

ALBANY AREA METROPOLITAN PLANNING ORGANIZATION

# INTERIM TRANSPORTATION IMPROVEMENT PROGRAM

ADOPTED BY THE AAMPO POLICY BOARD ON SEPTEMBER 25, 2013  
AMENDED FEBRUARY 19, 2016

**ALBANY AREA MPO'S TITLE VI NOTICE TO PUBLIC**  
**ALBANY AREA MPO'S TÍTULO VI COMUNICACIÓN PÚBLICA**

Title VI of the Civil Rights Act of 1964 states:

*“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”*

The Albany Area MPO is committed to complying with the requirements of Title VI in all of its programs and activities. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the Albany Area MPO. A complainant may also file a complaint directly with the Federal Transit Administration by addressing the complaint to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5<sup>th</sup> Floor - TCR, 1200 New Jersey Ave., SE , Washington, DC 20590.

For more information about the Albany Area MPO's Title VI / Non-Discrimination Program, including procedures for filing a complaint, contact the AAMPO Coordinator at 541 924-4548; by e-mail to [tconley@ocwcog.org](mailto:tconley@ocwcog.org); or by visiting the Albany Area MPO administrative offices at: 1400 Queen Ave SE, Suite 205, Albany OR 97322.

If information is needed in another language, contact 547- 924 -8405. **Si se necesita información en otro idioma de contacto 541-924-8405**

*Development of this document was made possible with funding from the Federal Highway Administration, the Federal Transit Administration, the Oregon Department of Transportation and the support and involvement of AAMPO jurisdictions and stakeholders.*

# ALBANY AREA METROPOLITAN PLANNING ORGANIZATION

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## CONTACT

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**Albany Area Metropolitan Planning Organization  
Policy Board**

**Resolution Number 2013-03**

**FOR THE PURPOSE OF ADOPTING THE ALBANY AREA MPO FY2012-2015  
INTERIM TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**WHEREAS**, the U.S. Department of Commerce, Bureau of Census has declared that the City of Albany, the City of Millersburg, the City of Tangent, the City of Jefferson and adjoining areas of Linn, Benton and Marion Counties form an Urbanized Area named the Albany Urbanized Area; and

**WHEREAS**, the Albany Urbanized Area has been designated by the State of Oregon as the official Metropolitan Planning Organization (MPO) of the urbanized area; and,

**WHEREAS**, among the major requirements of the Metropolitan Transportation Planning Process is the development of a Transportation Improvement Program that enumerates priority transportation projects in the MPO Area; and

**WHEREAS**, the Albany Area Metropolitan Planning Organization has developed an FY2012-2015 Interim Transportation Improvement Program in coordination with ODOT and the local transit agency to comply with all applicable federal and state requirements; and

**WHEREAS**, the FY2012-2015 Transportation Improvement Program meets the requirement of fiscal constraint; and

**WHEREAS**, the public has been notified and afforded reasonable opportunities to review and comment on projects included in the FY2012-2015 Interim TIP and will be afforded additional opportunities for review and comment as the document is amended.

**NOW, THEREFORE, BE IT RESOLVED**, that the Policy Board of the Albany Area MPO approves the Albany Area MPO FY2012-2015 Interim Transportation Improvement Program.

**PASSED AND APPROVED THIS** 25<sup>th</sup> **DAY OF** September, 2013, **BY THE  
ALBANY AREA METROPOLITAN PLANNING ORGANIZATION.**

**SIGNED:**

  
\_\_\_\_\_  
**FLOYD COLLINS**

Albany Area Metropolitan Planning Organization  
Policy Board Chair

## INTRODUCTION

The Albany Area Metropolitan Planning Organization (AAMPO) was designated by the Oregon Governor on February 6<sup>th</sup>, 2013 for the purpose of conducting continuing, cooperative and comprehensive transportation planning for the Albany Urbanized Area. As designated, the AAMPO Planning Area covers the Albany Urbanized Area, which is composed of the cities of Albany, Jefferson, Millersburg, and Tangent as well as adjacent parts of Marion, Linn, and Benton Counties, which are anticipated to become urbanized over the 20-year planning horizon. Marion County declined to participate in the AAMPO, although parts of Marion County consisting of the City of Jefferson urban growth boundary are included within the AAMPO Planning Area. The AAMPO planning area is shown in Appendix A.

The Cities of Albany, Jefferson, Millersburg, and Tangent, as well as Linn and Benton Counties and the Oregon Department of Transportation (ODOT) entered into an intergovernmental agreement (IGA) establishing AAMPO and outlining the roles and responsibilities of AAMPO and the parties involved. The IGA states that a Policy Board will be formed by the parties to the IGA for governance of the MPO, and that a Technical Advisory Committee will also be formed by the parties to the IGA in order to provide technical advice to the Board. Ex-officio members to the TAC include representatives of the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Oregon Department of Land Conservation and Development (DLCD), Oregon Department of Environmental Quality (DEQ), and the Oregon Division of State Lands (DSL). Staffing for AAMPO is provided by the Oregon Cascades West Council of Governments.

In accordance with federal regulations, the functions and responsibilities of AAMPO include, but are not limited to:

- Development of a long-range Metropolitan Transportation Plan (also known as a Regional Transportation Plan or RTP) illustrating coordinated, cooperative and comprehensive planning efforts in the MPO area.
- Development of an annual Unified Planning Work Program (UPWP) describing all transportation planning activities for the upcoming year.
- Development of a bi-annual 4-year Transportation Improvement Program (TIP) describing how federal transportation funds will be used in the MPO area.
- Completion of an annual list of obligated projects using federal funds allocated to the MPO area
- Adoption and implementation of a Public Involvement Plan and Title VI / Non-Discrimination Plan.

**Each of these MPO functions is related to the others and all of them build upon the long range vision, goals and policies established in the long range Regional Transportation Plan ( RTP).** The UPWP outlines specific planning tasks that will help implement the plan on an annual basis; the TIP is a short-range programming document outlining obligated projects that had been identified and prioritized in the RTP; the annual listing of projects reports to the public which federally-funded projects (from the RTP and TIP) were implemented each calendar year; and, the Public Involvement and Title VI plans are used in the implementation of all of the above planning and programming efforts.

The Interim Transportation Improvement Program (TIP) is the initial TIP for the Albany Area Metropolitan Planning Organization. As required by 23 CFR 450, a TIP must identify all capital and non-

capital surface transportation projects within the MPO planning area that are proposed for federal funding during fiscal years covered by the TIP. The TIP must also include any 'regionally significant' projects that may not be proposed for federal funding. **Federal regulations require that projects included in a TIP be consistent with the Regional Transportation Plan; however, MPOs designated following the 2010 U.S. Census are not required to complete and RTP and full TIP until March, 2016. Until that time, AAMPO will maintain the following Interim TIP.**

Additional federal requirements related to the development and maintenance of the TIP are included below.

## FEDERAL REQUIREMENTS

Federal legislation requires that the Albany Area MPO develop a Metropolitan Transportation Improvement Plan (MTIP, or simply TIP) at least every four years. The TIP must be developed in cooperation with the state and transit operators develop and be approved by the Policy Board and the Governor. Copies of the MTIP are provided to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), and made available to the general public on the AAMPO webpage.

Federal regulations that guide the development and maintenance of the TIP include:

### **Time Period** (23 CFR 450.32(a))

The TIP must cover a period of not less than four years, and must be updated at least every four years. Beyond the four-year period, projects in outlying years are considered informational only.

### **Public Involvement and Comment** (23 CFR 450.324(b))

Reasonable opportunity must be provided for public comment prior to approval and the TIP must be made readily available including electronically accessible formats and means such as publication on the World Wide Web.

### **Projects** (23 CFR 450.324(c),(d),(g))

The TIP must include all federally funded projects (including pedestrian walkways, bicycle facilities and transportation enhancement projects) to be funded under Title 23 and the Federal Transit Act and regionally significant projects requiring an action by FHWA regardless of funding source. Projects in the TIP must be consistent with the metropolitan transportation plan.

### **Financial Constraint** (23 CFR 450.324(f),(i))

The TIP must be consistent with funding that is expected to be available during the relevant period. The TIP must be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources.

Only projects for which funds are reasonably expected to be available can be included in the TIP. As the amount of federal funds coming into the region may vary as the result of Congressional actions, the revenues anticipated in the TIP represent the best estimates possible currently.

Programmed projects may need to be delayed or phased over two or more years if less funding is received than originally forecast. The scheduling of projects listed may also change due to delays in funding, project changes and other unforeseen circumstances.

#### **TIP and Statewide Transportation Improvement Program (STIP) Relationship (23 CFR450.324(a))**

The frequency and cycle for updating the TIP must be compatible with Oregon's Statewide Transportation Improvement Program (STIP) development and approval process. The current TIP expires when FHWA and FTA approval of the current STIP expires. After approval of the TIP by the Policy Board and the Governor, the TIP must be included without modification directly or by reference in the STIP. The portion of the STIP in the metropolitan planning area shall be developed by the Albany Area MPO in cooperation with ODOT STIP coordinators

The STIP is a listing of transportation projects and programs that shows prioritization, funding, and scheduling of transportation projects and programs over four years. It includes projects on Oregon's interstate, federal, state, city, and county transportation systems. The STIP covers highway, passenger rail, public transit, bicycle and pedestrian projects, and includes projects in the National Parks, National Forests and Indian tribal lands in Oregon.

## **TIP DEVELOPMENT**

The TIP is the formal programming mechanism used to prioritize projects in the MPO area over the short-term and is the mechanism by which funds are committed to specific surface transportation projects. The TIP must be developed in cooperation with the state and transit operators develop and be approved by the MPO Policy Board and the Governor.

Projects included in the TIP should be first identified as part of the RTP – the MPO's long-range planning and visioning document. Following this long-range planning effort, the TIP is the method by which the MPO prioritizes, schedules and allocates funding to specific surface transportation projects already identified within the RTP. Upon adoption of the TIP by the Policy Board, no additional action is required for the funding of these projects up to the dollar amounts programmed in the TIP. If additional funds become available or if a project experiences an unexpected delay, the Policy Board may select other projects from the TIP to take advantage of the additional funds or to replace a delayed project.

According to the IGA establishing the Albany Area MPO, decisions that create criteria to be used to prioritize and/or rank transportation projects located within the MPO boundary must be made by a unanimous vote of all Policy Board members present. This applies to the allocation of Surface Transportation Program (STP) funds designated for the AAMPO.

## DEVELOPMENT PROCESS FOR THE INTERIM TIP

This Interim TIP was developed as a means to program federal funds within the MPO area until the time that a federally-compliant RTP and associated TIP are adopted by the MPO. It is anticipated that AAMPO will adopt a federally-compliant RTP document and associated TIP by March 2016.

This Interim TIP includes federally-funded projects programmed within the MPO area, including projects funded with surface transportation program (STP) or transit funds allocated to the MPO, other federally-funded projects, and regionally significant projects regardless of funding source. Among this list of projects are some that were programmed into the STIP prior to the formation of the Albany Area MPO. A list of funding sources is included as Appendix B.

The MPO approved and interim project selection process for the MPO's calendar year 2014 and 2015 STP funding. Projects were selected for funding following a project application and review process, a 20-day public comment period, and development of a recommended project list by the AAMPO TAC. The Board approved the list of projects as recommended by the TAC. As additional funds are programmed within the MPO area, the TIP will be amended by the AAMPO Policy Board to include those projects.

*As a result of the interim project selection process, a significant amount of 2014 and projected 2015 STP funds were allocated to an existing project in the City of Albany that is not listed in this Interim TIP. The funds will be exchanged and amended to an existing STP agreement with the State, and is not required to be listed in this document or in the Statewide Transportation Improvement Program. For informational purposes, the project is: North Albany Rd / Main St (N. Albany Road from RR crossing to Quarry / Main St from 1st to 4th Ave). Project consists of an amendment to existing STP agreement covering 2 projects. First project is North Albany Rd -Reconstruction of N. Albany Road from RR crossing to Quarry including center turn lane, sidewalks, bike lanes, bridge improvements. Second project is reconstruction of Main between 1st and 4th including construction of roundabout, bike lanes and ADA improvements. Main St. \$610,000 allocated for construction in 2014 and \$580,000 allocated for construction in 2015.*

Public Involvement is a key part of any transportation planning effort, and the projects included in the TIP are consistent with local Transportation System Plans and Transit Plans, which involved significant public involvement. This Interim TIP was prepared as a coordinated and cooperative effort of the AAMPO member jurisdictions and was discussed at meetings of the AAMPO Technical Advisory Committee (TAC) and Policy Board. All TAC and Policy Board meetings are open to the public, with email notification of all meetings provided to local media and posted on the MPO webpage. Email notification of all AAMPO meetings is also provided to a list of local stakeholders and agency staff. Each Policy Board agenda includes formal time for public comment.

## DEMONSTRATION OF FINANCIAL CONSTRAINT & CAPACITY

Federal regulations require that the TIP include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP and recommends any additional financing strategies for needed projects and programs. The financial plan must be financially constrained by year and should

take into account all projects and strategies funded under Title 23, U.S.C., the Federal Transit Act, other federal funds, local sources, state assistance and private participation.

The plan, and all project cost estimates, must be developed in cooperation with the local jurisdictions and other affected agencies. Revenue and cost estimates should be developed using an inflation rate(s) to reflect 'year of expenditure dollars' based on reasonable financial principles and information, developed cooperatively by the MPO, State and local jurisdictions.

AAMPO member jurisdictions responsible for implementing projects within the TIP have demonstrated their capacity to implement those projects and to finance the operations, maintenance, and capital replacement activities required to preserve the existing system of transportation facilities within the MPO area.

## AMENDMENTS TO THE TIP

Amendments to the MTIP should be submitted to MPO staff for review. Staff will work with the project sponsor, ODOT and United States Department of Transportation (USDOT) and the AAMPO Policy Board to determine if the proposed amendment is classified as a full amendment or an administrative amendment, and will incorporate them into the TIP accordingly. Full amendments require Policy Board adoption and public notice. Administrative amendments are processed by MPO staff in cooperation with project sponsor and ODOT and are brought to the TAC and Policy Board as informational items.

As established by the AAMPO Policy Board, administrative amendments are those which are either less than \$50,000 or less than 5% of the total project cost (whichever is greater).

## LIST OF PROJECTS

*Table 1: AAMPO Interim TIP – Listing of Surface Transportation Projects* and *Table 2: AAMPO Interim TIP – Listing of Public Transportation Projects* present the list of Projects by agency and by year, including federally funded projects. Individual projects vary enough that their descriptions are necessarily general. For street projects, all are assumed to be urban cross-section with curb, gutter, underground drainage, and sidewalks, unless otherwise noted. When provisions for bicycles are anticipated, they are specifically mentioned. Projects are grouped by agency responsible for carrying out the project. A list of funding sources is included as Appendix B. Abbreviations or acronyms, which may be included in the list of projects or elsewhere in the TIP, are included as Appendix C.

Table 1 includes the following information:

**STIP Cycle** indicates which STIP document the project was programmed into

**Lead Agency** indicates the agency or jurisdiction facility implementing the project

**Key number** is the project number, assigned by ODOT, by which the project is known in the STIP. A project which covers several years may have a different key number for each year

**Project Name** is prepared based on ODOT conventions, and is the name by which the project is known in the State Transportation Improvement Program (STIP).

**Phase / Description** provides details about what the project entails, and is based on the description provided by the project sponsor. Phase indicates the type of work undertaken in the year indicated; this may include: planning (Plan), preliminary engineering (PE), right of way acquisition (ROW), utility relocation (UR), or construction (Cons). Transit projects typically consist of operations support (Ops), preventative maintenance (PM) and capital support (Cap).

**Fiscal Year** is the Federal fiscal year in which the funds for the indicated project phase or stage are expected to be obligated through a contractual or intergovernmental agreement.

**Total All Sources** indicates the cost estimate of the project phase or stage regardless of fund source.

**Federal Source and Federal Amount** indicates the amount of federal funding that is programmed for this phase, and the type of federal funds.

**Federal Required Match Source and Amount** indicates the amount of local money that must be programmed in order to match the federal funding. This is typically 10.27% or 20% of the total project cost, depending on the federal source.

**Other Source and Amount** indicates local funds that are programmed for the project phase in excess of any federal funds or local match to federal funds.

**Table 1: AAMPO Interim TIP – Listing of Surface Transportation Projects**

| Amended   | STIP Cycle | Lead Agency              | Key #          | Project Description  |  | Fiscal Year | Phase  | Federal Funding |             |        |       | Federal Required Match |           | Other   |           | Total All Sources | Project Total |
|-----------|------------|--------------------------|----------------|--|--|-------------|--------|-----------------|-------------|--------|-------|------------------------|-----------|---------|-----------|-------------------|---------------|
|           |            |                          |                | Project Name   | Description  |             |        | Source 1        | Amt 1       | Source | Amt 2 | Source                 | Match Amt | Source  | Amt       |                   |               |
| 12/29/15  | 15-18      | ODOT                     | 19662          | OR34 Safety Improvements from Interstate 5 to Corvallis    | Implement various safety improvements within and adjacent to AAMPO area  | 2016        | PE     | HSIP            | \$276,660   |        |       | State                  | \$ 23,340 |         |           | \$300,000         | \$3,000,000   |
|           |            |                          |                |  |  | 2016        | RW     | HSIP            | \$92,220    |        |       | State                  | \$7,780   |         |           | \$100,000         |               |
|           |            |                          |                |  |  | 2017        | CN     | HSIP            | \$2,397,720 |        |       | State                  | \$202,280 |         |           | \$2,600,000       |               |
| 7/22/2015 | 15-18      | Oregon Cascades West COG | 19638          | Cascades West COG Transportation Options Program (2015-17) | Combine funding from key#18716 & 17785 & 17609 and create new CWCOG Transportation Options project. TDB FY16 key for CWCOG has not been identified yet. This funding is managed by OCWCOG and is for use throughout the entire OCWCOG with an undetermined portion to be used within the Albany and Corvallis MPO boundaries. \$46,150 of federal funds are dedicated to Rideshare and require no match. | FFY15       | Other  | M240            | \$205,729   |        |       |                        | \$8,241   |         |           | \$213,970         | \$213,970     |
| 1/14/2015 | 12-15      | ODOT                     | 18717          | Rideshare 2014 (Cascades West COG)                         | 2014 OCWCOG TDM activities. Project was not initially included in Interim TIP as it extends outside of the MPO area. Combined project including \$46,150 Rideshare funds that do not required match.   | 2015        | OT     | STP-FLEX (M240) | \$63,708    |        |       |                        |           | \$7,292 |           | \$71,000          | \$71,000      |
| 1/15/2014 | 12-15      | ODOT                     | 19198          | Hill and Water Ave: At Grade Crossing Signalization        | Add new project split from pool K17632.  | 2015        | Other  | MAP-21 Rail     | \$615,000   |        |       |                        |           |         |           | \$615,000         | \$615,000     |
| 4/23/2014 | 15-18      | Linn County              | 19125<br>19127 | Linn County TSP  | Partial funding for Linn County Transportation System Plan   | 2014        | Plng   | STP             | \$31,000    |        |       | Other                  | \$3,500   |         |           | \$34,500          | \$69,000      |
|           |            |                          |                |  |  | 2015        | Plng   | STP             | \$31,000    |        |       | Other                  | \$3,500   |         |           | \$34,500          |               |
| 4/23/2014 | 15-18      | Marion County            | 19128          | North Ave Bike/Ped Enhancements                            | 450 ft ADA compliant sidewalk on north side and bike lanes on the north and south sides of North Ave from Hwy 99E/2nd St to 3rd St   | 2014        | PE     | STP             | \$9,000     |        |       | Other                  | \$1,030   |         |           | \$10,030          | \$70,999      |
|           |            |                          |                |  |  | 2014        | ROW    | STP             | \$800       |        |       | Other                  | \$92      |         |           | \$892             |               |
|           |            |                          |                |  |  | 2015        | Const  | STP             | \$52,200    |        |       | Other                  | \$5,360   | Other   | \$2,517   | \$60,077          |               |
| 12/3/2015 | 15-18      | ODOT                     | 19390          | I-5: N.Jefferson - N. Albany                               | I-5 resurfacing. Two projects combined - K19390 (I-5: N. JEFFERSON - N. ALBANY) and K18707 (I-5: S. JEFFERSON - N. ALBANY (NB))  | 2016        | PE     | STP-FLX         | \$450,000   |        |       |                        |           |         |           | \$450,000         | \$9,450,000   |
|           |            |                          |                |  |  | 2017        | CN     | STP-FLX         | \$9,000,000 |        |       |                        |           |         |           | \$9,000,000       |               |
| 2/19/2016 | 15-18      | ODOT                     | 18849          | I-5: Santiam Hwy - Viewcrest Dr (Albany)                   | Complete PE and begin ROW purchase. MP 30.40 - 31.40. Formerly called I-5: South Jefferson I/C - Santiam Hwy I/C.  | 2015        | Design | STP-FLX         | \$2,000,000 |        |       | ODOT                   | \$228,909 |         |           | \$2,000,000       | \$2,400,000   |
|           |            |                          |                |  |  | 2017        | ROW    |                 |             |        |       |                        | Local     | 400,000 | \$400,000 |                   |               |
| 9/25/2013 | 10-13      | City of Albany           | 17203          | Periwinkle Creek Trail                                     | Recreational Trails. OPRD Administrator.   |             |        | NREC--TR        | \$75,240    |        |       |                        |           |         |           | \$114,000         | \$114,000     |

|           |              |                |       |   |  |      |                  |                     |             |           |           |       |           |             |             |             |             |
|-----------|--------------|----------------|-------|---|--|------|------------------|---------------------|-------------|-----------|-----------|-------|-----------|-------------|-------------|-------------|-------------|
| 4/23/2014 | 12-15        | City of Albany | 14536 | Albany Multimodal Transit Station Path  | Construction of multiuse path  | 2006 |                  | Design              | \$279,000   |           |           |       |           |             |             | \$279,000   | \$846,000   |
|           |              |                |       |   |  | 2014 |                  | Earmark             | \$213,683   | TAP <200k | \$295,086 | Other | \$213,683 |             |             | \$567,000   |             |
| 9/25/2013 | 10-13        | Benton County  | 15612 | Corvallis-Albany Trail, Phase I   | Land purchase & design   |      |                  | Enhance             | \$485,958   |           |           | Other | \$27,042  |             |             | \$513,000   | \$513,000   |
| 4/23/2014 | 15-18        | Benton County  | 18850 | Corvallis to Albany Trail: Scenic Dr-Springhill                                 | Bike/Ped Project: Complete NEPA and ROW purchase, construct off-hwy multiuse path  | 2016 | Design           | STP-FLX             | \$240,476   |           |           |       |           |             |             | \$268,000   | \$2,434,000 |
|           |              |                |       |   |  | 2017 | Constr           | STP-FLX             | \$1,788,068 | Other     | \$173,280 |       |           |             | \$2,166,000 |             |             |
|           |              |                |       |   |  |      |                  |                     |             |           |           |       |           | \$2,434,000 |             |             |             |
| 9/25/2013 | 10-13        | ODOT           | 14863 | I-5 S. Jefferson Interchange – US 20 Interchange                                | Environmental - scheduled to begin 2010  | 2010 |                  | NHS                 | \$1,788,530 |           |           | Other | \$340,672 |             |             | \$2,825,000 | \$2,825,000 |
| 1/14/2015 | 10-13        | ODOT           | 17058 | Rail Crossing Safety Project  | Project complete. \$25,482 obligated.  | 2013 |                  | STP-RR              | \$175,000   |           |           |       |           |             |             | \$175,000   | \$175,000   |
| 9/25/2013 | 12-15        | ODOT           |       | Upgrade of gate arm motors at 7 UPRR crossings in Albany                        | Install 2 gates at 6 individual UPRR crossings in Albany: Ellingson Rd, Main St, Santiam Rd, Geary St Salem Rd, Davidson St. Install 1 gate at Madison St. | 2013 |                  |                     |             |           |           |       |           |             |             | \$110,500   | \$110,500   |
| 9/25/2013 | 12-15        | ODOT           |       | Crossing upgrades at Griffith Rd. (flashing lights signals and automatic gates) | Preliminary Engineering / Construction   | 2014 |                  |                     |             |           |           |       |           |             |             | \$500,000   | \$500,000   |
| 1/14/2015 | 12-15        | ODOT           | 17403 | RX1586 Installation of Urban Guard Rails (Tangent)                              | Construction   | 2013 | PE               | S010 - State        | \$1,000     |           |           |       |           |             |             | \$1,000     | \$31,000    |
|           |              |                |       |   |  |      | CN               | S010 - State        | \$30,000    |           |           |       |           |             | \$30,000    |             |             |
| 4/23/2014 | 12-15, 15-18 | ODOT           | 17814 | I-5 Murder Creek Br. Miller Creek Median Cable Barrier                          | Construction scheduled FY14  | 2013 |                  | HSIP                | \$55,332    |           |           |       |           |             |             | \$60,000    | \$700,000   |
|           |              |                |       |   |  | 2015 |                  | HSIP                | \$590,208   |           |           |       |           |             | \$640,000   |             |             |
| 4/23/2014 | 12-15, 15-18 | City of Albany | 18423 | 3rd Ave: Calapooia River Bridge Rehab   | Rehab bridge #43C09  | 2015 | Design           | STP-Bridge off syst | \$620,932   |           |           |       |           | Local       | \$71,068    | \$692,000   | \$3,472,000 |
|           |              |                |       |   |  | 2016 | Land Purche      | STP-Bridge off syst | \$99,600    |           |           |       |           | Local       | \$11,400    | \$111,000   |             |
|           |              |                |       |   |  | 2017 | Utility Reloc    | STP-Bridge off syst | \$51,146    |           |           |       |           | Local       | \$5,854     | \$57,000    |             |
|           |              |                |       |   |  | 2018 | Constr           | STP-Bridge off syst | \$2,343,748 |           |           |       |           | Local       | \$268,252   | \$2,612,000 |             |
| 4/23/2014 | 12-15        | City of Albany | 18115 | Gibson Hill Rd – Scenic Dr – N Albany Rd (N Albany)                             | Const 11,500 ft of sidewalk and construct ADA compliant bus stops  | 2012 | PE               | STP                 | \$349,000   | Other     |           |       |           |             | \$349,000   | \$1,508,000 |             |
|           |              |                |       |   |  | 2015 | ROW              | STP                 | \$0         | Other     |           |       |           | \$0         |             |             |             |
|           |              |                |       |   |  | 2015 | Const            | STP                 | \$966,056   |           |           |       | 192944    | \$1,159,000 |             |             |             |
| 2/8/2016  | 12-15        | Linn County    | 18698 | Old Salem Rd: Truax Creek Bridge Replacement                                    | Replace bridge #22C08, MP 3.18-3.20  | 2014 | Design           | STP-FLX             | \$383,147   |           |           |       |           | \$43,853    | \$427,000   | \$2,059,000 |             |
|           |              |                |       |   |  | 2016 | ROW / Land Purch | STP-FLX             | \$99,600    |           |           |       |           | \$11,400    | \$111,000   |             |             |

|  |  |  |  |  |  |      |               |         |             |  |  |  |  |           |              |                     |
|--|--|--|--|--|--|------|---------------|---------|-------------|--|--|--|--|-----------|--------------|---------------------|
|  |  |  |  |  |  | 2016 | Utility Reloc | STP-FLX | \$5,384     |  |  |  |  | \$616     | \$6,000      |                     |
|  |  |  |  |  |  | 2016 | Constr        | STP-FLX | \$1,359,410 |  |  |  |  | \$155,590 | \$1,515,000  |                     |
|  |  |  |  |  |  |      |               |         |             |  |  |  |  |           | <b>Total</b> | <b>\$23,877,469</b> |

**Table 2: AAMPO Interim TIP – Listing of Public Transportation Projects**

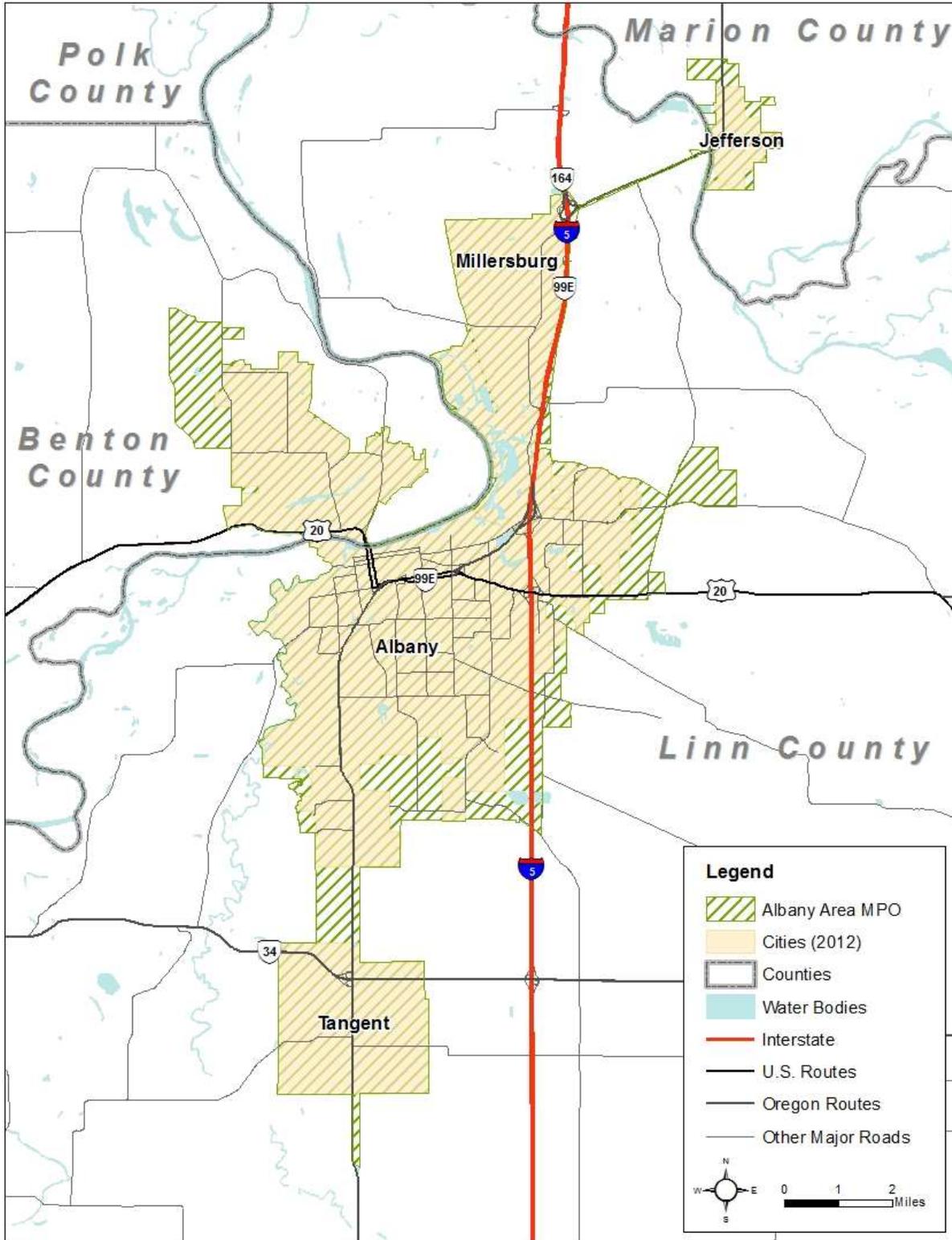
| Amended   | ODOT Key # | STIP Cycle | Lead Agency    | Project Description  |   | Fiscal Year* | Federal Funding |           |          |       | Federal Required Match                                     |           | Other  |          | Total All Sources |
|-----------|------------|------------|----------------|--|---|--------------|-----------------|-----------|----------|-------|--|-----------|--------|----------|-------------------|
|           |            |            |                | Project Name   | Description   |              | Source 1        | Amt 1     | Source 2 | Amt 2 | Source   | Match Amt | Source | Amt      |                   |
| 8/14/2015 | 19637      | 15-18      | Linn County    | LINN CO - 5310 FTA ENHANCED MOBILITY PROGRAM (2016)              | Mobility Management and Purchase Service. Split from Sm Urban Pool key 18937 to Linn Co                             | FFY16        | 5310            | \$110,130 |          |       | Local match. 20% required match split between local/state. | \$13,767  | State  | \$13,767 | \$137,663         |
| 8/14/2015 | 19635      | 15-18      | Linn County    | LINN CO - 5310 FTA ENHANCED MOBILITY PROGRAM (2015)              | Mobility Management and Purchase Service. Split from Sm Urban Pool key 18937 to Linn Co. Match is 50/50 Local/State | FFY15        | 5310            | \$110,130 |          |       | Local match. 20% required match split between local/state  | \$13,767  | State  | \$13,767 | \$137,663         |
| 7/22/2015 | 19621      | 15-18      | City of Albany | City of Albany - 5310 E&D Transit Capital STP Transfer (2015-17) | TR-CAP. Linn County 5310 funds, trasferred from #17629.   | FFY15        | 5310            | \$23,394  |          |       | Local match  | \$2,678   |        |          | \$26,072          |
| 5/5/2015  | 19486      | 15-18      | City of Albany | City of Albany Bus & Bus Facilities Prog (5539) - 2014           | Transit Vehicle Replacement   | FFY14        | 5539            | \$348,600 |          |       |  | \$71,400  |        |          | \$420,000         |
| 8/10/2015 | 19516      | 15-18      | City of Albany | FY15 Loop Operations (CAMPO 5307)                                | Amended to include remaining 12/12 allocation for FFY15 (\$44,000 additional federal)                               | FFY15        | 5307            | \$132,000 |          |       | Local - Partnership Funds 50:50                            | \$132,000 |        |          | \$264,000         |
| 8/10/2015 | 19579      | 15-18      | City of Albany | FY15 Loop Operations (AAMPO 5307)                                |   | FFY15        | 5307            | \$132,000 |          |       | Local - Partnership Funds 50:50                            | \$132,000 |        |          | \$264,000         |
| 3/25/2015 | 19519      | 15-18      | City of Albany | FY15 Loop Preventative Maintenance (AAMPO 5307)                  |   | FFY15        | 5307            | \$30,600  |          |       | Local - partnership revenue 80:20                          | \$7,650   |        |          | \$38,250          |
| 8/10/2015 | 19521      | 15-18      | City of Albany | FY15 ATS Operations  | Amended to include remaining 12/12 allocation for FFY15 (\$264,556 additional federal)                              | FFY15        | 5307            | \$447,756 |          |       | City of Albany 50:50                                       | \$447,756 |        |          | \$895,512         |
| 8/10/2015 | 19522      | 15-18      | City of Albany | FY15 ATS Preventative Maintenance                                | Amended to include remaining 12/12 allocation for FFY16 (\$7,000 additional federal)                                | FFY15        | 5307            | \$41,600  |          |       | City of Albany 80:20                                       | \$10,400  |        |          | \$52,000          |
| 3/25/2015 | 19523      | 15-18      | City of Albany | FY15 ATS 1% for safety improvements                              |   | FFY15        | 5307            | \$6,034   |          |       | City of Albany 80:20                                       | \$1,508   |        |          | \$7,542           |
| 3/25/2015 | 19524      | 15-18      | City of Albany | FY15 ATS ADA Paratransit   |   | FFY15        | 5307            | \$116,678 |          |       | City of Albany 50:50                                       | \$116,678 |        |          | \$233,356         |
| 8/10/2015 | 19525      | 15-18      | City of Albany | FY15 First 10% ATS ADA Paratransit operating funds               | Amended to include remaining 12/12 allocation for FFY16 (\$30,173 additional federal)                               | FFY15        | 5307            | \$90,518  |          |       | City of Albany 80:20                                       | \$22,630  |        |          | \$113,148         |
| 3/25/2015 | 19526      | 15-18      | City of Albany | FY15 ATS Paratransit capital                                     |   | FFY15        | 5307            | \$40,000  |          |       | City of Albany 80:20                                       | \$10,000  |        |          | \$50,000          |
| 6/25/2014 | 19152      | 15-18      | City of Albany | ATS Capital - Security upgrades                                  | Upgrades at Albany Transit Station  | FY15 (FFY14) | 5307            | \$10,364  |          |       | Albany – 20%   | \$2,591   |        |          | \$12,955          |
| 6/25/2014 | 19153      | 15-18      | City of Albany | ATS Capital - Purchase Transit Bus                               | Bus replacement   | FY15 (FFY14) | 5307            | \$352,000 |          |       | Albany – 20%   | \$88,000  |        |          | \$440,000         |

|           |       |       |                |  |  |              |      |           |  |  |              |           |  |  |           |
|-----------|-------|-------|----------------|--|--|--------------|------|-----------|--|--|--------------|-----------|--|--|-----------|
| 6/25/2014 | 19154 | 15-18 | City of Albany | Operations (CAMPO5307 Funds)(Linn Benton Loop)   | CAMPO 5307 funds designated to City of Albany as Sub-Recipient | FY15 (FFY14) | 5307 | \$128,500 |  |  | Albany – 50% | \$128,500 |  |  | \$257,000 |
| 6/25/2014 | 19156 | 15-18 | City of Albany | Operations (Albany Transit System)               |  | FY15 (FFY14) | 5307 | \$200,800 |  |  | Albany – 50% | \$200,800 |  |  | \$401,600 |
| 6/25/2014 | 19157 | 15-18 | City of Albany | Preventative Maintenance (Albany Transit System) |  | FY15 (FFY14) | 5307 | \$25,600  |  |  | Albany – 20% | \$6,400   |  |  | \$32,000  |
| 6/25/2014 | 19158 | 15-18 | City of Albany | Operations (Linn Benton Loop)                    |  | FY15 (FFY14) | 5307 | \$123,100 |  |  | Albany – 50% | \$123,100 |  |  | \$246,200 |
| 8/1/2014  | 19159 | 15-18 | City of Albany | Preventative Maintenance (Linn Benton Loop)      |  | FY15 (FFY14) | 5307 | \$27,000  |  |  | Albany – 20% | \$6,750   |  |  | \$33,750  |
| 6/25/2014 | 19160 | 15-18 | City of Albany | Operations (Paratransit)                         |  | FY15 (FFY14) | 5307 | \$78,500  |  |  | Albany – 50% | \$78,500  |  |  | \$157,000 |
| 6/25/2014 | 19161 | 15-18 | City of Albany | E&D Operations (Paratransit)                     |  | FY15 (FFY14) | 5307 | \$90,800  |  |  | Albany – 20% | \$22,700  |  |  | \$113,500 |

**Obligated Projects**

|              |        |       |                |  |  |      |            |           |  |  |              |           |  |                    |           |
|--------------|--------|-------|----------------|--|--|------|------------|-----------|--|--|--------------|-----------|--|--------------------|-----------|
| 9/25/2013    | #18353 | 12-15 | ODOT PTD       | Linn/Albany - 5310 E&D XFER (FY13)               | Obligated - Removed Equip, preventative maintenance, contracted svc                | FY13 | L240 / STP | \$338,844 |  |  | ODOT 10.27%  | \$38,782  |  |                    | \$377,626 |
| 9/25/2013    | #18354 | 12-15 | ODOT PTD       | Linn/Albany - 5310 E&D STP XFER (FY14)           | Obligated - Removed Equip, preventative maintenance, contracted svc                | FY14 | L240 / STP | \$338,845 |  |  | ODOT 10.27%  | \$38,782  |  |                    | \$377,628 |
| 9/25/2013    | #18463 | 12-15 | City of Albany | ATS Capital - Video system for buses             | Obligated - Removed Video system for ATS buses                                     | FY15 | 5307       | \$18,346  |  |  | Albany - 20% | \$4,587   |  |                    | \$22,933  |
| 9/25/2013    | #18462 | 12-15 | City of Albany | ATS Capital - Purchase Transit Bus               | Obligated - Removed Bus replacement  | FY14 | 5307       | \$352,000 |  |  | Albany - 20% | \$88,000  |  |                    | \$440,000 |
| 9/25/2013    | #18471 | 12-15 | City of Albany | Operations (Linn Benton Loop)                    | Obligated - Removed CAMPO 5307 funds designated to City of Albany as Sub-Recipient | FY14 | 5307       | \$125,000 |  |  | Albany -50%  | \$125,000 |  |                    | \$250,000 |
| 9/25/2013    | #18464 | 12-15 | City of Albany | Operations (Albany Transit System)               | Obligated - Removed  | FY14 | 5307       | \$183,200 |  |  | Albany -50%  | \$183,200 |  |                    | \$366,400 |
| 9/25/2013    | #18465 | 12-15 | City of Albany | Preventative Maintenance (Albany Transit System) | Obligated - Removed  | FY14 | 5307       | \$21,600  |  |  | Albany - 20% | \$5,400   |  |                    | \$27,000  |
| 9/25/2013    | #18466 | 12-15 | City of Albany | Operations (Linn Benton Loop)                    | Obligated - Removed  | FY14 | 5307       | \$103,400 |  |  | Albany -50%  | \$103,400 |  |                    | \$206,800 |
| 9/25/2013    | #18467 | 12-15 | City of Albany | Preventative Maintenance (Linn Benton Loop)      | Obligated - Removed  | FY14 | 5307       | \$21,600  |  |  | Albany - 20% | \$5,400   |  |                    | \$27,000  |
| 9/25/2013    | #18469 | 12-15 | City of Albany | Operations (Paratransit)                         | Obligated - Removed  | FY14 | 5307       | \$93,400  |  |  | Albany -50%  | \$93,400  |  |                    | \$186,800 |
| 9/25/2013    | #18468 | 12-15 | City of Albany | E&D Operations (Paratransit)                     | Obligated - Removed  | FY14 | 5307       | \$88,000  |  |  | Albany - 20% | \$22,000  |  |                    | \$110,000 |
| 9/25/2013    | #18470 | 12-15 | City of Albany | Preventative Maintenance (Paratransit)           | Obligated - Removed  | FY14 | 5307       | \$4,000   |  |  | Albany - 20% | \$1,000   |  |                    | \$5,000   |
| <b>TOTAL</b> |        |       |                |  |  |      |            |           |  |  |              |           |  | <b>\$6,455,072</b> |           |

# APPENDIX A: AAMPO PLANNING AREA MAP (2014)



## APPENDIX B: MPO FUNDING SOURCES

The following is an illustrative but non-exhaustive list of funding sources for MPO transportation projects. Funds that may be received by AAMPO planning area are not limited to those in this list.

### FEDERAL HIGHWAY ADMINISTRATION

#### **National Highway Performance Program**

The National Highway Performance Program (NHPP) was established by MAP-21, combining funding from the Interstate Maintenance, National Highway System, and Bridge programs to create a program focused on preservation and improvement of the National Highway System (NHS).

MAP-21 also established an “enhanced NHS”, composed of approximately 220,000 miles of rural and urban roads serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations. The NHS now includes all principal arterials.

The NHS includes:

- The Interstate System.
- All principal arterials (including those not previously designated as part of the NHS) and border crossings on those routes.
- Intermodal connectors -- highways that provide motor vehicle access between the NHS and major intermodal transportation facilities.
- STRAHNET -- the network of highways important to U.S. strategic defense.
- STRAHNET connectors to major military installations.

#### **Surface Transportation Program (STP)**

The STP is a flexible multi-modal block grant-type program. It provides funds for a broad range of transportation uses and may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intra-city and intercity bus terminals and facilities. A percentage of the STP funds allocated to the state of Oregon are distributed to cities and counties on a formula basis by the Oregon Transportation Commission.

**Metropolitan Planning Organization STP Funds (STP)**– ODOT distributes a portion of its STP funds to small Metropolitan Planning Organization (MPO) areas and non-MPO cities through a cooperative process. MPOs with 200,000 or more population receive STP funds (STP-U) from the US DOT whereas the smaller MPOs share is distributed through the state DOT.

The funds are primarily used for reconstruction or rehabilitation of roadways functionally classified as urban collectors or higher. These funds may also be used for planning, transportation enhancement, transit, bridge, or safety activities.

Oregon MPOs, in cooperation with ODOT, identify priority projects for funding under the STP Program.

**Surface Transportation Program-State (STP-S)** STP-State funds primarily provide funding for reconstruction or rehabilitation of roadways on the State Highway System. These funds may also be used for planning, enhancement, transit, bridge, or safety activities.

**Surface Transportation Alternatives** MAP-21 established a new program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs, wrapping them into a single funding source

Fifty percent of a State's TAP apportionment (after deducting the set-aside for the Recreational Trails Program, if applicable) is suballocated to areas based on their relative share of the total State population, with the remaining 50 percent available for use in any area of the State. The suballocation is made in the same manner as for STP funds.

Proposed projects must have a direct relationship with transportation and fall into one or more of the following categories:

- Pedestrians and bicycles facilities
- Safety and educational activities for pedestrian and bicyclists
- Acquisition of scenic easements and scenic or historic sites
- Scenic or historic highway programs (including tourist and welcome center facilities)
- Landscaping and other scenic beautification;
- Historic preservation;
- Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals);
- Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails);
- Control and removal of outdoor advertising, archaeological planning and research
- Mitigation to address water pollution due to highway runoff
- Mitigation to reduce Vehicle-caused wildlife mortality while maintaining habitat connectivity, and
- Establishment of transportation museums.

Projects under the Transportation Enhancement Program are funded on a statewide competitive basis.

### **Highway Safety Program (HSIP)**

MAP-21 continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned

public roads and roads on tribal lands. The HSIP supports projects that improve the safety of road infrastructure by correcting hazardous road locations, such as dangerous intersections, or making road improvements such as adding rumble strips. The major focus of this program is to target spot improvements of high accident areas.

## **FEDERAL TRANSIT ADMINISTRATION**

### **Section 5303**

Provides the state and MPOs with funds for transit planning activities

### **Section 5307**

These funds are allocated to the urbanized areas by statutory formula for capital improvements and operation of transit systems. The funds could be used for planning public transportation and the development of transit services. Former Job Access Reverse Commute (JARC) project remain eligible under this funding source.

### **Section 5339**

Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. Discretionary funds allocated directly by US Congress to state and local transit providers. The funds are not transferable to roadway or transit operation improvement programs. Established by MAP-21 in place of 5309 funding.

### **Section 5310**

MAP-21 consolidated the New Freedom (Section 5317) program into the Enhanced Mobility for Seniors and Individuals with Disabilities Program (Section 5310) to create a single program that will fund activities designed to enhance the mobility of seniors and individuals with disabilities.

Funds in the new combined program are distributed by formula in the way that New Freedom funding was distributed: 60% is apportioned to large urbanized areas, 20% to small urbanized areas, and 20% to rural areas. Apportionments to specific areas are based on the number of elderly and disabled residents. Requirements for a locally developed, coordinated human services transportation plan are maintained.

### **Section 5311**

Provides funding to states to distribute to transit providers in small towns and rural areas (defined as areas outside urbanized areas of 50,000 or more) The funds can be used for planning, administration, capital and operation improvements, and other costs associated with the provision of transit services. Former Job Access Reverse Commute (JARC) project remain eligible under this funding source.

## **Section 5311(f)**

Federal Program 5311(f) provides assistance to support intercity bus transportation. Intercity service is regularly scheduled bus service for the general public which operates with limited stops over fixed routes connecting two or more urban areas not in close proximity.

The program is funded by appropriating 15% from the Federal Non-Urbanized Area Formula Program (Section 5311). These funds support intercity bus services to non-urbanized areas of greater Minnesota through capital, operating and marketing assistance. Eligible applicants are: private for-profit intercity carriers, private non-profit intercity carriers, local transit providers and public bodies proposing to provide intercity bus service

## **Section 5309**

The “New Starts” Fixed Guideway Capital Investment Grants program is continued by MAP-21. It provides large discretionary grants for development of new fixed guideway transit lines.

## **FEDERAL EARMARKS**

Federal Earmarks are funding allocations that are tied directly to a project through the legislative process.

## **STATE OF OREGON**

### **Highway Fund**

This fund consists primarily of user fees, such as the state gas tax, license fees, and weight-mile tax. Nearly one-third of the fund is transferred to cities and counties throughout the state for street and highway improvements. Most of the remaining portion of the fund is available to the state for maintenance, state construction, and matching of federal aid funds. One percent of state highway construction funds are required by law to be used for bicycle facilities. Priorities for use of the State Highway Fund are established by the OTC. Generally, the state provides the entire eight percent match required on interstate projects and half of the 12 percent match required on federal highway-related projects.

### **Oregon Transportation Investment Act (OTIA)**

This fund was initiated by the Oregon state legislature in 2001-2002 to fund highway infrastructure. To date, a total of three acts (OTIA I, II and III) have resulted in the issuance of bonds to secure revenue for projects approved by the Oregon Transportation Commission.

### **Special Public Works Fund (SPWF)**

The State of Oregon allocates a portion of state lottery revenues for economic development. The Oregon Economic Development Department provides grants and loans through the SPWF

program to construct, improve and repair infrastructure in commercial/industrial areas to support local economic development and create new jobs. The SPWF provides a maximum grant of \$500,000 for projects that will help create or retain a minimum of 50 jobs. SPWF projects will be programmed as awards are made.

### **Immediate Opportunity Fund (IOF)**

This fund is intended to support economic development in Oregon by providing road improvements where they will assure job development opportunities by influencing the location or retention of a firm or economic development. The fund may be used only when other sources of funding are unavailable or insufficient, and is restricted to job retention and committed job creation opportunities. To be eligible, a project must require an immediate commitment of road construction funds to address an actual transportation problem. The applicant must show that the location decision of a firm or development depends on those transportation improvements, and the jobs created by the development must be “primary” jobs such as manufacturing, distribution, or service jobs.

### **Traffic Control Projects**

The state maintains a policy of sharing installation, maintenance, and operational costs for traffic signals and luminaire units at intersections between state highways and city streets or county roads. Intersections involving a state highway and a city street (or county road), which are included on the statewide priority list are eligible to participate in the cost sharing policy. ODOT establishes a statewide priority list for traffic signal installations on the State Highway System, based on warrants outlined in the Manual for Uniform Traffic Control Devices (MUTCD). Local agencies are responsible for coordinating the statewide signal priority list with local road requirements.

### **State Special Transportation Funds (STF)**

ODOT's Public Transit section administers a discretionary grant program derived from state cigarette tax revenues that provides supplementary support for elderly and disabled transportation. A competitive process has been established for awarding STF funds. STF funds are programmed on an annual basis.

### **Special City Allotment**

ODOT sets aside \$1 million to distribute to cities with populations less than 5,000. Projects to improve safety or increase capacity on local roads are reviewed annually and ranked on a statewide basis by a committee of regional representatives. Projects are eligible for a maximum of \$50,000 each. Cities within the MPO that have a population of less than 5,000 remain eligible for these funds.

## Appendix C: Acronyms & Abbreviations

ATS: Albany Transit Service

HB 2001: Oregon House Bill 2001

HBRR - Highway Bridge Rehabilitation and Replacement

HSIP: Highway Safety Improvement Program

IOF: Immediate Opportunity Fund

JTA: Jobs and Transportation Act (aka HB 2001)

L240: ODOT coding for STP funds

NHS: National Highway System

NREC—TR: State Parks Recreational Trails Program

ODOT: Oregon Department of Transportation

OTIA: Oregon Transportation Investment Act

PTD: Public Transit Division of ODOT

RTP: Recreational Trails Program

SPR: State Planning and Research

SPWF: Special Public Works Fund

SRTS: Safe Routes to Schools

State Hwy: State Hwy Fund State Highway Fund

STF: Special Transportation Fund (Transit)

STO: Special Transportation Operating Program (Transit)

STP: Surface Transportation Program

TDM: Transportation Demand/Rideshare Program

TE: Transportation Enhancement

5303: Transit funds for Planning, Research and Training

5307: Transit funds Urban Operations Support

5309: Transit funds Capital and Operating Assistance

5310: Transit funds Elderly and Disabled Services