

Agenda
Albany Area Metropolitan Planning Organization
Policy Board

Date: Wednesday, February 24, 2016
Time: 2:30 – 4:30 pm
Location: Oregon Cascades West Council of Governments
Upstairs Meeting Room / 1400 Queen Ave. SE, Albany
Contact: Theresa Conley, AAMPO Coordinator - (541) 924-4548

- I. Call to Order** **Roger Nyquist, AAMPO Chair**
- II. Agenda Review** **Roger Nyquist**
- III. Public Comment** **Chair**
- IV. Minutes of January Meeting Minutes** (Attachment A) **Chair**
Action Requested: Approval of January 27, 2016 Meeting Minutes
- V. Regional Transportation Plan Update** (Attachment B) **Theresa Conley, AAMPO**
Action Requested: No action required, discussion only. **Chris Maciejewski, DKS**

Staff and members of the consultant team will provide discuss and accept guidance on a draft project list, as reviewed by the RTP Technical Advisory Committee.

Staff will also review a draft RTP Framework, which is built on Technical Memoranda reviewed by the MPO. ***The draft document is attached for consideration; however, Board members are not expected to read it prior to meeting.*** A constrained 20-year project list and financial plan will be included following preliminary review by the Board. The draft RTP Framework will be brought to the Board for approval on March 26th in order to accommodate the federal deadline. The MPO will continue to refine the document, including development of an illustrative project list, through the next fiscal year.

- VI. FY16-17 Work Program Discussion** (Attachment C) **Theresa Conley**
Action Requested: No action required, discussion only.

The Technical Advisory Committee is assisting with development of a FY16-17 Work Program. In addition to regular tasks, and work related to RTP and TSP efforts, there may be opportunity

to include small planning project(s) that address regional priorities. Staff will discuss several potential projects and seek guidance on which would be of most importance to the MPO.

VII. FFY15-18 TIP (Attachment D)

Theresa Conley

Action Requested: Review draft TIP. No action required.

AAMPO is required to adopt a Metropolitan Transportation Improvement Program (TIP) by March 2016. The purpose of the TIP is to program federally-funded projects within the MPO over a four-year period, consistent with the Regional Transportation Plan. The projects in the TIP are programmed into the Statewide Transportation Improvement Program (STIP) for federal funding. The attached draft TIP was reviewed by the TAC and recommended for Board consideration. Staff will accept input from the Board and bring a final draft to the Board for review and consideration for approval at the March 26, 2016 Meeting.

VIII. Information Sharing

Chair

Action Requested: Informational

- OCWCOG/AAMPO email procedure changes
- Administrative TIP Amendments
- Jurisdictional Updates

IX. Adjourn

Chair

**ALBANY METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD MEETING MINUTES**

**Wednesday, January 27th, 2016
2:30 – 4:30 pm**

Oregon Cascades West Council of Governments
Upstairs Conference Room / 1400 Queen Ave. SE, Albany

Policy Board Members Attending: Annabelle Jaramillo, Frannie Brindle, Floyd Collins, and Gary Powell

Members Absent: Darrin Lane, Dave Beyerl, and Roger Nyquist

Alternates Present: Georgia Edwards, Walt Perry, Valerie Grigg Devis, and Ray Kopczynski

Staff Attending: Theresa Conley and Emma Chavez

Guests: Chris Bailey, Ron Green, Jim Powers, Dan Fricke, Barry Hoffman, Chris Maciejewski, and Scott Chapman

TOPIC	DISCUSSION	DECISION / CONCLUSION
I. Call to Order and Introduction	In the absence of the Chair, staff called the meeting to order at 2:30 pm.	
II. Chair and Vice Chair Elections	Members present voted for Commissioner Nyquist to remain Chair of the Policy Board and Dave Beyerl as Vice Chair for an additional year.	<p>Consensus from the Policy Board for the current Chair and Vice Chair to continue to serve for an additional year.</p> <p>Chair: Roger Nyquist Vice Chair: Dave Beyerl</p>
III. Agenda Review		There were no changes to the agenda.
IV. Public Comment	Jim Powers and Ron Green reviewed letters they submitted to the AAMPO Policy Board. The letters are available upon request.	

Draft Minutes

<p>V. Minutes of December 3, 2015 Meeting</p>		<p>Consensus from the Policy Board to approve the December 3, 2015 meeting minutes as written.</p>
<p>VI. Regional Transportation Plan Update</p>	<p>At the December Policy Board meeting, staff gave a high level overview of the work the TAC is doing. As a follow up, staff provided the following answers to questions; the key data source for this work is the CALM Travel Demand model, a market analysis was done to look at transit needs. No additional questions were asked.</p> <p>Chris Maciejewski and Scott Chapman gave a presentation on the work thus far of the Regional Transportation Plan update.</p> <p>Chris advised that the RTP has 2040 horizon year. The CALM Model will be utilized as the primary data source. Data has been gathered on where household and employment growth will occur. Chris reviewed maps of projected growth and corridors locations where capacity is being reached. Per this information, the following needs were identified:</p> <ul style="list-style-type: none"> • High amount of crashes involving pedestrians • Several safety issues along corridors and specific spots • In-fill of pedestrian and bicycle gaps, including to and within fringe growth areas • Traffic mobility on state route corridors and major intersections • Maintain transportation hub <p>AAMPO’s RTP goals and policies will provide a foundation for transportation plans, projects and programs completed within the MPO planning area. These goals came from currently adopted Transportation System Plans and other local plans. During the July 22 2015 RTP ‘kick-off’ meeting AAMPO members did a first round of review on the draft goals. Through meetings, feedback and much review, the goals have</p>	

Draft Minutes

	<p>been refined. Chris reviewed the goals and changes made. The Board provided the following feedback:</p> <ul style="list-style-type: none"> • Goal 7.5 – add specific language (e.g. bike lanes, bike parking) • Make sure to have collaboration not just coordination • Goal 10 – add policy statement on how to deal with conflicts <p>Chris reviewed the financial constraint findings. Funding sources from all the agencies is at approximately \$170 million for capital improvement projects through 2040. Consultants pulled together all of AAMPO’s jurisdiction projects that would affect the RTP and those came up to \$500 million. To narrow the list down, agency staff were requested to advice which projects would be higher priority. Consultants also worked with the TAC on a prioritization process. Members received a handout of the work completed during that work session. Chris went on to explain the alternatives that can be used to prioritizing the projects.</p> <p>Next Steps: February 19th – Draft framework to TAC 1st Review February 24th – Draft Framework to Board March 7-11 – Public Meeting March 10th – Draft Framework to TAC 2nd Review March 17th – Public Review Draft Available March 24th – Board considers Framework for Adoption</p> <p>Staff was requested to forward today’s feedback to members who were not present at the meeting.</p>	
<p>VII. FY16-17 Work Program Discussion</p>	<p>Members received a copy of AAMPO’s 2nd Quarterly Report for October through December 2015.</p>	
<p>VIII. Meeting Schedule</p>	<p>Upcoming meetings were noted on the agenda. Staff will email those out to the group per Commissioner Jaramillo’s request.</p>	

Draft Minutes

IX. Information Sharing	Staff advised that the COG is establishing new email policies and utilizing Mailchimp for emails to groups of larger than twenty five. Staff provided a handout of FAST ACT for members to take with them and review. Time did not permit for information sharing.	
X. Adjourn	Meeting adjourned at 4:40 pm.	

Albany Area Metropolitan Planning Organization

DRAFT

Regional Transportation Plan Framework



Adopted by the AAMPO Policy Board
March, XX 2016

Prepared by:
Albany Area Metropolitan Planning Organization
1400 Queen Ave. SE, Suite 205
Albany OR, 97322

With Assistance from:
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Adopting Resolution

Resolution Number 2016-1

FOR THE PURPOSE OF APPROVING THE ALBANY AREA REGIONAL TRANSPORTATION PLAN FRAMEWORK:

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, the US Department of Transportation and Oregon Department of Transportation (ODOT) have designated representatives of the said areas, together with a representative of ODOT, as the Albany Area Metropolitan Planning Organization (AAMPO) to carry out the Metropolitan Transportation Planning Process; and,

WHEREAS, the Regional Transportation Plan Framework provides a financially constrained project list consistent with the projects and priorities identified in the Metropolitan Transportation Improvement Program (MTIP); and,

WHEREAS, the comments received at the committee meetings, Policy Board meetings, and through other forms of communication were considered; and

WHEREAS, the Regional Transportation Plan Framework will serve as the federally required Metropolitan Transportation Plan (MTP) until a Regional Transportation System Plan (RTSP) is adopted to serve as both the MTP and RTSP for the AAMPO.

WHEREAS, a public hearing on draft components of the RTP Framework on **March 26, 2016**.

NOW, THEREFORE, BE IT RESOLVED, that the AAMPO Policy Board adopts the Albany Area Regional Transportation Plan Framework.

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

SIGNED:

ROGER NYQUIST

Albany Area Metropolitan Planning Organization
Policy Board Chair

Acknowledgements

Policy Board

Darrin Lane	City of Millersburg
Floyd Collins	City of Albany
Dave Beyerl	City of Jefferson
Annabelle Jaramillo	Benton County
Roger Nyquist	Linn County
Frannie Brindle	Oregon Department of Transportation
Gary Powell	City of Tangent

Regional Transportation Plan Technical Advisory Committee

Valerie Grigg Devis	Oregon Department of Transportation
Chris Bailey	City of Albany
Josh Wheeler	Benton County
Chuck Knoll	Linn County
Darrin Lane	City of Millersburg
Lissa Davis	City of Jefferson
Georgia Edwards	City of Tangent
Laurie Starha	Benton County
Jim Stouder	Benton County
Lee Lazaro	Benton County Special Transportation Program
Ron Irish	City of Albany
Mark Volmert	Linn County Special Transportation Program
Barry Hoffman	City of Albany, Albany Transit Service
Carl Ang	Linn County Sheriff's Office
John Pascone	Albany-Millersburg Economic Development Corporation
Cody Meyer	Department of Land Conservation and Development
Jon Goldman	City of Albany
Ted Frazier	City of Albany, Call-A-Ride
Ken Bronson	Sweet Home Senior Center
Jean Palmateer	ODOT Public Transit Division
Steve Dickey	Salem-Keizer Area Public Transit
Edna Campau	City of Jefferson Resident
Ned Conroy	Federal Transit Administration Region 10
Nick Fortey	Federal Highway Administration
Mary Camarata	Oregon Department of Environmental Quality
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Copies of this document area available:

Online at the Albany Area MPO website: <http://www.ocwcog.org/AAMPO>

At the Oregon Cascades West Council of Governments administrative offices: 1400 Queen Ave SE, Suite 205, Albany, OR 97322

For additional information and/or arrangements for other means of communication, please contact Albany Area MPO staff at (541) 924-4548 or tconley@ocwcog.org.

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Chapter I: Introduction

The Albany Area MPO

A Metropolitan Planning Organization (MPO) is a transportation policy-making body established for all urbanized areas with a population greater than 50,000. MPOs are intended to establish a continuing, cooperative, and comprehensive planning process for the metropolitan area.

The Albany Area Metropolitan Planning Organization (AAMPO) was formed following the 2010 Census, which determined that the Albany Urbanized Area had passed the population threshold of 50,000, at which an Urbanized Area is required to form an MPO. AAMPO membership includes the cities of Albany, Jefferson, Millersburg, and Tangent as well as Linn County, Benton County, and the Oregon Department of Transportation.

AAMPO is governed by a Policy Board composed of representatives from its member jurisdictions. A Technical Advisory Committee (TAC) composed of representatives from member jurisdictions as well as ex-officio members from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the Oregon Department of Land Conservation and Development (DLCD), and the Oregon Department of Environmental Quality (DEQ) provides technical assistance and support. Staffing, is provided through a contract with the Oregon Cascades West Council of Governments (OCWCOG).

Albany Area Planning Context

Geography

The AAMPO planning area is located in Oregon's Willamette Valley, between the Cascade and Coast ranges in fertile farmland. The MPO sits 70 miles south of Portland and 45 miles north of Eugene along the Interstate 5 corridor, at its junction with US. Highway 20 and Oregon Highway 34. The Union Pacific and Burlington Northern Santa Fe railroads provide mainline connections in all directions and Amtrak offers passenger rail service north and south. A map of the AAMPO planning area is shown on [Figure 1](#).

Land Use Patterns

Oregon land use planning regulations require that each city have an urban growth boundary in order to encourage compact urban growth and preservation of agricultural and forest lands. This land use pattern small creates stretches of rural land uses between AAMPO jurisdictions and between AAMPO and neighboring metropolitan areas. It also creates opportunities for parks, natural areas, and agricultural uses that support local economies.

The communities that make up AAMPO are diverse in size. The City of Albany is the largest city, with a population of 51,670 in 2015, and the most residential, industrial, and commercial development. The three smaller cities – Millersburg, Tangent, and Jefferson - are all less than 3,500 residents. Despite their smaller size, each still has notable industrial development, as well as some employment opportunities in government, manufacturing, and skilled trades. Many residents of the smaller cities commute to Albany, Salem, or elsewhere for employment.

Economy

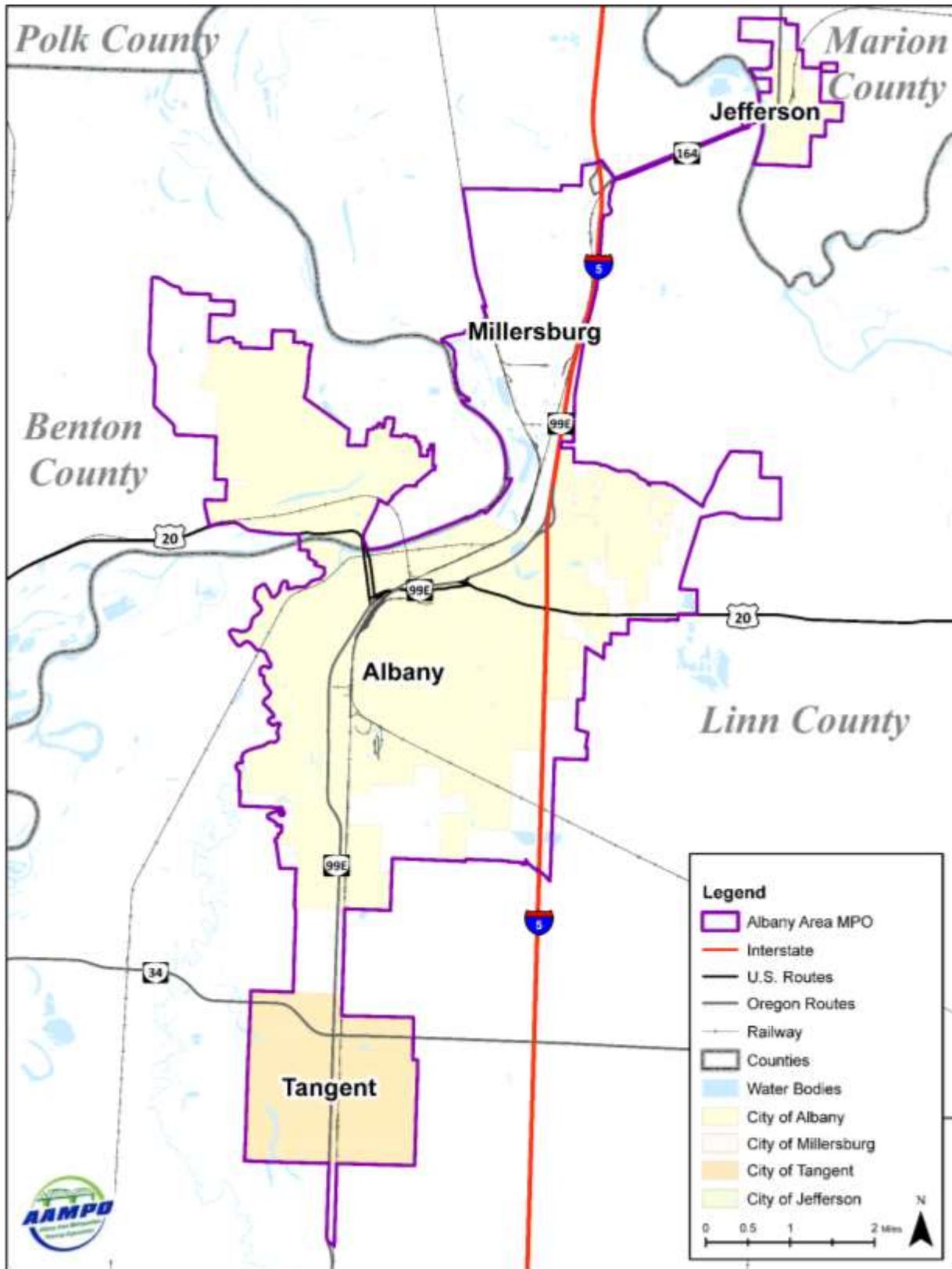
Key economic drivers in the AAMPO planning area have historically included agriculture and wood products manufacturing, although this has expanded to include rare metals manufacturing, finished building products, and food processing. Its location along the I-5 corridor has also made the AAMPO area attractive for warehousing and transportation services. The AAMPO planning area and neighboring communities have also seen growth in health care services and opportunities related to the Linn-Benton Community College (LBCC) and Oregon State University (OSU), located in nearby Corvallis. While OSU is located in the Corvallis Area MPO, about 12 miles away, it has a notable impact on housing and travel patterns throughout the region.

The majority of employees in Albany commute from surrounding communities. The most common home location is Corvallis-Philomath, followed by Salem-Keizer and Lebanon. Approximately a third of Albany residents work in Albany. The residents who commute outside of Albany most often work in Corvallis-Philomath, Salem-Keizer and Portland.

Demographics

From 2000 to 2013, Albany's population grew by approximately 24%. During that time, the population of people who identify themselves as Hispanic/Latino grew by 159%, and people earning below the poverty line grew by 109%. The population of youth grew by about the same rate as population growth (26%), while older adults decreased by almost 12%. Individuals with limited English proficiency also grew faster than the overall rate of population, at 62%. The Albany area has a higher percentage of low-income individuals and individuals with disabilities than Linn County and the state as a whole.

Figure 1: AAMPO Area Map



Chapter 2: Plan Overview

The Regional Transportation Plan Framework (RTP Framework) is the first phase in developing a Regional Transportation Plan (RTP). The RTP Framework and subsequent RTP will establish a vision for the regional, multi-modal, transportation system over a 20-year period. These documents build upon policy direction and priorities identified in local planning documents to guide the development and management of the regional transportation system. Policies and project priorities are identified to enable AAMPO jurisdictions and citizens of the MPO area to understand and track key projects that will be needed within the MPO over the short, medium and long term.

To develop a 20-year vision for the regional transportation system, information was gathered about what exists today, what the projected transportation demands are through 2040, and where the gaps are to address both current and future demand. This information was provided in a series of technical memoranda that correspond closely with the chapters within the RTP Framework and are references throughout. In summary, these include:

- Regional Goals and Objectives
- Summary of Existing Plans and Regulations
- Existing Transportation Conditions
- Future Transportation Needs
- Implementation Plan for Constrained System Improvements
- Appendices

The Planning Process

The RTP will be developed in two phases. In the first phase, the MPO will develop an RTP Framework which will include a constrained project list and will meet federal requirements. In the second phase, the MPO will use ODOT's least-cost as planning tool "Mosaic" to help refine regional priorities and develop the illustrative project list. During the second phase, the MPO will also identify strategies to comply with Oregon TPR requirements and complete a more detailed Transit Development Plan (TDP).

The RTP and any other MPO planning documents must be formally approved by the MPO Policy Board; MPO member jurisdictions are not individually required to adopt the plans. In the second phase, however, MPO member jurisdictions will be asked to review the RTP and to either a) make a finding of consistency with their local land use and transportation plans; or, b) adopt amendments to those local plans in order to establish consistency.

Public Involvement

Community involvement is an important part of the metropolitan transportation planning process. Community involvement and stakeholder outreach activities during the development of the Regional Transportation Plan included the following:

Direct outreach

AAMPO staff conducted direct outreach to several to community organizations representing or working with transportation disadvantaged groups. These include seniors, individuals with disabilities, minority groups, youth, and low income families.

Stakeholder Interviews

Stakeholder Interviews were conducted with individuals who either represent, advocate for, or work directly with transportation stakeholder groups identified in the AAMPO RTP Public Involvement Strategy. Stakeholder groups include: pedestrians, bicyclists, economic development, freight, low income, youth, communities of color, seniors, individuals with disabilities, environmental advocates, and public safety.

Transportation Survey

A survey was conducted to gather information about how transportation is working in the area and to specifically seek input on use of modes other than the passenger vehicle. The survey was available in Spanish, English, in hard-copy and online. It was distributed to the AAMPO Interested Parties list, to local community groups, and through direct outreach to a high-school class, the Greater Albany School District Welcome Center, and at a local grocery store.

Public meetings

A public meeting series was held in January 2016 to gather community input on existing conditions, future transportation needs, and draft goal statements. Meetings were hosted in five locations at both day and evening times. A coinciding Online Open House was also hosted. A public meeting was also held on **March XX, 2016**, prior to adoption of the RTP Framework. Additional public meetings will be held during the second phase of the planning process.

Ongoing Involvement Opportunities

Stakeholders and members of the public were able to directly contact AAMPO staff throughout the planning process, and provide input in-person, via email or by telephone. Public comment periods were also provided at all AAMPO meetings.

Plan Update and Amendment Process

At a minimum, the RTP must be reviewed, validated, and updated every five years. Plan updates give AAMPO the opportunity to review data, assumptions, and priorities in the Plan and to make modifications or updates to ensure continued accuracy and relevance of the document.

Amendments to the Plan can be made between the five-year updates. Each time a major amendment is made to the RTP, it must go through the rigors of a financial-constraint determination. It is anticipated that only large projects that would conceptually change the RTP would require a plan amendment.

Regulatory Framework

All MPOs are required to develop a Regional Transportation Plan that identifies transportation system needs and projects for implementation over a 20-year period using Federal, State and local funds. (23 CFR 450). Oregon's Transportation Planning Rule (TPR), also requires MPOs to prepare regional transportation system plans (RTSPs) which place a greater emphasis on coordination with land use planning. The RTP Framework is the first phase in developing a state and federally compliant plan, and will primarily adhere to Federal requirements.

Federal guidance states that an MPO's Regional Transportation Plan must:

1. Be consistent with federal transportation policies.
2. Consider a minimum 20-year forecast period.
3. Identify transportation facilities (including major roadways; transit, multimodal and intermodal facilities; and intermodal connectors) that function as an integrated metropolitan transportation system.
4. Emphasize facilities that serve important national and regional transportation functions.
5. Discuss potential environmental mitigation activities (and potential areas to carry them out), including activities with the greatest potential to restore and maintain the environmental functions affected by the plan.
6. Incorporate a financial plan that: (i) demonstrates how the plan can be implemented, (ii) indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan, and (iii) recommends any additional financing strategies for needed projects and programs.
7. Incorporate operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.
8. Incorporate investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
9. Incorporate transportation and transit enhancement activities.
10. Incorporate performance measures and targets and a report on system performance and condition.

The planning process should also consider following Eight Planning Factors:

1. Support economic vitality
2. Increase transportation safety for motorized and non-motorized users.
3. Increase transportation security for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system across and between modes for both people and freight.
7. Promote efficient system management and operation.
8. Emphasize preservation of the existing transportation system.

Existing Plans and Regulations

Existing land use or transportation plans, and other regulatory documents providing guidance within the AAMPO area, were reviewed in order to establish a context and foundation for the Albany Area Regional Transportation Plan. Forty-one documents were reviewed to identify existing transportation goals, policies, and objectives; highlight key criteria and standards; and, flag any gaps to be addressed through the RTP planning process.

Key themes that emerged from the document review include:

- Balancing financial resources with community livability and economic vitality
- Providing for the safe, convenient and efficient movement of people and goods
- Facilitating the flow of goods and services so as to strengthen the regional economy
- Using available resources effectively and responsibly
- Maintaining and preserving the existing transportation system
- Providing sufficient transportation capacity
- Improving safety
- Promoting transportation options
- Ensuring mobility for all citizens, and specifically the transportation disadvantaged

Gaps that were identified include:

- Numerous plans reviewed are currently, or soon will be, undergoing updates.
- Federal Regulatory Changes resulting from MAP-21 and the FAST Act
- Numerous updates made to the State of Oregon guidance for transportation planning
- State of Oregon Transportation Planning Rule requirements associated with the MPO

Chapter 3: Goals, Policies, and Objectives

The RTP Framework goals and policies provide a foundation for transportation plans, projects and programs completed within the MPO planning area. Each goal and policy was developed by the MPO in concert with local plans, and Transportation System Plans in particular.

This chapter contains a hierarchy of four planning elements:

- **Goals:** Broad statements about the region’s desired outcomes. While not always appearing attainable, a goal describes a principal that will influence how decisions are made about transportation investments.
- **Policies:** Statements describing the approach that the MPO will use to guide the region toward each goal.
- **Potential actions:** Projects or regulatory measures that may be implemented to achieve the goals.
- **Objectives:** Measureable outcomes that indicates if a policy is achieved. These objectives also address the performance-based planning requirements established in MAP-21.

Goal I

Provide for a balanced and multi-modal regional transportation system that meets existing needs and prepares for future needs.

Policies

- 1.1. Improve the accessibility, connectivity, efficiency and viability of the transportation system for all users
- 1.2. Maximize efficiency of existing regional roadway system
- 1.3. Maintain acceptable roadway and intersection operations
- 1.4. Protect the ability of major arterials to serve regional traffic while maintaining local connectivity to community activity centers
- 1.5. Preserve and protect transportation corridors essential to regional economic vitality
- 1.6. Ensure that the benefits and impacts of the transportation system are socially equitable
- 1.7. Support improvements to the passenger rail system which demonstrate positive community impacts
- 1.8. Define priorities and incremental steps needed for investment of ODOT and Federal revenues to address safety and major capacity problems on the State and Interstate transportation system serving the AAMPO planning area
- 1.9. Maintain the condition of the highway system infrastructure
- 1.10. Plan for transportation improvements that are needed to support future growth and transportation system needs
- 1.11. Provide a transportation system that serves a balance of transportation modes

Potential Action

- Add roadways, as identified in adopted plans, to increase regional connectivity
- Upgrade intersection capacity to meet future demand
- Implement or promote transportation options to meet future demand
- Provide wayside information dissemination on key regional routes
- Add video surveillance to improve incident detection and verification
- As transportation facilities are developed, incorporate design standards, landscaping and other amenities to encourage walking and bicycling opportunities

Objectives

- Reduce regional corridor travel times
- Reduce hours of congestion
- Reduce user travel costs
- Increase walking, bicycling and transit mode shares
- Increase travel reliability
- Increase transit frequency and reliability
- Reduce Vehicle Miles Traveled (VMT) per capita
- Maintain the transportation system in a state of good repair

Goal 2

Enhance regional and intermodal connectivity for movement of all modes within the MPO as well as between the MPO and other areas.

Policies

- 2.1. Employ access management strategies to maintain existing highway functionality
- 2.2. Increase transportation options to community activity centers such as schools, parks, employment and shopping areas, and major transit stops
- 2.3. Enhance freight connectivity to industrial centers and freight terminals
- 2.4. Improve regional and local transportation system connectivity for non-motorized travel.

Potential Action

- Fill gaps in bicycling and pedestrian infrastructure on regional corridors
- Enhance pedestrian crossings near community activity centers
- Develop and apply spacing criteria for streets, bikeways and pedestrian access ways

Objectives

- Increase the percentage of the population within a maximum travel time between work and home
- Encourage the location of future industrial job centers near the freight network
- Improve transit frequency and coverage in high employment and dense residential areas
- Increase the total length of regional multi-use paths and bike boulevards
- Increase sidewalk coverage on regional corridors
- Reduce out-of-direction travel

Goal 3

Increase the safety and security for all travel modes on the regional system

Policies

- 3.1. Improve safety on the regional system at locations with existing safety issues
- 3.2. Ensure that consistent security policies are practiced for all regional air, freight, pipeline, and roadway systems to reduce the risk of outside tampering
- 3.3. Coordinate with emergency-response agencies to design and operate a transportation system that supports timely and safe response
- 3.4. Reduce vulnerability of the public, goods movement, and critical transportation infrastructure to crime, emergencies and natural hazards
- 3.5. Improve safety for multimodal system users to enhance comfort and viability of system use for pedestrians and bicyclists

Potential Action

- Select projects designed to improve safety at known accident prone locations
- Consider safety for all users when considering and developing transportation projects
- Work with other agencies to promote traffic safety education and awareness
- Place a higher priority on investments that address safety-related deficiencies at high crash locations
- Place a high priority on investments that address bridge maintenance needs for seismic event resiliency
- Improve system connectivity to enhance emergency response and natural disaster response travel route options
- Use All Roads Transportation Safety (ARTS) program to model system safety needs.
- Identify bridge condition needs

Objectives

- Improve system resiliency for seismic and other natural events
- Reduce total fatal and injury crashes
- Reduce total property damage only accidents
- Reduce emergency response times

- Minimize conflicts along high-volume and high-speed corridors
- Reduce fatalities and injuries to pedestrians and bicyclists.

Goal 4

Protect the natural and built environment

Policies

- 4.1 Maintain acceptable roadway and intersection operations where feasible considering environmental, land use, and topographical factors
- 4.2 Reduce regional roadway environmental impacts by promoting transportation options and/or transportation system management and operations (TSMO) strategies in place of capacity upgrades, wherever feasible
- 4.3 Reduce the regional carbon footprint by reducing stopped delay, trip lengths, and vehicle miles traveled
- 4.4 Increase multi-modal access to public parks and nature reserves to better expose the public to the benefits of environmental stewardship
- 4.5 Reduce single-auto trip dependence

Potential Action

- Implement transit system enhancements designed to shift trips from single-auto to transit
- Reduce environmental impacts through design for proper drainage and treatment
- Improve pollinator habitat by developing Integrated Vegetation Management (IVM) standards for roadside areas

Objectives

- Reduce total air contaminants and toxins created by the regional transportation system
- Reduce total impacts on life cycle CO₂ caused by the transportation system
- Reduce transportation system related risks to the natural, built, and cultural resources

Goal 5

Preserve the mobility of existing freight routes to ensure the efficient movement of goods throughout the region for existing freight movements and future opportunities

Policies

- 5.1. Connect any existing system gaps between different freight modes
- 5.2. Promote efficient freight access to regional and state road, rail, airport and port infrastructure
- 5.3. Use judicious access management regulation to protect existing roadway freight routes
- 5.4. Provide freight system improvements that promote job growth and enhance employment opportunities

Potential Action

- Implement projects designed to enhance the safety of rail crossings
- Ensure projects on regional roadway freight corridors include geometric design considerations for large trucks, including addressing regional pinch-points
- Coordinate with external agencies to address the needs of critical freight connections outside the MPO that are needed to serve uses in the MPO

Objectives

- Increase total number of jobs by enhancing freight mobility
- Reduce transportation costs by industry (business travel and freight)
- Increase in productivity by increasing connectivity
- Increase total value of exports and imports

Goal 6

Demonstrate responsible stewardship of funds and resources.

Policies

- 6.1. Prioritize preservation of the existing system
- 6.2. Confirm that all funded projects meet high priority regional system needs
- 6.3. Maximize the cost effectiveness of transportation improvements
- 6.4. Encourage public/private partnerships
- 6.5. Leverage access to federal funding for large-scale regional transportation projects.
- 6.6. Support interjurisdictional coordination to improve project delivery and leverage funding opportunities
- 6.7. Encourage coordination and partnerships among public agencies within the MPO that promotes opportunities for additional external funding for the region
- 6.8. Seek opportunities for additional funding sources

Potential Action

- Develop a fiscally constrained project list designed to meet the most critical transportation needs within the region
- Apply for federal grants for major regional projects
- Consider alternative methods to supplement road maintenance funding, such as local gas tax

Objectives

- Minimize capital costs when possible
- Reduce system lifecycle costs through advance planning and
- Increase total transportation revenue
- Increase the share of lifecycle funds that are new or recycled

- Minimize the net impact on state and regional fiscal balance
- Retain funding allocations for maintaining the existing transportation system (such as pavement and bridge improvement projects)

Goal 7

Coordinate transportation and land use decision-making to foster collaboration and to encourage development patterns which increase transportation options, encourage physical activity, and decrease reliance on the automobile.

Policies

- 7.1. Work towards consistency among local and regional transportation and land use policies
- 7.2. Use transportation investments to foster compact and mixed-use employment and residential land development within the region consistent with local agencies vision of a balanced land use pattern
- 7.3. Assess regional travel impacts of all major land use decisions
- 7.4. Encourage region wide jobs and population growth while protecting character and connectivity of local communities
- 7.5. Encourage integration of bicycle and pedestrian facilities into site designs for community activity centers such as schools, parks, employment and shopping areas, and major transit stops to promote safe and efficient access to and through the site
- 7.6. Parking space requirements integrate land use and transportation options.

Potential Action

- Encourage incorporation of mixed employment and housing land use policies into Urban Growth Boundary updates
- Review minimum and maximum parking requirements
- Assess site plan review and traffic impact study requirements for on-site pedestrian and bicycle facilities

Objectives

- Achieve balanced growth in housing and employment
- Support population and employment density in city and neighborhood centers as defined in local Comprehensive Plans
- Increase relative land values
- Provide opportunities for rural locations that have less commercial options

Goal 8

Provide for a transportation system with positive personal health impacts.

Policies

- 8.1. Identify and support beneficial public health impacts when planning and funding transportation projects
- 8.2. Support physical activity by maintaining existing recreational corridors and increasing recreational connectivity where feasible through opportunities including parks, open space, and greenways
- 8.3. Support active transportation options
- 8.4. Ensure that the transportation system provides adequate access to health services and resources
- 8.5. Reduce conflicts between transportation modes to create a transportation system that is safe and comfortable to navigate

Potential Action

- Increase multi-use path connections to parks
- Promote coordination among public transportation providers to improve efficiencies of service delivery
- Support Safe Routes to School programming

Objectives

- Improve health and wellness of the general population by increasing active transportation choices and access to care facilities
- Increase the quality of the travel environment
- Reduce transportation related noise impacts

Goal 9

Provide for a diversified transportation system that ensures mobility for all.

Policies

- 9.1. Provide greater transportation options for those who are transportation disadvantaged
- 9.2. Ensure that those who are transportation disadvantaged have full access to the regional active transportation system
- 9.3. Maintain and improve accessibility of the public transportation system
- 9.4. Improve accessibility of transportation facilities servicing community activity centers such as schools, parks, health care services, employment and shopping areas
- 9.5. Provide redundant transportation options so that users do not become reliant on a single mode of travel

Potential Action

- Develop projects to increase transit service to low income neighborhoods
- Consider demand responsive transit service options

Objectives

- Distribute transportation system user benefits evenly across all population groups
- Reduce total particulate matter emissions evenly across all population groups
- Distribute health benefits of active transportation across all population groups

Goal 10

Provide an open and balanced process for planning and developing the transportation system.

Policies

- 10.1. Foster a dialog and coordination between city, county and state entities within the MPO and regional partners including other Metropolitan Planning Organizations (MPOs) and Area Commissions on Transportation (ACTs).
- 10.2. Ensure that all affected jurisdictions have a say in major regional transportation decisions
- 10.3. Conduct outreach consistent with the AAMPO Public Participation Plan to acquire input in the planning process
- 10.4. Decisions will be consistent with applicable state and federal regulations

Potential Action

- Include regional participation in local planning projects by requiring notifications to potentially affected agencies in capital project or development review processes
- Create a process for on-going updates to local agency transportation system plans and the RTP to ensure consistency as plans are amended and to capture future opportunities

Objectives

- Provide guidance to enable local jurisdictions to create adopt goals and projects in concert with the overall regional goals and policies
- Foster plan support through transparent process.

Chapter 4: Existing Transportation System

The existing regional transportation system was assessed in order to identify current deficiencies and needs and to help project needs through 2040. The following is a summary of data collected for the following components of the multimodal system: roadways, public transportation, pedestrian facilities, bicycle facilities, rail freight, air travel, waterways, intelligent transportation system infrastructure, transportation demand management, and pipelines, and other transport facilities.

The full assessment of existing transportation system is available in Technical Memoranda #4 Existing Transportation Conditions and #5 Existing Transit Conditions. Technical Memorandum #6 Environmental Considerations includes a review of environmental, cultural and historical resources in the MPO area that may be impacted by the transportation system and is hereby incorporated into this document by reference.

Roadways

Regionally significant roadways within the AAMPO area were inventoried and roadway characteristics, traffic operations, traffic safety considerations, and freight routes were reviewed to help identify current roadway conditions and deficiencies.

Roadway Characteristics

There are six roadway classifications within the AAMPO area: freeway, principal arterial, minor arterial, major collector, minor collector, and local. As shown in [Figure 2](#), there is one freeway and four primary arterials providing connections within and to areas outside of the MPO; I-5 and OR 99E travel north/south while OR 34, US 20 and OR 164 travel east/west. All are designed to carry large vehicle volumes. Minor arterials and collectors throughout the MPO allow for more access and circulation within the MPO and also create connections to regional destinations and the major freeway and arterial roadways. Roads within an MPO are generally classified as urban.

Speed limits for regional roadways in the MPO area range from 25 to 55 miles per hour (mph), with posted speeds typically decreasing to 25 to 45 mph within city limits and increasing to 55 mph between cities. A majority of AAMPO's regional roadways have two to three travel lanes, although portions of OR 99E and OR 34 have a cross section of five travel lanes. AAMPO area speed limits are illustrated in [Figure 3](#).

There are 135 bridges, both roadway and railroad, identified in the 2014 National Bridge Inventory within the MPO area. According to the 2015 ODOT Bridge Condition Report, there is one 'posted' bridge in the AAMPO area on Highway 164 as it crosses the Santiam River into

Jefferson. There are six functionally obsolete bridges in the AAMPO area: I-5 at the Viewcrest Interchange in Millersburg, I-5 at the Knox Butte Interchange in Albany, 99E at Waverly Lake in Albany, Highway 20 / 99E at the rail overpass in Albany, the Lyons Bridge over the Willamette River in Albany, and the Ellsworth Bridge over the Willamette River in Albany. A ‘functionally obsolete’ classification indicates that the bridge was built to standards that do not meet current federal minimum clearance requirements. ‘Posted’ bridges have insufficient load capacity for heavy vehicles.

Traffic Operations

Traditionally, efficiency of traffic operations is judged by the mobility of vehicles along roadway corridors and specifically at intersections. Level of service and v/c ratios are two commonly used performance measures that provide a gauge of intersection operations.

Level of service is a “report card” rating (A through F) based on the average delay experienced by vehicles at the intersection. A v/c ratio is a decimal representation of the volume to capacity ratio of an intersection; a lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00, congestion increases and performance is reduced.

Operations at 28 key intersections were analyzed based on the 2000 Highway Capacity Manual for signalized intersections and 2010 Highway Capacity Manual for unsignalized intersections. These intersections are shown in **Figure 3**. Of the 28 study intersections, there are two unsignalized intersections under ODOT jurisdiction that do not meet OHP mobility targets - Century Drive & I-5 NB Off Ramp/Knox Butte Road and Scenic Drive/Albany-Corvallis Highway (US 20). The southbound left-turn approach at the intersection of Century Drive & I-5 NB Off Ramp/Knox Butte Road has a v/c ratio greater than 1.0 for both the average weekday and 30th highest hour volume. The southbound left-turn approach at the intersection of Scenic Drive/US 20 has a v/c ratio greater than 1.0 for the 30th highest hour volume. The full analysis is available in Technical Memorandum #4 Existing Transportation Conditions.

Traffic Safety

AAMPO Area Crash Data

Crash data for the most recent five years available (2009-2013) on all roadways within the AAMPO area were obtained from ODOT. This data is shown in **Figure 4** and explained in more detail in Technical Memorandum #4 Existing Transportation Conditions. There were 3,022 reported vehicle crashes within the AAMPO area during the five-year span, yielding an average of over 605 crashes per year. Of the 3,022 vehicle crashes, there were 18 fatalities, 61 incapacitating injuries, 423 non-incapacitating injuries, 961 possible injuries and 1,559 property-damage-only crashes. Four study intersections were found to have crash rates higher than their critical crash rate:

- Century Drive / I-5 NB Ramps

- Scrael Hill Road / Knox Butte Road
- Waverly Drive / US 20
- Queen Avenue/ OR 99E

ODOT All Roads Transportation Safety Program

The ODOT All Roads Transportation Safety (ARTS) Program identifies hot-spot locations involving fatal and serious injury crashes. There were ten hot spot locations identified with in the AAMPO area as shown in **Figure 5**, some of which are consistent with the high crash locations listed above. Data for fatal and serious injury crashes, key issues, and potential low cost or systemic improvements for each site are described in **Table 1**.

Table 1: Albany Area MPO Hot-Spot Crash Location Summary

Location	Fatal and Serious Crashes	Total Crashes	Issues
Waverly Drive / US 20	3	75	1. Only one existing luminaire at the intersection. (There was a fatal pedestrian crash at night) 2. There are a considerable number of access points near the intersection. 3. One-third of the crashes involved pedestrians.
Geary Street / OR 99E	2	77	1. Need to upgrade traffic signal.
Geary Street / US 20	2	50	1. Connection to I-5, OR 99E and US 20
Clay Street / US 20	2	37	1. There are a considerable number of access points near the intersection along US 20. 2. Forty-one% of crashes involved a turning movement and both serious injury crashes involved a left turning movement.
OR 99E / Albany Avenue & Airport Road	2	36	1. Serious injury crashes involve turning movement and pedestrians. Thirty-one% of all crashes involved a turning movement. 2. There are no dedicated left-turn only lanes on the minor approaches. 3. Rear-end crashes account for 44% of all crashes.
Geary Street / Queen Avenue	1	47	1. Bicycle conflict points from each approach. 2. Out-dated traffic signal equipment (five-section "Doghouse").

ODOT SPIS

ODOT maintains a Safety Priority Index System (SPIS) to identify sites on state highways with higher crash histories and may benefit from safety improvements. The most recent SPIS list ranks 19 sites within the AAMPO area among the top 10% of SPIS sites. Sites are identified by one-tenth mile sections, so many sites occur along the same highway corridor. The 19 sites located along I-5, US 20, and OR 99E.

Figure 2: AAMPO Roadway Functional Classification

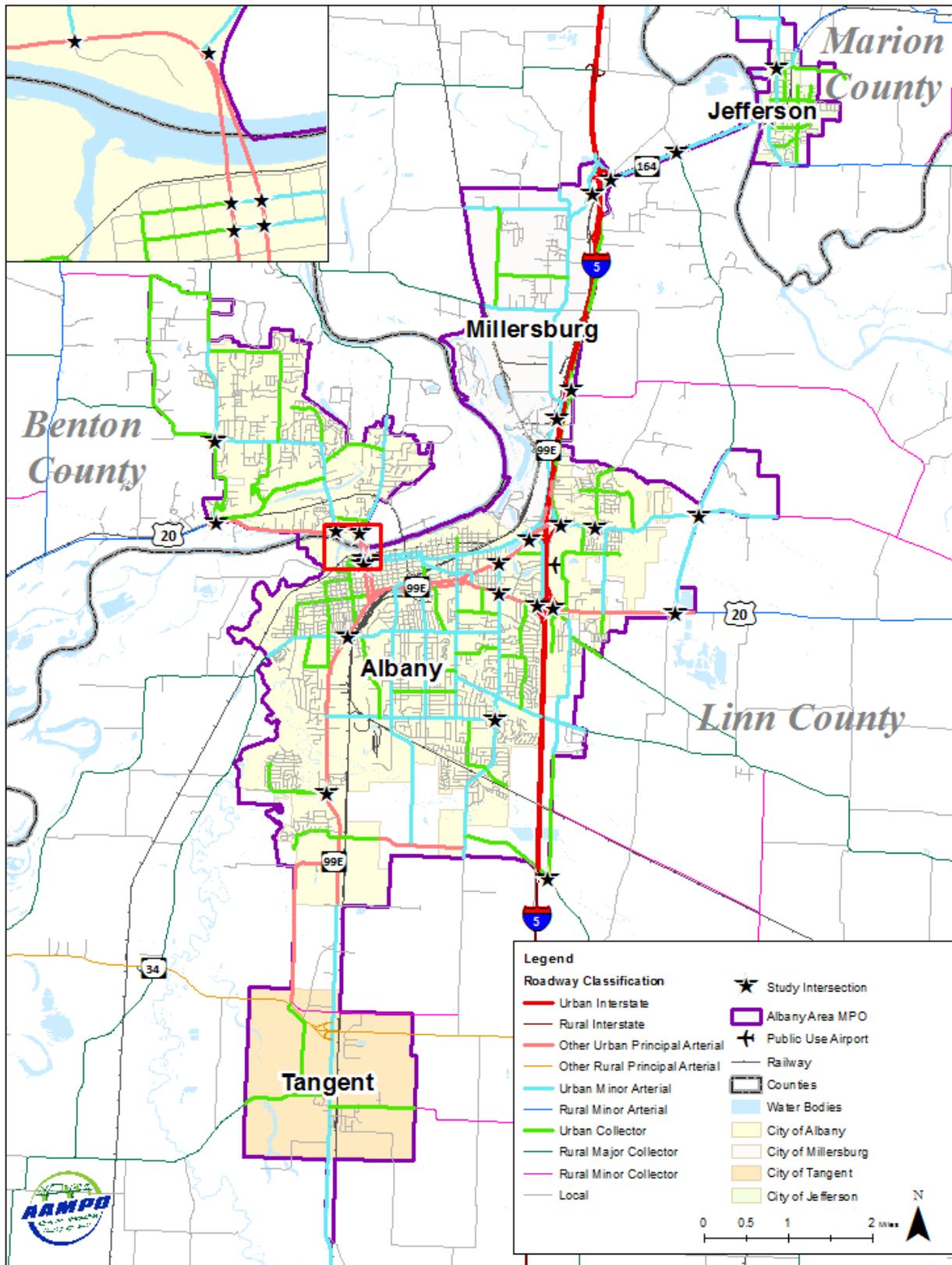


Figure 3: AAMPO Study Intersection and Posted Speed Limits

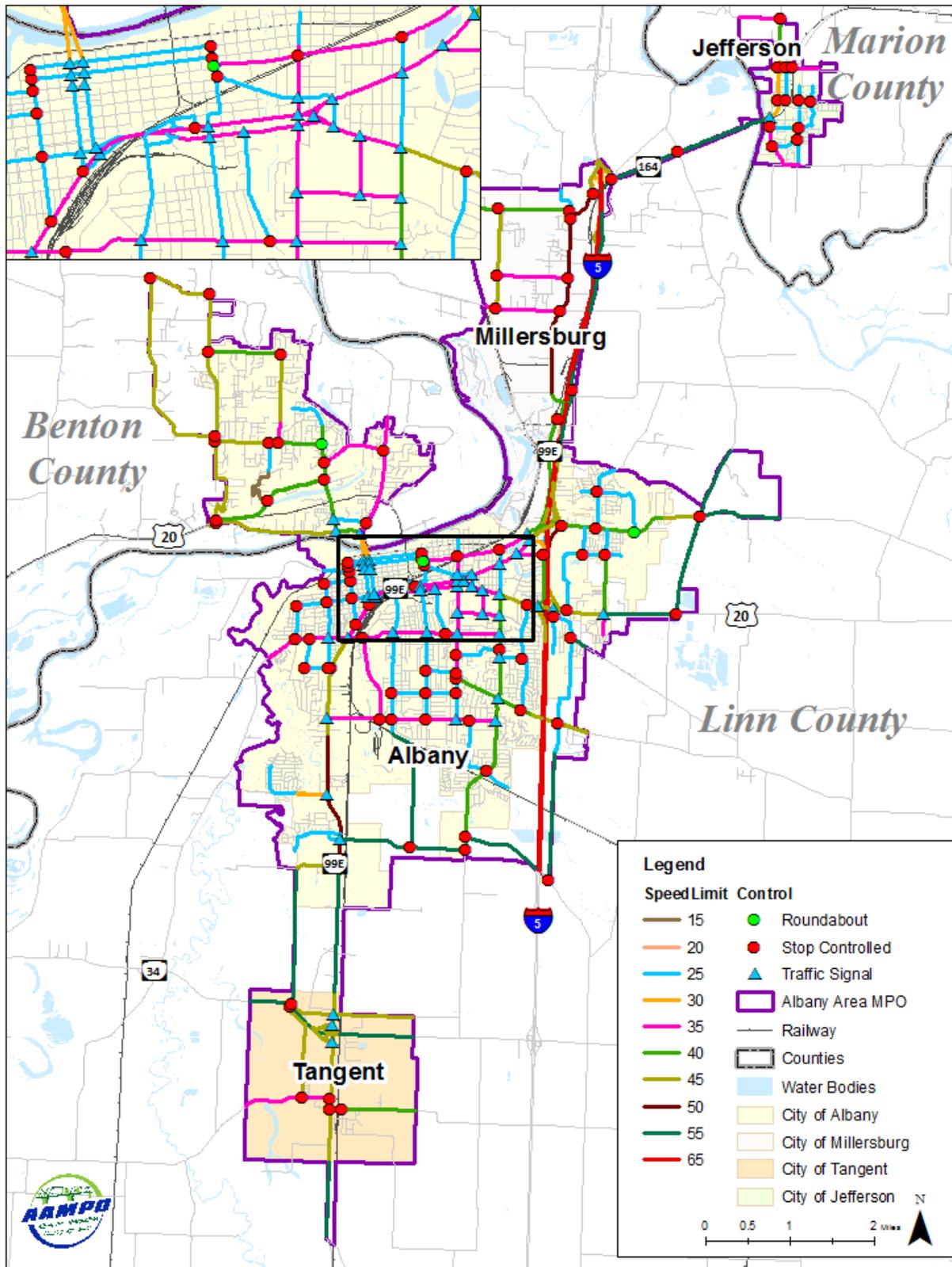


Figure 4: AAMPO Vehicle Fatal and Serious Injury Crashes (2009 -2013)

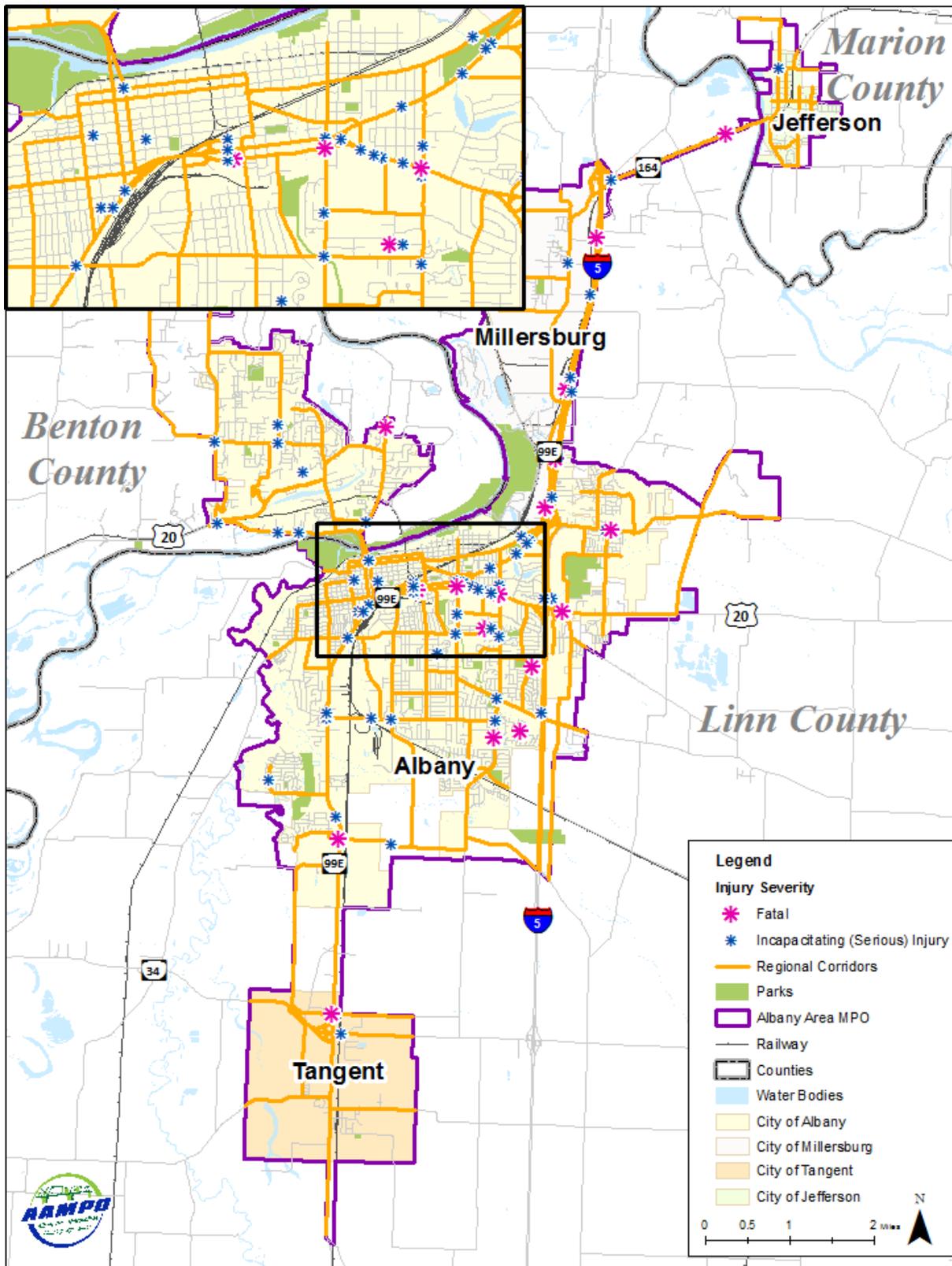
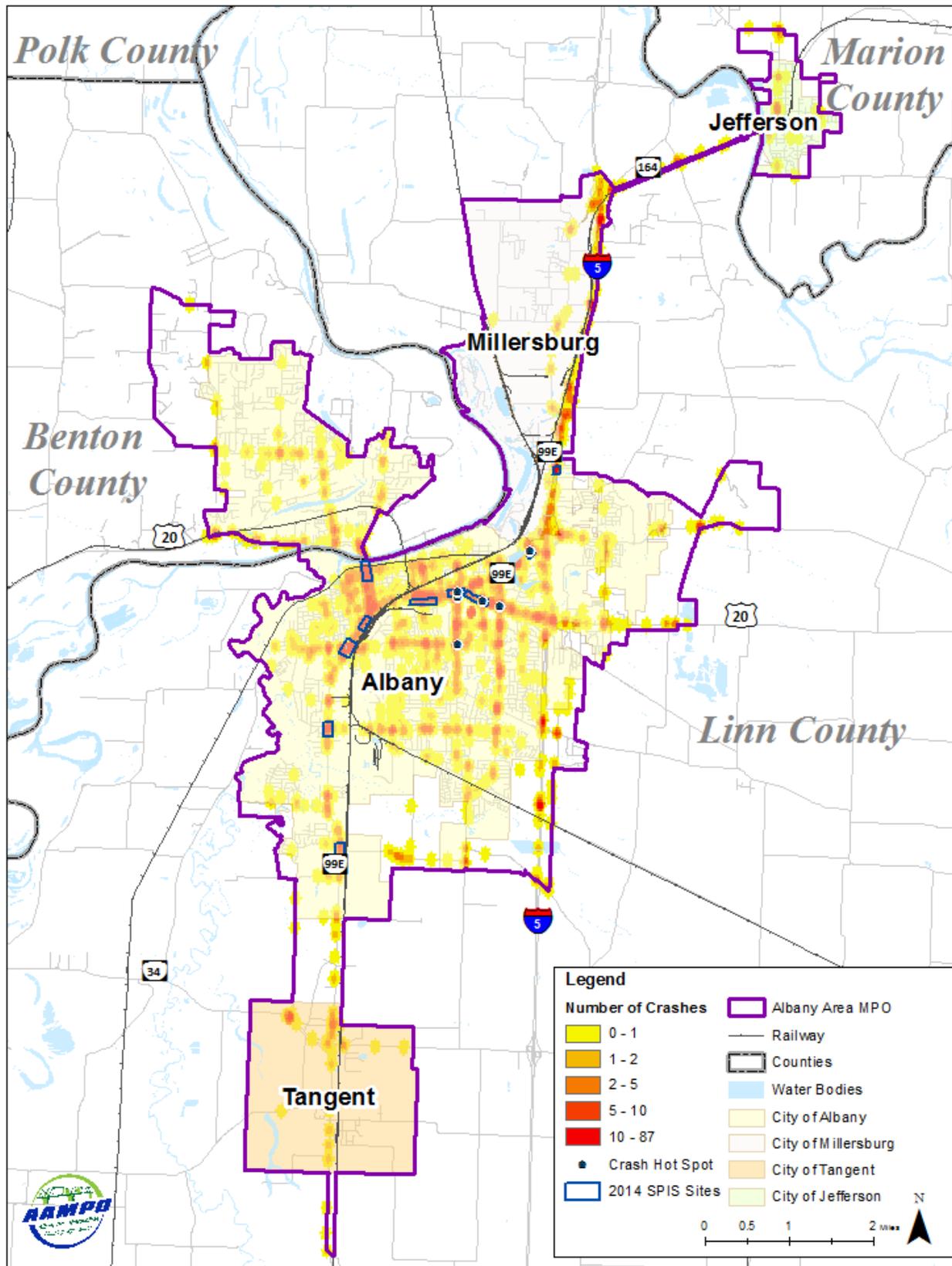


Figure 5: AAMPO Vehicle Crashes and Hot-Spots (2009-2013) and 2014 SPIS Sites



Public Transportation

The Albany Area MPO is served by a small urban transit system. In addition, several rural and statewide services that provide connectivity within the MPO and to surrounding areas. Below is a brief summary of these and other regional public transportation services in the MPO area. More information is available in Technical Memorandum #5 Existing Transit Conditions.

Albany Transit System

Albany Transit System (ATS) operates four fixed routes, Monday through Friday at 60-minute frequencies. These routes, along with key regional fixed-route services are shown in **Figure 6**. Route 1 operates throughout most of Albany only the early morning. After 9:00 am, service is provided by Routes 2 and 3. Route 2 operates on Albany's east side, and Route 3 operates service on Albany's west side. The single-ride fare is \$1.00 for adults, and \$0.50 for seniors (60 and older), youth (6-17), and disabled individuals. Children 5 and younger ride free. Free transfers are available. Routes 1, 2, and 3 are confined to the City of Albany.

The fourth fixed route operated by ATS is the Linn-Benton Loop. The 'Loop' operates as an inter-city route connecting Corvallis and Albany. The route operates from 6:25 am until 7:00 pm, Monday through Friday, and 8:00 am until 6:00 pm on Saturday. The Loop fare is \$1.50, however free or reduced transfers are available.

The City of Albany also operates Call-A-Ride, a wheelchair accessible, curb-to-curb transportation for Albany residents who are 60 years of age and over, or people of all ages with disabilities who are unable to access fixed route bus service. This service operates Monday through Friday, from 6:30 am to 6:30 pm, and on Saturdays from 8:00 am to 6:00 pm. The service provides trips within Albany city limits and $\frac{3}{4}$ - mile outside Albany city limits. The fare is \$2.00 per person for each one-way trip. Call-A-Ride also serves the City of Millersburg through a contractual agreement.

Additional Regional Services

Linn Shuttle

The Linn Shuttle provides regional service connecting Albany, Linn-Benton Community College, Lebanon, and Sweet Home. The Linn Shuttle is operated by the Sweet Home Senior and Community Center and operates from 6:25 am until 7:35 pm, Monday through Friday. Service generally operates every three hours, though peak service is every 60 minutes.

Benton County Dial-A-Bus

Benton County provides wheelchair accessible, curb-to-curb transportation for Benton County residents who are older adults 60 years of age and over, or people of all ages with documented disabilities who are unable to access fixed route bus service. Dial-A-Bus operates the Corvallis-

Albany Connection on Tuesday and Thursday, providing nine one-way runs each day (four round trips). A one-way trip costs \$3.00.

Coast-to-Valley Express

Benton and Lincoln Counties provide four daily round trips between Newport and Corvallis on the Cost-to-Valley Express, two of which serve the Albany Station. Fares range from \$2.00 to \$10.00 depending on age and destination.

Valley Retriever

Valley Retriever is a private bus service providing twice-daily service between Newport and Salem with stops in Philomath, Corvallis and Albany. Once a day service is provided through to Portland and Bend. The service operates Sunday through Friday, with fares ranging from \$25.00 to \$38.00 depending on destination.

Bolt Bus

The Bolt Bus is a private service which stops in Albany twice a day, Thursday through Monday, enroute to Eugene and Portland. Trips can cost as low as \$1.00, with costs increasing as seats are booked. Average fares are \$6.00 - \$8.00 to Portland or Eugene.

Amtrak Passenger Rail

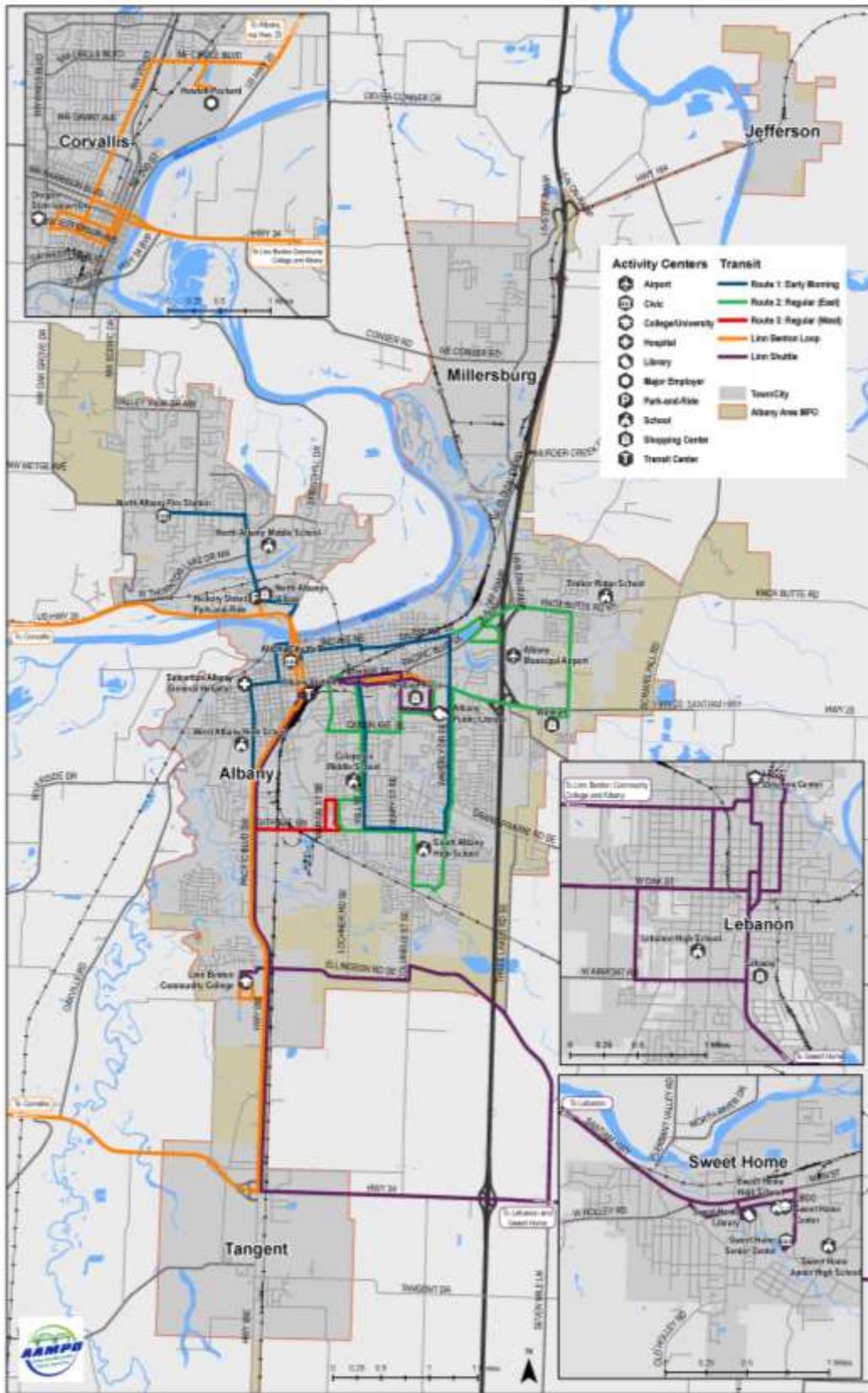
The Albany Station is served by the Amtrak Cascades and the Coast Starlight routes which together provide nine northbound and nine southbound trips each day of the week. The Amtrak Cascades travels between Eugene, Oregon and Vancouver, British Columbia; and the Amtrak Coast Starlight which travels between Seattle, Washington and Los Angeles, California. As part of some of the connections, an Amtrak Cascades Thruway carries passengers in a bus along the I-5 corridor parallel to the regular Amtrak train lines. During Amtrak's 2014 Fiscal Year, approximately 35,100 passengers traveled to or from the Albany Station.

Public Transportation Facilities

The Albany Station is the primary public transportation facility in Albany. It is where passengers transfer between routes, where most vehicle trips start and end, and where operators take their break. Intercity and regional services such as Amtrak, Valley Retriever and the Linn Shuttle also stop here.

There are approximately 93 bus stops in Albany; approximately 20 of which have shelters and benches. All stops have signs indicating the routes that serve that stop, but only stops located at a timepoint have additional schedule information for each route. The Linn-Benton Community College has a large shelter with seating protected from the elements.

Figure 6: Fixed Route Transit in the Albany Area



Pedestrian Facilities

Pedestrian facilities considered within this plan include sidewalks, multi-use paths, trails, and crosswalks along regionally-significant roadway corridors. These facilities were assessed for completeness, connectivity, Americans with Disability (ADA) compliance, and safety concerns. The full pedestrian facility analysis is available in Technical Memorandum #4 Existing Transportation Conditions.

Completeness and Connectivity

Pedestrian facilities along regional roadways were reviewed for completeness using ODOT's Multimodal Analysis methodology. It was found that nearly 45% of regional roadways have complete sidewalks coverage which includes "Excellent", "Good" and "Fair" ratings, as shown in [Figure 7](#). Timber Ridge Street, located east of I-5 in Albany, is the only regional roadway with an "Excellent" rating. Approximately 12% and 32% of the regionally significant roadways were given a "Good" and "Fair" rating, respectively. Chinook Drive in Albany and Hazel Street in Jefferson are examples of a "Good" and "Fair" rating, respectively.

While Central Albany has adequate pedestrian connectivity, there are considerable pedestrian facility gaps along regional roadways outside of central Albany, including those within and connecting to Millersburg, Jefferson and Tangent.

Americans with Disabilities Act

Americans with Disabilities Act (ADA) compliance within the AAMPO area is incomplete. The recently rehabilitated or constructed roadways such as North Albany Road or Oak Street have been designed to meet ADA requirements; however, older areas such as 9th Avenue in Albany have incomplete ADA design features.

Pedestrian Safety

The most recent five years (2009-2013) of ODOT crash data was reviewed for vehicle-pedestrian crash history. There were 56 vehicle-pedestrian crashes reported, as shown in [Figure 8](#). A majority of the crashes occurred in Albany along arterial roadways, with one reported crash in each Tangent, Millersburg and Jefferson. Approximately 65% of pedestrian related crashes occurred at an intersection or alley, 34% occurred along a straight roadway segment, and the remaining crashes occurred along a curve. There were five pedestrian fatalities, the majority of which occurred during unfavorable weather conditions. The pedestrian was deemed at-fault in four of the fatal crashes mainly because the pedestrian was illegally in the roadway.

There are two locations within Albany identified as high vehicle-pedestrian crash areas: the Ellsworth and Lyons couplet (US 20) in downtown Albany and the Heritage Plaza Shopping Center in Central Albany.

Figure 7: AAMPO Existing Pedestrian Facilities

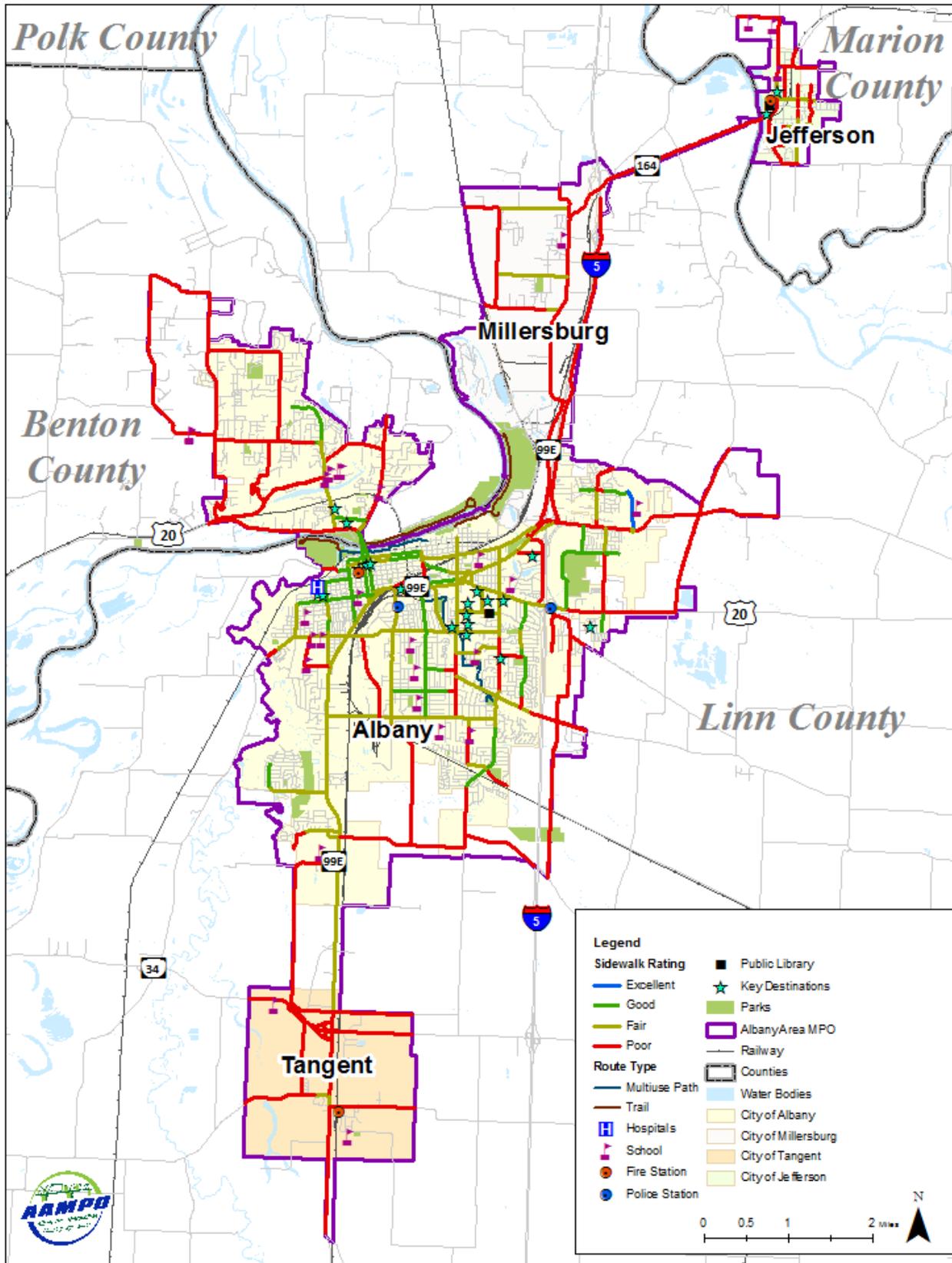
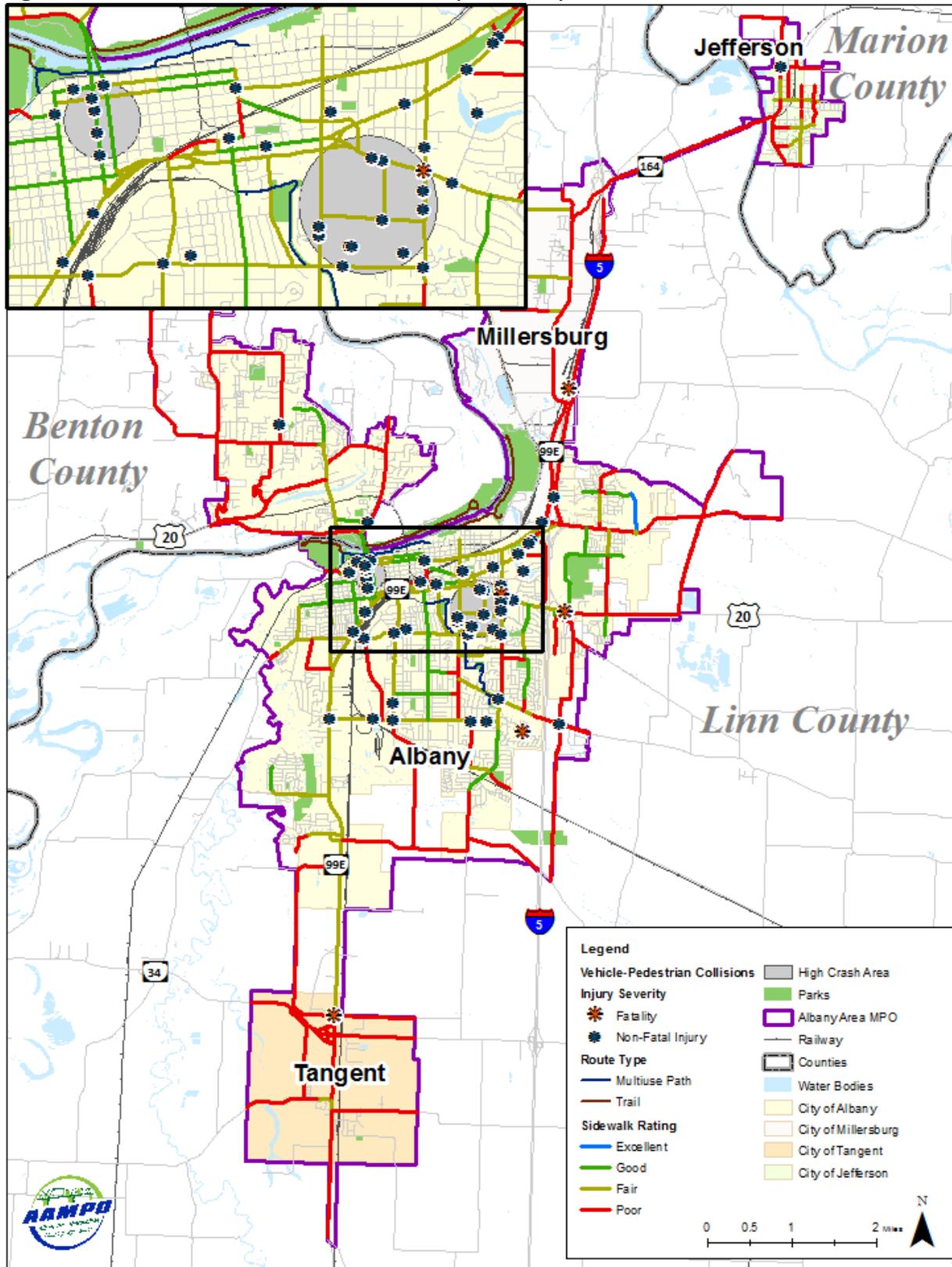


Figure 8: AAMPO Vehicle-Pedestrian Crashes (2009-2013)



Bicycle Facilities

Bicycle facilities, including bicycle lanes, multi-use paths and trails along regionally significant corridors, within the AAMPO area were reviewed to identify deficient areas and key safety concerns. A summary is provided below, and the full analysis of is available in Technical Memorandum #4 Existing Transportation Conditions.

Bicycle Level of Stress

Existing bicycle facilities along regional corridors were identified and evaluated based on the ODOT Bicycle Level of Stress Methodology. This methodology uses roadway characteristics such as bike lane width, posted speed limit, and traffic volume to quantify the perceived comfort levels of the average cyclists on a given facility. Perceived comfort is ranked from Level of Stress (LTS) 1- 4, with LTS 4 representing the highest traffic stress and LTS representing the lowest.

The areas with lowest LTS are in Albany, and the majority regional corridors have a moderate to high level of stress. There are a few multi-use paths and trails, such as Periwinkle Creek Bike Path and the Dave Clark Trail, which provide additional bicycle route options with less traffic stress. Similar to AAMPO area pedestrian facilities, the bicycle facilities extending from Central Albany to the rest of the MPO area are characterized by high levels of stress. A map illustrating LTS on regional corridors is shown in [Figure 9](#).

Bicycle Safety

To evaluate bicycle safety within the AAMPO area, the most recent five years (2009-2013) of reported crashes made available by ODOT was used. There were 73 vehicle-bicycle crashes during the five-year span, shown in [Figure 10](#). The majority of crashes occurred in Albany and one crash occurred in Jefferson. The majority of crashes occurred at an intersection or alley and most involved a crossing or turning movement. Ten crashes resulted in an incapacitating or serious injury, 43 crashes that resulted in a non-incapacitating or moderate injury, and 20 crashes resulted in a possible or minor injury. Three locations, as listed below, were identified as high vehicle-bicycle crash areas, two of which were also high vehicle-pedestrian crash areas.

- Lyons-Ellsworth Couplet (Albany)
- Heritage Plaza Shopping Center (Albany)
- Queen Avenue (Albany)

Many of the crashes at these locations can be attributed to traffic violations such as failure to yield the right-of-way, disregarding the traffic signal, non-motorists illegally in the roadway, or vehicles crossing the centerline. Education and design treatments can help to improve safety in these areas.

Figure 9: AAMPO Existing Bicycle Facilities

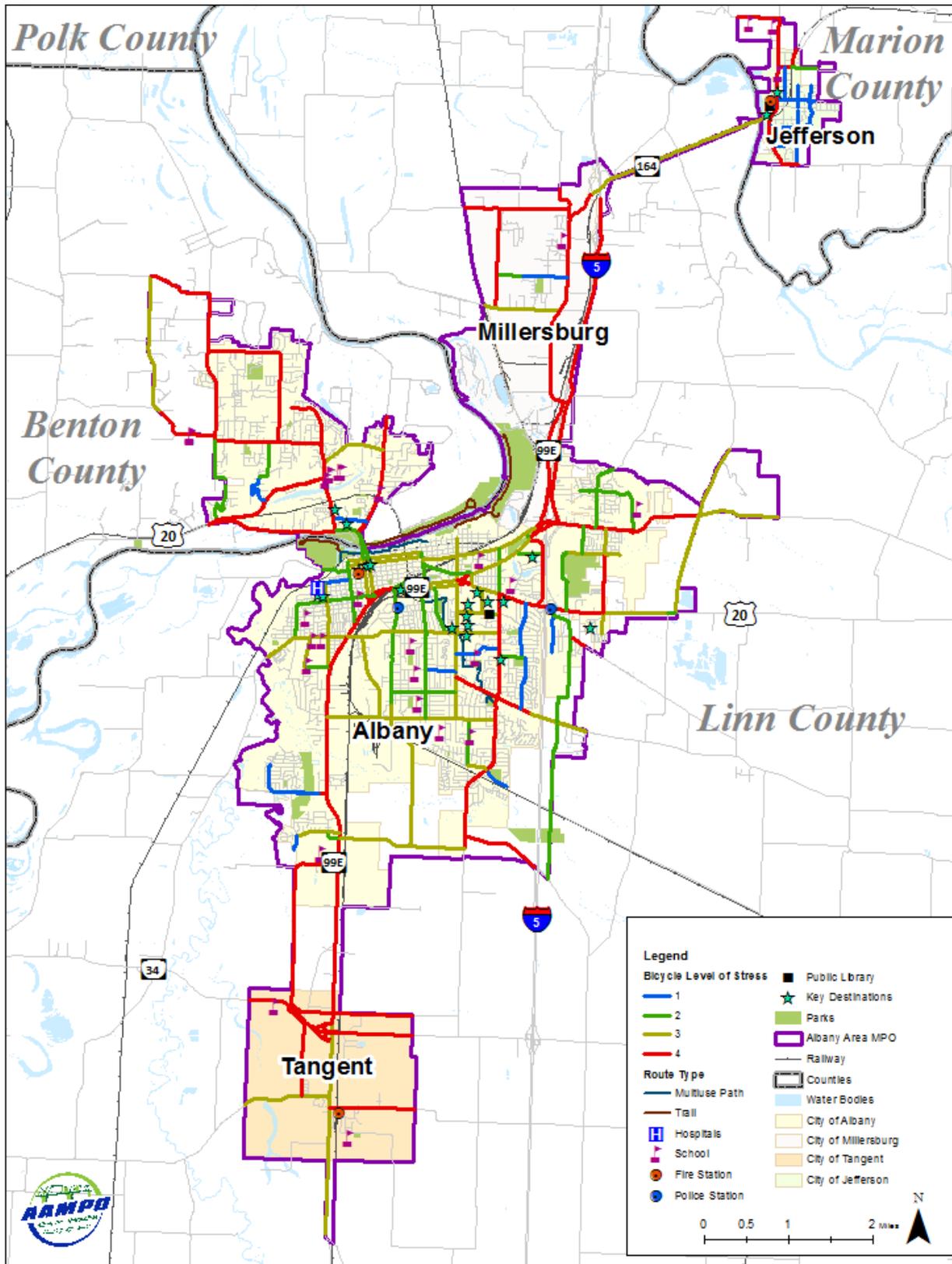
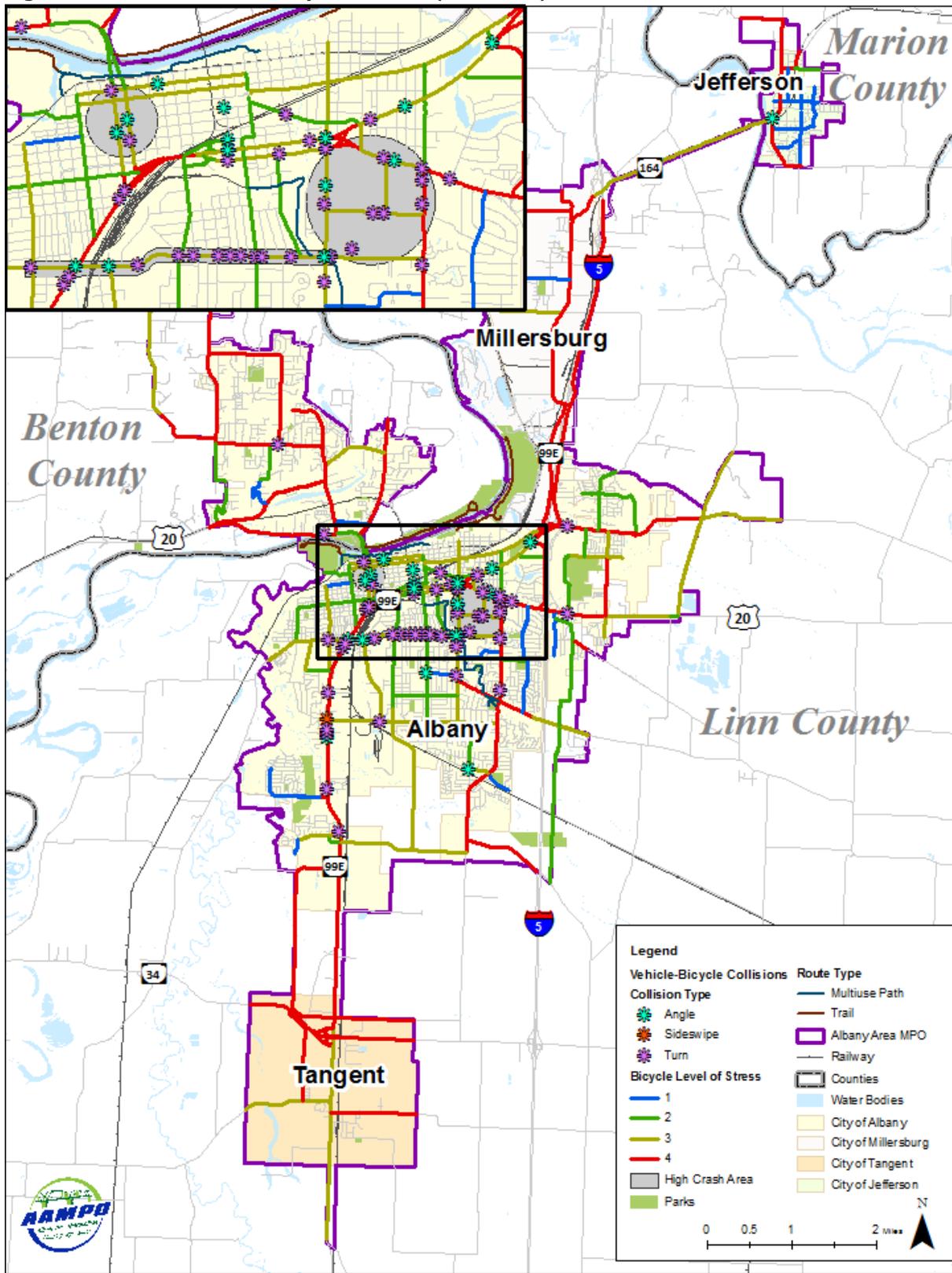


Figure 10: AAMPO Vehicle-Bicycle Crashes (2009-2013)



Rail Freight

There are currently three railroads serving the AAMPO area: Union Pacific (UP), Portland & Western (PNWR), and Albany & Eastern (AERC). Collectively, these rail lines have up to 46 freight trains moving through the MPO each day, including switching trains. The railroad companies serve local industries transporting commodities such as lumber, seed, feed, fertilizer, and frozen food.

Currently, there are seven grade separated crossing, 33 gated crossings, 20 stop controlled crossings, and six yield controlled crossings in the AAMPO area.

The Albany Rail Yard and nearby Queen Avenue crossing have limitations that create delays to trains, vehicles and pedestrians. The Albany Rail Yard serves as a crossing point for all UP rail lines in Albany, however limited distance between tracks where UP trains can meet and pass can result in long delays while passing trains await permissions to cross. Switching trains also cross Queen Avenue, which can create delays to vehicles and pedestrians. A recent project attempted to alleviate this issues by rehabilitating the Millersburg switching yard and adding a short section of track in Albany to connect the Toledo Branch directly to the Millersburg Yard.

Air Travel

There is one general aviation airport for public use within the AAMPO area. The Albany Municipal Airport is owned and operated by the City of Albany. It consists of 147 acres with a single runway and is located adjacent to I-5 between Knox Butte Road and US 20. The airport is estimated to house 51 home-based aircraft including 43 single engine, seven multi engine and one jet and the current level of annual operations is roughly 23,300 (departures and arrivals). The Airport Master Plan defines the needs and direction of future development at the airport.

Waterways

Two rivers run through the AAMPO area - the Willamette River runs through Albany and Millersburg, and the Santiam River runs through Jefferson. The Willamette River is the only waterway considered navigable, however it is not currently used for transporting goods or people and is restricted in height and width due to stationary highway and railroad bridge crossings.

Intelligent Transportation Systems

There are few intelligent transportation systems (ITS) within the AAMPO area. There are ITS systems along I-5 within the AAMPO area, including a dynamic message sign for northbound

travelers in Millersburg, highway advisory radio in North Albany, and a closed-circuit television camera in Millersburg. Off of the I-5 corridor, a fixed mount camera is located at the intersection of Queen Avenue/Geary Street in an effort to capture traffic infractions at the signal. There are several planned enhancements to the ITS infrastructure within the AAMPO area including additional cameras in Tangent and Albany and a dynamic message sign I-5 (SB) in Millersburg.

Transportation Demand Management

Transportation demand management (TDM) refers to a set of strategies aimed at reducing the demand for roadway travel, particularly in single occupancy vehicles (SOVs).

The Oregon Cascades West Council of Governments (OCWCOG) manages a regional TDM program that serves much of the AAMPO area. Through the program, OCWCOG helps public and private employers implement commuter benefit programs, informs and educates the public about transportation options, and advocates for the development and use of a wide variety of transportation options. This includes staffing Cascades West Rideshare, a regional vanpool and carpooling program. The Salem-Keizer Transit District provides similar services for Marion County and Jefferson, including staffing the Cherriots Rideshare carpool and vanpool program. Both are part of a larger network of partners who coordinated to organize commuter vanpools throughout the central Willamette Valley and on the Central Oregon Coast.

Several Park and Rides are located in the AAMPO area to facilitate carpooling and transferring to non-SOV modes. There may be additional sites, or informal sites, that are not accounted for.

- Santiam Highway and Spicer Drive, adjacent to Fescue Street and I-5 in Albany (30 parking spots, including 2 ADA compliant spots.)
- Hickory Drive in North Albany (40 parking spots, including 2 ADA compliant spots,;4 bike parking spots; 4 bike lockers; also a stop for ATS routes 1 and 3).
- I-5 and Highway 34 junction, east of Tangent (40 parking spots)
- I-5 & Highway 164 Junction (20 parking spots.)

Pipelines and other facilities

Northwest Pipeline owns a high-pressure natural gas pipeline that runs in the north-south direction along the eastern edge of the AAMPO area. There are several delivery points between Jefferson and Tangent which provide services to Northwest Natural Gas, International Paper Company-Albany and Oremet-Wah Chang, who in turn distribute their product to the cities with a smaller pipe network. Santa Fe Pacific Pipeline-North owns a major pipeline through Millersburg and Albany that carries petroleum products that runs along I-5.

Chapter 5: Future Transportation Needs

A regional travel demand model was used to help forecast future transportation system needs through the 2040 planning horizon. The forecasts prepared by the model help to identify future roadway deficiencies and evaluate regional transportation improvements. The full analysis of is included in Technical Memorandum #8 Future Transportation Conditions and Needs.

Additionally, an assessment of future public transportation needs was completed and is available as Technical Memorandum #9 Transit Future Conditions.

Travel Demand Forecasting

The *CALM (Corvallis, Albany and Lebanon Model) Regional Travel Demand Model* was developed by ODOT to estimate vehicular and non-vehicular traffic based on future growth, development, and travel patterns within the MPO and the wider region. The CALM Model includes the AAMPO planning area, the neighboring Corvallis Area MPO, the nearby City of Lebanon, and portions of unincorporated Linn and Benton Counties. With this regional scope, the model can better capture local impacts of regional travel patterns.

The CALM Model estimates daily and p.m. peak hour demand for the existing year (2010) and future year (2040) transportation system based on inputs regarding existing traffic volumes and land uses, projected land use changes, and travel behaviors and patterns.

Projected Land Use Changes

Land use is a key factor in forecasting future transportation demand. The amount of land that is to be developed, the type and scale (housing units or number of employees) of the land uses, and how the land uses are arranged within the model area has a direct impact on the future system. Projected land uses were developed for the model area based on general development patterns and the Comprehensive Plan designations for the Cities of Albany, Jefferson, Millersburg and Tangent. These population and employment assumptions form the basis for the Base Year (2010) and Future Year (2040) forecasts.

Growth Projections

The population within the entire AAMPO area is projected to increase by approximately 30% between 2010 and 2040, and number of households is expected to increase by 40%. Albany, Millersburg, and Tangent each follow a similar trend and are projected to increase in population by 20% to 30%, while Jefferson would increase about 70%. Other unincorporated areas of Benton and Linn Counties will increase by 50% or more. Significant residential growth areas, as shown in **Figure 11**, include the south end of Jefferson, east of I-5 and north of US 20 in Albany, and the south end of Albany. These projections are shown in **Table 2**.

Table 2: CALM Model Land Use Changes, 2010 - 2040

Land Use Metric / Location	Year 2010	Year 2040	% Increase
Population (AAMPO Area)	57603	74194	29%
Albany	50612	62298	23%
Jefferson	3168	5276	67%
Millersburg	1045	1364	31%
Tangent	1196	1497	25%
Benton County (other unincorporated)	856	1317	54%
Linn County (other unincorporated)	726	2442	236%
Households (AAMPO Area)	22358	31066	39%
Albany	19890	26019	31%
Jefferson	1085	2180	101%
Millersburg	382	526	38%
Tangent	420	565	35%
Benton County (other unincorporated)	303	530	75%
Linn County (other unincorporated)	278	1246	348%
Total Employment (AAMPO Area)	23155	33944	47%
Albany	19505	27718	42%
Jefferson	424	581	37%
Millersburg	2055	3875	89%
Tangent	866	1174	36%
Benton County (other unincorporated)	37	38	3%
Linn County (other unincorporated)	268	558	108%

Source: CALM Travel Demand Model

Note: Data is approximated by the TAZ boundaries and may not exactly match current and future city limits.

Overall, employment is projected to increase by approximately 45%. Individually, Albany, Jefferson and Tangent employment will follow this general increase. However, Millersburg is projected to increase approximately 90%, while the unincorporated area of Linn County is projected to double. The employment within unincorporated Benton County will be relatively unchanged. As shown in [Figure 12](#), significant employment growth areas include south Millersburg, south Albany and Albany north of the Willamette River.

Significant educational growth areas include north Jefferson, LBCC and Albany east of I-5 and north of US 20. Overall enrollment for primary schools will increase by roughly 30% within the AAMPO area. College trips are also expected to increase by roughly 30% (about 1,600 trips).

Figure 11: CALM Model Household Growth

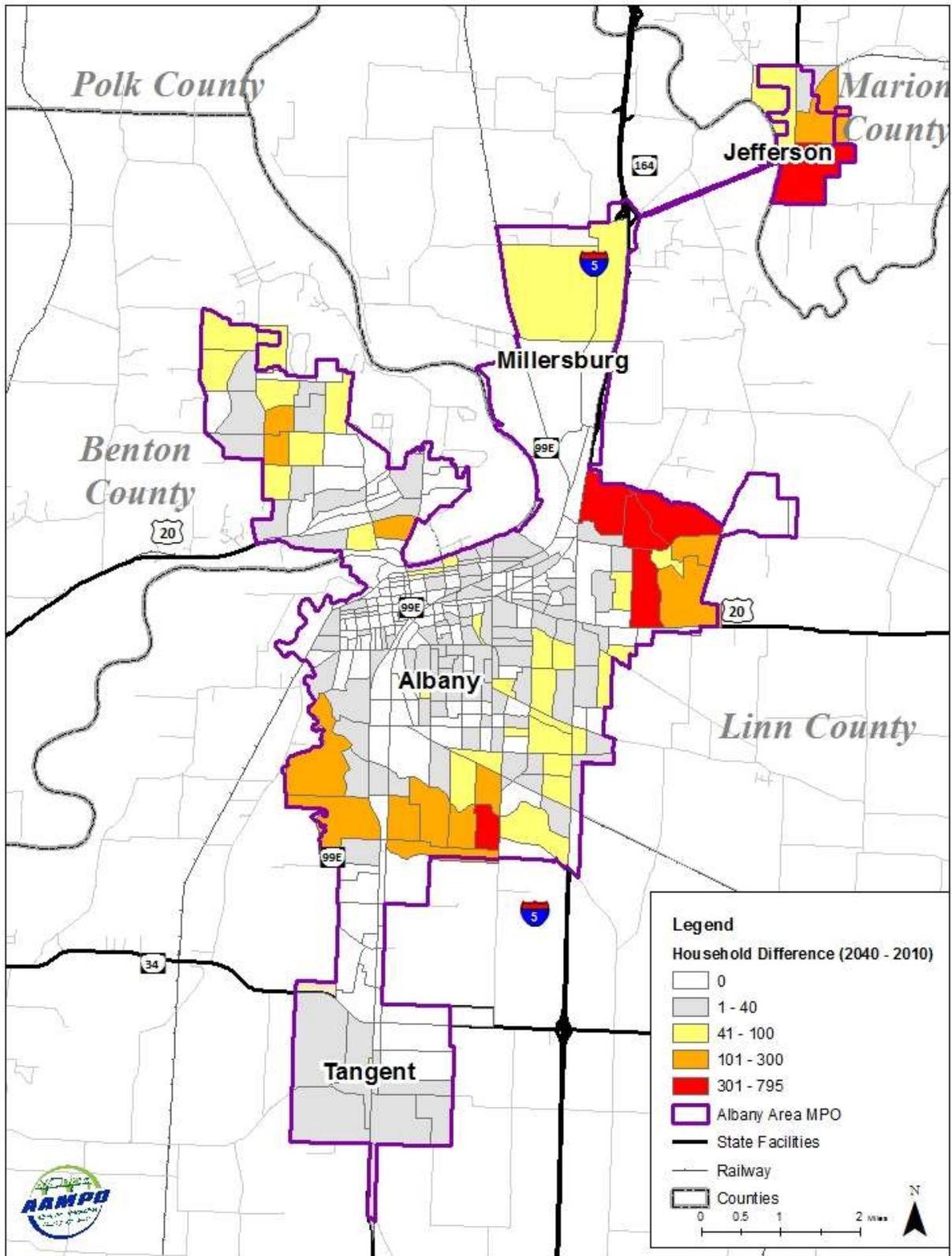
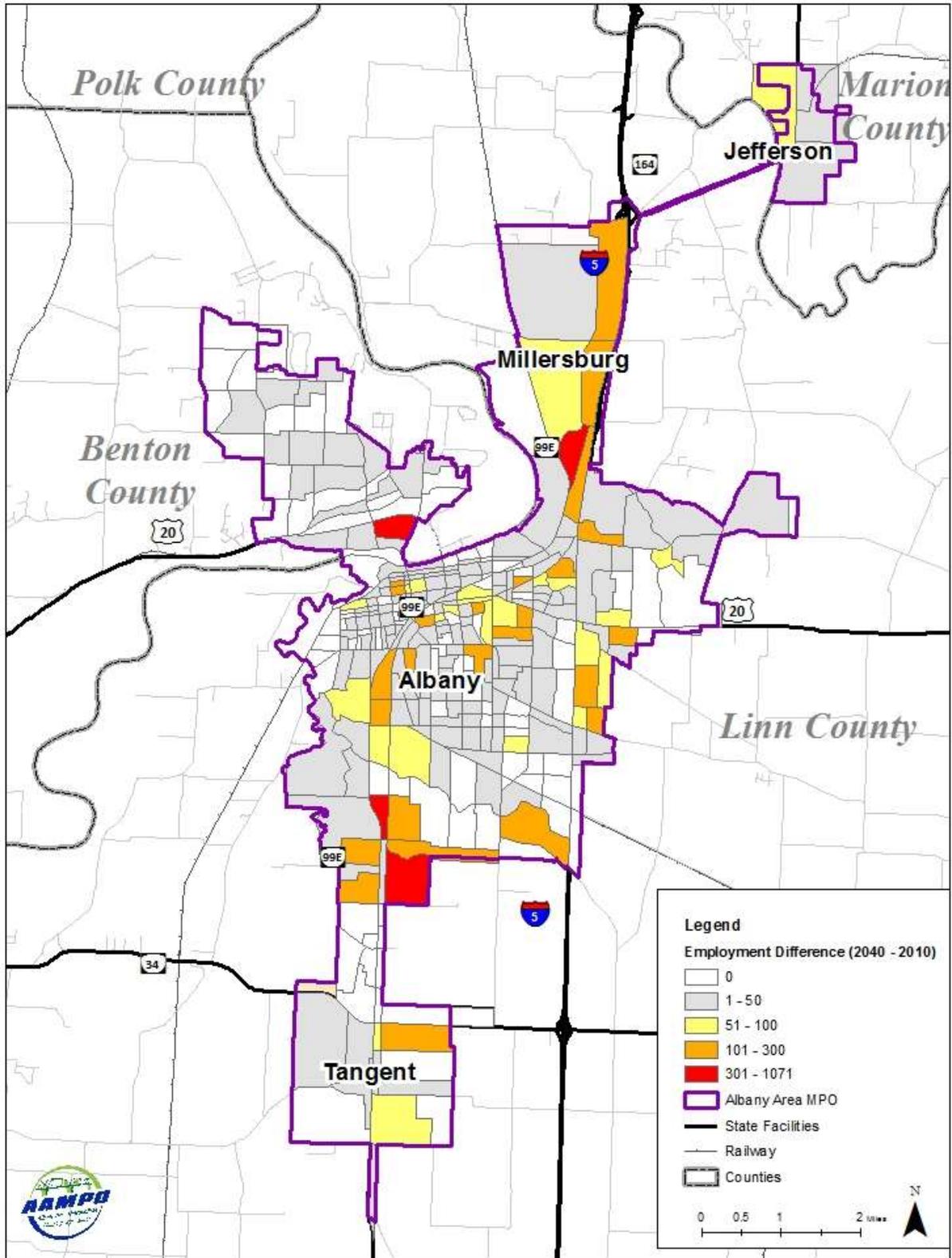


Figure 12: CALM Model Employment Growth



Future Roadway System Needs

The CALM Model was used to estimate the number and types of trips within the MPO using current and projected household attributes such as size, income, and number of workers.

The number of vehicle trips is expected to grow by approximately 30% between 2010 and 2040, generally consistent with the projected population increase, but also assuming a slight future reduction in the average rate of trips by motor vehicle. Individually, the Albany and Tangent areas are both projected to see a 25% increase in motor vehicle travel increase, while Jefferson and Millersburg are projected to increase by approximately 60%. This significant difference in growth can be attributed to the larger relative increase in population and employment for these areas.

Travel patterns forecasted for 2040 are projected to be similar to 2010. The area to the west of the MPO (including Corvallis) will continue to see the highest number of trips by AAMPO residents exiting the AAMPO area. Approximately 13% of trips traveled to/from the west in 2010; the 2040 projection sees more traffic entering the MPO from the west during the p.m. peak hour. The remaining 2010 estimates and 2040 projections are shown in **Tables 3 and 4** below. The most significant increases are expected to be seen along the primary regional state facilities: I-5, US 20, OR 99E, and OR 34. Other routes with significant growth include Waverly Drive, Queen Avenue, and North Albany Road.

Table 3: CALM Model Vehicle Trip Distribution within the AAMPO Area (2010 PM Peak hour)

	Jefferson	Tangent	Millersburg	Albany
Internal	28%	11%	6%	64%
To Other Cities in MPO	10%	24%	35%	2%
From Other Cities in MPO	19%	20%	19%	3%
To Non-MPO	21%	22%	19%	15%
From Non MPO	22%	22%	20%	16%

Source: CALM Travel Demand Model

Table 4: CALM Model Vehicle Trip Distribution within the AAMPO area (2040 PM peak hour)

	Jefferson	Tangent	Millersburg	Albany
Internal	29%	12%	6%	62%
To Other Cities in MPO	9%	25%	37%	3%
From Other Cities in MPO	19%	20%	18%	3%
To Non-MPO	20%	20%	18%	15%
From Non MPO	23%	23%	21%	17%

Source: CALM Travel Demand Model

Future Public Transportation System Needs

Transit service in Albany is currently limited, with routes operating on indirect routes and with limited frequencies. Service on Saturday is only provided on the Linn-Benton Loop. This level of service meets the basic needs of the transit-dependent population, but would need to be expanded to effectively meet the needs of the wider community and to accommodate future growth.

The CALM Model projects that Albany's share of population in the Corvallis-Albany area will increase slightly, while the employment share will decrease by a similar amount. This is indicative of a housing-job imbalance in which more jobs will continue to cluster in Corvallis while more housing will remain in Albany. The future transportation network will need to address this imbalance by providing efficient and cost-effective ways to connect residents with employment opportunities.

The CALM model also predicts residential growth in eastern Albany (near the Timber Ridge School and Walmart), in the southern half of Jefferson (near Lochner Rd SE and Ellingson Rd SE), and parts of North Albany. High employment growth is anticipated in Millersburg, southern Albany and part of North Albany. These are areas to be considered for future transit expansion.

As the MPO area grows over the next few decades, additional transit investments will be required to serve current and future markets. This expansion will be based on multiple needs:

Expected growth

The MPO is expected to add 20,000 new people and 10,000 new jobs over the next few decades. To maintain existing per capita and per employee service levels in the City of Albany, transit service hours will need to increase between 30% – 70%.

Travel pattern changes

Residential growth in East Albany and Jefferson, and employment growth in Millersburg will increase travel demand to those areas at a rate greater than the overall MPO travel increase. These locations may require additional transit service to meet their specific needs.

Existing service

Limited frequency and long travel times make current service ineffective for most people. Improving service would make transit more feasible for people and for a wider variety of trips. Travel training and bilingual information, or information with universal imagery, can also improve system efficacy.

Capital needs

As the Albany transit fleet ages, and as service expands to address latent and future demands, additional vehicles will need to be acquired.

Sidewalk connectivity

All transit trips start or end with a walk, requiring a robust network of safe and connected sidewalks and crosswalks to connect ridership markets with the service. Coordination between transit providers and local jurisdictions will be necessary for this network to be established in time for expanded or new service.

Future Bicycle and Pedestrian System Needs

Key Pedestrian Needs

While Central Albany has adequate pedestrian connectivity, there are considerable pedestrian facility gaps along regional roadways in other areas of the MPO, including corridors connecting to Millersburg, Jefferson and Tangent. ADA compliance within the AAMPO area is also incomplete, and the MPO could benefit from an ADA compliance study to identify needed improvements. Addressing pedestrian system gaps and safety concerns can improve the regional multimodal system, support active transportation, and provide better means for those not traveling in a vehicle.

Two locations within Albany were identified as high vehicle-pedestrian crash areas: the Ellsworth and Lyons couplet (US 20) in downtown Albany and the Heritage Plaza Shopping Center in Central Albany. Installation of mid-block crossings, improved lighting, and access management along US 20 may improve safety, along with enforcement or education strategies.

Key Bicycle System Needs

For the most part, regional bicycle facilities demonstrate a high level of stress. Developing and maintaining a bicycle network along corridors with little to moderate bicycle levels of stress can help to encourage travelers to consider a bicycle trip as a practical alternative. Providing good bicycle connectivity not only helps to facilitate multi-modal access to activity centers, but also promotes health and wellness by increasing active transportation options.

Enhancing existing bicycle facilities to include a buffer zone between traveling vehicles and the bike lane, bicycle pavement markings, or warning signs can help to reduce the traffic stress experienced by cyclists. Other considerations that impact the attraction of cycling include bicycle parking, intersection geometry, sight-distance and proximity to schools.

The Lyons-Ellsworth Couplet, the Heritage Plaza Shopping Center, and Queen Avenue were identified as high vehicle-bicycle crash areas that could benefit from safety improvements. Many of the crashes at these locations can be attributed to traffic violations such as failure to yield the right-of-way, disregarding the traffic signal, non-motorists illegally in the roadway, or vehicles crossing the centerline. Design treatments and education programs can help to improve safety in these areas.

Chapter 7: Implementation Plan

To be completed

Revenue Analysis

Surface Transportation Funding Assumptions

Text here

Transit Funding Assumptions

Text here

Recommended system improvements

Text here

Project Selection Criteria

To develop a draft financially-constrained transportation solution package, the list of potential projects were evaluated using the AAMPO RTP Draft Goals and Policies . The initial evaluation process provides a basis to compare projects across all modes and help to prioritize projects to determine funding priorities through 2040.

The AAMPO RTP Draft Goals and Policies includes ten transportation goals that were used to develop the evaluation criteria. The Draft Goals and Policies were developed through review of local plan goals and policies and coordination with the TAC and Policy Board. The criteria were separated into quantifiable conditions which formed a point ranking system summarized in Table 5. A project was given a score ranging between -1 and 1, based to measure how well each project addressed each goal.

To determine the final evaluation score, each goal was weighted using the values listed in **Table 5**. The Technical Advisory Committee held a work session to determine the weighting factor for each goal. The full scoring of projects is shown **in Appendix XX**.

Table 5: Evaluation Criteria for Project Analysis

Goal	Weighting Factor	Score	Criteria
Goal 1: Provide for a balanced and multi-modal regional transportation system that meets existing needs and prepares for future needs.	14	+1	Enhances the transportation system
		0	Hinders transportation system
		-1	Non-transportation project
Goal 2: Enhance regional and intermodal connectivity for movement of all modes within the MPO as well as between the MPO and other areas.	12.3	+1	Improves regional connectivity
		0	No change to connectivity
		-1	Decreases regional connectivity
Goal 3: Increase the safety and security for all travel modes on the regional system.	18	+1	Safety specific project
		0	Increase/Considers safety
		-1	Decreases safety
Goal 4: Protect the natural and built environment.	5	+1	Protects natural and built environment
		0	No impact
		-1	Harms natural and built environment
Goal 5: Preserve the mobility of existing freight routes to ensure the efficient movement of goods throughout the region for existing freight movements and future opportunities.	10.7	+1	Increases freight mobility on a designated freight route or connection to industrial areas
		0	No impact to freight route
		-1	Decreases freight mobility on a designated freight route or connection to industrial areas
Goal 6: Demonstrate responsible stewardship of funds and resources.	11.3	+1	> \$6 million
		0	> \$0.5 million and < \$6 million
		-1	< \$0.5 million
Goal 7: Coordinate transportation and land use decision-making to foster development patterns that will increase transportation options, encourage physical activity, and decrease reliance on the automobile.	8.7	+1	Decreases reliance on the automobile
		0	No impact
		-1	Improvement for motor-vehicles only
Goal 8: Provide for a transportation system with positive personal health impacts.	5	+1	Positive health impacts
		0	No impact
		-1	Negative health impacts
Goal 9: Provide for a diversified transportation system that ensure mobility for all.	9	+1	Improves mobility
		0	No change
		-1	Reduces mobility
Goal 10: Provide an open and balanced process for planning and developing the transportation system.	6	+1	Integrated into other plans
		0	Provides opportunity to integrate into other plans
		-1	Eliminates opportunity to integrate into other plans

Constrained Project List

As a plan, this document does not provide designs for individual projects. Such details are not within the scope of a metropolitan plan and will be completed on a project-by-project basis with the necessary community involvement and environmental analyses.

Short Term

Mid Term

Long Term

Plan Monitoring

Text here

Appendices



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

February 18, 2016

TO: AAMPO Policy Board

FROM: Theresa Conley, AAMPO Coordinator

SUBJECT: Development of FY16-17 Work Program

Action Requested

The Board is asked to provide guidance regarding planning projects for inclusion in next year's planning work program.

Background

The Unified Planning Work Program (UPWP) is a federally required document outlining transportation planning activities that an MPO will participate in during a given fiscal year. The UPWP also includes administrative functions supporting MPO activities and other 'significant' planning efforts within the MPO area that the MPO will participate in. The UPWP and associated budget will be developed over the next several months, for adoption by April 2016.

A review of the draft FY16-17 UPWP is scheduled for 1:30 on March 17th at the OCWCOG Albany Office. This review will be attended by FHWA, FTA, ODOT, and MPO members able to attend.

Proposed Projects

Thus far, staff has developed a preliminary draft work program with guidance from the Technical Advisory Committee. The draft primarily includes regular administrative tasks, development of the regional plan, ongoing activities such as intergovernmental coordination, and management of the TIP. However, funding may be available for inclusion of small planning project(s) totaling \$35,000 - \$40,000. In the current fiscal year Work Program, funds were included to assist the City of Albany with planning and preliminary design for a bus barn facility. For this upcoming fiscal year, the TAC proposed the following project ideas and requests feedback from the Board on which would be priorities for consideration:

1. OR 34 Scenic Byway Project

Linn County, the City of Tangent, and Benton County are participating in an effort to establish a Scenic Byway for Highway 34 from I-5 to Waldport. Members of the Corvallis Area MPO and cities in Lincoln County are also participating. AAMPO could support staff

time to develop planning documents for this effort, on behalf of the participating AAMPO jurisdictions.

2. ADA Transition Plans

AAMPO jurisdictions will be required to develop ADA transition plans. AAMPO could assist with research and development of general guidance to support these efforts. Work could be completed by AAMPO or other OCWCOG staff.

3. Linn-Benton Loop Service Analysis

AAMPO, potentially in collaboration with CAMPO, could fund a review of the current Loop service and areas for expansion, improvement, or efficiency. This study would utilize data from the current Albany and Corvallis transit planning efforts but would go more in depth and would be a regional effort involving both MPOs and would be guided by the Loop Board, which is anticipated to be formalized in coming months.

4. Regional Bicycle System Map

There excellent bike maps for Albany/Linn County and Corvallis/Benton County, but there is no regional bike map. In coordination with those jurisdictions, AAMPO can support the creation of a regional bike map. This effort can emphasis the Willamette Scenic Bikeway which runs through the AAMPO area.

5. Feasibility of Merging MPOs

AAMPO and CAMPO share a travelshed and have many mutual issues and priorities. Staff could look into the feasibility of merging MPOs, including benefits, drawbacks, logistics. At this point, both CAMPO and AAMPO a fully independent MPOs and are not required to merge. With the recent passage of the FAST Act, reauthorizing the federal transportation bill for five years, there is no anticipating change in federal policy regarding MPO size.

6. Review of the Impact of Paratransit

AAMPO can complete a study on paratransit needs in the Albany Area to ensure adequate service for the elderly and those with disabilities.

ALBANY AREA METROPOLITAN PLANNING ORGANIZATION
FFY 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted by the AAMPO Policy Board on XXX,XX,XXXX

DRAFT



Prepared By:

Albany Area Metropolitan Planning Organization
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(541) 924-4548

<http://www.ocwcog.org/AAMPO>

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

Dave Beyerl	City of Jefferson
Frannie Brindle	Oregon Department of Transportation
Floyd Collins	City of Albany
Annabelle Jaramillo	Benton County
Darrin Lane	City of Millersburg
Roger Nyquist	Linn County
Gary Powell	City of Tangent

Technical Advisory Committee

Chris Bailey	City of Albany
Lissa Davis	City of Jefferson
Georgia Edwards	City of Tangent
Valerie Grigg Devis	Oregon Department of Transportation
Chuck Knoll	Linn County
Darrin Lane	Millersburg
Josh Wheeler	Benton County

Ex-Oficio Members

Mary Camarata	Oregon Department of Environmental Quality (DEQ)
Ned Conroy	Federal Transit Administration, Region 10 (FTA)
Nick Fortey	Federal Highway Administration (FHWA)
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RECORD OF APPROVAL

**Albany Area Metropolitan Planning Organization Policy Board
Resolution Number 2016-01**

**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, 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 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:

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 1st - 30th, 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 XX 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 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

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

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.

TABLE 2: AAMPO INTERIM TIP – LISTING OF SURFACE TRANSPORTATION PROJECTS

Legend			
Funding Sources			Phase Abbreviations
5303: Transit funds for Planning, Research and Training	IOF: Immediate Opportunity Fund	State Hwy: State Hwy Fund State Highway Fund	Cap: Capital
5307: Transit funds Urban Operations Support	MS40: STP Railway -Highway Hazard Elimination	STIP: State Transportation Improvement Program	CN: Construction
5309: Transit funds Capital and Operating Assistance	NHS: National Highway System	STF: Special Transportation Fund (Transit)	PE: Preliminary Engineering
5310: Transit funds Elderly and Disabled Services	NREC—TR: State Parks Recreational Trails Program	STO: Special Transportation Operating Program (Transit)	PLN: Planning
HBRR - Highway Bridge Rehabilitation and Replacement	OTIA: Oregon Transportation Investment Act	STBGP: Surface Transportation Block Grant Program	PM: Preventative Maintenance
HSIP: Highway Safety Improvement Program	SPWF: Special Public Works Fund	STP: Surface Transportation Program	ROW: Right of Way Acquisition
	SRTS: Safe Routes to Schools		UR: Utility Relocation

Key Number	Sponsor	Project Name	Description	Phase	FFY	Fund 1	Fund 1 Share	Fund 2	Fund 2 Share	Fund 3	Fund 3 Share	Total Cost
ODOT												
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.	PE	2016	HSIP	\$276,660	State	\$23,340			\$300,000
				ROW	2016	HSIP	\$92,220.00	State	\$7,780.00			\$100,000
				CN	2017	HSIP	\$2,397,720	State	\$202,280			\$2,600,000
						HSIP	\$2,766,600	State	\$233,400		\$0	\$3,000,000
18850	ODOT	Corvallis to Albany Trail: Scenic Dr - Springhill					\$2,029,500	State	\$232,286		\$172,215	\$2,434,000
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
												\$2,628,909
18709	ODOT	I-5: N. Albany - Halsey					\$13,728,690	State	\$1,571,310		\$0	\$15,300,000
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	2015	STP-FLX	\$450,000		\$0		\$450,000	
				CN	2017	STP-FLX	\$9,000,000				\$9,000,000	\$9,450,000
19198	ODOT Rail	Hill and Water Ave: At Grade Crossing Signalization	Railroad crossing improvements				\$615,000		\$0		\$0	\$615,000
19129	ODOT	US30 & OR34 Continous Left Turn Lane Rumble Strips	Install rumble strips from Corvallis city limits to Lebanon city limits, to address lane departure crashes. Includes rumble strips	PE	2015	HSIP	\$80,000.00					\$80,000

			through Tangent city limits. MP 1.22 - 13.27. In combination with similar improvements on US30.	CN	2015	HSIP	\$176,606.00					\$176,606 \$256,606
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
17752	ODOT	R_Rail Crossing Improvements (UPRR) (Linn County)	Safety project. Install automatic signals at three crossings and lose two crossings between Albany and Eugene. Signal arms to be installed at Griffith Dr. in Tangent.	PE	2013	MS40	\$470,000					\$470,000
				RW	2016	MS40	\$179,000	S010	\$10,000			\$189,000
				CN	2016	MS40	\$400,000					\$400,000
				OT	2013	MS40	\$1,087,000					\$1,087,000
				UR	2016	MS40	\$10,000					\$10,000
												\$2,156,000
18709	ODOT	I5 -North Albany - Halsey (Resurfacing)	1R diamond grind and patc concrete preservation	PE	2016	STP-FLX	\$269,190.00	State	\$30,810.00			\$300,000
				CN	2018	STP-FLX	\$13,459,500	State	\$1,540,500			\$15,000,000 \$15,300,000
City of Albany												
	City of Albany	Hill Street (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 - Exchanged	\$2,332,000					\$2,332,000
	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 - Exchanged	\$94,000					\$94,000
18115	City of Albany	Gibson Hill Rd: Scenic Dr - N Albany Rd (Albany)					\$1,308,283	State	\$149,739			\$1,458,022
Linn County												
	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 - Exchanged	\$281,000					\$281,000
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	Design		STP-FLX	\$383,147				\$43,853	\$427,000

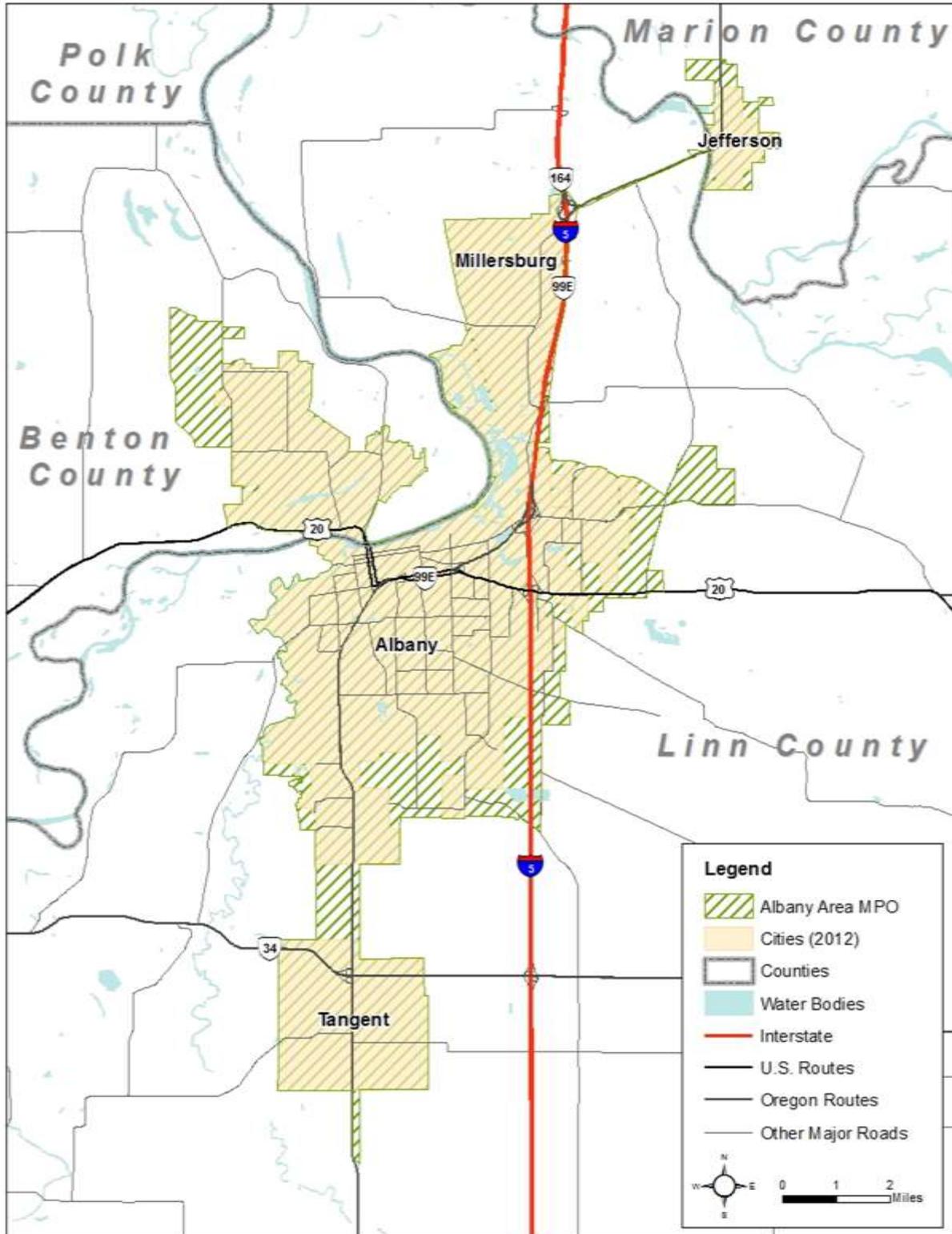
				ROW		STP-FLX	\$99,600				\$11,400	\$111,000
				UR		STP-FLX	\$5,384				\$616	\$6,000
				CN		STP-FLX	\$1,359,410				\$155,590	\$1,515,000
							\$1,847,541				\$211,459	\$2,059,000
Marion County												
19128	Marion County	North Ave Bike-Ped Enhancement (City of Jefferson)	STP funds exchanged for State funds.	CN	FFY16	STP - Exchanged		State	\$67,280			\$67,280
Oregon Cascades West Council of Governments												
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

TABLE 3: AAMPO INTERIM TIP – 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
						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
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 revenue 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
	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
	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
	15 -18	City of Albany (ATS)	FY16 Loop Preventative Maintenance (AAMPO 5307)	FFY16	FY16-17	5307	\$36,000	Local - partnership revenue 80:20	\$9,000	\$45,000

15 -18	City of Albany (ATS)	FY16 ATS Operations	FFY16	FY16-17	5307	\$395,640	City of Albany 50:50	\$395,640	\$791,280
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
15 -18	City of Albany (ATS)	FY16 ATS 1% for safety improvements	FFY16	FY16-17	5307	\$9,000	City of Albany 80:20	\$2,250	\$11,250
15 -18	City of Albany (ATS)	FY16 ATS ADA Paratransit	FFY16	FY16-17	5307	\$117,000	City of Albany 50:50	\$117,000	\$234,000
15 -18	City of Albany (ATS)	FY16 First 10% ATS ADA Paratransit operating funds	FFY16	FY16-17	5307	\$90,000	City of Albany 80:20	\$22,500	\$112,500
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
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 revenue 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
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 revenue 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

APPENDIX A: AAMPO PLANNING AREA MAP (2014)



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**

Criteria			
Goal		Measures	Values
Preservation and Maintenance of Existing Facilities	1a	Pavement rating, or general condition if a non-roadway facility.	Good = 10 Fair = 25 Poor = 50
	Maximum Allowable Points from this Goal		50
Extent of Coverage	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
	Maximum Allowable Points from this Goal		40
Safety Improvement	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
	Maximum Allowable Points from this Goal		30
Total Maximum Allowable Points		120	

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 30th, 2015. Applications may be submitted electronically to tconley@ocwcog.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.ocwcog.org/aampo> or by e-mail from tconley@ocwcog.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.

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.

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 (tconlev@ocwcog.org)

Applicant Information

Sponsoring Organization(s):

Contact Person(s) & Title(s):

Contact Email(s):

Contact Phone Number(s):

Project Information

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

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 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.

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 CWACT and MWACT)
ATS: Albany Transit Service
Cap: Capital
CAMPO: Corvallis Area MPO
CFR: Code of Federal Regulations
CN: Construction
CWACT: 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 21st 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