP/MTIP'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/MTIP.



Transportation Options Program
outreach event



Safe Routes to
School outreach

Table 1

Summary of Federal Obligations from 2008 to 2022						
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	\$ 5,282,037	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
2021	18	\$ 17,381,733	7	\$ 6,127,160	25	\$ 23,508,893
2022	14	\$ 26,965,127	10	\$ 15,676,696	24	\$ 42,641,823
Totals		\$ 203,225,637		\$ 122,826,157		\$ 341,728,490
* 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)**
2021	1	\$ 5,167,976
Totals	18	\$ 37,705,815
** Negative number indicates amount that was converted to federal funds		

Summary of Federal Obligations in FY 2022

A total of \$42,641,823 of FHWA and FTA federal funds were obligated in Federal Fiscal Year 2022 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, \$15,676,696 (37%) was invested in transit projects, \$1,581,545 (4%); was invested in planning; \$1,864,843 (4%) was invested in intelligent transportation systems (ITS) projects, interconnecting signals; \$3,570,003 (8%) was invested in roadway projects; \$ 1,445,858 (3%) in roadway safety specific projects; \$1,930,00 (5%) in purely bike/ped projects; \$6,345,396 (15%) in bridge preservation projects; and \$10,230,473 (24%) 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. This includes a total of \$852,118 in adjustments and corrections to previous year federal obligations. (See **Table 5.**)

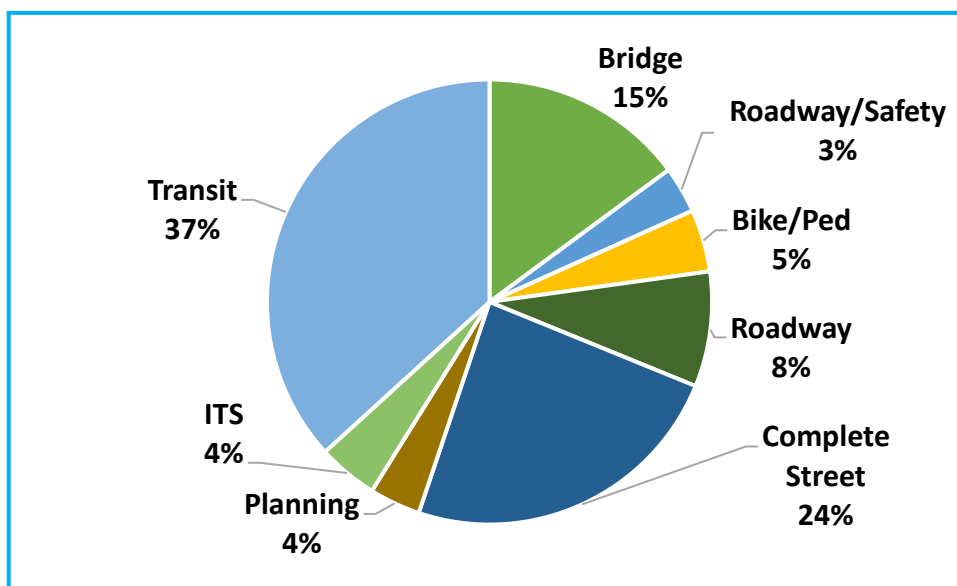


Figure 1
2022 Federal Funds Obligated by Category

(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
- ⇒ Carbon Reduction Program (CR)

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 2022, \$17,286,821 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 = \$ 10,703,187
- TA-U = \$ 500,000
- CMAQ = \$ 5,120,989
- HIP = \$ 369,494
- CR = \$593,151
- Total SKATS Federal = \$ 17,286,821

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 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 was for federal fiscal years 2021-2023.

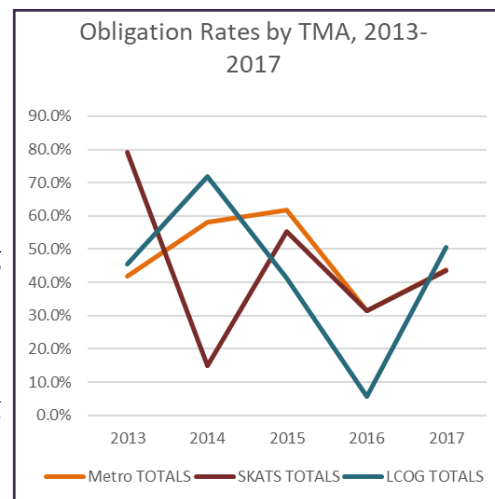


Figure 2

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 Program (STBG-U)
- ◇ Transportation Alternatives Program (TAP)
- ◇ Congestion Mitigation Air Quality Program (CMAQ)
- ◇ Carbon Reduction Program (CR)

The process for calculations 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 2022 and whether it actually obligated are listed in **Table 4**. Of the ten projects that were scheduled to obligate in 2022, all but one obligated. In addition, funds were added to a project after it was obligated. Because of this, 114 percent of the funds programmed to obligate in 2022 actually obligated, which exceeds the second period target of 55 percent.

Table 3

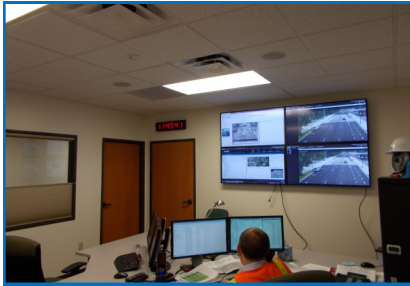
Project Funding Obligation Targets			
Period (Federal FYs)	Minimum Target	Ideal Target	Incentives
2021-23	45%	100%	Rewards
2022-24	55%	100%	Rewards
2023-25	65%	100%	Rewards, Penalties
2024-26	70%	100%	Rewards, Penalties
2025-27	80%	100%	Rewards, Penalties

Table 4

Projects Anticipated to Obligate in FY 2022					
Key Number	Phase	Project Name	Federal Funds Programmed	Federal Funds Obligated	Obligated ?
Projects programmed in FY2022					
20737	CONS	Union St NE: Commercial St NE to 12th St. NE (Salem)	\$ 1,930,000	\$ 1,930,000	Yes
20738	PE, RW	Hilfiker Ln SE at Commercial St SE (Salem)	\$ 772,691	\$ 767,244	Yes
20740	CONS	River Rd: Shangri-La Ave to Wheatland Rd (Keizer)	\$ 1,704,870	\$ 1,704,870	Yes
18750	CONS	Hayesville Dr: NE Portland Rd - Fuhrer St (Salem)	\$ 1,295,393	\$ 3,295,393	Yes
20743	CONS	Hollywood Dr.: Silverton Rd to Greenfield Ln (Salem)	\$ 1,862,633	\$ 1,862,633	Yes
20745	CONS	Lancaster Dr: Center St to Monroe Ave (Salem)	\$ 1,451,141	\$ 1,454,730	Yes
21301	RW	Center St.: Lancaster Dr. to 45th Pl. NE	\$ 317,031	\$ 317,031	Yes
21895	PE	State St: 4106 State St to 46th Ave	\$ 448,650	\$ 448,650	Yes
21840	Plan	Salem-Keizer Area MPO Planning SFY23	\$ 813,297	\$ 813,297	Yes
21918	Other	SAMTD Transportation Options FFY22-FF24	\$ 450,000	\$ -	No
<u>Total programmed that obligated in 2022</u>			<u>\$ 11,045,706</u>	<u>\$ 12,593,848</u>	<u>114%</u>



Annual Listing of Obligated Projects—SKATS



Regional Traffic Control Center



**Intersection Flasher on
Kuebler Blvd at Turner Road**



**Replacing the Little Pudding River
Bridge on Silverton Road NE**

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 2022 program year;
- Amount of funds advanced constructed in the 2022 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).

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.

**Cherriots Buses
-Photo by Cherriots**



- ⇒ Non-transit project obligations for federal fiscal year 2022 are illustrated in **Table 5**.
- ⇒ Public transportation projects in the SKATS MTIP in which funds were obligated by FTA and FHWA to the Salem Keizer Area Mass 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 2022

Table 5 FHWA Non-Transit Projects (Page 1 of 5)

FHWA Project Number (FMIS)	Project Key #	Responsible Agency	Project Name/Description	Includes Walkways and/or 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 2022	Fed Funds Available for Future Years			
C047082			Hayesville Dr: NE Portland Rd - Fuhrer St (Salem)	Yes	Preliminary Engineering	\$ 364,304	\$ 364,304	\$ -	\$ -	\$ 364,304	\$ 41,696	\$ 406,000	
C047082			Category: Complete Street		Right of Way	\$ 496,207	\$ 496,207		\$ -	\$ 496,207	\$ 56,793	\$ 553,000	
C047082					Right of Way	\$ 207,540	\$ 207,540	\$ -	\$ -	\$ 207,540	\$ 43,932	\$ 251,472	
C047082					Construction	\$ 1,832,748	\$ -	\$ 5,937,547	\$ -	\$ 5,937,547	\$ 1,717,896	\$ 7,655,443	
C047082	18750	Marion County			Construction	\$ 3,772,125	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
C047082					Construction	\$ 332,674	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
C047082					Construction	\$ 369,494	\$ -	\$ 369,494	\$ -	\$ 369,494	\$ 42,290	\$ 411,784	
C047082			Description : Add bike lanes and enhance the transit stops on both sides of Hayesville Drive to increase safety and promote alternative forms of transportation.		Construction	\$ 593,151	\$ -	\$ 593,151	\$ -	\$ 593,151	\$ 67,889	\$ 661,040	
C047082					Construction	\$ 500,000	\$ -	\$ 500,000	\$ -	\$ 500,000	\$ 57,227	\$ 557,227	
Comment and Correction: Funds were added to project after bid opening.													
Project Total \$ 8,468,243 \$ 1,068,051 \$ 7,400,192 \$ - \$ 8,468,243 \$ 2,027,723 \$ 10,495,966													
S001508			I-5: Kuebler Blvd to Delaney Rd widening	No	Preliminary Engineering	\$ 4,607,311	\$ 7,130,690	\$ 511,821	\$ -	\$ 7,642,511	\$ 874,720	\$ 8,517,231	
S001508			Category: Roadway		Right of Way	\$ 1,752,180	\$ 1,570,046	\$ -	\$ 182,134	\$ 1,752,180	\$ 200,545	\$ 1,952,725	
S001508	19929	ODOT	Description: Construct a 3rd lane southbound, repave northbound lanes on I-5 between Kuebler and Delaney interchanges and replace Battle Creek Rd and Commercial St. Bridges to improve traffic flow. Design a 3rd lane for future phase 2 widening of northbound I-5 between the Kuebler and Delaney interchanges. Acquire right of way and relocate utilities for both phases and add broadband to entire length of project.		Utility Relocate	\$ 46,110	\$ -	\$ -	\$ 46,110	\$ 46,110	\$ 3,890	\$ 50,000	
S001508					Construction	\$ 23,634,757	\$ -	\$ -	\$ 23,634,757	\$ 23,634,757	\$ 1,993,910	\$ 25,628,667	
S001508					Construction	\$ 12,910,800	\$ -	\$ -	\$ 12,910,800	\$ 12,910,800	\$ 1,089,200	\$ 14,000,000	
Comment and Correction: Funds were added to Preliminary Engineering after phase was obligated due to increasing the scope of the project. Funds added to construction due to increase in scope.													
Project Total						\$ 42,951,158	\$ 511,821		\$ 36,773,801	\$ 45,986,358	\$ 4,162,264	\$ 50,148,622	

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Annual Listing of Obligated SKATS Transportation Projects Federal Fiscal Year 2022 Table 5 FHWA Non-Transit Projects (Page 2 of 5)

FHWA Project Number (FMIS)	Project Key #	Responsible Agency	Project Name/Description	Includes Walkways and/or 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 2022	Fed Funds Available for Future Years				
C047082			Hayesville Dr. NE Portland Rd. - Fuhrer St. (Salem)	Yes	Preliminary Engineering	TAP	\$ 364,304	\$ 364,304	\$ -	\$ -	\$ 364,304	\$ 41,696	\$ 406,000	
C047082			Category: Complete Street		Right of Way	STBG-Flex	\$ 496,207	\$ 496,207		\$ -	\$ -	\$ 496,207	\$ 56,793	\$ 553,000
C047082					Right of Way	STBG-Urban	\$ 207,540	\$ 207,540	\$ -	\$ -	\$ -	\$ 207,540	\$ 43,932	\$ 251,472
C047082					Construction	STBG-Urban	\$ 1,832,748	\$ -	\$ 5,937,547	\$ -	\$ -	\$ 5,937,547	\$ 1,717,896	\$ 7,655,443
C047082	18750	Marion County			Construction	STBG-Flex	\$ 3,772,125	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
C047082			Description : Add bike lanes and enhance the transit stops on both sides of Hayesville Drive to increase safety and promote alternative forms of transportation.		Construction	STBG-Local	\$ 332,674	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
C047082					Construction	HIP	\$ 369,494	\$ -	\$ 369,494	\$ -	\$ -	\$ 369,494	\$ 42,290	\$ 411,784
C047082					Construction	Carbon Reduction	\$ 593,151	\$ -	\$ 593,151	\$ -	\$ -	\$ 593,151	\$ 67,889	\$ 661,040
C047082				Construction	TA-Urban	\$ 500,000	\$ -	\$ 500,000	\$ -	\$ -	\$ 500,000	\$ 57,227	\$ 557,227	
Comment and Correction: Funds were added to project after bid opening.														
Project Total \$ 8,468,243 \$ 1,068,051 \$ 7,400,192 \$ - \$ 8,468,243 \$ 2,027,723 \$ 10,495,966														
S001508			I-5: Kuebler Blvd to Delaney Rd widening Category: Roadway	No	Preliminary Engineering	National Highway Performance	\$ 4,607,311	\$ 7,130,690	\$ 511,821	\$ -	\$ 7,642,511	\$ 874,720	\$ 8,517,231	
S001508			Description: Construct a 3rd lane southbound, repave northbound lanes on I-5 between Kuebler and Delaney interchanges and replace Battle Creek Rd and Commercial St. Bridges to improve traffic flow. Design a 3rd lane for future phase 2 widening of northbound I-5 between the Kuebler and Delaney interchanges. Acquire right of way and relocate utilities for both phases and add broadband to entire length of project.		Right of Way	National Highway Performance	\$ 1,752,180	\$ 1,570,046	\$ -	\$ 182,134	\$ 1,752,180	\$ 200,545	\$ 1,952,725	
S001508	19929	ODOT			Utility Relocate	National Highway Performance	\$ 46,110	\$ -	\$ -	\$ 46,110	\$ 46,110	\$ 3,890	\$ 50,000	
S001508					Construction	National Highway Performance	\$ 23,634,757	\$ -	\$ -	\$ 23,634,757	\$ 23,634,757	\$ 1,993,910	\$ 25,628,667	
S001508					Construction	Advance Construct	\$ 12,910,800	\$ -	\$ -	\$ 12,910,800	\$ 12,910,800	\$ 1,089,200	\$ 14,000,000	
Comment and Correction: Funds were added to Preliminary Engineering after phase was obligated due to increasing the scope of the project. Funds added to construction due to increase in scope.														
Project Total \$ 42,951,158							\$ 511,821	\$ 36,773,801	\$ 45,986,358	\$ 4,162,264	\$ 50,148,622			

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Annual Listing of Obligated SKATS Transportation Projects Federal Fiscal Year 2022

Table 5 FHWA Non-Transit Projects (Page 3 of 5)

FHWA Project Number (FMIS)	Project Key #	Responsible Agency	Project Name/Description	Includes Walkways and/or 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 2022	Fed Funds Available for Future Years			
3850017			River Rd: Shangri-La Ave to Wheatland Rd [Keizer]		Preliminary Engineering	CMAQ	\$ 448,650	\$ 448,650	\$ -	\$ -	\$ 448,650	\$ 51,350	\$ 500,000
	20740	Keizer	Category: ITS	Yes									
3850017			Description: Install new optical fiber cable to connect from River Rd NE (Salem City Limits) through to Wheatland Rd (City of Keizer). This will be used to link traffic signals along the River Rd to		Construction	CMAQ	\$ 1,704,870	\$ -	\$ 1,704,870	\$ -	\$ 1,704,870	\$ 195,130	\$ 1,900,000
Comment and Correction:													
Project Total													
C047092			Hollywood Dr: Silverton Rd to Greenfield Ln. [Salem]		Preliminary Engineering	CMAQ	\$ 559,915	\$ 559,915	\$ -	\$ -	\$ 559,915	\$ 64,085	\$ 624,000
C047092			Category: Complete Street		Right of Way	CMAQ	\$ 462,110	\$ 462,110	\$ -	\$ -	\$ 462,110	\$ 52,891	\$ 515,001
C047092	20743	Marion County		Yes	Construction	CMAQ	\$ 1,486,119	\$ -	\$ 1,486,119	\$ -	\$ 1,486,119	\$ 732,782	\$ 2,218,901
C047092			Description: Construct bicycle and pedestrian improvements and add left turn refuge and signal at intersection with Silverton Road to increase safety.		Construction	STBG-Urban	\$ 376,514	\$ -	\$ 376,514	\$ -	\$ 376,514	\$ 43,094	\$ 419,608
Comment and Correction:													
Project Total													
C047095	20744	Marion County	Gordon/Kuebler Corridor study and management plan		Planning	STBG-Urban	\$ 262,552	\$ 262,552	\$ 82,552	\$ -	\$ 2,884,658	\$ 892,851	\$ 3,777,509
			Category: Planning	N/A									
			Description: Planning study to facilitate the development of a Cordon Road Corridor Management Plan.										
Comment and Correction: Funds were added after obligation due to increased scope.													
Project Total													
C047088			Lancaster Dr: Center St to Monroe Ave (Salem)		Preliminary Engineering	STBG-Urban	\$ 554,325	\$ 554,325	\$ -	\$ -	\$ 345,104	\$ 177,185	\$ 522,289
C047089	20745	Marion County	Category: Roadway	Yes	Right of Way	STBG-Urban	\$ 349,947	\$ 346,357	\$ -	\$ 3,590	\$ 346,357	\$ 40,053	\$ 386,410
C047090			Description: Reconstruct Lancaster Drive between Center Street and Monroe Avenue including drainage, bike lanes, sidewalks, and access consolidation.		Construction	STBG-Urban	\$ 1,451,141	\$ -	\$ 1,454,730	\$ (3,589)	\$ 1,454,730	\$ 629,270	\$ 2,084,000
Comment and Correction:													
Project Total													
1													
Project Total													
2,355,413													
900,682													
1,454,730													
732,768													
3,088,180													

Continued next page

Annual Listing of Obligated SKATS Transportation Projects Federal Fiscal Year 2022 Table 5 FHWA Non-Transit Projects (Page 4 of 5)

FHWA Project Number (FMIS)	Project Key #	Responsible Agency	Project Name/Description	Includes Walkways and/or 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 2022	Fed Funds Available for Future Years			
C047091			Center St.: Lancaster Dr. to 45th Pl. NE Category: Complete Street		Preliminary Engineering	STBG-Urban	\$ 327,370	\$ 327,370	\$ -	\$ -	\$ 327,370	\$ 37,469	\$ 364,839
C047091	21301	Marion County	Description: Design the interim and long-term widening of Center St. east of Lancaster Dr. to 45th Pl NE, and construction of the interim improvements on the north side including center turn lane, bike lanes and sidewalks to increase safety. Update existing crossing located at Center St. & 45th Pl NE.	Yes	Right of Way	STBG-Urban	\$ 317,031	\$ -	\$ 518,998	\$ 317,031	\$ 836,029	\$ 95,687	\$ 931,717
C047091					STBG-Local	\$ 201,982	\$ -	\$ -	\$ 201,982	\$ 201,982	\$ 23,118	\$ 225,100	
C047091					STBG-Urban	\$ 1,710,140	\$ -	\$ -	\$ 1,710,140	\$ 1,710,140	\$ 530,070	\$ 2,240,210	
C047091					HSIP	\$ 300,000	\$ -	\$ -	\$ 300,000	\$ 300,000	\$ -	\$ 300,000	
Comment and Correction:													
S072014	21572	ODOT	OR99EB: D St. - Union St. Category: Roadway Description: Enhance/upgrade overhead guide & overhead lane-use signing and install bike lanes along Commercial Street, Liberty Street, and Front Street to improve driver navigation and safety for all users.	Yes	Preliminary Engineering	STBG-Flex	\$ 489,688	\$ -	\$ 602,685	\$ -	\$ 602,685	\$ 57,728	\$ 660,413
S072014					Utility Relocate	STBG-Flex	\$ 103,563	\$ -	\$ -	\$ 103,563	\$ 103,563	\$ 19,343	\$ 122,906
S072014					Construction	STBG-Flex	\$ 1,606,934	\$ -	\$ -	\$ 1,606,934	\$ 1,606,934	\$ 65,212	\$ 1,672,146
Comment and Correction: Funds added after obligation.													
Project Total \$ 2,856,523 \$ 327,370 \$ 518,998 \$ 2,529,153 \$ 3,375,521 \$ 686,344 \$ 4,061,865													
PR23202	21840	SKATS MPO	Salem-Keizer-Turner MPO Planning SFY23 Category: Planning Description: MPO Planning activities	N/A	Planning	Planning Funds	\$ 619,851	\$ -	\$ 619,851	\$ 0	\$ 619,851	\$ 70,945	\$ 690,796
PR23202					5303 Planning	\$ 206,918	\$ -	\$ 206,918	\$ -	\$ 206,918	\$ 23,683	\$ 230,601	
PR23202					STBG-Urban	\$ 813,297	\$ -	\$ 813,297	\$ -	\$ 813,297	\$ 93,085	\$ 906,382	
Comment and Correction:													
Project Total						\$ 1,640,066	\$ 1,640,066	\$ 0	\$ 1,640,066	\$ 187,713	\$ 1,827,778		

Continued next page

Annual Listing of Obligated SKATS Transportation Projects Federal Fiscal Year 2022

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

FHWA Project Number (FMIS)	Project Key #	Responsible Agency	Project Name/Description	Includes Walkways and/or 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 2022	Fed Funds Available for Future Years			
C047108			State St: 4106 State St to 46th Ave		Preliminary Engineering	STBG-Urban	\$ 448,650	\$ -	\$ -	\$ 448,650	\$ -	\$ 51,350	\$ 500,000
C047108	21895	Marion County	Category: Complete Street	Yes	Right of Way	STBG-Urban	\$ 269,190	\$ -	\$ -	\$ -	\$ 269,190	\$ 30,810	\$ 300,000
C047108			Description: Construct a center turn lane, bike lanes, and sidewalks to improve pedestrian and bicyclist safety.		Construction	STBG-Urban	\$ 3,723,795	\$ -	\$ -	\$ -	\$ 3,723,795	\$ 426,205	\$ 4,150,000
Comment and Correction: Construction programmed in illustrative year - not in the STIP													
Project Total						\$ 4,441,635	\$ -	\$ -	\$ 448,650	\$ 3,992,985	\$ 4,441,635	\$ 508,365	\$ 4,950,000
S030032			OR22: Westbound Marion Street Bridge (Salem)		Preliminary Engineering	National Highway Performance	\$ 393,915	\$ -	\$ -	\$ 393,915	\$ 0	\$ 45,085	\$ 439,000
S030032	22512	ODOT	Category: Bridge	Yes									
			Description: Replace bridge wearing surface to improve smoothness and reduce maintenance costs.		National Highway Performance	\$ 5,842,595	\$ -	\$ -	\$ 5,951,481	\$ -	\$ 5,951,481	\$ 681,174	\$ 6,632,655
Comment and Correction: Funds added to construction after obligation.													
Project Total						\$ 6,236,510	\$ -	\$ -	\$ 6,345,396	\$ 0	\$ 6,345,396	\$ 726,259	\$ 7,071,655
TOTAL FEDERAL FUNDS IN FHWA PROJECTS OBLIGATED IN FY 2022												\$ 26,113,010	
* 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.



Ruby Bridges Walk to School—
Bush Elementary School

Annual Listing of Obligated SKATS Transportation Projects Federal Fiscal Year 2022

Table 6 Transit Projects (Page 1 of 2)

FTA Project Number	Project Key #	Responsible Agency	Project Name/Description	Phase	Federal Funding					Total Federal Obl Previous, Current, and Future Years*	Total Obligated Federal, State and Local Funds	
					Funding Source	Fed Amount Programmed *	Fed Funds Obligated in Previous Yrs	Fed Funds Obligated in FY 2022	Fed Funds Available for Future Years			
OR-2022-027	20774	SAMTD	Transit Urban (5307) Formula Capital ADA PM 2021 SKT <i>Description:</i> Allocation used for preventative maintenance, fuel, ADA, transit enhance, capital projects to promote the use of alternative forms of transportation.	Other	Transit 5307	\$ 2,028,028	\$ -	\$ 2,028,028	\$ -	\$ 2,028,028	\$ 507,008	\$ 2,535,036
			Project Total		\$ 2,028,028		\$ 2,028,028		\$ 2,028,028	\$ 507,008	\$ 2,535,036	
OR-2022-027	20775	SAMTD	Transit Urban (5307) Formula Operating 2021 SKT <i>Description:</i> Allocation used for transit operating expenses to promote the use of alternate forms of transportation.	Other	Transit 5307	\$ 930,288	\$ -	\$ 930,288	\$ -	\$ 930,288	\$ 930,288	\$ 1,860,576
OR-2022-018	20776	SAMTD	Transit Urban (5310) Formula Program 2021 SKT <i>Description:</i> Allocation used for Transit Enhanced Mobility to provide alternative transportation options for seniors and individuals with disabilities.	Other	Transit 5310	\$ 248,000	\$ -	\$ 252,229	\$ -	\$ 252,229	CRRSAA 100% fed share program	\$ 252,229
			Project Total		\$ 930,288		\$ 930,288		\$ 930,288	\$ 930,288	\$ 1,860,576	
OR-2022-041	20777	SAMTD	SAMTD Del Webb Fence and Security Upgrades <i>Description:</i> Upgrade security fencing for the Del Webb location with secure access points, fencing, and gates.	Preliminary Engineering	Transit 5339(a)	\$ 30,416	\$ -	\$ 30,416	\$ -	\$ 30,416	\$ 7,604	\$ 38,020
Construction				Transit 5339(a)	\$ 1,026,464	\$ -	\$ 1,026,464	\$ 1,026,464	\$ 256,616	\$ 1,283,080		
Other				Transit 5339(a)	\$ 220,404	\$ -	\$ 220,404	\$ 220,404	\$ 55,101	\$ 275,505		
OR-2022-011	21476	SAMTD	Transit Urban (5307) Formula Capital Projects 2017 SKT <i>Description:</i> Allocation used for scheduled capital replacement based on useful life of equipment, rolling stock, and facility improvements to keep the system in good repair.	Other	Project Total	\$ 1,277,284		\$ 1,277,284		\$ 1,277,284	\$ 319,321	\$ 1,596,605
Transit 5307						\$ -	\$ 140,033	\$ -	\$ 1,395,594	\$ 35,012	\$ 175,045	
Transit 5307					\$ 1,395,594	\$ -	\$ 495,246	\$ -	\$ 495,246	\$ 123,812	\$ 619,058	
OR-2022-045	22108	SAMTD	SAMTD intelligent transportation system improvements <i>Description:</i> Equip intersections and transit buses with GPS receivers to prioritize traffic signals to optimize transit routes in congested corridors. Deploy a real time passenger information system to improve efficiency.	Other	Transit 5307	\$ -	\$ -	\$ 713,870	\$ -	\$ 713,870	\$ 142,774	\$ 856,644
Project Total					\$ 1,395,594		\$ 1,349,149		\$ 2,604,710	\$ 301,598	\$ 1,650,747	
Transit 5339					\$ 1,054,240	\$ -	\$ 1,054,240	\$ -	\$ 1,054,240	\$ 263,560	\$ 1,317,800	
OR-2022-014	Project Total					\$ 1,054,240		\$ 1,054,240		\$ 1,054,240	\$ -	\$ 1,317,800

Annual Listing of Obligated SKATS Transportation Projects Federal Fiscal Year 2022

Table 6 Transit Projects (Page 2 of 2)

FTA Project Number	Project Key #	Responsible Agency	Project Name/Description	Phase	Federal Funding					Total Federal Obl Previous, Current, and Future Years*	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 2022	Fed Funds Available for Future Years			
OR-2022-005	22365	SAMTD	SAMTD Local Fixed Route Bus Replacement <i>Description:</i> Replace five category A local fixed route buses that have passed their useful life to provide essential transit service to the community.	Other	Transit 5307	\$ 2,094,298	\$ -	\$ 2,094,298	\$ -	\$ 2,094,298	\$ 239,702	\$ 2,334,000
			Other	Transit 5339	\$ 495,975	\$ -	\$ -	\$ 495,975	\$ 87,525	\$ 583,500		
Project Total						\$ 2,590,273		\$ 2,094,298		\$ 2,590,273	\$ 327,227	\$ 2,917,500
OR-2022-044	22472	SAMTD	SAMTD Diesel Bus Replacement 2021-5339c Low- No Grant <i>Description:</i> Replace five aging diesel buses with electric buses, and purchase and construct depot charging infrastructure, on-route charging infrastructure, and on-route chargers.	Preliminary Engineering	Transit 5339(c)	\$ 361,250	\$ -	\$ 361,250	\$ -	\$ 361,250	\$ 63,750	\$ 425,000
OR-2022-044				Co	Transit 5339(c)	\$ 722,500	\$ -	\$ 722,500	\$ -	\$ 722,500	\$ 127,500	\$ 850,000
OR-2022-044				Other	Transit 5339(c)	\$ 5,221,672	\$ -	\$ 5,221,672	\$ -	\$ 5,221,672	\$ 930,888	\$ 6,152,560
Project Total						\$ 6,305,422		\$ 6,305,422		\$ 6,305,422	\$ 1,122,138	\$ 7,427,560
OR-2022-045	22478	SAMTD	Transit Urban (5307) Formula Capital 2018 SKT <i>Description:</i> Allocation used for scheduled replacement of information technology equipment and facility safety improvement to keep the system in good repair.	Other	Transit 5307	\$ 231,926	\$ -	\$ 10,196	\$ -	\$ 10,196	\$ 2,039	\$ 12,235
Project Total						\$ 231,926		\$ 10,196		\$ 10,196	\$ -	\$ 12,235
OR-2022-009	22482	SAMTD	Transit Urban (5307) Formula 2017 SKT Vehicle <i>Hoist Description:</i> Allocation used for procurement and installation of two in-ground vehicle hoists at the Del Webb facility to improve service.	Construction	Transit 5307	\$ 155,329	\$ -	\$ 155,329	\$ -	\$ 155,329	\$ 38,832	\$ 194,161
OR-2022-009				Other	Transit 5339	\$ 173,787	\$ -	\$ 220,233	\$ -	\$ 220,233	\$ 55,059	\$ 275,292
Project Total						\$ 329,116		\$ 375,562		\$ 375,562	\$ 93,891	\$ 469,453
*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 2022 Total						\$ 15,676,696						
FHWA Projects Obligated in 2022 Total						\$ -						
TOTAL FEDERAL FUNDS IN TRANSIT PROJECTS OBLIGATED IN 2022						\$ 15,676,696						

Annual Listing of Obligated SKATS Transportation Projects Federal Fiscal Year 2022
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 2022	Total Funds Advance Construction 2022	Local or State Funds	Total Adjusted Federal, State and Local Funds	
C053020	13188	ODOT	OR22: Rickreall Rd to Doaks Ferry Rd NW	Yes	Preliminary Engineering	STBG-Urban	\$ 904,138	\$ 1,109,744	\$ 103,483	\$ 1,007,621	
C053020				Yes	Administration	STBG-Urban	\$ 122,059	\$ 149,815	\$ 13,970	\$ 136,029	
Project Total							\$ 1,026,197	\$ 1,259,559	\$ 117,453	\$ 1,143,650	
C047103	17312	Marion County	Traffic signal interconnects (Marion County)	No	Construction	STBG-Urban	\$ 1,756	\$ -	\$ 201	\$ 1,957	
Project Total							\$ 1,756	\$ -	\$ 201	\$ 1,957	
S030030	18322	ODOT	OR22: Doaks Ferry Rd (Salem)	Yes	Preliminary Engineering	HSIP	\$ (171,162)	\$ -	\$ (19,590)	\$ (190,752)	
S030030				Yes	Administration	HSIP	\$ (18,828)	\$ -	\$ (2,155)	\$ (20,983)	
Project Total							\$ (189,990)	\$ -	\$ (21,745)	\$ (211,735)	
S072013	20187	ODOT	City of Salem signal enhancements (unit 3)	No	Preliminary Engineering	HSIP	\$ (3,525)	\$ -	\$ (404)	\$ (3,929)	
S072013					Construction	STBG-Urban	\$ 166,500	\$ -	\$ 19,057	\$ 185,557	
Project Total							\$ 162,975	\$ -	\$ 18,653	\$ 181,628	
S072012	20214	ODOT	Mission Street: 17th Street - I-5 north ramps (Salem)	No	Construction	STBG-Urban	\$ (7,748)	\$ -	\$ (887)	\$ (8,634)	
Project Total							\$ (7,748)	\$ -	\$ (887)	\$ (8,634)	
PR21202	20490	SKATS MPO	Salem Keizer Turner MPO Planning SFY 21	N/A	Plan	STBG-Urban	\$ (134,296)	\$ -	\$ (15,371)	\$ (149,666)	
PR21202					Plan	Planning Funds	\$ (6,738)	\$ -	\$ (771)	\$ (7,509)	
PR21202					Plan	Transit 5303	\$ (39)	\$ -	\$ (5)	\$ (44)	
Project Total							\$ (141,073)	\$ -	\$ (16,146)	\$ (157,219)	
TOTAL FHWA ADJUSTMENTS AND CORRECTIONS FROM PREVIOUS YEARS OBLIGATIONS								\$ 1,259,559	\$ 97,529	\$ 949,646	
TOTAL FTA ADJUSTMENTS AND CORRECTIONS FROM PREVIOUS YEARS OBLIGATIONS								\$ -	\$ -	\$ -	
TOTAL ADJUSTMENTS AND CORRECTIONS FROM PREVIOUS YEARS OBLIGATIONS								\$ 852,118	\$ 1,259,559	\$ 97,529	\$ 949,646

Completed Projects

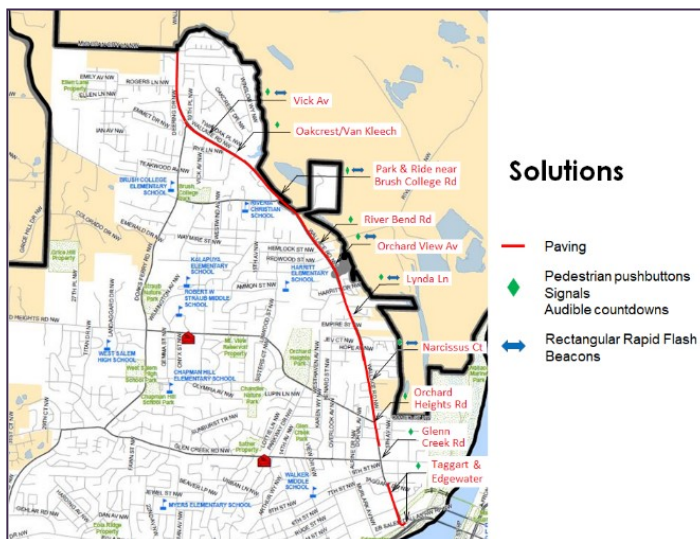
The following roadway construction projects or transit capital projects--that used MPO or ODOT federal funds, or regionally significant locally funded projects in the MTIP, and are within the Salem-Keizer urbanized area--were completed in FY 2022.

OR221: Michigan City Ln-Edgewater St - KN 20122

This \$9.9 million project includes a series of improvements on the entire stretch of OR 221 (Wallace Road) from Michigan City Lane to Edgewater Street, a distance of about 3.2 miles. Project elements include:

- Repaving the entire stretch of roadway.
- Upgrading the curb ramps to meet current American with Disabilities (ADA) standards.
- Upgrading traffic signals with yellow reflective back plates to improve driver visibility, and crosswalks will receive countdown pedestrian signals.
- Installing rapid flashing beacons (RRFBs) and other improvements at five crosswalks: Narcissus Court NW, Lynda Lane NW, Orchard View Avenue NW, the Park and Ride north of Brush College Road and Vick Avenue NW.

The project will benefit the 35,000 motorists a day that use this section of highway and enhance the safety for pedestrians and bicyclists, while meeting current ADA standards along this stretch of OR 221 (Wallace Road). Construction started in 2021 and was completed in 2022.



Project elements



Installing new curb ramps



Silverton Rd: Little Pudding River Bridge Replacement - KN 18410

This project consisted of replacing the existing load limited bridge that was structurally deficient and functionally obsolete with a new bridge built to current standards for loading, alignment, grade and width. The new bridge has two through lanes and a center turn lane that extends to 64th Place. This turn lane, along with raising the bridge and improving the vertical alignment, will improve safety through this segment of Silverton Road. The road was closed during the construction for several months, which required less impact on the adjacent properties, cost approximately \$1.5 million less than other options, and shortened the construction season. The project cost approximately \$6.4 million using federal aid bridge funds plus local match.



Before—Old Little Pudding River Bridge on Silverton Road



After—New Little Pudding River Bridge on



Before—Narrow, load limited bridge



After—New wider bridge to accommodate turn lane and wide shoulders.

Kuebler Blvd SE @Turner Rd SE - KN 20176

A southbound right-turn lane was constructed on Kuebler Boulevard at the intersection with Turner Road SE to improve the safety of the intersection. An Advanced Dilemma-Zone Detection system was also installed at the intersection to enhance safety by modifying traffic control signal timing to reduce the number of drivers that may have difficulty deciding whether to stop or proceed during a yellow phase. This may reduce rear-end crashes associated with unsafe stopping and angle crashes due to illegally continuing into the intersection during the red phase. A flashing advanced warning beacon coordinated with the signal timing was also installed on the west-bound leg of the intersection. This project was identified through the ARTS process due to crash activity at the intersection. The \$635,000 project was funded using HSIP funds.



Before—Overview of the Kuebler Blvd/Turner Road SE intersection before construction



Above—New flashing advance warning beacon.

Left—New right turn lane on Kuebler Blvd SE looking south toward Turner Road SE

City of Salem 12th St. NE Signal Improvements - KN 20181

The purpose of this project was to improve safety for pedestrians, bicycles, and motorists along 12th Street between Mission Street and Capitol Street, as well as at the Marion Street/13th Street intersection.

Some key features of the project include the following:

- New ADA compliant sidewalk ramps at the 13th Street NE/ Marion Street NE intersection
- Installation of a Rectangular Rapid Flashing Beacon system for the south and west crosswalks of the 13th Street NE/ Marion Street NE intersections.
- New reflective yellow backplates on traffic signal heads along various locations on 12th Street NE.
- Installed updated traffic signal controllers along various locations on 12th Street NE to allow adaptive signal timing and better coordination with the railroad.

Adaptive signal control technology adjusts the timing of red, yellow, and green lights to accommodate changing traffic patterns and ease traffic congestion. The main benefits of adaptive signal control technology over conventional signal systems are that it can: continuously distribute green light time equitably for all traffic movements; improve travel time reliability by progressively moving vehicles through green lights; reduce congestion by creating smoother flow; reduce the conditions that lead to crashes by decreasing the number of stops, queues, and delay; and prolong the effectiveness of traffic signal timing.

This project was identified through the ARTS process. The project cost is approximately \$500,000 and was funded through the State Funded Local Project (SFLP) program.



Before—13th Street NE/Marion Street NE intersection



After—13th Street NE/Marion Street NE intersection—new sidewalk ramps and Rectangular Rapid Flashing Beacons



After—Aerial view of the 13th Street NE/Marion Street NE intersection after construction.

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 2022 and are anticipated to be completed in FY 2023

Traffic Signal Interconnects (Marion County) - KN 17312

This project will construct fiber optic traffic signal interconnect on North Lancaster Drive between Hayesville Road and Silverton Road, Silverton Road between Lancaster Drive and Cordon Road, Cordon Road/Kuebler Boulevard between Silverton Road and Mill Creek Road, and downtown Salem along Court and 12th Streets. It will connect to nearby County facilities on Silverton Road, Aumsville Highway, Center Street and Court Street.

The project is benefitting both Marion County and City of Salem and is estimated to cost approximately \$3 million using a variety of funding sources.

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.

CR: *Carbon Reduction Program.*

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. Was extended to 2021.

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.