

# **ALBANY AREA METROPOLITAN PLANNING ORGANIZATION**

## **FFY 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM**

Adopted by the AAMPO Policy Board on March 23, 2016  
Amended November 21, 2016



Prepared By:  
Albany Area Metropolitan Planning Organization  
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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 MPO MEMBERSHIP

## **Policy Board**

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Chuck Knoll	Linn County
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Ned Conroy	Federal Transit Administration, Region 10
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## TITLE VI NOTICE

### 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**

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## **RECORD OF APPROVAL**

### **Albany Area Metropolitan Planning Organization Policy Board Resolution Number 2016-02**

#### **FOR THE PURPOSE OF ADOPTING THE ALBANY AREA MPO FFY 2015-2018 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)**

**WHEREAS**, the U.S. Department of Commerce, Bureau of Census has declared that the City of Albany, City of Millersburg, City of Tangent, 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 Metropolitan Transportation Improvement Program that enumerates priority transportation projects in the MPO Area consistent with an adopted Metropolitan Transportation Plan; and

**WHEREAS**, the Albany Area Metropolitan Planning Organization has developed a Metropolitan Transportation Improvement Program for FFY 2015 - 2018 in coordination with ODOT and the local transit agency to comply with all applicable federal and state requirements; and,

**WHEREAS**, the public has been notified and afforded reasonable opportunities to review and comment on projects included in the FFY 2015-2018 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 FFY 2015 - 2018 Transportation Improvement Program.

**PASSED AND APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, BY THE  
ALBANY AREA METROPOLITAN PLANNING ORGANIZATION.**

**SIGNED:**

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**ROGER NYQUIST**  
Albany Area Metropolitan Planning Organization  
Policy Board Chair

## INTRODUCTION

The Albany Area Metropolitan Planning Organization (AAMPO) serves as the metropolitan planning organization (MPO) for the Albany Urbanized Area. Federal transportation legislation requires the formation of MPOs for all urbanized areas with a population of 50,000 or more. AAMPO was formed after the 2010 Census, which determined that the Albany Urbanized Area had reached a population of 56,997. AAMPO membership includes the cities of Albany, Jefferson, Millersburg and Tangent, as well as Linn and Benton Counties and the Oregon Department of Transportation. A map of the AAMPO area is included as Appendix A.

MPOs are regional transportation policy-making bodies established for the purpose of conducting continuing, cooperative and comprehensive (3-C) transportation planning in urbanized areas. In accordance with federal regulations, key work products of an MPO include development of: an annual Unified Planning Work Program (UPWP), an annual list of obligated projects, a bi-annual 4-year Transportation Improvement Program (TIP) and a long-range Regional Transportation Plan (RTP). AAMPO must also demonstrate compliance with Title VI and other Non-discrimination requirements and facilitate an effective Public Involvement Plan.

## TRANSPORTATION IMPROVEMENT PROGRAM OVERVIEW

The Metropolitan Transportation Improvement Plan (MTIP, or simply TIP) is the formal programming mechanism by which the MPO allocates funding to surface transportation projects identified within RTP – the MPO’s long-range planning and visioning document. The 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, whether or not they are proposed for federal funding.

The AAMPO TIP also serves as the programming mechanism for AAMPO 5307 transit funds and satisfies federal requirements that all recipients of FTA 5307 Urban Transit funds prepare a Program of Projects (POP) describing how those funds will be spent. The TIP development process also satisfies required public participation requirements for the POP.

Federal requirements for the TIP include the following:

**Time Period:** 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. (23 CFR 450.324(a))

**Public Involvement and Comment:** 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. (23 CFR 450.324(b))

**Projects:** 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. (23 CFR 450.324(c),(d),(g))

**Financial Constraint:** 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. (23 CFR 450.324(f),(i))

**TIP and Statewide Transportation Improvement Program (STIP) Relationship:** 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. (23 CFR 450.324(a))

## TIP DEVELOPMENT

The TIP was developed in cooperation with the state and transit operators and in accordance with AAMPO's adopted policies and procedures. These include the IGA establishing the Albany Area MPO, the Policy on Allocation of Surface Transportation Program (STP) Funds, and the AAMPO Public Participation Plan (PPP). The TIP was also developed in compliance with federal requirements for the FTA-required Program of Projects (POP).

The IGA establishing the Albany Area MPO (Section 6.2) states that: "*Policy Board decisions that create criteria that will 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.*" On September 23,

2015, the AAMPO Policy Board adopted a *Policy on Allocation of Surface Transportation Program (STP) Funds*. This policy is shown as Appendix B. Based on the Policy on Allocation of STP Funds, the Technical Advisory Committee developed and oversaw a project application and prioritization process. The application announcement and form are included in Appendix C. The application period extended from October 1<sup>st</sup> - 30<sup>th</sup>, 2015. The AAMPO Technical Advisory Committee recommended a TIP to the AAMPO Policy Board for review and adoption in December, 2015.

Reasonable opportunity for public involvement was provided in adherence with the adopted AAMPO Public Participation Plan and federal requirements for the Program of Projects (POP). All TAC and Policy Board meetings are open to the public, with email notification of all meetings provided to local media, to the AAMPO Interested Parties email list, and posted on the MPO webpage. All meetings agendas include time for public comment. Additionally, the MPO hosted a public meeting on March 9<sup>th</sup>, 2016 coincident with a meeting for the Regional Transportation Plan, to solicit public input on the draft TIP. Public notifications during the TIP development process stated that the public involvement activities and public review period for the TIP satisfied requirements for the POP.

Upon adoption of the TIP by the Policy Board, the approved TIP shall be approved by the Governor and incorporated in the STIP. Copies of the TIP shall be provided to FHWA, FTA, and made available to the general public on the AAMPO webpage.

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. The TIP may also be periodically amended to add, remove, or make adjustments to projects. The amendment process is described below. Copies of the adopted TIP are provided to the FHWA and the FTA and made available on the AAMPO webpage.

## FINANCIAL PLAN

Federal regulations require that the TIP be fiscally-constrained, meaning that a ‘reasonable anticipated funding source’ be identified for all projects and project phases included in the TIP. The TIP must also include a financial plan which illustrates 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.

Although the AAMPO has no direct operations or maintenance authority, its responsibilities related to the production of coordinated, comprehensive transportation plans for the urban area involve the cooperative development of a financial statement indicating the ability of the various operating jurisdictions to adequately maintain, operate, and provide for capital replacement of their respective facilities.

Each project programmed in the fiscally-constrained AAMPO FFY15-18 TIP has an identified funding source or combination of sources reasonably expected to be available during the planning period. All project cost estimates have been developed in cooperation with the local jurisdictions and other affected agencies. They are consistent with the Regional Transportation Plan project list and financial plan.

AAMPO member jurisdictions responsible for implementing projects within the FFY15-18 TIP have demonstrated their capacity to implement those projects and to finance the operations, maintenance, and capital replacement activities required to maintain the system of transportation facilities within the MPO area.

#### **Federal Highway Administration Funds**

The Albany Area MPO annually receives approximately \$670,000 of Surface Transportation Program (STP) funds through the Oregon Department of Transportation. For the purposes of the FFY15-18 TIP it was assumed that this funding level would remain unchanged over the four-year period, resulting in \$670,000 to be allocated to AAMPO in each federal fiscal year, totaling \$2,680,000 over the four year period, in addition to any funds remaining from prior allocations.

With the approval of the FAST Act authorizing federal transportation funding through 2020, the funding levels assumed in this document can be reasonably anticipated. However, because STP funds are allocated to AAMPO on an annual basis, actual funding levels may shift from year to year. Funds will be made available by ODOT during calendar years 2016, 2017, 2018 and 2019.

**Table 1: Anticipated STP Revenue and Programmed Costs, FFY15-18**

<b>FFY Allocation</b>	<b>Funding Available</b>	<b>Accumulated</b>	<b>Programmed Funds</b>	<b>Balance</b>
<b>FFY 2014</b>	\$27,000	\$27,000	\$0	\$27,000
<b>FFY 2015</b>	\$670,000	\$697,000	\$281,000	\$416,000
<b>FFY 2016</b>	\$670,000	\$1,086,000	\$0	\$1,086,000
<b>FFY 2017</b>	\$670,000	\$1,756,000	\$0	\$1,756,000
<b>FFY 2018</b>	\$670,000	\$2,426,000	\$2,426,000	\$0
<b>Total</b>	<b>\$2,707,000</b>		<b>\$2,707,000</b>	

Because of the limited STP funds available to small MPOs, this FFY15-18 TIP programs funds for three project, two of which are sponsored by the City of Albany and one of which is sponsored by Linn County. Marion County and Benton County also have jurisdiction over classified roadways within the MPO planning area but did not request AAMPO STP funds during this funding cycle.

MPO jurisdictions, including the City of Albany and Linn County, prepare and annually update Capital Improvement Programs (CIPs) which program funding for transportation system improvements.

Projects listed in the CIPs are typically funded with STP funds, state gas tax revenues, Street SDCs, and other local sources.

### **Federal Transit Administration Funds**

The City of Albany is the Direct Recipient of FTA 5307 funds allocated to the Albany Area MPO. These funds support operational and capital costs of the Albany Transit System and Albany Call-A-Ride. Projects contained in the FFY15-18 TIP were developed in consultation with Albany Transit System staff.

The FFY15-18 TIP includes conservative assumptions for 5307 revenue and expenditures, based on recent trends. These assumptions include limited service enhancements, relatively flat revenue, little increase in available local match, and regular capital expenses. The City of Albany anticipates 5307 revenues from FFY 2015 through FFY2018 5307 to remain relatively flat, increasing from \$906,000 in FFY15 to an estimated \$913,000 in FFY18 - less than a 1% increase each federal fiscal year.

A key factor in the City of Albany's ability to access additional 5307 revenue would be provision of local match. The match requirements for FTA 5307 funds are 20% for capital costs and 50% for operations. The City of Albany has programmed several vehicle replacements in the latter part of this TIP cycle to account for regular replacement requirements and to leverage the 5307 funds available. The projects programmed in this FFY15-18 TIP reflect a conservative estimate on reasonably anticipated matching funds from the City of Albany General Fund.

Each year, the City of Albany, as the operator of the Albany Transit System submits a financial statement and signed assurances and certifications to the FTA. Please contact ATS for copies of the certificates and assurances. ATS can be contacted at the Albany Transit Center 112 Tenth Ave, SE, Albany, OR 97322 or by phone at (541) 917-7667.

## **REVISIONS TO THE TIP**

A TIP revision is a change that is made between full updates of the TIP. There are two types of TIP revisions – amendments and administrative modifications. All TIP revisions should be submitted to MPO staff to determine if the proposed TIP revision is an amendment or an administrative modification. 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 Policy Board as informational items.

**Amendments:** An amendment involves a major change to a project in the TIP and requires approval by the MPO Policy Board at a public meeting. The following changes qualify as Amendments:

- Changes in the total project cost exceeding either \$50,000 or 5% of the total project cost (whichever is greater)
- Addition or deletion of a project

- Major changes in project schedule or scope

**Administrative Modifications:** Administrative modifications involve minor changes to the TIP and do not require approval by the Policy Board at a public meeting. The following are examples of items that may be processed as administrative modifications:

- Changes in the total project cost that are less than either \$50,000 or 5% of the total project cost (whichever is greater)
- Minor changes in project or phase initiation dates
- Minor changes in funding sources for previously-included projects
- Splitting or combining individually listed projects, provided that these changes do not create major changes to overall cost, schedule, or scope

## LIST OF PROJECTS

Projects programmed within the AAMPO planning area for FFY15-18 are listed in the following two tables:

Table 2: AAMPO Interim TIP – Listing of Surface Transportation Projects

Table 3: AAMPO Interim TIP – Listing of Public Transportation Projects

These tables include federally funded or otherwise regionally significant projects. Projects are listed by agency and by year. 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. A list of funding sources is included as Appendix D. Abbreviations or acronyms, which may be included in the list of projects or elsewhere in the TIP, are included as Appendix E. Below are descriptions of information included in the tables.

**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% of the total project cost for STP funded projects and either 20% or 50% of the total project cost for FTA-funded transit projects.

**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.

## AAMPO FFY15-18 TIP – LISTING OF SURFACE TRANSPORTATION PROJECTS

Legend														
Funding Sources				Phase Abbreviations										
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 HBRR - Highway Bridge Rehabilitation and Replacement HSIP: Highway Safety Improvement Program						IOF: Immediate Opportunity Fund MS40: STP Railway -Highway Hazard Elimination NHS: National Highway System NREC—TR: State Parks Recreational Trails Program OTIA: Oregon Transportation Investment Act SPWF: Special Public Works Fund SRTS: Safe Routes to Schools						Phase Abbreviations		
State Hwy: State Hwy Fund State Highway Fund STIP: State Transportation Improvement Program STF: Special Transportation Fund (Transit) STO: Special Transportation Operating Program (Transit) STBGP: Surface Transportation Block Grant Program STP: Surface Transportation Program						Cap: Capital CN: Construction PE: Preliminary Engineering PLN: Planning PM: Preventative Maintenance ROW: Right of Way Acquisition UR: Utility Relocation								

Table 2: AAMPO FFY15-18 Listing of Surface Transportation Projects

Key Number	Sponsor	Project Name	Description	Phase	FFY	Fund 1	Fund 1 Share	Fund 2	Fund 2 Share	Fund 3	Fund 3 Share	Phase Total
<b>ODOT</b>												
19930	ODOT	I-5: Delaney Rd to Albany	Project Development to add a third lane on I-5 between Delaney Road and Albany. MP 248.41 to 228.00. Eligible for 92.22% federal reimbursement. Amended Sept 25, 2016	PE	2017	Fix-it/Z460	\$2,691,900		\$308,100			\$3,000,000
TBD	ODOT	Area 3 & 4 Local Road Roadway Departure	Install roadway departure countermeasures. Zena Rd (99W-Hwy221), Cruickshank Rd (Hwy 18 - Hwy223), NW Springhill Drive (Independence - Hwy 20)	PE	2017	MS30	\$92,220	State	\$7,780			\$100,000
				CN	2018	MS30	\$201,376	State	\$16,989			\$218,365
19662	ODOT	OR34 Safety Improvements from Interstate 5 to Corvallis	Safety improvements within and adjacent to AAMPO area. Install center median barrier, centerline rumble strips and enhanced intersection warning. Amended 11.21.2016 to include \$710,000 Linn County funds.	PE	2016	HSIP	\$276,660	State	\$23,340	Linn County	\$200,000	\$500,000
				ROW	2016	HSIP	\$92,220.00	State	\$7,780.00			\$100,000
				CN	2017	HSIP	\$2,397,720	State	\$202,280	Linn County	\$410,000	\$3,010,000
18850	ODOT / Local Agency	Corvallis to Albany Trail: Scenic Dr - Springhill	Complete NEPA and ROW purchase, construct off-highway multiuse path. Amended 5/18/2016.	ROW	2016	STP-FLX	\$202,522			Benton County	\$23,180	\$225,702
				PE	2016	STP-FLX	\$292,904	State	\$33,524			\$326,428
				CN	2017	STP-FLX	\$1,789,024	State	\$204,762	Benton County	\$172,215	\$2,166,001
18849	ODOT	I-5: South Jefferson I/C - Santiam Hwy I/C	Complete PE and begin ROW purchase for future development and construction of a SB on ramp at Knox Butte with an auxiliary lane to the Santiam Highway exit, and a NB lane from Knox Butte to about Viewcrest. MP 30.40 - 31.40	PE	2015	STP-FLX	\$1,977,232	State	\$251,677			\$2,228,909
				ROW	2017					City of Albany, Linn County	\$400,000	\$400,000

													<b>\$2,628,909</b>
18709	ODOT	I-5: N. Albany - Halsey					\$13,728,690	State	\$1,571,310		\$0	\$15,300,000	<b>\$15,300,000</b>
19390	ODOT	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))	PE CN	2015 2017	STP-FLX STP-FLX	\$450,000 \$9,000,000		\$0			\$450,000 \$9,000,000	<b>\$9,450,000</b>
19198	ODOT Rail	Hill and Water Ave: At Grade Crossing Signalization	Railroad crossing improvements				\$615,000		\$0		\$0	\$615,000	<b>\$615,000</b>
19129	ODOT	US30 & OR34 Continuous Left Turn Lane Rumble Strips	Install rumble strips from Corvallis city limits to Lebanon city limits, to address lane departure crashes. Includes rumble strips through Tangent city limits. MP 1.22 - 13.27. In combination with similar improvements on US30.	PE CN	2015 2015	HSIP HSIP	\$80,000.00 \$176,606.00					\$80,000 \$176,606	<b>\$256,606</b>
14863	ODOT	I-5: S Jefferson Intch - US20 Intch (Development)	Modernization. Work complete. Project commencing to development under #18849.	PE	2015	NHS	\$2,883,025	State	\$329,975	Local	\$612,000	\$3,825,000	<b>\$3,825,000</b>
17752	ODOT	R_Rail Crossing Improvements (UPRR) (Linn County)	Safety project. Install automatic signals at three crossings and close two crossings between Albany and Eugene. Signal arms to be installed at Griffith Dr. in Tangent.	PE RW CN OT UR	2013 2016 2016 2013 2016	MS40 MS40 MS40 MS40 MS40	\$470,000 \$179,000 \$400,000 \$1,087,000 \$10,000	S010	\$10,000			\$470,000 \$189,000 \$400,000 \$1,087,000 \$10,000	<b>\$2,156,000</b>
18709	ODOT	I5 -North Albany - Halsey (Resurfacing)	1R diamond grind and patch concrete preservation	PE CN	2016 2018	STP-FLX STP-FLX	\$269,190.00 \$13,459,500	State State	\$30,810.00 \$1,540,500			\$300,000 \$15,000,000	<b>\$15,300,000</b>
<b>ODOT TOTAL</b>													<b>\$59,278,011</b>
<b>City of Albany</b>													
19828	City of Albany	Hill Street Reconstruction (Queen to 34th)	Reconstruct 1.03 miles of Hill St, to provide two travel lanes, on-street parking and bike lanes. Curb ramp and sidewalk improvements at intersections to meet ADA standards. STP funds may be exchanged.	CN	FFY18	STP - Exchange	\$2,332,000					\$2,332,000	<b>\$2,332,000</b>
	City of Albany	24th Ave (Hill to Geary)	Rehabilitation of deteriorated pavement. Construction of infill sidewalk and ADA curb ramps, and bike boulevard treatments. STP funds may be exchanged.	CN	FFY18	STP - Exchange	\$94,000					\$94,000	<b>\$94,000</b>

18115	City of Albany	Gibson Hill Rd: Scenic Dr - N Albany Rd (Albany)					\$1,308,283	State	\$149,739			\$1,458,022	<b>\$1,458,022</b>
<b>ALBANY TOTAL</b>												<b>\$3,884,022</b>	
<b>Linn County</b>													
	Linn County	Old Salem Rd Preservation and Safety	Extend curb, gutter and sidewalk on the west side and bicycle lanes on both sides. Pavement preservation for 200 ft, in conjunction with Traux Creek bridge replacement. STP funds may be exchanged.	CN	FFY16	STP - Exchange	\$281,000					\$281,000	<b>\$281,000</b>
19127	Linn County	Linn County TSP Funding - 2015	Development of County Transportation System Plan. AAMPO FFY2015 STP Funds, exchanged.	PLN		STP	\$31,000	State	\$3,548			\$65,452	\$100,000
19125	Linn County	Linn County TSP Funding - 2014	Development of County Transportation System Plan. AAMPO FFY2014 STP Funds, exchanged.	PLN		STP	\$31,000	State	\$3,548			\$65,452	\$100,000
18698	Linn County	Old Salem Rd: Truax Creek Bridge Replacement	Replace bridge #22C08, MP 3.18-3.20. Amended 8/4/2016 to move \$6,000 from UR to CN	Design  ROW  UR  CN		STP-FLX  STP-FLX  STP-FLX  STP-FLX	\$383,147  \$99,600  \$1,364,794					\$43,853  \$11,400  \$156,206	\$427,000  \$111,000  \$1,521,000
<b>LINN TOTAL</b>												<b>\$2,540,000</b>	
<b>Marion County</b>													
19128	Marion County	North Ave Bike-Ped Enhancement (City of Jefferson)	STP funds exchanged for State funds.	CN	FFY16	STP - Exchange		State	\$67,280			\$67,280	<b>\$67,280</b>
<b>MARION TOTAL</b>												<b>\$67,280</b>	
<b>Oregon Cascades West Council of Governments</b>													
19829	AAMPO	Albany Area 5303 Funding for 2017		PLN	2017	FTA 5303	\$37,119	Local In-kind	\$4,248			\$41,367	<b>\$41,367</b>
19813	AAMPO	Albany Area MPO Planning 2017		PLN	2017	FHWA PL	\$116,749	ODOT	\$13,362			\$130,111	<b>\$130,111</b>
17784	OCWCOG	TDM Program 2014 (Cascades West COG)	Coordination and outreach for transportation options to overcome barriers to access and encourage active transportation.	PLN		STP 5k-200k	\$63,708	State	\$7,292			\$71,000	<b>\$71,000</b>
19809	OCWCOG	Cascades West COG Transportation Options Program (FFY 17 & 18)	Funding for 17 and 18 to promote & encourage the use of carpooling, vanpooling, transit, bicycling, walking and teleworking. Continues existing carpool matching, regional vanpool services and community outreach programs managed by OCWCOG. Investment occurs throughout the entire OCWCOG with an undetermined portion of funds to be used within the Albany and Corvallis MPO boundaries. Federal funds dedicated to Rideshare require no match.	OP-TDM	2017, 2018	STP	\$132,592	Local	\$15,175			\$147,767	<b>\$147,767</b>

		<b>OCWCOG TOTAL</b>	<b>\$390,245</b>
		<b>SURFACE TRANSPORTATION PROJECT TOTAL</b>	<b>\$66,159,558</b>

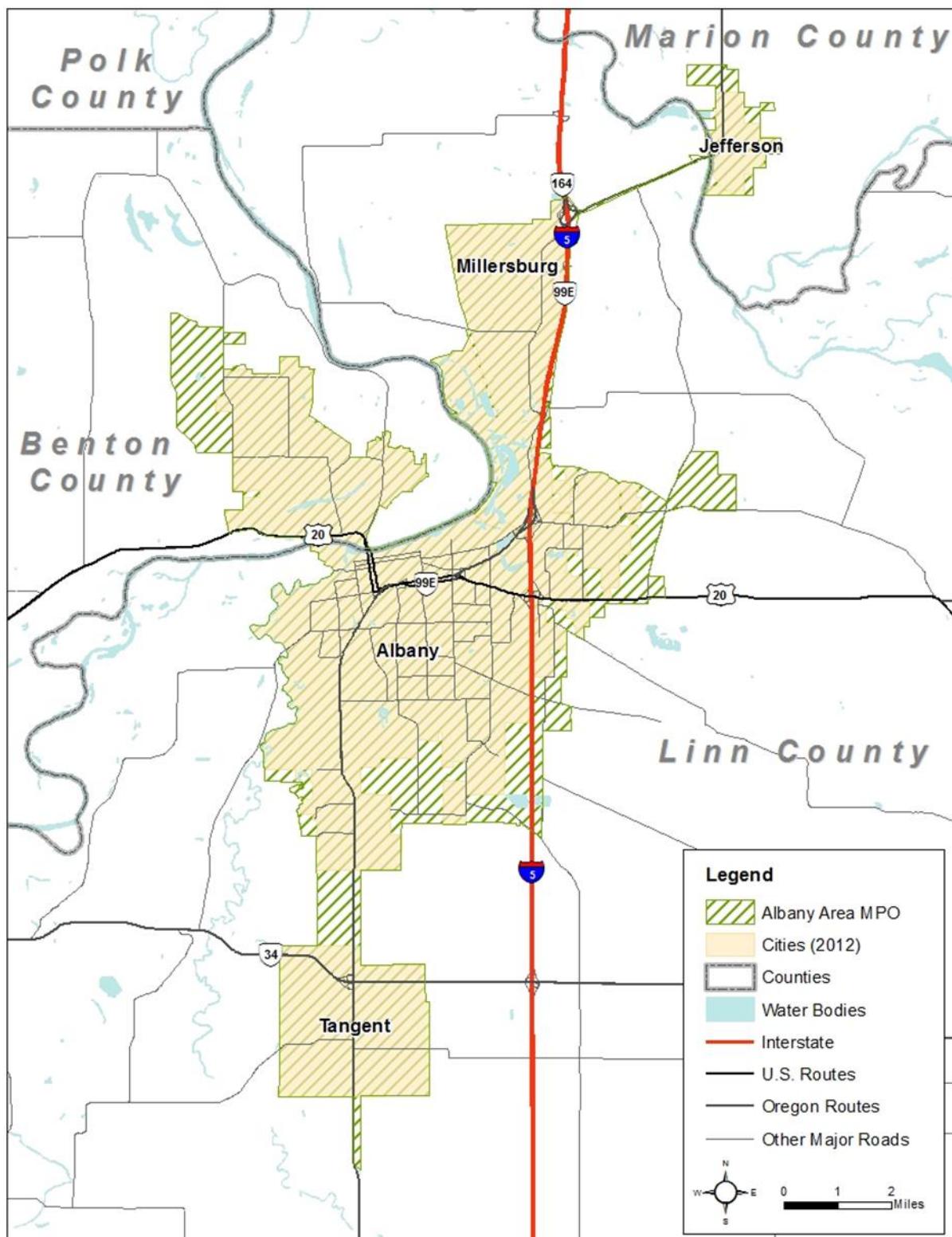
## AAMPO FFY15-18 TIP – LISTING OF PUBLIC TRANSPORTATION PROJECTS

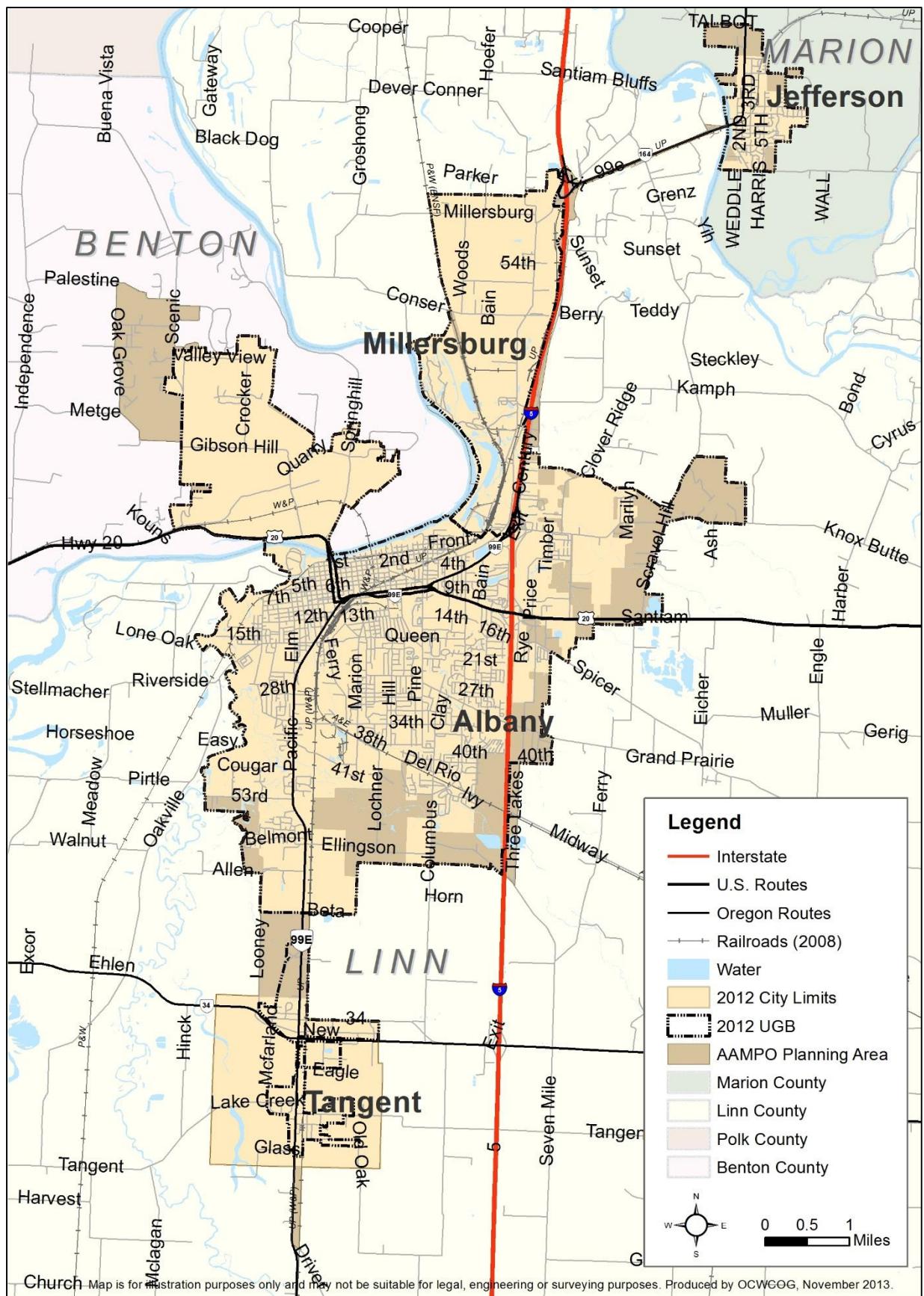
**Table 3: AAMPO FFY15-18 Listing of Public Transportation Projects**

Key #	STIP Cycle	Lead Agency	Project Description	FFY Allocated	Fiscal Year Service	Federal Funding		Federal Required Match		Total All Sources	Annual Total
						Source 1	Amt 1	Source	Match Amt		
19637	15 -18	City of Albany (ATS)	Linn County 5310 Enhanced Mobility Program (2015)	FFY15	FY15-16	5310	\$110,130	Local 20%	\$27,534	\$137,664	\$2,639,208
19621	15 -18	City of Albany (ATS)	City of Albany - 5310 E&D Transit Capital STP Transfer (2015-17)	FFY15	FY15-16	5310	\$23,394	Local 10.27%	\$2,678	\$26,072	
19486	15 -18	City of Albany (ATS)	City of Albany Bus & Bus Facilities Prog (5539) - 2014	FFY15	FY15-16	5339	\$348,600	Local 17%	\$71,400	\$420,000	
19516	15 -18	City of Albany (ATS)	FY15 Loop Operations (CAMPO 5307)	FFY15	FY15-16	5307	\$132,000	Local - Partnership Funds 50:50	\$132,000	\$264,000	
19579	15 -18	City of Albany (ATS)	FY15 Loop Operations (AAMPO 5307)	FFY15	FY15-16	5307	\$132,000	Local - Partnership Funds 50:50	\$132,000	\$264,000	
19519	15 -18	City of Albany (ATS)	FY15 Loop Preventative Maintenance (AAMPO 5307)	FFY15	FY15-16	5307	\$30,600	Local - Partnership Funds 80:20	\$7,650	\$38,250	
19521	15 -18	City of Albany (ATS)	FY15 ATS Operations	FFY15	FY15-16	5307	\$447,756	City of Albany 50:50	\$447,756	\$895,512	
19522	15 -18	City of Albany (ATS)	FY15 ATS Preventative Maintenance	FFY15	FY15-16	5307	\$41,600	City of Albany 80:20	\$10,400	\$52,000	
19523	15 -18	City of Albany (ATS)	FY15 ATS 1% for safety improvements	FFY15	FY15-16	5307	\$6,034	City of Albany 80:20	\$1,508	\$7,542	
19524	15 -18	City of Albany (ATS)	FY15 ATS ADA Paratransit	FFY15	FY15-16	5307	\$116,678	City of Albany 50:50	\$116,678	\$233,356	
19525	15 -18	City of Albany (ATS)	FY15 First 10% ATS ADA Paratransit operating funds	FFY15	FY15-16	5307	\$90,518	City of Albany 80:20	\$22,630	\$113,148	
19526	15 -18	City of Albany (ATS)	FY15 ATS Paratransit capital	FFY15	FY15-16	5307	\$40,000	City of Albany 80:20	\$10,000	\$50,000	
19635	15 -18	City of Albany (ATS)	Linn County 5310 Enhanced Mobility Program (2016)	FFY15	FY16-17	5310	\$110,130	Local 20%	\$27,534	\$137,664	
19816	15 -18	City of Albany (ATS)	FY16 Loop Operations (CAMPO 5307)	FFY16	FY16-17	5307	\$135,960	Local - Partnership Funds 50:50	\$135,960	\$271,920	\$1,699,961
19817	15 -18	City of Albany (ATS)	FY16 Loop Operations (AAMPO 5307)	FFY16	FY16-17	5307	\$135,960	Local - Partnership Funds 50:50	\$135,960	\$271,920	
19818	15 -18	City of Albany (ATS)	FY16 Loop Preventative Maintenance (AAMPO 5307)	FFY16	FY16-17	5307	\$36,000	Local - partnership Funds 80:20	\$9,000	\$45,000	
19819	15 -18	City of Albany (ATS)	FY16 ATS Operations	FFY16	FY16-17	5307	\$181,518	City of Albany 50:50	\$281,518	\$363,036	
19820	15 -18	City of Albany (ATS)	FY16 ATS Preventative Maintenance	FFY16	FY16-17	5307	\$41,600	City of Albany 80:20	\$10,400	\$52,000	
19821	15 -18	City of Albany (ATS)	FY16 ATS 1% for safety improvements	FFY16	FY16-17	5307	\$9,279	City of Albany 80:20	\$2,320	\$11,599	
19822	15 -18	City of Albany (ATS)	FY16 ATS ADA Paratransit	FFY16	FY16-17	5307	\$40,000	City of Albany 50:50	\$40,000	\$80,000	
19823	15 -18	City of Albany (ATS)	FY16 First 20% ATS ADA Paratransit operating funds	FFY16	FY16-17	5307	\$185,589	City of Albany 80:20	\$46,397	\$231,986	
19824	15 -18	City of Albany (ATS)	FY16 ATS Paratransit Capital	FFY16	FY16-17	5307	\$80,000	City of Albany 80:20	\$20,000	\$100,000	
19825	15 -18	City of Albany (ATS)	FY16 ATS Paratransit PM	FFY16	FY16-18	5307	\$18,000	City of Albany 80:20	\$4,500	\$22,500	
19827	15 -18	City of Albany (ATS)	FY16 ATS Capital	FFY16	FY16-19	5307	\$200,000	City of Albany 80:20	\$50,000	\$250,000	
	15 -18	City of Albany (ATS)	Linn County 5310 Enhanced Mobility Program (2017)	FFY17	FY17-18	5310	\$95,000	Local 20%	\$23,750	\$118,750	
	15 -18	City of Albany (ATS)	FY17 Loop Operations (CAMPO 5307)	FFY17	FY17-18	5307	\$140,039	Local - Partnership Funds 50:50	\$140,039	\$280,078	
	15 -18	City of Albany (ATS)	FY17 Loop Operations (AAMPO 5307)	FFY17	FY17-18	5307	\$140,039	Local - Partnership Funds 50:50	\$140,039	\$280,078	
	15 -18	City of Albany (ATS)	FY17 Loop Preventative Maintenance (AAMPO 5307)	FFY17	FY17-18	5307	\$36,000	Local - partnership Funds 80:20	\$9,000	\$45,000	
	15 -18	City of Albany (ATS)	FY17 ATS Operations	FFY17	FY17-18	5307	\$315,640	City of Albany 50:50	\$315,640	\$631,280	
	15 -18	City of Albany (ATS)	FY17 ATS Preventative Maintenance	FFY17	FY17-18	5307	\$41,600	City of Albany 80:20	\$10,400	\$52,000	

15 -18	City of Albany (ATS)	FY17 ATS 1% for safety improvements	FFY17	FY17-18	5307	\$9,000	City of Albany 80:20	\$2,250	\$11,250	
15 -18	City of Albany (ATS)	FY17 ATS ADA Paratransit	FFY17	FY17-18	5307	\$117,000	City of Albany 50:50	\$117,000	\$234,000	
15 -18	City of Albany (ATS)	FY17 First 10% ATS ADA Paratransit operating funds	FFY17	FY17-18	5307	\$90,000	City of Albany 80:20	\$22,500	\$112,500	
15 -18	City of Albany (ATS)	FY17 ATS capital	FFY17	FY17-18	5307	\$160,000	City of Albany 80:20	\$40,000	\$200,000	\$1,964,936
15 -18	City of Albany (ATS)	Linn County 5310 Enhanced Mobility Program (2018)	FFY18	FY18-19	5310	\$95,000	Local 20%	\$23,750	\$118,750	
15 -18	City of Albany (ATS)	FY18 Loop Operations (CAMPO 5307)	FFY18	FY18-19	5307	\$144,240	Local - Partnership Funds 50:50	\$144,240	\$288,480	
15 -18	City of Albany (ATS)	FY18 Loop Operations (AAMPO 5307)	FFY18	FY18-19	5307	\$144,240	Local - Partnership Funds 50:50	\$144,240	\$288,480	
15 -18	City of Albany (ATS)	FY18 Loop Preventative Maintenance (AAMPO 5307)	FFY18	FY18-19	5307	\$36,000	Local - partnership Funds 80:20	\$9,000	\$45,000	
15 -18	City of Albany (ATS)	FY18 ATS Operations	FFY18	FY18-19	5307	\$315,640	City of Albany 50:50	\$315,640	\$631,280	
15 -18	City of Albany (ATS)	FY18 ATS Preventative Maintenance	FFY18	FY18-19	5307	\$41,600	City of Albany 80:20	\$10,400	\$52,000	
15 -18	City of Albany (ATS)	FY18 ATS 1% for safety improvements	FFY18	FY18-19	5307	\$9,000	City of Albany 80:20	\$2,250	\$11,250	
15 -18	City of Albany (ATS)	FY18 ATS ADA Paratransit	FFY18	FY18-19	5307	\$117,000	City of Albany 50:50	\$117,000	\$234,000	
15 -18	City of Albany (ATS)	FY18 First 10% ATS ADA Paratransit operating funds	FFY18	FY18-19	5307	\$90,000	City of Albany 80:20	\$22,500	\$112,500	
15 -18	City of Albany (ATS)	FY18 ATS capital	FFY18	FY18-19	5307	\$160,000	City of Albany 80:20	\$40,000	\$200,000	\$1,981,740
<b>TOTAL</b>										<b>\$8,285,845</b>

## APPENDIX A: AAMPO PLANNING AREA MAPS





## APPENDIX B: AAMPO POLICY ON ALLOCATION OF STP FUNDS

### **Policy on Allocation of STP Funds**

#### **A. Funding Allocation**

It is the policy of the Albany Area Metropolitan Planning Organization (AAMPO) to:

1. Allocate the majority of Surface Transportation Program (STP) funds in each adopted Transportation Improvement Program to preservation and maintenance of the existing transportation system.
2. Provide support and give due considerations to all jurisdictions' projects, using an equitable review process.

#### **B. Renewal of Policy**

This *Policy on Allocation of STP Funds* should be reviewed and reaffirmed with the development of each AAMPO Transportation Improvement Program.

#### **C. Project Eligibility**

Eligibility requirements for AAMPO STP funds include the following:

1. Project must be within the AAMPO planning area
2. Project must be included in or consistent with the approved AAMPO Regional Transportation Plan.
3. Project must be eligible under current Federal guidelines as stated in 23 USC 133.
4. Roadway projects must occur on roadways functionally classified as collector or higher.
5. The project sponsor must demonstrate readiness and capacity to complete project, including the ability to provide the required match, ability to acquire sufficient funds to complete project, and ability to utilize the funds in the fiscal year requested.

#### **D. Definitions of Project Types**

The following project types may be considered for STP funds. AAMPO realizes that its adopted definitions of Preservation and Modernization may be different from those of ODOT's for the same category of projects.

**Preservation and Maintenance:** Projects that improve or maintain the existing transportation system's operation, productivity, safety or useful life without expansion of capacity.

**Modernization:** Projects that add capacity to the transportation system in order to meet preservation and maintenance goals; this includes constructing new lanes, traffic lights, curb and gutter, sidewalks, bikeways and storm-water drainage, and widening the existing facilities.

#### **E. Funding Prioritization of Projects**

The following set of criteria shall be applied to all candidate projects to rank their funding priority for STP funds:

**Criteria for Funding Prioritization of Transportation Projects  
Under the Surface Transportation Program (STP) Funds**

<b>Criteria</b>		
<b>Goal</b>	<b>Measures</b>	<b>Values</b>
<b>Preservation and Maintenance of Existing Facilities</b>	1a Pavement rating, or general condition if a non-roadway facility.	Good = 10 Fair = 25 Poor = 50
		<b>Maximum Allowable Points from this Goal</b>
<b>Extent of Coverage</b>	2a Will the project upgrade, refurbish, eliminate gaps in, or mitigate deficiencies in existing transit facilities or transit routes?	Yes = 5 No = 0
	2b Will the Project upgrade, refurbish, eliminate gaps in, or mitigate deficiencies in existing bicycle and/or pedestrian facilities?	Yes = 5 No = 0
	2c Will benefits of the project be realized in the entire Urbanized Area?	Primary Arterial = 10 Minor Arterial = 5 Collector = 2
	2d Will the project improve current or future traffic flow? Consider current Level of Service, Average Daily Traffic and Functional Classification.	Significantly = 10 Moderately = 5 Slightly = 2
	2e Will the project impact a large number of users?	ADT Range A = 10 pt B = 5 pts C = 2 pts
		<b>Maximum Allowable Points from this Goal</b>
<b>Safety Improvement</b>	3a Does the project address a known safety issue for motorists? Consider safety data available from Regional Transportation Plan, ODOT, and local sources.	Significantly = 15 Moderately = 10 Slightly = 5
	3b Does the project address a known safety issue for transit users, bicyclists and pedestrians? Consider safety data available from Regional Transportation Plan, ODOT, and local sources.	Significantly = 15 Moderately = 10 Slightly = 5
		<b>Maximum Allowable Points from this Goal</b>
	<b>Total Maximum Allowable Points</b>	<b>120</b>

## APPENDIX C: FFY15-18 AAMPO STP FUNDING APPLICATION



**Albany Area Metropolitan Planning Organization**  
City of Albany • City of Jefferson • City of Millersburg • City of Tangent • Linn County •  
Benton County • Oregon Department of Transportation

October 1, 2015

To All Interested Parties:

The Albany Area Metropolitan Planning Organization (AAMPO) is accepting applications for Federal Fiscal Year 2015, 2016, 2017 and 2018 Surface Transportation Program (STP) funds. Allocations of approximately \$670,000 will be considered for each year, totaling approximately \$2,700,000 over the four year period. STP funds are allocated to AAMPO on an annual basis, however, and actual funding levels may shift from year to year. Funds will be made available by ODOT during calendar years 2016, 2017, 2018 and 2019 and will be programmed in the FFY15-18 AAMPO Transportation Improvement Program.

Applicants must be a tax-funded public agency that can enter into a contract with ODOT, with some restrictions, to be eligible to receive funding. Private entities or non-profit organizations may apply as co-applicants, in partnership with a public agency. Application guidance and information about project eligibility is included below. Applications will be evaluated based on the *Policy on Allocation of STP Funds* approved by the AAMPO Policy Board.

**Completed applications must be received by 5:00 pm on October 30<sup>th</sup>, 2015.** Applications may be submitted electronically to [tconley@ocwco.org](mailto:tconley@ocwco.org) or in hard copy to: c/o Theresa Conley, OCWCOG, 1400 Queen Ave SE Suite 205, Albany OR 97322.

The application form is attached to this announcement. It is also available on the AAMPO website at <http://www.ocwco.org/aampo> or by e-mail from [tconley@ocwco.org](mailto:tconley@ocwco.org).

### Application Guidance

It is the policy of AAMPO to:

1. Allocate the majority of STP funds in each adopted Transportation Improvement Program to preservation and maintenance of the existing transportation system.
2. Provide support and give due considerations to all jurisdictions' projects, using an equitable review process.

The following project types may be considered for STP funds.

1. Preservation and Maintenance: Projects that improve or maintain the existing transportation system's operation, productivity, safety or useful life without expansion of capacity.
2. Modernization: Projects that add capacity to the transportation system in order to meet preservation and maintenance goals; this includes constructing new lanes, traffic lights, curb and gutter, sidewalks, bikeways and storm-water drainage, and widening the existing facilities.

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AAMPO is staffed by the Oregon Cascades West Council of Governments / 1400 Queen Ave SE, Suite 205 Albany OR 97322 / (541) 924-4548

Eligibility requirements for FFY15-18 AAMPO STP funds include the following:

1. Project must be within the AAMPO planning area
2. Project must be included in or consistent with the approved AAMPO Regional Transportation Plan.
3. Project must be eligible under current Federal guidelines as stated in 23 USC 133.
4. Roadway projects must occur on roadways functionally classified as collector or higher.
5. The project sponsor must demonstrate readiness and capacity to complete project, including the ability to provide the required match, ability to acquire sufficient funds to complete project, and ability to utilize the funds in the fiscal year requested.

For additional information, please contact Theresa Conley at (541) 924-4548 or  
[tconley@ocwcog.org](mailto:tconley@ocwcog.org).

Sincerely,

Theresa Conley  
AAMPO Coordinator

**Application for Albany Area MPO FFY 2015 - 2018 STP Funds**

**APPLICATIONS DUE BY 5:00 PM October 30, 2015**

**Submit to Theresa Conley ([tconley@ocwcog.org](mailto:tconley@ocwcog.org))**

**Applicant Information**

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**Sponsoring Organization(s):**

**Contact Person(s) & Title(s):**

**Contact Email(s):**

**Contact Phone Number(s):**

**Project Information**

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**Please provide sufficient detail to facilitate project evaluation and selection according to the *Policy on Allocation of STP Funds* as approved by the AAMPO Policy Board.**

- 1. Project Name:**
  
- 2. Project Type:**       Modernization       Preservation
  
- 3. Project Description.** Describe the project and the specific phase(s) proposed for AAMPO STP funding. Include all phases and those not proposed for AAMPO STP funds. Describe the type of work, project location, termini and length.
  
  
  
  
  
  
- 4. Describe how the project will address gaps or deficiencies in the transportation system.**
  
  
  
  
  
  
- 5. What is the Federal Functional Classification (for roadway projects)? Please reference <https://gis.odot.state.or.us/transgis/>.**

- 6. What is the Average Daily Traffic (ADT) on the affected roadways?**
- 7. Describe the pavement condition of the affected area, or general condition if a non-roadway facility. Include PCI information if available.**
- 8. Will the project address a known safety issue? Please describe and include relevant safety data available from ODOT or local sources.**
- 9. Please supply any additional relevant information.**

#### **Project Funding**

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Please provide estimates for total project cost and the cost for each phase proposed for AAMPO STP funding. Include project phases beyond the current funding timeframe.

**10. Estimated Total Project Cost:**

**11. Total STP Funding Request:**

**12. If the STP funding request extends over multiple federal fiscal years, please outline the proposed project costs by federal fiscal year & project phase.**

**13. Outline funding anticipated from other funding sources, including required match.**

## APPENDIX D: 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**

The FAST Act, and prior to that MAP-21, contains several major funding programs for roadway, safety, and multimodal projects, including the: National Highway Performance Program (NHPP); Surface Transportation Program (STP); Congestion Mitigation and Air Quality Improvement Program (CMAQ); Highway Safety Improvement Program (HSIP); Railway-Highway Crossings (set-aside from HSIP); Metropolitan Planning; and Transportation Alternatives (TA). Some of these major programs contain sub-programs. A brief description of several federal aid highway funding programs is provided below. Many, but not all, of these programs are administered by the Federal Highway Administration.

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

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. NHPP funds are primarily used to fund upgrade and improvement projects on the Interstate system and U.S. numbered routes (the NHS system). The NHS became the new focus of the Federal Aid Program following the completion of the Interstate Highway System.

#### **Surface Transportation Block Grant Program (STBGP)**

The Surface Transportation Block Grant Program (STBGP) (formerly STP) 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 small MPOs, cities, and counties on a formula basis by the Oregon Transportation Commission. STP funds are available for a period of three years after the last day of the fiscal year for which the funds were authorized. Thus the funds are available for obligation for up to four years. The standard local match required is 20 percent. Oregon's required match is 10.27% because of Oregon's large share of publicly owned lands.

*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)* 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.

*STP Set Aside (formerly TAP)* – The FAST Act establishes the former Transportation Alternatives Program (TAP) as a STP Set Aside. This set-aside provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. These funds are available to MPOs under 200,000 through statewide competitive processes.

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

The intent of the Highway Safety Improvement Program (HSIP) is 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. Each State must have a Strategic Highway Safety Plan (SHSP).

### **Railway-Highway Crossings Program**

A sub-program of the Highway Safety Improvement Program (HSIP), this program funds safety improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings.

### **Metropolitan Planning**

Metropolitan Planning funds are available for MPOs to carry out the metropolitan transportation planning process required by 23 U.S.C. 134, including development of metropolitan area transportation plans and transportation improvement programs. Under 23 U.S.C. 134, MPOs are responsible for developing, in cooperation with the State and affected transit operators, a long-range transportation plan and a metropolitan transportation improvement program (MTIP) for the area.

### **Statewide Planning and Research (SPR)**

SPR funds may be used for engineering and economic surveys and investigations; the planning of future highway programs and local public transportation systems, and the planning of the financing of such programs and systems including metropolitan and statewide planning; development and implementation of management systems; studies of the economy, safety, and convenience of highway usage and the desirable regulation and equitable taxation thereof; research, development, and technology transfer activities necessary in connection with the planning, design, construction, and maintenance of highways, public transportation, and intermodal transportation systems; and study, research, and training on engineering standards and construction materials for the above systems, including evaluation and accreditation of inspection and testing and the regulation and taxation of their use.

### **Emergency Relief Program (ER)**

The ER program assists State and local governments with the expense of repairing serious damage to Federal-aid and Federal Lands highways resulting from natural disasters or catastrophic failures. ER funds can be used only for emergency repairs to restore essential highway traffic, to minimize damage resulting from a natural disaster or catastrophic failure, or to protect the remaining facility and make permanent repairs.

### **Federal Transit Administration**

The Federal Transit Administration carries out the federal mandate to improve public transportation systems. It is the principal source of federal assistance to help urban areas (and, to some extent, non-urban areas) plan, develop, and improve comprehensive public transportation systems. The funding programs administered by the FTA include, but are not limited to, the following:

#### **Section 5303**

Transit Section 5303 funds are part of the Transit Planning and Research Program. These funds are allocated among the following programs: Metropolitan Transit Planning, Rural Transportation Assistance Program, and Statewide planning, research, and training. The Metropolitan planning funds are allocated to states under a formula apportionment on behalf of MPOs based on a state formula cooperatively developed with MPOs and approved by the FTA.

#### **Section 5307**

These funds are allocated to the urbanized areas by statutory formula for capital improvements and operation of transit systems. The funds may be used for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. For capital projects, the match rate is 80% federal, 20% state or local. Capital funds are used for transit maintenance (e.g., replacing buses), as well as other projects. For operating assistance, the match rate is 50% federal, 50% state or local.

#### **Section 5339**

Funds for the Section 5339 provide capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. The basic matching ratio for capital projects is 80 percent federal, the same as for highway projects in the FHWA program. Established by MAP-21 in place of 5309 funding.

#### **Section 5310**

The Section 5310 program provides funding for transportation services for the elderly and persons with disabilities. This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. The funds may go to private, nonprofit organizations or to public bodies that coordinate service. Funds may be used for capital costs or for capital costs of contracting for services. In Oregon, Section 5310 funds are allocated to local Special Transportation Fund agencies who typically award funds on a competitive annual or biennial basis. MAP-21 established set allocations to be spent within MPO areas.

#### **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.

### **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.

### **State of Oregon**

#### **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 luminar 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.

#### **Local Funding Programs**

In addition to the funding sources listed above, AAMPO jurisdictions receive transportation revenue from many sources including: Oregon gas tax and vehicle registration revenues; systems development charges; and franchise fees. These revenues are used for local projects and provide the necessary match for federally funded projects. Transit services are partially supported through farebox revenue, group pass programs, advertising, and funding partnerships.

#### **Systems Development Charges (SDCs)**

Systems Development Charges are fees paid by land developers intended to reflect the increased capital costs incurred by a jurisdiction or utility as a result of a development. Development charges are calculated to include the costs of impacts on adjacent areas or services, such as parks and recreation use or traffic congestion. The SDC typically varies by the type of development (residential, commercial, industrial, etc.). Street SDCs are collected by the City of Albany.

#### **Franchise Fees**

Cities may collect franchise fees from local utility companies that utilize public right-of ways for the conveyance of their services, and in turn use those fees to help fund roadway maintenance and improvement needs.

## Appendix E: Transportation Planning Acronyms & Terms

3-C: Continuing, comprehensive and cooperative planning process  
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  
AAMPO: Albany Area MPO  
ACT: Area Commission on Transportation (see CWAUT and MWACT)  
ATS: Albany Transit Service  
Cap: Capital  
CAMPO: Corvallis Area MPO  
CFR: Code of Federal Regulations  
CN: Construction  
CWAUT: Cascades West Area Commission on Transportation  
DLCD: Department of Land Conservation and Development  
FAST Act: Fixing America's Surface Transportation Act. Federal transportation bill funding the Federal aid highway program between 2015 and 2020.  
FFY: Federal Fiscal Year from Oct 1 to Sept 31  
FY: State Fiscal Year from July 1 to June 30  
FHWA: Federal Highway Administration  
FTA: Federal Transit Administration  
GIS: Geographic Information Systems  
HB 2001: Oregon House Bill 2001  
HBRR - Highway Bridge Rehabilitation and Replacement  
HSIP: Highway Safety Improvement Program  
IOF: Immediate Opportunity Fund  
ITS: Intelligent Transportation Systems  
LOS: Level of Service  
MAP-21: Moving Ahead for Progress in the 21<sup>st</sup> Century. Federal transportation bill funding the Federal aid highway program between 2012 and 2015  
MWACT: Mid-Willamette Area Commission on Transportation  
NHS: National Highway System  
NREC—TR: State Parks Recreational Trails Program  
OCWCOG: Oregon Cascades West Council of Governments  
ODOT: Oregon Department of Transportation  
OTC: Oregon Transportation Commission  
OTIA: Oregon Transportation Investment Act  
PE: Preliminary Engineering  
PL Funds: Public Law 112, Federal Planning Funds  
PLN: Planning  
PM: Preventative Maintenance  
POP: Program of Projects, required of recipients of federal 5307 funds  
RTP: Regional Transportation Plan  
ROW: Right of Way Acquisition

SPR: State Planning and Research  
SPWF: Special Public Works Fund  
SRTS: Safe Routes to Schools  
State Hwy: State Hwy Fund State Highway Fund  
STIP: State Transportation Improvement Program  
STF: Special Transportation Fund (Transit)  
STO: Special Transportation Operating Program (Transit)  
STBGP: Surface Transportation Block Grant Program  
STP: Surface Transportation Program  
TAC: Technical Advisory Committee  
TAZ: Transportation Analysis Zone  
TDM: Transportation Demand/Rideshare Program  
TE: Transportation Enhancement  
TIP: Transportation Improvement Program  
TO: Transportation Options  
TPAU: Transportation Planning Analysis Unit (ODOT)  
UPWP: Unified Planning Work Program  
UR: Utility Relocation  
USDOT: U.S. Department of Transportation