

**Agenda**  
**Albany Area Metropolitan Planning Organization**  
**Technical Advisory Committee**

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**Date:** Thursday, November 12, 2015  
**Time:** 1:30 – 3:30 pm  
**Location:** OCWCOG Albany Office, Upstairs Conference Room.  
1400 Queen Ave SE, Albany OR  
**Contact:** Theresa Conley, AAMPO Coordinator - (541) 924-4548

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- I. Call to Order & Agenda Review** **Chris Bailey, Vice Chair**
- II. Public Comment** **Chris Bailey**
- III. Minutes of October 8, 2015 meeting** (Attachment A) **Chris Bailey**
- Action Requested: Approval of October 8, 2015 Minutes*
- IV. STP Application Review** (Attachments B and C) **Chris Bailey, Theresa Conley**
- The TAC is asked to review and prioritize applications for FY15-18 STP funds, per the adopted Policy on Allocation of STP Funds. Applicants will be asked to briefly describe project applications. Copies of each application and the prioritization ‘test run’ are attached.
- Action Requested: Develop FY15-18 STP funding recommendations for AAMPO Board*
- V. Draft TIP Document** (Attachment D) **Theresa Conley**
- Staff will walk through a draft structure for the Transportation Improvement Program and ask the TAC to provide guidance on revisions.
- Action Requested: Discussion only*
- VI. Upcoming Meeting Schedule** **Chris Bailey**
- The RTP TAC is scheduled to meet from 2:30 – 4:30 pm on Monday, December 7<sup>th</sup>. There will be an optional transit-focused work session from 10:00 am – 12:00 pm. The regularly scheduled TAC meeting has not been cancelled. Staff recommends cancelling the regular

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The meeting location is accessible to persons with disabilities. Sign language, interpreter services or other accommodations can also be provided by contacting Emma Chavez at least 48 hours prior to the meeting. Emma can be reached at 541-967-8551 (TTY/TTD 711) or echavez@ocwocg.org.

date and identifying a date the following week for a tentative RTP work session. A second work session in December will allow the RTP process to move forward and meet the federal target date. It will also help the TIP move forward to adoption in early 2016.

*Action Requested: Identify potential dates for second RTP work session in December*

## **VII. Jurisdictional Updates**

**All**

This is an opportunity for AAMPO jurisdictions to provide local updates, including progress on projects funded with AAMPO Surface Transportation Program (STP) funds.

*Action Requested: Informational*

## **VIII. Information Sharing**

**Theresa Conley**

- FHWA is proposing to reduce the number of controlling design criteria from thirteen to two for roads designed for 50 mph or lower. This proposed is intended to allow more flexibility for state, city and county engineers in the design of highway projects. Comments are being accepted. More information and a link to provide comments are available here: <https://www.transportation.gov/fastlane/design-flexibility-stronger-communities> and <https://www.fhwa.dot.gov/pressroom/fhwa1566.cfm>
- Oregon Passenger Rail Online Open House 4 is open from Nov 2 through 22. <http://openhouse.jla.us.com/opr4>

## **IX. Adjourn**

**Chris Bailey**

**Next Meeting: Monday December 7<sup>th</sup> from 2:30 – 4:30pm**

The RTP TAC will be emailed copies of three draft ‘existing conditions’ technical memoranda for optional review prior to the December 7<sup>th</sup> RTP TAC meeting.

**ALBANY METROPOLITAN PLANNING ORGANIZATION  
TECHNICAL ADVISORY COMMITTEE MEETING  
Thursday, October 8, 2015  
OCWCOG Albany Office, Upstairs Conference Room  
MINUTES**

**TAC Members Attending:** Chuck Knoll, Darrin Lane, Georgia Edwards, Chris Bailey, Josh Wheeler, and Lissa Davis

**TAC Members Absent:** Valerie Grigg Devis

**Staff Attending:** Charlie Mitchell, and Emma Chavez

**Guests Attending:** Jon Goldman

TOPIC	DISCUSSION	DECISION / CONCLUSION
I. Call to Order and Agenda Review	The Chair called the meeting to order at 1:37 pm. Introductions were conducted.	
II. Public Comment	There were no comments from members of the public.	
III. Minutes of September 10, 2015 meeting	Correction to Agenda Item VII; Corey should be Quarry.	<b>Consensus from the TAC to approve the September 10, 2015 meeting minutes with correction.</b>
IV. STP Project Selection Criteria	<p>The TAC, at its last meeting, drafted the STP Project Selection Policy and Criteria to be presented to the AAMPO Policy Board. At its September meeting, the Policy Board reviewed and unanimously approved the Selection and Criteria. Today, the TAC was asked to ‘test drive’ the tool with tentative project lists that were provided to COG staff.</p> <p>The following projects were included in the test-run:</p> <ul style="list-style-type: none"> <li>• Hill Street (Queen to 34<sup>th</sup>) – City of Albany</li> </ul>	<b>Staff will email a power point template for members for submitting their project proposals.</b>

	<ul style="list-style-type: none"> <li>• 24<sup>th</sup> Ave (Hill to Geary) – City of Albany</li> <li>• Old Salem Road Bridge – Linn County</li> </ul> <p>Members agreed that the criteria works. They acknowledged that some criteria may not apply to small jurisdictions but agreed that those concerns would be considered during the equitable review process, when the TAC takes a ‘second look’ at the proposed project list. Members requested that applicants provide an overview map, project description and other funding sources for their final project proposals.</p> <p>Project applications are due to the AAMPO Coordinator by 5:00pm on October 30<sup>th</sup>. The TAC will review project applications and develop a draft project list in November, in order to coincide with the development of local Capital Improvement Programs.</p>	
<p>V. RTP Update</p>	<p>The consultant team has completed an Existing Transportation System Report, Existing Transit Conditions Report, and Environmental Considerations Report. The Project Management Team has reviewed the document and provided input. An overview of the report may be provided at the next TAC meeting if requested.</p> <p>The ODOT CALM model is about a month delayed. Therefore, the Plan may not be approved until May and not March as originally planned. Staff is working with FHWA and the consultant team to make schedule adjustments.</p> <p>The first community meeting is slated for the second week of January. Staff has reached out to the Albany Options School and tabled at Albany Mega Foods. The RTP survey will close tomorrow, October 9. Approximately one hundred responses have been received. Stakeholder interviews have taken place.</p>	<p><b>Consensus from the AAMPO TAC for Josh Wheeler to continue to serve as Chair and Chris Bailey to continue to serve as Vice Chair for another year.</b></p>

	<p>Senior Deputy Carl Ang and Cody Myer with DLCD have expressed interest in serving on the RTP TAC. There have been requests to add an economic development representative to which TAC members suggested John Pascone. Those requests will move forward to the AAMPO Policy Board.</p> <p>There is a doodle poll out for the next RTP TAC meeting.</p> <p><u>Other Business:</u> Election of Chair and Vice Chair would need to take place in December however, due to the possible changes in meeting dates it was requested that a Chair and Vice Chair be nominated at this meeting.</p> <p>Darrin Lane nominated Josh Wheeler to continue to serve as Chair and Chris Bailey as Vice Chair. Consensus was reached by all members present.</p>	
<p>VI. Jurisdictional Updated</p>	<p>City of Millersburg is finishing up a \$1.5 million water line project that will provide better connectivity. They are also looking at crosswalk improvements on Alexander Road. Also looking at future improvements at Woods.</p> <p>City of Albany is placing two stop lights. One on 34<sup>th</sup> and Hill, the other at Hill and Marion. Lowes is close to completion. North Albany off of Hickory has a Dialysis Center being built.</p> <p>City of Tangent is looking at future improvement on Tangent Drive. The Mayor has been with the city for about a month and is doing a great job.</p> <p>City of Jefferson stated that Marion County beginning work on their STP-funded sidewalk project.</p>	

	<p>Linn County projects include Riverside Drive and Walnut. Crafted up a design on a \$7 million improvement project from Quartzville Road. In the middle of construction with the North Santiam Bridge project.</p> <p>Benton County is doing chip seal and grind inlay work at North Albany. They did work on minor roads. Working with the City on transferring some roads over to the County. A new subdivision going in at Crocker Lane will have improvement requirements. The City and the County will be partnering on this work. The County has recommended to remove the oval roundabout. The Albany portion of the Albany to Corvallis Bike Path will be moving forward. For the other Corvallis to Albany portion, the County will be hiring a firm to do a scientific survey on whether there is a need to have a path there.</p>	
<p>VII. Adjourn</p>	<p>Next meeting Thursday, November 12.</p>	

Application for Albany Area MPO FFY 2015 - 2018 STP Funds

APPLICATIONS DUE BY 5:00 PM October 30, 2015

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

**Applicant Information**

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Sponsoring Organization(s): City of Albany

Contact Person(s) & Title(s): Staci Belcastro, City Engineer

Contact Email(s): [staci.belcastro@cityofalbany.net](mailto:staci.belcastro@cityofalbany.net)

Contact Phone Number(s): 541-917-7645

**Project Information**

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

1. Project Name: 24th Avenue - Jackson to Geary

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.

This project will rehabilitate 3,500 feet of heavily deteriorated pavement on 24th Avenue from Jackson Street to Geary Street. In addition to new pavement, the project also includes construction of infill sidewalks and replacement of curb ramps to comply with ADA standards. In addition, bike boulevard treatments will be installed including wayfinding, traffic calming, and intersection improvements. This project also ties into the proposed Safe Routes to School project currently under consideration for ODOT funding.

4. Describe how the project will address gaps or deficiencies in the transportation system.

The project will improve bicycle transportation through the addition of intersection improvements and wayfinding, and will improve pedestrian travel by improving the curb ramps on sidewalks at intersections to meet ADA requirements. The project also eliminates some gaps in sidewalk infrastructure providing improved pedestrian access to Sunrise Elementary.

5. What is the Federal Functional Classification (for roadway projects)? Please reference <https://gis.odot.state.or.us/transgis/>.

Collector (1,950 feet of 24th Avenue from Hill Street to Geary Street)  
Local street (1,550 feet of 24th Avenue from Jackson Street to Hill Street)

**6. What is the Average Daily Traffic (ADT) on the affected roadways?**

2,800 (estimate based on 2004 ADT of 2,700)

**7. Describe the pavement condition of the affected area, or general condition if a non-roadway facility. Include PCI information if available.**

PCI < 25 (very poor)

**8. Will the project address a known safety issue? Please describe and include relevant safety data available from ODOT or local sources.**

The segment of 24th Avenue classified as a collector street was identified in Albany's 2010 TSP as having a higher than average crash rate. A total of 14 crashes were reported during the two year analysis period resulting in a crash rate of 9.75 per million VMT compared to an average rate within the city of 5.20 for collector roads. The project will address safety issues through improved bike facilities, infill of gaps in sidewalks, ADA improvements, and intersection channelization and control.

**9. Please supply any additional relevant information.**

**Project Funding**

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

**10. Estimated Total Project Cost: \$1.1 million**

**11. Total STP Funding Request: \$500,000**

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

TBD

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

SDC = \$70,500

Street Capital Reserves = \$529,500

Application for Albany Area MPO FFY 2015 - 2018 STP Funds

APPLICATIONS DUE BY 5:00 PM October 30, 2015

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

**Applicant Information**

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Sponsoring Organization(s): City of Albany

Contact Person(s) & Title(s): Staci Belcastro, City Engineer

Contact Email(s): [staci.belcastro@cityofalbany.net](mailto:staci.belcastro@cityofalbany.net)

Contact Phone Number(s): 541-917-7645

**Project Information**

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

1. Project Name: Hill Street - Queen to 34th

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.

This project will reconstruct 1.03 miles of Hill Street which is heavily deteriorated due to its age. In addition to new pavement, the project will include two travel lanes, on-street parking and bike lanes on both sides of the street. In some areas, the street will be widened to accommodate the addition of bike lanes. Curb ramps to sidewalks at intersections will be reconstructed to meet ADA standards.

4. Describe how the project will address gaps or deficiencies in the transportation system.

The project will improve bicycle transportation through the addition of dedicated bike lanes, and will improve pedestrian travel by reconstructing/improving the curb ramps on sidewalks at intersections. Public transit service will benefit from improved pedestrian access to existing transit stops, and improvements to the sidewalks and landing pads at transit stops. The addition of turn lanes at the Hill St./34th Avenue intersection will improve traffic flow.

5. What is the Federal Functional Classification (for roadway projects)? Please reference <https://gis.odot.state.or.us/transgis/>.

Collector

**6. What is the Average Daily Traffic (ADT) on the affected roadways?**

5,000 - 10,000

**7. Describe the pavement condition of the affected area, or general condition if a non-roadway facility. Include PCI information if available.**

PCI < 25 (very poor)

**8. Will the project address a known safety issue? Please describe and include relevant safety data available from ODOT or local sources.**

This segment of Hill St. was identified in Albany's 2010 TSP as having a higher than average crash rate. A total of 50 crashes were reported during the two year analysis period resulting in a crash rate of 10.36 crashes per million VMT compared to an average rate for collector streets in Albany of 5.20. The project will address safety issues through better bike/ped facilities and intersection channelization.

**9. Please supply any additional relevant information.**

**Project Funding**

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

**10. Estimated Total Project Cost: \$6.1 million**

**11. Total STP Funding Request: \$2.2 million**

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

TBD

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

SDC = \$900,000

Street Capital Reserves = \$3.0 million

Application for Albany Area MPO FFY 2015 - 2018 STP Funds

APPLICATIONS DUE BY 5:00 PM October 30, 2015

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

**Applicant Information**

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Sponsoring Organization(s): Linn County Road Department

Contact Person(s) & Title(s): Charles R. Knoll, PE, Linn County Engineer

Contact Email(s): [cknoll@co.linn.or.us](mailto:cknoll@co.linn.or.us)

Contact Phone Number(s): (541) 967 - 3919

**Project Information**

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

1. Project Name: Old Salem Road Preservation/Safety Improvement

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.

The existing paved road surface on Old Salem Road from Truax Creek Bridge to the entrance onto I-5 will be paved to preserve the present road surface. Old Salem Road will be improved to extend the curb, gutter and sidewalk on the west side of the road and bicycle lanes on both sides of the road and preserve the pavement for 200 feet. This work will be completed to match the proposed improvements for the Truax Creek Bridge Replacement Project which will be constructed in 2016 or 2017.

4. Describe how the project will address gaps or deficiencies in the transportation system.

Federal funding has been obtained to replace the Truax Creek Bridge so as to properly support heavy truck traffic and withstand an earthquake event. This is a 100 year design standard. Road and safety improvements are needed beyond the scope of the bridge project to connect to the existing bike lanes, curb gutter and sidewalk that presently end 275 feet to the south of the bridge. The pavement beyond the bridge project is in very poor condition. The pavement surface must be maintained to prevent the need for a future expensive road reconstruction.

5. What is the Federal Functional Classification (for roadway projects)? Please reference <https://gis.odot.state.or.us/transgis/>.

Old Salem Road is a major collector. This is an important freight route for industrial, commercial, agricultural and timber commerce.

**6. What is the Average Daily Traffic (ADT) on the affected roadways?**

ADT is 5,260 with 12% truck traffic as measured during the week of January 26, 2011.

**7. Describe the pavement condition of the affected area, or general condition if a non-roadway facility. Include PCI information if available.**

The PCI is 40 (Very Poor Pavement Condition) for this section of Old Salem Road. The PCI was determined by the Pavement Management and Inspection Program of the Linn County Road Department that includes an outside independent inspection.

**8. Will the project address a known safety issue? Please describe and include relevant safety data available from ODOT or local sources.**

Yes - a number of known safety issues will be addressed. The existing bridge does not have any lanes for pedestrians or bicycles. The bridge rail, approach rail, and rail ends do not meet AASHTO standards. The bridge does not meet seismic standards and is structurally deficient. The existing sidewalk and curb end on a curve in the road about 270 feet south of the bridge - accidents have occurred in this area of transition from a curb to a shoulder and ditch.

**9. Please supply any additional relevant information.**

The project will include a proper bike lane on both sides of the road and curb, gutter and sidewalk that will extend past the bridge. The bridge rail, approach rail and ends will meet AASHTO Standards. The new bridge will also meet seismic standards. Traffic control will be provided during construction to keep this important major collector road open during construction.

**Project Funding**

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

**10. Estimated Total Project Cost: \$281,000.**

**11. Total STP Funding Request: \$281,000.**

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

Construction of the road safety improvements and pavement overlay located to the south of the bridge replacement project (Estimated at \$65,000) will occur in 2016 or 2017. The pavement preservation work located to the north of the bridge replacement project (estimated at \$216,000) will occur during the same year after bridge construction is completed or the following year.

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

Any match required for this project will be provided by Linn County Road Department. The bridge replacement project is federally funded requiring a 10.27% match from the Linn County Road Department.

Test Run Results

Criteria				Projects		
Goal		Measures	Values	Hill Street (Queen to 34th)	24th Ave (Hill to Geary)	Old Salem Rd
Preservation and Maintenance of Existing Facilities	1a	Pavement rating, or general condition if a non-roadway facility.	Good = 10 Fair = 25 Poor = 50	50	50	50
		<b>Maximum Allowable Points from this Goal</b>	<b>50</b>	50	50	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	5	0	0
	2b	Will the Project upgrade, refurbish, eliminate gaps in, or mitigate deficiencies in existing bicycle and/or pedestrian facilities?	Yes = 5 No = 0	5	5	5
	2c	Will benefits of the project be realized in the entire Urbanized Area?	Primary Arterial = 10 Minor Arterial = 5 Collector = 2	2	2	5
	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	5	2	10
	2e	Will the project impact a large number of users?*	ADT Range A = 10 pt B = 5 pts C = 2 pts	5	2	5
		<b>Maximum Allowable Points from this Goal</b>	<b>40</b>	22	11	25
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	15	15	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	15	15	10
		<b>Maximum Allowable Points from this Goal</b>	<b>30</b>	30	30	15
		<b>Total Maximum Allowable Points</b>	<b>120</b>	<b>102</b>	<b>91</b>	<b>90</b>

Total Funding Request

\$1,500,000

\$950,000

\$250,000

**TOTAL**  
**\$2,700,000**

\*ADT Range for Goal 2(e)

A = >10,000

B = 5,000 - 10,000

C = <5,000 = 2 pts

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  
1400 Queen Ave SE, Suite 205, Albany, OR 97322  
(541) 924-4548

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

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

Title VI of the Civil Rights Act of 1964 states:

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

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

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

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

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

# ALBANY AREA METROPOLITAN PLANNING ORGANIZATION

## POLICY BOARD

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

## 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
<b>Ex-Oficio Members</b>	
Mary Camarata	Oregon Department of Environmental Quality (DEQ)
Ned Conroy	Federal Transit Administration, Region 10 (FTA)
Nick Fortey	Federal Highway Administration (FHWA)
Ed Moore	Oregon Department of Land Conservation and Development (DLCD)

## CONTACT

Theresa Conley, AAMPO Coordinator  
(541) 924-4548 / [tconley@ocwcog.org](mailto:tconley@ocwcog.org)

Oregon Cascades West Council of Governments  
1400 Queen Ave SE, Suite 205, Albany, OR 97322  
<http://www.ocwcog.org/AAMPO>

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Introductions

Federal Requirements

TIP Development

Development Process for the Interim TIP

Demonstration of Financial Constraint & Capacity

Amendments to the TIP

List of Projects

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Appendix B: AAMPO Policy on Allocation of STP Funds

Appendix C: FFY15-18 AAMPO STP Funding Application

Appendix D: MPO Funding Sources

Appendix E: Acronyms & Abbreviations

**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 FFY 2015-2018 Transportation Improvement Program meets the requirement of fiscal constraint; and

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

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 CFR450.324(a))

## TIP DEVELOPMENT

The TIP was developed through a collaborative process of MPO members, in cooperation with the state and local transit operators. Reasonable opportunity for public involvement was also provided.

All TAC and Policy Board meetings are open to the public, with email notification of all meetings provided to local media, via email to the AAMPO Interested Parties list, and posted on the MPO webpage. All meetings included time designated for public comment. Additionally, the MPO hosted a public meetings on **January XX, XX, and XX** coincident with a meeting for the Regional Transportation Plan, to solicit public input on the draft TIP.

The IGA establishing the Albany Area MPO (Section 6.2) states that: *"Policy Board decisions that create criteria that will be used to prioritize and/or rank transportation projects located within the MPO boundary must be made by a unanimous vote of all Policy Board members present."* On September 23,

2015, the AAMPO Policy Board adopted a *Policy on Allocation of Surface Transportation Program (STP) Funds*. This policy is shown as Appendix B.

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

Upon adoption of the TIP by the Policy Board, no additional action is required for the funding of these projects up to the dollar amounts programmed in the TIP. If additional funds become available or if a project experiences an unexpected delay, the Policy Board may select other projects from the TIP to take advantage of the additional funds or to replace a delayed project. 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.

## AMENDMENTS TO THE TIP

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

### **REVISE AMENDMENT PROTOCOL?**

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

## DEMONSTRATION OF FINANCIAL CONSTRAINT & CAPACITY

Federal regulations require that the TIP include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP and recommends any additional financing strategies for needed projects and programs. The financial plan must be financially constrained by year and should take into account all projects and strategies funded under Title 23, U.S.C., the Federal Transit Act, other federal funds, local sources, state assistance and private participation.

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

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

## LIST OF PROJECTS

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

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

Table 2: 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 C](#). Abbreviations or acronyms, which may be included in the list of projects or elsewhere in the TIP, are included as [Appendix D](#). 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% or 20% of the total project cost, depending on the federal source.

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

TABLE 1: AAMPO INTERIM TIP – LISTING OF SURFACE TRANSPORTATION PROJECTS (TO BE COMPLETED)

Amended	STIP Cycle	Lead Agency	Key #	Project Description		Fiscal Year	Phase	Federal Funding				Federal Required Match		Other		Total All Sources	Project Total
				Project Name	Description			Source 1	Amt 1	Source	Amt 2	Source	Match Amt	Source	Amt		

TABLE 2: AAMPO INTERIM TIP – LISTING OF PUBLIC TRANSPORTATION PROJECTS (TO BE COMPLETED)

Amended	Key #	STIP Cycle	Lead Agency	Project Description		FFY Funds Allocated	Fiscal Year Service	Federal Funding				Federal Required Match		Other		Total All Sources
				Project Name	Description			Source 1	Amt 1	Source 2	Amt 2	Source	Match Amt	Source	Amt	
		15 -18	City of Albany (ATS)	FY15 Loop Operations (CAMPO 5307)		FFY15	FY15-16	5307	\$132,000			Local - Partnership Funds 50:50	\$132,000			
		15 -18	City of Albany (ATS)	FY15 Loop Operations (AAMPO 5307)		FFY15	FY15-16	5307	\$132,000			Local - Partnership Funds 50:50	\$132,000			
		15 -18	City of Albany (ATS)	FY15 Loop Preventative Maintenance (AAMPO 5307)		FFY15	FY15-16	5307	\$30,600			Local - partnership revenue 80:20				
		15 -18	City of Albany (ATS)	FY15 ATS Operations		FFY15	FY15-16	5307	\$447,756			City of Albany 50:50				
		15 -18	City of Albany (ATS)	FY15 ATS Preventative Maintenance		FFY15	FY15-16	5307	\$41,600			City of Albany 80:20				
		15 -18	City of Albany (ATS)	FY15 ATS 1% for safety improvements		FFY15	FY15-16	5307	\$9,000			City of Albany 80:20				
		15 -18	City of Albany (ATS)	FY15 ATS ADA Paratransit		FFY15	FY15-16	5307	\$117,000			City of Albany 50:50				
		15 -18	City of Albany (ATS)	FY15 First 10% ATS ADA Paratransit operating funds		FFY15	FY15-16	5307	\$90,000			City of Albany 80:20				
		15 -18	City of Albany (ATS)	FY15 ATS Paratransit capital		FFY15	FY15-16	5307	\$40,000			City of Albany 80:20	\$10,000			
		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)	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)	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**

<b>Criteria</b>			
<b>Goal</b>		<b>Measures</b>	<b>Values</b>
<b>Preservation and Maintenance of Existing Facilities</b>	1a	Pavement rating, or general condition if a non-roadway facility.	Good = 10 Fair = 25 Poor = 50
	<b>Maximum Allowable Points from this Goal</b>		<b>50</b>
<b>Extent of Coverage</b>	2a	Will the project upgrade, refurbish, eliminate gaps in, or mitigate deficiencies in existing transit facilities or transit routes?	Yes = 5 No = 0
	2b	Will the Project upgrade, refurbish, eliminate gaps in, or mitigate deficiencies in existing bicycle and/or pedestrian facilities?	Yes = 5 No = 0
	2c	Will benefits of the project be realized in the entire Urbanized Area?	Primary Arterial = 10 Minor Arterial = 5 Collector = 2
	2d	Will the project improve current or future traffic flow? Consider current Level of Service, Average Daily Traffic and Functional Classification.	Significantly = 10 Moderately = 5 Slightly = 2
	2e	Will the project impact a large number of users?	ADT Range A = 10 pt B = 5 pts C = 2 pts
	<b>Maximum Allowable Points from this Goal</b>		<b>40</b>
<b>Safety Improvement</b>	3a	Does the project address a known safety issue for motorists? Consider safety data available from Regional Transportation Plan, ODOT, and local sources.	Significantly = 15 Moderately = 10 Slightly = 5
	3b	Does the project address a known safety issue for transit users, bicyclists and pedestrians? Consider safety data available from Regional Transportation Plan, ODOT, and local sources.	Significantly = 15 Moderately = 10 Slightly = 5
	<b>Maximum Allowable Points from this Goal</b>		<b>30</b>
<b>Total Maximum Allowable Points</b>		<b>120</b>	

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



### Albany Area Metropolitan Planning Organization

City of Albany • City of Jefferson • City of Millersburg • City of Tangent • Linn County •  
Benton County • Oregon Department of Transportation

October 1, 2015

To All Interested Parties:

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

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

Completed applications must be received by 5:00 pm on October 30<sup>th</sup>, 2015. Applications may be submitted electronically to [tconley@ocwcog.org](mailto: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](mailto: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.

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

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

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

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

Sincerely,

Theresa Conley  
AAMPO Coordinator

Application for Albany Area MPO FFY 2015 - 2018 STP Funds

APPLICATIONS DUE BY 5:00 PM October 30, 2015

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

**Applicant Information**

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Sponsoring Organization(s):

Contact Person(s) & Title(s):

Contact Email(s):

Contact Phone Number(s):

**Project Information**

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

1. Project Name:

2. Project Type:      Modernization                      Preservation

3. Project Description. Describe the project and the specific phase(s) proposed for AAMPO STP funding. Include all phases and those not proposed for AAMPO STP funds. Describe the type of work, project location, termini and length.

4. Describe how the project will address gaps or deficiencies in the transportation system.

5. What is the Federal Functional Classification (for roadway projects)? Please reference <https://gis.odot.state.or.us/transgis/>.

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

#### **Project Funding**

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

10. Estimated Total Project Cost:
11. Total STP Funding Request:
12. If the STP funding request extends over multiple federal fiscal years, please outline the proposed project costs by federal fiscal year & project phase.
13. Outline funding anticipated from other funding sources, including required match.

## APPENDIX D: MPO FUNDING SOURCES

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

### **FEDERAL HIGHWAY ADMINISTRATION**

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

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

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

The NHS includes:

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

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

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

*Metropolitan Planning Organization STP Funds (STP)* – ODOT distributes a portion of its STP funds to small Metropolitan Planning Organization (MPO) areas and non-MPO cities through a cooperative process. MPOs with 200,000 or more population receive STP funds (STP-U) from the US DOT whereas the smaller MPOs share is distributed through the state DOT. The funds are primarily used for reconstruction or rehabilitation of roadways functionally classified as urban collectors or higher. These funds may also be used for planning, transportation enhancement, transit, bridge, or safety activities. Oregon MPOs, in cooperation with ODOT, identify priority projects for funding under the STP Program.

*Surface Transportation Program-State (STP-S)* 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.

## **Transportation Alternatives Program (TAP)**

MAP-21 established a new program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs, wrapping them into a single funding source. Fifty percent of a State's TAP apportionment (after deducting the set-aside for the Recreational Trails Program, if applicable) is suballocated to areas based on their relative share of the total State population, with the remaining 50 percent available for use in any area of the State. The suballocation is made in the same manner as for STP funds.

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

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

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

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

MAP-21 continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP supports projects that improve the safety of road infrastructure by correcting hazardous road locations, such as dangerous intersections, or making road improvements such as adding rumble strips. The major focus of this program is to target spot improvements of high accident areas.

## **FEDERAL TRANSIT ADMINISTRATION**

### **Section 5303**

Provides the state and MPOs with funds for transit planning activities

### **Section 5307**

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

### **Section 5339**

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

### **Section 5310**

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

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

### **Section 5311**

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

### **Section 5311(f)**

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

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

### **Section 5309**

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

## **FEDERAL EARMARKS**

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

## **STATE OF OREGON**

### **Highway Fund**

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

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

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

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

The State of Oregon allocates a portion of state lottery revenues for economic development. The Oregon Economic Development Department provides grants and loans through the SPWF program to construct, improve and repair infrastructure in commercial/industrial areas to support local economic development and create new jobs. The SPWF provides a maximum grant of \$500,000 for projects that will help create or retain a minimum of 50 jobs. SPWF projects will be programmed as awards are made.

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

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

### **Traffic Control Projects**

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

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

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

### **Special City Allotment**

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

## Appendix E: Acronyms & Abbreviations

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  
ATS: Albany Transit Service  
Cap: Capital  
CAMPO: Corvallis Area MPO  
Cons: Construction  
FFY: Federal Fiscal Year  
FHWA: Federal Highway Administration  
FTA: Federal Transit Administration  
HB 2001: Oregon House Bill 2001  
HBRR - Highway Bridge Rehabilitation and Replacement  
HSIP: Highway Safety Improvement Program  
IOF: Immediate Opportunity Fund  
L240: ODOT coding for STP funds  
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  
PM: Preventative Maintenance  
RTP: Regional Transportation Plan  
ROW: Right of Way  
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)  
STP: Surface Transportation Program  
TDM: Transportation Demand/Rideshare Program  
TE: Transportation Enhancement  
TIP: Transportation Improvement Program  
TO: Transportation Options  
UPWP: Unified Planning Work Program  
UR: Utility Relocation