

ALBANY AREA METROPOLITAN PLANNING ORGANIZATION
FFY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted by the AAMPO Policy Board on May 24, 2017



Prepared By:

Albany Area Metropolitan Planning Organization
1400 Queen Ave SE, Suite 205, Albany, OR 97322
<http://www.ocwcog.org/aampo/>

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

TITLE VI NOTICE

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

Title VI of the Civil Rights Act of 1964 states:

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

The Albany Area MPO is committed to complying with the requirements of Title VI in all of its programs and activities. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the Albany Area MPO. A complainant may also file a complaint directly with the Federal Transit Administration by addressing the complaint to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th 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 AAMPO Staff by:

Phone: (541) 967-8551
Email: echavez@ocwcog.org
Visiting: 1400 Queen Ave SE, Suite 205, Albany OR 97322

If information is needed in another language, contact 547- 924 -8405.

Si se necesita información en otro idioma de contacto 541-924-8405

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RECORD OF APPROVAL

Albany Area Metropolitan Planning Organization Policy Board Resolution Number 2017-01

FOR THE PURPOSE OF ADOPTING THE ALBANY AREA MPO FFY 2018 - 2021 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)

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

WHEREAS, the Albany Area Metropolitan Planning Organization (AAMPO) 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 MTIP that enumerates priority transportation projects in the MPO area consistent with an adopted Metropolitan Transportation Plan; and,

WHEREAS, AAMPO has developed a MTIP for FFY 2018 - 2021 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 2018 - 2021 MTIP and will be afforded additional opportunities for review and comment as the document is amended.

NOW, THEREFORE, BE IT RESOLVED, that the AAMPO Policy Board approves the AAMPO FFY 2018 – 2021 Metropolitan Transportation Improvement Program.

PASSED AND APPROVED THIS 24th DAY OF MAY, 2017, 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 Metropolitan Transportation Plan (MTP) commonly called a 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 are outlined in 23CFR 450 and 49 U.S.C. 5303(j) and 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.

Public Involvement and Comment: Reasonable opportunity for public comment, including web-based and electronic formats, must be provided for public comment prior to approval of the TIP.

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.

Financial Constraint: The TIP must be consistent with funding that is expected to be available during the programming period, and the funds must be further financially constrained by year. The TIP should 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. The actual amount of federal funds received by an MPO area may vary as the result of Congressional actions, so the TIP represents best estimates. Programmed projects may need to be delayed or phased over two or more years if less funding is received than originally forecast. The scheduling of projects listed may also change due to delays in funding, project changes and other unforeseen circumstances.

TIP and Statewide Transportation Improvement Program (STIP) Relationship: The frequency and cycle for updating the TIP must be compatible with processes for developing Oregon's Statewide Transportation Improvement Program (STIP). 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.

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 AAMPO in cooperation with ODOT STIP coordinators.

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 Block Grant Program 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."* The Policy on

Allocation of Surface Transportation Block Grant Program Funds was reaffirmed on January 25, 2017, after first being adopted on September 23, 2015. This policy is shown as an Appendix. Based on this policy, the Technical Advisory Committee developed and oversaw a project application and prioritization process. The application announcement and form are included in as an Appendix. The application period occurred from February 1- 28, 2017. The AAMPO Technical Advisory Committee developed a recommended list of projects to be funded with Surface Transportation Block Grant Program (STBGP) funds anticipated during this TIP cycle and recommended a TIP to the AAMPO Policy Board for review and adoption in May 2017.

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. AAMPO hosted a 30-day public comment period and public hearing prior to adoption. 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 is approved by the Governor and incorporated in the STIP. Copies of the TIP are 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.

REVISIONS TO THE TIP

A TIP revision is a change that is made between full updates of the TIP. There are several types of TIP revisions, some of which require a 30-day public comment period and some of which are technical corrections completed by staff. All TIP revisions should be submitted to MPO staff to determine the appropriate revision procedure.

TIP Amendments: An amendment involves a major change to a project in the TIP and requires a 30-day public comment period and approval by the MPO Policy Board at a public meeting. The following changes qualify as Amendments:

- Changes in the total project cost exceeding either \$100,000 or 20% of the total project cost (whichever is greater)
- Adding or cancelling a project funded with AAMPO STP/ STBGP funds
- Adding or deleting any project that significantly affects roadway capacity, vehicle volumes or travel speeds, such as construction of a new regionally-significant roadway or new interchange

or the widening of a regionally significant roadway that will significantly affect roadway capacity, vehicle volumes, or travel speeds.

- Major changes in project schedule or scope, including addition of a construction phase

TIP Adjustments: A TIP Adjustment is a less significant change to the TIP. Adjustments still require approval by the MPO Policy Board at a public meeting but do not require a 30-day public comment period. The following changes qualify as Amendments:

- Changes in the total project cost exceeding either \$50,000 or 10% of the total project cost (whichever is greater)
- Adjustments to previously approved MPO STP / STBGP funded projects that transfers more than \$100,000 of STP/STBGP funds between different phases of a project
- Actions related to adding, deleting, or modifying projects that do not significantly affect existing roadway capacity, vehicle volumes, or travel speeds, including but not limited to:
 - safety improvements
 - same site bridge replacements not requiring significant additional right-of-way
 - signal interconnection, installation or removal
 - resurfacing or rehabilitation projects not requiring significant additional right-of-way
 - bike lanes
 - bus purchases, bus shelters, or bus stop improvements
 - projects implementing ADA or ADA paratransit requirements
 - MPO planning support

Administrative Modifications: Administrative modifications involve minor changes to the TIP and do not require a 30-day public comment period nor approval by the Policy Board at a public meeting.

Administrative modifications are processed by MPO staff in cooperation with project sponsor and ODOT and are brought to the Policy Board as informational items. 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 10% of the total project cost (whichever is greater)
- Moving less than \$100,000 in MPO STP/STBGP funds from one project phase to another previously approved phase within the same project where there is no change to total project STP/STBGP funding amount
- Minor changes in project or phase initiation dates
- Adding or deleting a phase other than construction
- 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
- Minor corrections to make the TIP consistent with naming conventions and project descriptions
- Minor corrections to fix typographical errors or missing data
- Adding an emergency repair and relief project that does not involve substantial change in function and location

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 illustrating how the approved TIP can be implemented, describing resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommending any additional financing strategies for needed projects and programs.

Each project programmed in the fiscally-constrained 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 listed in the 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

AAMPO annually receives approximately \$670,000 of federal Surface Transportation Block Grant Program (STBGP) funds through the Oregon Department of Transportation. For the purposes of the FFY18-21 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 STBGP 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 2019, 2020, 2021, and 2022.

AAMPO STP and STBGP funded projects are programmed into the Capital Improvement Programs (CIPs) of MPO jurisdictions, which are typically prepared and updated annually. In addition to STP or STBGP funds, transportation projects listed in the CIPs are typically funded with state gas tax revenues, Street SDCs, and other local sources.

Table 1: Status of FFY15-18 STP Allocations

| FFY of Allocation | Calendar Year Received | STP Allocation Received | Annual Amount Programmed | Annual Amount Remaining | Balance |
|-------------------|------------------------|-------------------------|--------------------------|-------------------------|------------------|
| FFY 2013 | 2014 | \$663,325 | \$650,800 | \$12,525 | |
| FFY 2014 | 2015 | \$678,405 | \$663,200 | \$15,205 | |
| FFY 2015 | 2016 | \$667,293 | \$697,000 | -\$29,707 | |
| FFY 2016 | 2017 | TBD | \$670,000 | \$0 | |
| FFY 2017 | 2018 | TBD | \$670,000 | \$0 | |
| | | | \$2,681,000 | | -\$ 1,977 |

Table 2: Anticipated FFY18-21 STBGP Allocations

| FFY of Allocation | Calendar Year Received | Anticipated STP Allocation | Annual Amount Programmed | Annual Amount Remaining | Balance |
|-------------------|------------------------|----------------------------|--------------------------|-------------------------|---------|
| FFY 2018* | 2019 | \$670,000 | \$670,000 | \$0 | |
| FFY 2019 | 2020 | \$670,000 | \$670,000 | \$0 | |
| FFY 2020 | 2021 | \$670,000 | \$670,000 | \$0 | |
| FFY 2021 | 2022 | \$670,000 | \$670,000 | \$0 | |
| Total | | \$2,680,000 | \$2,680,000 | | |

*programmed during development of the FFY15-18 TIP

Federal Transit Administration Funds

The City of Albany is the Direct Recipient of FTA 5307 funds allocated to the Albany Area MPO and receives additional federal funds, including FTA 5310 funds, through the State of Oregon, the Linn County Special Transportation Fund program, or regional partners. These funds support operational and capital costs of the Albany Transit System, Linn-Benton Loop, and Albany Call-A-Ride. Projects listed in the TIP were developed in consultation with Albany Transit System staff.

The TIP includes conservative assumptions for 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 programs vehicle replacements approximately every four years to account for regular replacement requirements and to leverage the 5307 funds available.

A key factor in the City of Albany's ability to access additional these federal 5307 and 5310 revenues is availability of local match. The match requirements for FTA 5307 funds are 20% for capital costs and 50% for operations. The projects programmed in this FFY18-21 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.

LIST OF PROJECTS

Federally funded and regionally- significant projects programmed in the AAMPO planning area are shown in *Table 3: AAMPO FFY18-21 TIP – Listing of Surface Transportation Projects* and *Table 4: AAMPO FFY18-21 TIP – Listing of Public Transportation Projects*. Projects include general descriptions and are listed by agency and year. A list of funding sources as well as a full list of acronyms are included as Appendices. 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 (CN / Cons). Transit projects typically consist of operations support (Ops), preventative maintenance (PM) and capital support (CAP).

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

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

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

Federal Required Match Source and Amount indicates the amount of local money that must be programmed in order to match the federal funding. This is typically 10.27% of the total project cost for STP funded projects and either 20% or 50% of the total project cost for FTA-funded transit projects.

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

AAMPO FFY18-21 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 /STBGP 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 | | | |

Table 3: AAMPO FFY18-21 Listing of Surface Transportation Projects

| Notes/ Amendments | STIP Cycle | Sponsor | Key Number | Project Name | Description | Phase | FFY | Fund 1 | Fund 1 Share | Fund 2 | Fund 2 Share | Fund 3 | Fund 3 Share | Phase Total | Project Total |
|-------------------|------------|---------------------|------------|---|---|-------|------|-----------------------|--------------|--------|--------------|---------------|--------------|-------------|---------------|
| ODOT | | | | | | | | | | | | | | | |
| Slip from 15-18 | 15-18 | ODOT | 19930 | I-5: Delaney Rd to Albany | Project Development (Preliminary Engineering) to add a third lane on I-5 between Delaney Road and Albany. MP 248.41 to 228.00. Eligible for 92.22% federal reimbursement. | PE | 2017 | Fix-it / Z460 | \$2,691,900 | | \$308,100 | | | \$3,000,000 | \$3,000,000 |
| Slip from 15-18 | 15-18 | ODOT | 19796 | Area 3 & 4 Local Road Roadway Departure | Install roadway departure countermeasures. Zena Rd (99W-Hwy221), Cruickshank Rd (Hwy 18 - hwy223), NW Springhill Drive (Independence - Hwy 20) | PE | 2017 | MS30 | \$92,220 | State | \$7,780 | | | \$100,000 | |
| | | | | | | CN | 2018 | MS30 | \$201,376 | State | \$16,989 | | | \$218,365 | \$318,365 |
| Slip from 15-18 | 15-18 | ODOT | 19662 | 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 | Linn County | \$200,000 | \$500,000 | \$3,710,000 |
| | | | | | | ROW | 2016 | HSIP | \$100,000.00 | State | \$100,000.00 | Linn County | \$410,000 | \$200,000 | |
| | | | | | | CN | 2017 | HSIP | \$2,397,720 | State | \$202,280 | Linn County | \$410,000 | \$3,010,000 | |
| Slip from 15-18 | 15-18 | ODOT / Local Agency | 18850 | Corvallis to Albany Trail: Scenic Dr - Springhill | Complete NEPA and ROW purchase, construct off-highway multiuse path | ROW | 2019 | STP-FLX(non-hwy flex) | \$202,522 | | | Benton County | \$23,180 | | |
| | | | | | | | | STP-FLX (Enhance) | \$337,524 | | | Benton County | \$38,631 | \$601,857 | |
| | | | | | | PE | 2016 | STP-FLX | \$611,985 | State | \$70,044 | | | \$682,029 | |

| | | | | | | | | | | | | | | | |
|-----------------|-------|-----------|-------|---|---|----------------------------|--------------------------------------|------------------------------|--|----------------|----------------------------|-----------------------------|-----------|--|--------------|
| | | | | | | CN | 2019 | STP-FLX | \$1,132,418 | State | \$129,610 | Benton County | \$172,215 | \$1,434,243 | \$2,718,130 |
| Slip from 15-18 | 15-18 | ODOT | 18849 | 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. Amended 8.24 to move local funds from ROW to PE. | PE | 2015 | STP-FLX | \$1,977,232 | State | \$251,677 | City of Albany, Linn County | \$400,000 | \$2,628,909 | \$2,628,909 |
| Slip from 15-18 | 15-18 | ODOT | 19390 | I-5: N. Jefferson - N. Albany | I-5 resurfacing. Two projects combined - K19390 (I-5: N. JEFFERSON - N. ALBANY) and K18707 (I-5: S. JEFFERSON - N. ALBANY (NB)) | PE CN | 2015 2017 | STP-FLX STP-FLX | \$450,000 \$9,000,000 | | \$0 | | | \$450,000 \$9,000,000 | \$9,450,000 |
| Slip from 15-18 | 15-18 | ODOT Rail | 19198 | Hill and Water Ave: At Grade Crossing Signalization | Railroad crossing improvements | | | | \$615,000 | | \$0 | | \$0 | \$615,000 | \$615,000 |
| Slip from 15-18 | 15-18 | ODOT | 17752 | 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. Bid let 11/17/2016. Award date 12/01/2016. PE complete. | PE RW CN OT UR | 2013 2016 2016 2013 2016 | MS40 MS40 MS40 MS40 | \$470,000 \$179,000 \$400,000 \$1,087,000 \$10,000 | | | | | \$470,000 \$189,000 \$400,000 \$1,087,000 \$10,000 | \$2,156,000 |
| Slip from 15-18 | 15-18 | ODOT | 18709 | I5 -North Albany - Halsey (Resurfacing) | 1R diamond grind and patch concrete preservation. Bid let 3/31/2018 | PE CN | 2016 2018 | STP-FLX STP-FLX | \$269,190.00 \$13,459,500 | State State | \$30,810.00 \$1,540,500 | | | \$650,000 \$14,650,000 | \$15,300,000 |
| | 18-21 | ODOT | 20428 | US20: WILLAMETTE R (ELLSWORTH ST) BRIDGE | Planning for vertical clearance | PE | 2018 | Bridge / Z001 | \$660,413 | State | \$75,587 | | | \$736,000 | \$736,000 |
| | 18-21 | ODOT | 20215 | REGION 2 (CENTRAL) URBAN SIGNAL ENHANCEMENTS | Provide signal enhancements in various locations on OR-99E and US20 in Area 4. Waverly Drive/21 st Avenue; Waverly Drive/Grand Prairie Road; | PE | 2019 | Safety / MS30 | \$48,451 | | | Local | \$4,087 | \$52,538 | |

| | | | | | | | | | | | | | | | |
|-------|-------|------|-------|---|---|-----|------|---------------|-------------|-------|-----------|---------------------|----------|-------------|--------------------|
| | | | | | Queen Ave/Hill Street; Queen Ave/Geary Street. | CN | 2021 | Safety / MS30 | \$339,150 | | | Local | \$28,612 | \$367,762 | \$420,300 |
| | 18-21 | ODOT | 20221 | Area 4 and 5 Signal Enhancements | Provide signal enhancements in various locations on OR-99E and US20 in Areas 4 and 5. | PE | 2019 | Safety / MS30 | \$632,295 | State | \$53,343 | | | \$685,638 | |
| | | | | | | R/W | 2020 | Safety / MS30 | \$27,666 | State | \$2,334 | | | \$30,000 | |
| | | | | | | CN | 2021 | Safety / MS30 | \$3,236,426 | State | \$273,036 | | | \$3,509,462 | \$4,225,100 |
| DRAFT | 18-21 | ODOT | 20184 | US20: GEARY ST. TO WAVERLY ST. (ALBANY) | Install lighting at intersection at Waverly, install raised medians (traffic separators) on US-20 between Waverly and Clay. Install advance guide signs (possibly sign bridge) on OR99E. | PE | 2018 | Safety / MS30 | \$202,054 | State | \$17,046 | Local | \$0 | \$219,100 | |
| | | | | | | RW | 2019 | Safety / MS30 | \$36,427 | State | \$3,073 | Local | \$0 | \$39,500 | |
| | | | | | | UR | 2019 | Safety / MS30 | \$20,565 | State | \$1,735 | Local | \$0 | \$22,300 | |
| | | | | | | CN | 2021 | Safety / MS30 | \$896,840 | State | \$75,661 | Local | \$0 | \$972,500 | \$1,253,400 |
| DRAFT | 18-21 | ODOT | 20183 | OR99E @ AIRPORT RD. (ALBANY) | Left Turn Lane on Single Major Road Approach, Urban, Signalized Intersection (NB Airport Rd). Install Actuated Advance Warning Dilemma Zone Protection System at High Speed Signals (Microwave Detection). | PE | 2019 | Safety / MS30 | \$216,348 | State | \$0 | Local | \$18,252 | \$234,600 | |
| | | | | | | RW | 2020 | Safety / MS30 | \$80,416 | State | \$0 | Local | \$6,784 | \$87,200 | |
| | | | | | | UR | 2020 | Safety / MS30 | \$74,698 | State | \$0 | Local | \$6,302 | \$81,000 | |
| | | | | | | CN | 2021 | Safety / MS30 | \$926,350 | State | \$0 | Local | \$78,150 | \$1,004,500 | \$1,407,300 |
| DRAFT | 18-21 | ODOT | 20140 | US20 @ KNOX BUTTE/OR226 | Increase Triangle Sight Distance. Increase Distance to Rural Roadside Obstacle from 3 ft. (1m) to 16 ft. (5m). Improve Intersection Warning: Stop Ahead Pavement Markings, Stop Ahead Signs, Larger Signs, Additional Stop Signs. | PE | 2018 | Safety / MS30 | \$121,085 | State | \$0 | Local / Linn County | \$10,215 | \$131,300 | |
| | | | | | | RW | 2019 | Safety / MS30 | \$78,018 | State | \$0 | Local / Linn County | \$6,582 | \$84,600 | |
| | | | | | | CN | 2021 | Safety / MS30 | \$281,548 | State | \$0 | Local / Linn County | \$23,752 | \$305,300 | \$521,200 |
| | 18-21 | ODOT | 19796 | REGION 2 (CENTRAL) LOCAL RD ROADWAY DEPARTURE | Install roadway departure countermeasures | PE | 2017 | Safety / MS30 | \$100,000 | State | \$0 | Local | \$0 | \$100,000 | |

| | | | | | | | | | | | | | | | |
|-----------------|-------|----------------|-------|--|---|-----|-------|-----------------------------|-------------|-------|---------|-------|----------|--------------|-------------|
| | | | | | | CN | 2018 | Safety / MS30 | \$218,365 | State | \$0 | Local | \$0 | \$218,365 | \$318,365 |
| | 18-21 | ODOT | 21467 | OR-99E Birdfoot Dr - Harrisburg | Chip seal and fog seal existing pavement on OR-99E from mile points 8.80-28.20 and extends over the city limits of Tangent, Halsey & Harrisburg. | PE | 2018 | Statewide Chip Seal Program | \$120,000 | | | | | | \$1,270,000 |
| | | | | | | CN | 2018 | | \$1,150,000 | | | | | | |
| ODOT TOTAL | | | | | | | | | | | | | | \$50,048,070 | |
| | | | | | | | | | | | | | | | |
| City of Albany | | | | | | | | | | | | | | | |
| Slip from 15-18 | 15-18 | City of Albany | 19828 | Hill Street Reconstruction (Queen to 34th) | Reconstruct 1.03 miles of Hill St, to provide two travel lanes, on-street parking and bike lanes. Curb ramp and sidewalk improvements at intersections to meet ADA standards. STP funds may be exchanged. | CN | FFY18 | STP - Exchanged | \$2,332,000 | | | | | \$2,332,000 | \$2,332,000 |
| Slip from 15-18 | | City of Albany | TBD | 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 | \$94,000 |
| | 18-21 | City of Albany | 21175 | Salem Avenue Street Improvement Project | Pavement preservation project on Salem Avenue from city limits west to rail crossing. Project will involve grind and 2nd overlay of pavement. Curb returns to be removed / replaced to ADA standards. | PE | FY19 | STP – Exchanged | \$97,500 | | | | | \$650,000 | \$650,000 |
| | | | | | | CN | FY20 | STP - Exchanged | \$552,500 | | | | | | |
| | 18-21 | City of Albany | 21176 | Queen Avenue Street Improvement Project | Pavement preservation project on Queen Avenue from Geary Street west to Highway 99E. The project will involve grind and 2nd overlay of existing pavement. | PE | FY18 | STP – Exchanged | \$215,500 | | | | | \$1,436,300 | \$1,436,300 |
| | | | | | | CN | FY19 | STP - Exchanged | \$1,220,800 | | | | | | |
| | 18-21 | City of Albany | 21316 | Lochner Road SE | Widen, pave and add bicycle and pedestrian facilities to Lochner Road Southeast | CN | FY18 | SW IOF | \$1,000,000 | | | | | | \$1,000,000 |
| ALBANY TOTAL | | | | | | | | | | | | | | \$5,512,300 | |
| Linn County | | | | | | | | | | | | | | | |
| Slip from 15-18 | 15-18 | Linn County | 19127 | Linn County TSP Funding - 2015 | Development of County Transportation System Plan. | PLN | | STP | \$31,000 | State | \$3,548 | | \$65,452 | \$100,000 | \$100,000 |

| | | | | | | | | | | | | | | | |
|--|-------|-------------|-------|--|---|-------------------------------|--------------------|--|--|---------|----------|---------------|---------------------------------------|---|--------------------------------|
| | | | | | AAMPO FFY2015 STP Funds, exchanged. | | | | | | | | | | |
| Slip from 15-18 | 15-18 | Linn County | 19125 | 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 | \$100,000 |
| Slip from 15-18 | 15-18 | Linn County | 18698 | Old Salem Rd: Truax Creek Bridge Replacement | Replace bridge #22C08, MP 3.18-3.20. Amended 8/4/2016 to move \$6,000 from UR to CN. Bid let 12/25/2016. | Design ROW UR CN | | STP-FLX STP-FLX STP-FLX STP-FLX | \$383,147 \$99,600 \$1,364,794 | | | | \$43,853 \$11,400 \$156,206 | \$427,000 \$111,000 \$1,521,000 | \$2,059,000 |
| | 18-21 | Linn County | TBD | Old Salem Road Sidewalk Connectivity | Sidewalk, ramp, and access improvements to Old Salem Road, which is a major collector. Improvements will begin at milepost 0.18 and continue to milepost 0.86 | PE CN | FFY17 FFY18 | STP-Exchanged STP-Exchanged | \$70,000 \$343,000 | | | | \$70,000 \$343,000 | \$70,000 \$343,000 | \$413,000 |
| | 18-21 | AAMPO | 21237 | US 20: COX CREEK – REEVES PARKWAY | Design for repaving between mile points 2.0 and 12.15 | PE | 2019 | HB2017 | \$400,000 | ODOT | | | | | \$400,000 |
| | | | | | | | | | | | | | | LINN TOTAL | \$4,872,000 |
| Marion County | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| MARION TOTAL | | | | | | | | | | | | | | \$0 | |
| Oregon Cascades West Council of Governments | | | | | | | | | | | | | | | |
| Slip from 15-18 | 15-18 | AAMPO | 19829 | ALBANY AREA 5303 FUNDING FOR 2016 | | PLN | 2017 | FTA 5303 | \$37,119 | ODOT | \$0 | Local In-kind | \$4,248 | \$41,367 | \$41,367 |
| Slip from 15-18 | 15-18 | AAMPO | 19813 | ALBANY AREA MPO PLANNING FFY 2016 | | PLN | 2017 | FHWA PL | \$116,749 | ODOT | \$13,362 | Local In-kind | \$0 | \$130,111 | \$130,111 |
| DRAFT | 18-21 | AAMPO | TBD | ALBANY AREA 5303 FUNDING FOR 2017-18 | | PLN | 2018 | FTA 5303 | \$37,389 | ODOT | \$0 | Local In-kind | \$4,279 | \$41,668 | \$41,668 |
| DRAFT | 18-21 | AAMPO | TBD | ALBANY AREA MPO PLANNING FFY 2017-18 | | PLN | 2018 | FHWA PL | \$116,857 | ODOT | \$13,375 | Local In-kind | \$0 | \$130,232 | \$130,232 |
| | 18-21 | AAMPO | 21273 | ALBANY AREA MPO PLANNING SFY19 | | PLN | 2019 | FHWA PL | \$133,518 | FTA5303 | \$41,720 | Carryover | \$226,980 | | \$402,218 |
| DRAFT | 18-21 | AAMPO | 20600 | ALBANY AREA MPO PLANNING SFY22 | | PLN | FY22 | PL/5303 | \$164,527 | ODOT | \$14,218 | Local In-kind | \$4,613 | \$183,358 | \$183,358 |
| DRAFT | 18-21 | AAMPO | 20599 | ALBANY AREA MPO PLANNING SFY21 | | PLN | FY21 | PL/5303 | \$164,527 | ODOT | \$14,218 | Local In-kind | \$4,613 | \$183,358 | \$183,358 |
| DRAFT | 18-21 | AAMPO | 20598 | ALBANY AREA MPO PLANNING SFY20 | | PLN | FY20 | PL/5303 | \$164,527 | ODOT | \$14,218 | Local In-kind | \$4,613 | \$183,358 | \$183,358 |

| | | | | | | | | | | | | | | | |
|---------------|--------|--|-------|---|---|----|-------------|--------------|-----------|------|--------------|--|--|--------------------------------------|--------------|
| 21324 | OCWCOG | Cascades West COG Transportation Options (FFY18, 19, 20) | 38254 | Funding to promote & encourage the use of carpools, vanpools, transit, bicycling, walking and teleworking. Continues existing carpool matching, regional vanpool services and community outreach programs managed by OCWCOG. Investment occurs throughout the entire OCWCOG with an undetermined portion of funds to be used within the Albany and Corvallis MPO boundaries. Federal funds dedicated to Rideshare require no match. | | | FY18, 19,20 | | | ODOT | \$343,870.35 | | | | \$343,870.35 |
| | | | | | | | | | | | | | | OCWCOG TOTAL | \$1,639,540 |
| Benton County | | | | | | | | | | | | | | | |
| | 18-21 | Benton County | 21172 | Springhill Drive Overlay | The Springhill Drive Overlay project would go from Highway 20 to Albany City Limits (Scenic Drive) and consist of a minimum of two inches of asphalt. Portion in City limits with existing curb and gutters from Highway 20 to North Point would include a grind and inlay. | PE | FY19 | STP-Exchange | \$64,000 | | | | | | |
| | | | | | | CN | FY19 | STP-Exchange | \$576,000 | | | | | \$640,000 | |
| | | | | | | | | | | | | | | BENTON TOTAL | \$640,000 |
| | | | | | | | | | | | | | | SURFACE TRANSPORTATION PROJECT TOTAL | \$58,887,610 |

AAMPO FFY18-21 TIP – LISTING OF PUBLIC TRANSPORTATION PROJECTS

Table 4: AAMPO FFY18-21 Listing of Public Transportation Projects

| Key # | STIP Cycle | Lead Agency | Project Description | FFY Allocated | Fiscal Year Service | Federal Source | Federal Amt | Match Source | Match Amt | Total All Sources | Annual Total |
|-------|------------|----------------------|---|---------------|---------------------|----------------|-------------|---------------------|--|-------------------|--------------|
| 19637 | 15-18 | City of Albany (ATS) | LINN CO - 5310 FTA ENHANCED MOBILITY PROGRAM (2016) | FFY15 | FY16-17 | 5310 | \$110,130 | State and Local 20% | \$27,352 (\$13,766 State and \$13,766 Local) | \$137,482 | |
| 19579 | 15-18 | City of Albany (ATS) | FY15 Loop Operations (AAMPO 5307) | FFY15 | FY15-16 | 5307 | \$132,000 | | \$132,000 | \$264,000 | \$401,482 |

| | | | | | | | | | | | |
|-------|---------|----------------------|--|-------|---------|------|-----------|-----------------------------------|-----------|-----------|--------------------|
| 19816 | 15 -18 | City of Albany (ATS) | FY16 Loop Operations (CAMPO 5307) | FFY16 | FY16-17 | 5307 | \$135,960 | Local - Partnership Funds 50:50 | \$135,960 | \$271,920 | |
| 19817 | 15 -18 | City of Albany (ATS) | FY16 Loop Operations (AAMPO 5307) | FFY16 | FY16-17 | 5307 | \$135,960 | Local - Partnership Funds 50:50 | \$135,960 | \$271,920 | |
| 19818 | 15 -18 | City of Albany (ATS) | FY16 Loop Preventative Maintenance (AAMPO 5307) | FFY16 | FY16-17 | 5307 | \$36,000 | Local - partnership revenue 80:20 | \$9,000 | \$45,000 | |
| 19819 | 15 -18 | City of Albany (ATS) | FY16 ATS Operations | FFY16 | FY16-17 | 5307 | \$181,518 | City of Albany 50:50 | \$281,518 | \$363,036 | |
| 19820 | 15 -18 | City of Albany (ATS) | FY16 ATS Preventative Maintenance | FFY16 | FY16-17 | 5307 | \$41,600 | City of Albany 80:20 | \$10,400 | \$52,000 | |
| 19821 | 15 -18 | City of Albany (ATS) | FY16 ATS 1% for safety improvements | FFY16 | FY16-17 | 5307 | \$9,279 | City of Albany 80:20 | \$2,320 | \$11,599 | |
| 19822 | 15 -18 | City of Albany (ATS) | FY16 ATS ADA Paratransit | FFY16 | FY16-17 | 5307 | \$40,000 | City of Albany 50:50 | \$40,000 | \$80,000 | |
| 19823 | 15 -18 | City of Albany (ATS) | FY16 First 20% ATS ADA Paratransit operating funds | FFY16 | FY16-17 | 5307 | \$185,589 | City of Albany 80:20 | \$46,397 | \$231,986 | |
| 19824 | 15 -18 | City of Albany (ATS) | FY16 ATS Paratransit capital | FFY16 | FY16-17 | 5307 | \$80,000 | City of Albany 80:20 | \$20,000 | \$100,000 | |
| 19825 | 15 -18 | City of Albany (ATS) | FY16 ATS Paratransit PM | FFY16 | | | \$18,000 | City of Albany 80:20 | \$4,500 | \$22,500 | |
| 19827 | 15 -18 | City of Albany (ATS) | FY16 ATS Capital | FFY16 | | | \$200,000 | City of Albany 80:20 | \$50,000 | \$250,000 | \$1,699,961 |
| | 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 | \$1,964,936 |
| | 18 - 21 | City of Albany (ATS) | Linn County 5310 Enhanced Mobility Program (2018) | FFY18 | FY18-19 | 5310 | \$95,000 | Local 20% | \$23,750 | \$118,750 | |
| | 18 - 21 | City of Albany (ATS) | FY18 Loop Operations (CAMPO 5307) | FFY18 | FY18-19 | 5307 | \$144,240 | Local - Partnership Funds 50:50 | \$144,240 | \$288,480 | |
| | 18 - 21 | City of Albany (ATS) | FY18 Loop Operations (AAMPO 5307) | FFY18 | FY18-19 | 5307 | \$144,240 | Local - Partnership Funds 50:50 | \$144,240 | \$288,480 | |
| | 18 - 21 | 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 | |
| | 18 - 21 | City of Albany (ATS) | FY18 ATS Operations | FFY18 | FY18-19 | 5307 | \$315,640 | City of Albany 50:50 | \$315,640 | \$631,280 | |
| | 18 - 21 | City of Albany (ATS) | FY18 ATS Preventative Maintenance | FFY18 | FY18-19 | 5307 | \$41,600 | City of Albany 80:20 | \$10,400 | \$52,000 | |
| | 18 - 21 | 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 | |
| | 18 - 21 | City of Albany (ATS) | FY18 ATS ADA Paratransit | FFY18 | FY18-19 | 5307 | \$117,000 | City of Albany 50:50 | \$117,000 | \$234,000 | |
| | 18 - 21 | City of Albany (ATS) | FY18 First 20% ATS ADA Paratransit Operating Funds | FFY18 | FY18-19 | 5307 | \$90,000 | City of Albany 80:20 | \$22,500 | \$112,500 | |
| | 18 - 21 | City of Albany (ATS) | FY18 ATS Capital | FFY18 | FY18-19 | 5307 | \$160,000 | City of Albany 80:20 | \$40,000 | \$200,000 | \$1,981,740 |

| | | | | | | | | | | | |
|--|---------|----------------------|--|-------|---------|------|-----------|-----------------------------------|-----------|-----------|--------------------|
| | 18 - 21 | City of Albany (ATS) | Linn County 5310 Enhanced Mobility Program (2019) | FFY19 | FY19-20 | 5310 | \$0 | Local 20% | \$0 | \$0 | |
| | 18 - 21 | City of Albany (ATS) | FY19 Loop Operations (CAMPO 5307) | FFY19 | FY19-20 | 5307 | \$148,570 | Local - Partnership Funds 50:50 | \$148,570 | \$297,140 | |
| | 18 - 21 | City of Albany (ATS) | FY19 Loop Operations (AAMPO 5307) | FFY19 | FY19-20 | 5307 | \$148,570 | Local - Partnership Funds 50:50 | \$148,570 | \$297,140 | |
| | 18 - 21 | City of Albany (ATS) | FY19 Loop Preventative Maintenance (AAMPO 5307) | FFY19 | FY19-20 | 5307 | \$52,000 | Local - partnership revenue 80:20 | \$13,000 | \$65,000 | |
| | 18 - 21 | City of Albany (ATS) | FY19 ATS Operations | FFY19 | FY19-20 | 5307 | \$325,000 | City of Albany 50:50 | \$325,000 | \$650,000 | |
| | 18 - 21 | City of Albany (ATS) | FY19 ATS Preventative Maintenance | FFY19 | FY19-20 | 5307 | \$52,000 | City of Albany 80:20 | \$13,000 | \$65,000 | |
| | 18 - 21 | City of Albany (ATS) | FY19 ATS 1% for safety improvements | FFY19 | FY19-20 | 5307 | \$9,508 | City of Albany 80:20 | \$2,377 | \$11,885 | |
| | 18 - 21 | City of Albany (ATS) | FY19 ATS ADA Paratransit | FFY19 | FY19-20 | 5307 | \$68,590 | City of Albany 50:50 | \$68,590 | \$137,180 | |
| | 18 - 21 | City of Albany (ATS) | FY19 First 20% ATS ADA Paratransit Operating Funds | FFY19 | FY19-20 | 5307 | \$190,161 | City of Albany 80:20 | \$47,540 | \$237,701 | |
| | 18 - 21 | City of Albany (ATS) | FY19 ATS ADA Paratransit Capital | FFY19 | FY19-20 | 5307 | \$80,000 | City of Albany 80:20 | \$20,000 | \$100,000 | |
| | 18 - 21 | City of Albany (ATS) | FY19 ATS ADA Paratransit Preventative Maintenance | FFY19 | FY19-20 | 5307 | \$25,000 | City of Albany 80:20 | \$6,250 | \$31,250 | \$1,892,296 |
| | 18 - 21 | City of Albany (ATS) | Linn County 5310 Enhanced Mobility Program (2020) | FFY20 | FY20-21 | 5310 | \$0 | Local 20% | \$0 | \$0 | |
| | 18 - 21 | City of Albany (ATS) | FY20 Loop Operations (CAMPO 5307) | FFY20 | FY20-21 | 5307 | \$153,000 | Local - Partnership Funds 50:50 | \$153,000 | \$306,000 | |
| | 18 - 21 | City of Albany (ATS) | FY20 Loop Operations (AAMPO 5307) | FFY20 | FY20-21 | 5307 | \$153,000 | Local - Partnership Funds 50:50 | \$153,000 | \$306,000 | |
| | 18 - 21 | City of Albany (ATS) | FY20 Loop Preventative Maintenance (AAMPO 5307) | FFY20 | FY20-21 | 5307 | \$52,000 | Local - partnership revenue 80:20 | \$13,000 | \$65,000 | |
| | 18 - 21 | City of Albany (ATS) | FY20 ATS Operations | FFY20 | FY20-21 | 5307 | \$334,750 | City of Albany 50:50 | \$334,750 | \$669,500 | |
| | 18 - 21 | City of Albany (ATS) | FY20 ATS Preventative Maintenance | FFY20 | FY20-21 | 5307 | \$52,000 | City of Albany 80:20 | \$13,000 | \$65,000 | |
| | 18 - 21 | City of Albany (ATS) | FY20 ATS 1% for safety improvements | FFY20 | FY20-21 | 5307 | \$9,794 | City of Albany 80:20 | \$2,449 | \$12,243 | |
| | 18 - 21 | City of Albany (ATS) | FY20 ATS ADA Paratransit | FFY20 | FY20-21 | 5307 | \$56,976 | City of Albany 50:50 | \$56,976 | \$113,952 | |
| | 18 - 21 | City of Albany (ATS) | FY20 First 20% ATS ADA Paratransit Operating Funds | FFY20 | FY20-21 | 5307 | \$195,880 | City of Albany 80:20 | \$48,970 | \$244,850 | |
| | 18 - 21 | City of Albany (ATS) | FY20 ATS Capital | FFY20 | FY20-21 | 5307 | \$100,000 | City of Albany 80:20 | \$25,000 | \$125,000 | |
| | 18 - 21 | City of Albany (ATS) | FY20 ATS ADA Paratransit Preventative Maintenance | FFY20 | FY20-21 | 5307 | \$25,000 | City of Albany 80:20 | \$6,250 | \$31,250 | \$1,938,795 |
| | 18 - 21 | City of Albany (ATS) | Linn County 5310 Enhanced Mobility Program (2021) | FFY21 | FY21-22 | 5310 | \$0 | Local 20% | \$0 | \$0 | |
| | 18 - 21 | City of Albany (ATS) | FY21 Loop Operations (CAMPO 5307) | FFY21 | FY21-22 | 5307 | \$157,600 | Local - Partnership Funds 50:50 | \$157,600 | \$315,200 | |
| | 18 - 21 | City of Albany (ATS) | FY21 Loop Operations (AAMPO 5307) | FFY21 | FY21-22 | 5307 | \$157,600 | Local - Partnership Funds 50:50 | \$157,600 | \$315,200 | |
| | 18 - 21 | City of Albany (ATS) | FY21 Loop Preventative Maintenance (AAMPO 5307) | FFY21 | FY21-22 | 5307 | \$52,000 | Local - partnership revenue 80:20 | \$13,000 | \$65,000 | |
| | 18 - 21 | City of Albany (ATS) | FY21 ATS Operations | FFY21 | FY21-22 | 5307 | \$344,792 | City of Albany 50:50 | \$344,792 | \$689,584 | |
| | 18 - 21 | City of Albany (ATS) | FY21 ATS Preventative Maintenance | FFY21 | FY21-22 | 5307 | \$52,000 | City of Albany 80:20 | \$13,000 | \$65,000 | |
| | 18 - 21 | City of Albany (ATS) | FY21 ATS 1% for safety improvements | FFY21 | FY21-22 | 5307 | \$10,088 | City of Albany 80:20 | \$2,522 | \$12,610 | |
| | 18 - 21 | City of Albany (ATS) | FY21 ATS ADA Paratransit | FFY21 | FY21-22 | 5307 | \$65,560 | City of Albany 50:50 | \$65,560 | \$131,120 | |

| | | | | | | | | | | | |
|-------|---------|----------------------|--|-------|---------|------|-----------|----------------------|----------|-----------|---------------------|
| | 18 - 21 | City of Albany (ATS) | FY21 First 20% ATS ADA Paratransit Operating Funds | FFY21 | FY21-22 | 5307 | \$201,760 | City of Albany 80:20 | \$50,440 | \$252,200 | \$2,002,164 |
| | 18 - 21 | City of Albany (ATS) | FY21 ATS Capital | FFY21 | FY21-22 | 5307 | \$100,000 | City of Albany 80:20 | \$25,000 | \$125,000 | |
| | 18 - 21 | City of Albany (ATS) | FY21 ATS ADA Paratransit Preventative Maintenance | FFY21 | FY21-22 | 5307 | \$25,000 | City of Albany 80:20 | \$6,250 | \$31,250 | |
| TOTAL | | | | | | | | | | | \$11,881,374 |

APPENDIX A: STATUS OF FFY15-18 TIP PROJECTS

Status of Surface Transportation Projects

| Key # | Sponsor | Project Name | Description | Status | Phase | FFY | Fund 1 | Fund 1 Share | Fund 2 | Fund 2 Share | Fund 3 | Fund 3 Share | Phase Total | Project Total |
|-------|---------------------|---|--|---|-------|------|---------------|--------------|--------|--------------|-----------------------------|--------------|--------------|---------------|
| 19930 | ODOT | I-5: Delaney Rd to Albany | Project Development (Preliminary Engineering) to add a third lane on I-5 between Delaney Road and Albany. MP 248.41 to 228.00. Eligible for 92.22% federal reimbursement. | Approved to commence. | PE | 2017 | Fix-it / Z460 | \$2,691,900 | | \$308,100 | | | \$3,000,000 | |
| | | | | | | | | | | | | | | \$3,000,000 |
| 19796 | ODOT | Area 3 & 4 Local Road Roadway Departure | Install roadway departure countermeasures. Zena Rd (99W-Hwy221), Cruickshank Rd (Hwy 18 - hwy223), NW Springhill Drive (Independence - Hwy 20) | Approved to commence. Bid let 9/30/2018 | PE | 2017 | MS30 | \$92,220 | State | \$7,780 | | | \$100,000 | |
| | | | | | CN | 2018 | MS30 | \$201,376 | State | \$16,989 | | | \$218,365 | |
| | | | | | | | | | | | | | | \$318,365 |
| 19662 | ODOT | OR34 Safety Improvements from Interstate 5 to Corvallis | Safety improvements within and adjacent to AAMPO area. Install center median barrier, centerline rumble strips and enhanced intersection warning. | Approved to commence. Bid let 9/14/2017 | PE | 2016 | HSIP | \$276,660 | State | \$23,340 | Linn County | \$200,000 | \$500,000 | |
| | | | | | ROW | 2016 | HSIP | \$100,000.00 | State | \$100,000.00 | | | \$200,000 | |
| | | | | | CN | 2017 | HSIP | \$2,397,720 | State | \$202,280 | Linn County | \$410,000 | \$3,010,000 | |
| | | | | | | | | | | | | | | \$3,710,000 |
| 18850 | ODOT / Local Agency | Corvallis to Albany Trail: Scenic Dr - Springhill | Complete NEPA and ROW purchase, construct off-highway multiuse path | Approved to Commence. Bid let 7/26/2018 | ROW | 2016 | STP-FLX | \$202,522 | | | Benton County | \$23,180 | \$225,702 | |
| | | | | | PE | 2016 | STP-FLX | \$292,904 | State | \$33,524 | | | \$326,428 | |
| | | | | | CN | 2017 | STP-FLX | \$1,789,024 | State | \$204,762 | Benton County | \$172,215 | \$2,166,001 | |
| | | | | | | | | \$2,284,450 | | \$238,286 | | \$172,215 | | \$2,718,131 |
| 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. Amended 8.24 to move local funds from ROW to PE. Adjusted 5.22.18: ROW will take place 2019 | Authorized on 9/17/2015 | PE | 2015 | STP-FLX | \$1,977,232 | State | \$251,677 | City of Albany, Linn County | \$400,000 | \$2,628,909 | |
| | | | | | | | | | | | | | | \$2,628,909 |
| | | | | | | | | | | | | | | \$2,628,909 |
| 18709 | ODOT | I-5: N. Albany - Halsey | Resurfacing | Approved to commence. Bid let 3/31/2018 | | | | \$13,728,690 | State | \$1,571,310 | | \$0 | \$15,300,000 | \$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)) | Bid let 4/27/2017. Target Date 03/09/2017 | 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 | Authorized 2/19/2015 | | | | \$615,000 | | \$0 | | \$0 | \$615,000 | \$615,000 |
| 19129 | ODOT | US30 & OR34 Continuous Left Turn Lane Rumble Strips | Install rumble strips from Corvallis city limits to Lebanon city limits, to address lane departure crashes. Includes rumble strips through Tangent city limits. MP 1.22 - 13.27. In combination with similar improvements on US30. | Bid Let 10/8/2015. Award 10/21/2015 | PE | 2015 | HSIP | \$80,000.00 | | | | | \$80,000 | |
| | | | | | 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. | COMPLETE | PE | 2015 | NHS | \$2,883,025 | State | \$329,975 | Local | \$612,000 | \$3,825,000 | \$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. | Award date 12/1/2016. PE and OT Complete. | 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 pack concrete preservation | Approved to commence. Bid let date 3/31/2018 | 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 |
| 21185 | ODOT | Queen Ave Railroad Crossing | Upgrade existing railroad warning devices | Approved | PE RW UR CN OT | FY18 FY19 FY19 FY20 FY20 | | \$100,000 \$15,000 \$5,000 \$200,000 \$1,000,000 | | | | | | |
| | | | | | | | | | | | | | \$1,320,000 | |
| 21192 | ODOT | Culver rehabilitation | Rehabilitate 18 small culverts along using trenchless technologies along the I-5 corridor between MP 187 and 267 | Approved | PE CN | FY18 FY20 | | \$600,000 \$2,069,500 | | | | | | \$2,669,500 |
| 19828 | City of Albany | Hill Street Reconstruction (Queen to 34th) | Reconstruct 1.03 miles of Hill St, to provide two travel lanes, on-street parking and bike lanes. Curb ramp and sidewalk improvements at intersections to meet ADA standards. STP funds may be exchanged. | Approved. Bid Let Date 09/30/2016 | CN | FFY18 | STP - Exchange | \$2,332,000 | | | | | \$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 - Exchange | \$94,000 | | | | | \$94,000 | \$94,000 |
| 18115 | City of Albany | Gibson Hill Rd: Scenic Dr - N Albany Rd (Albany) | | Bid let 3/12/2015 | | | | \$1,308,283 | State | \$149,739 | | | \$1,458,022 | \$1,458,022 |
| | 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 | Approved to commence | CN | FFY17 | STP - Exchange | \$281,000 | | | | | \$281,000 | \$281,000 |

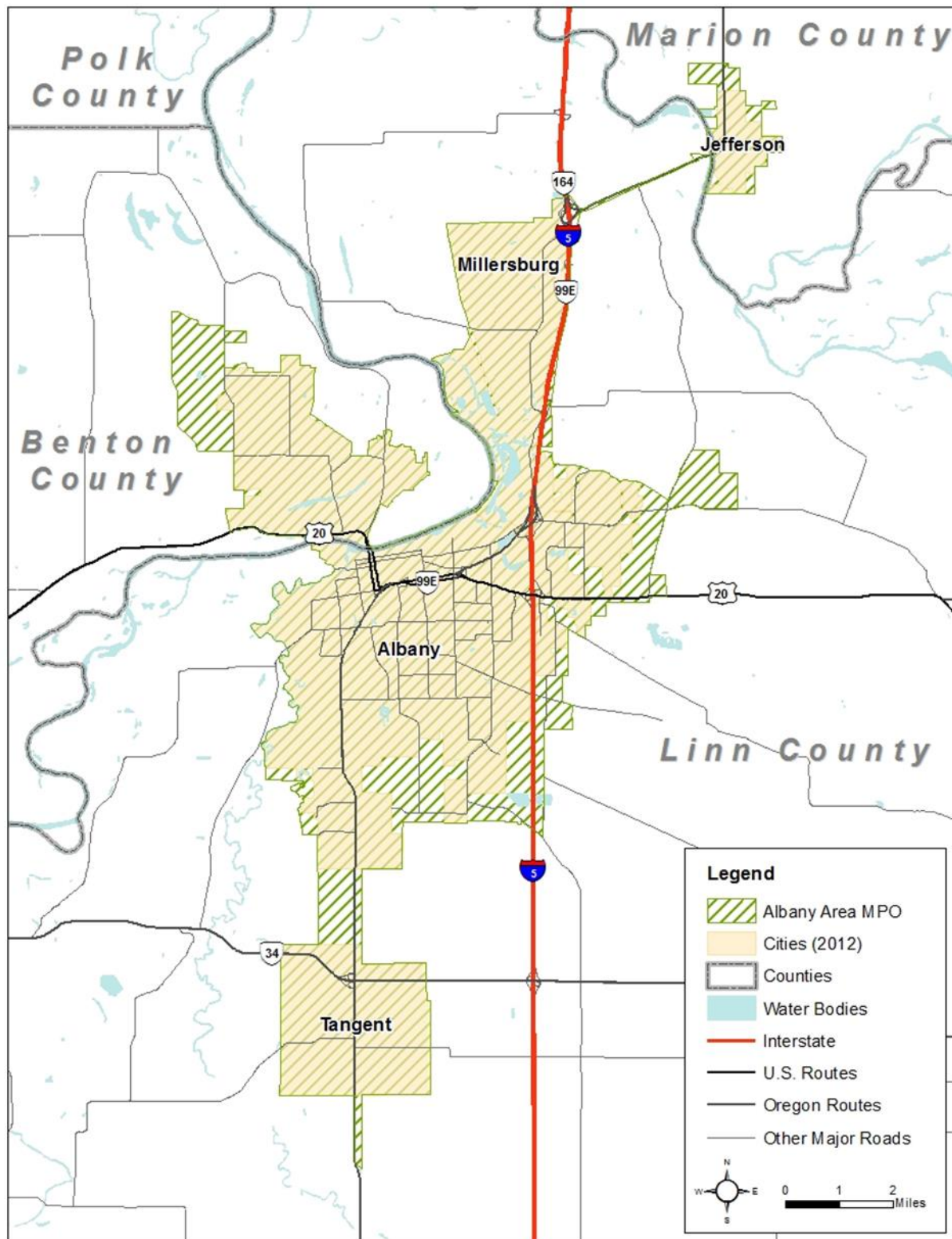
| | | | | | | | | | | | | | | |
|-------|---------------|--|--|---|--------|-------|------------------|-------------|---------------|----------|--|-----------|-------------|--------------------|
| | | | conjunction with Traux Creek bridge replacement. STP funds may be exchanged. | | | | | | | | | | | |
| 19127 | Linn County | Linn County TSP Funding - 2015 | Development of County Transportation System Plan. AAMPO FFY2015 STP Funds, exchanged. | Slip | PLN | | STP | \$31,000 | State | \$3,548 | | \$65,452 | \$100,000 | \$100,000 |
| 19125 | Linn County | Linn County TSP Funding - 2014 | Development of County Transportation System Plan. AAMPO FFY2014 STP Funds, exchanged. | Slip | PLN | | STP | \$31,000 | State | \$3,548 | | \$65,452 | \$100,000 | \$100,000 |
| 18698 | Linn County | Old Salem Rd: Truax Creek Bridge Replacement | Replace bridge #22C08, MP 3.18-3.20. Amended 8/4/2016 to move \$6,000 from UR to CN | Bid let 12/25/2016. All phases approved to commence. UR canceled. | Design | | STP-FLX | \$383,147 | | | | \$43,853 | \$427,000 | |
| | | | | | ROW | | STP-FLX | \$99,600 | | | | \$11,400 | \$111,000 | |
| | | | | | UR | | STP-FLX | | | | | | | |
| | | | | | CN | | STP-FLX | \$1,364,794 | | | | \$156,206 | \$1,521,000 | |
| | | | | | | | | | | | | | | \$2,059,000 |
| 19128 | Marion County | North Ave Bike-Ped Enhancement (City of Jefferson) | STP funds exchanged for State funds. | Award date 03/23/2015. Project complete. | CN | FFY16 | STP - Exchange d | | State | \$67,280 | | | \$67,280 | \$67,280 |
| 19829 | AAMPO | Albany Area 5303 Funding for 2017 | | Slip to 17 | PLN | 2017 | FTA 5303 | \$37,119 | Local In-kind | \$4,248 | | | \$41,367 | \$41,367 |
| 19813 | AAMPO | Albany Area MPO Planning 2017 | | Slip to 17 | PLN | 2017 | FHWA PL | \$116,749 | ODOT | \$13,362 | | | \$130,111 | \$130,111 |
| 17784 | OCWCOG | TDM Program 2014 (Cascades West COG) | Coordination and outreach for transportation options to overcome barriers to access and encourage active transportation. | Complete | PLN | | STP 5k-200k | \$63,708 | State | \$7,292 | | | \$71,000 | \$71,000 |

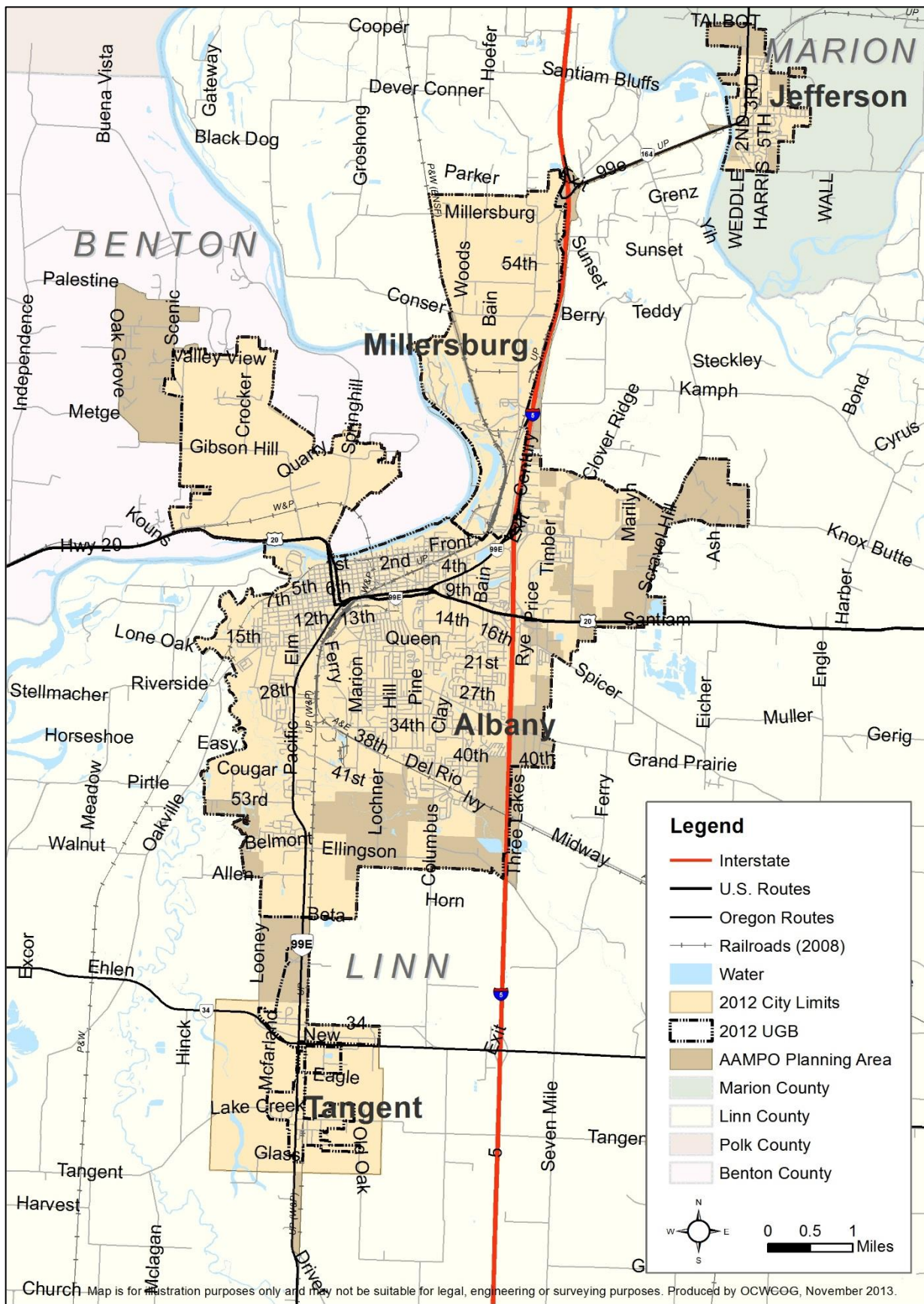
Status of FY15-18 Surface Transportation Projects

| Key # | STIP Cycle | Lead Agency | Project Description | Status | FFY Allocated | Fiscal Year Service | Federal Source | Federal Amt | Match Source | Match Amt | Total All Sources |
|-------|------------|----------------------|--|-----------------------------|---------------|---------------------|----------------|-------------|---------------------------------|-----------|-------------------|
| 19637 | 15 -18 | City of Albany (ATS) | Linn County 5310 Enhanced Mobility Program (2015) | Approved to commence - slip | 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) | Approved to commence - slip | 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 | Approved to commence - slip | FFY15 | FY15-16 | 5339 | \$348,600 | Local 17% | \$71,400 | \$420,000 |
| 19516 | 15 -18 | City of Albany (ATS) | FY15 Loop Operations (CAMPO 5307) | OBLIGATED PER 9/25/15 | 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) | Approved to commence - slip | 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) | OBLIGATED PER 9/25/15 | FFY15 | FY15-16 | 5307 | \$30,600 | Local - partnership Funds 80:20 | \$7,650 | \$38,250 |
| 19521 | 15 -18 | City of Albany (ATS) | FY15 ATS Operations | OBLIGATED PER 9/25/15 | 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 | OBLIGATED PER 9/25/15 | 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 | OBLIGATED PER 9/25/15 | 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 | OBLIGATED PER 9/25/15 | 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 | OBLIGATED PER 9/25/15 | 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 | OBLIGATED PER 9/25/15 | 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) | OBLIGATED PER 9/25/15 | FFY15 | FY16-17 | 5310 | \$110,130 | Local 20% | \$27,534 | \$137,664 |
| 19816 | 15 -18 | City of Albany (ATS) | FY16 Loop Operations (CAMPO 5307) | Approved to commence - slip | FFY16 | FY16-17 | 5307 | \$135,960 | Local - Partnership Funds 50:50 | \$135,960 | \$271,920 |

| | | | | | | | | | | | |
|-------|--------|----------------------|--|-----------------------------|-------|---------|------|-----------|---------------------------------|-----------|-----------|
| 19817 | 15 -18 | City of Albany (ATS) | FY16 Loop Operations (AAMPO 5307) | Approved to commence - slip | FFY16 | FY16-17 | 5307 | \$135,960 | Local - Partnership Funds 50:50 | \$135,960 | \$271,920 |
| 19818 | 15 -18 | City of Albany (ATS) | FY16 Loop Preventative Maintenance (AAMPO 5307) | Approved to commence - slip | FFY16 | FY16-17 | 5307 | \$36,000 | Local - partnership Funds 80:20 | \$9,000 | \$45,000 |
| 19819 | 15 -18 | City of Albany (ATS) | FY16 ATS Operations | Approved to commence - slip | FFY16 | FY16-17 | 5307 | \$181,518 | City of Albany 50:50 | \$281,518 | \$363,036 |
| 19820 | 15 -18 | City of Albany (ATS) | FY16 ATS Preventative Maintenance | Approved to commence - slip | FFY16 | FY16-17 | 5307 | \$41,600 | City of Albany 80:20 | \$10,400 | \$52,000 |
| 19821 | 15 -18 | City of Albany (ATS) | FY16 ATS 1% for safety improvements | Approved to commence - slip | FFY16 | FY16-17 | 5307 | \$9,279 | City of Albany 80:20 | \$2,320 | \$11,599 |
| 19822 | 15 -18 | City of Albany (ATS) | FY16 ATS ADA Paratransit | Approved to commence - slip | FFY16 | FY16-17 | 5307 | \$40,000 | City of Albany 50:50 | \$40,000 | \$80,000 |
| 19823 | 15 -18 | City of Albany (ATS) | FY16 First 20% ATS ADA Paratransit operating funds | Approved to commence - slip | FFY16 | FY16-17 | 5307 | \$185,589 | City of Albany 80:20 | \$46,397 | \$231,986 |
| 19824 | 15 -18 | City of Albany (ATS) | FY16 ATS Paratransit Capital | Approved to commence - slip | FFY16 | FY16-17 | 5307 | \$80,000 | City of Albany 80:20 | \$20,000 | \$100,000 |
| 19825 | 15 -18 | City of Albany (ATS) | FY16 ATS Paratransit PM | Approved to commence - slip | FFY16 | FY16-18 | 5307 | \$18,000 | City of Albany 80:20 | \$4,500 | \$22,500 |
| 19827 | 15 -18 | City of Albany (ATS) | FY16 ATS Capital | Approved to commence - slip | FFY16 | FY16-19 | 5307 | \$200,000 | City of Albany 80:20 | \$50,000 | \$250,000 |
| | 15 -18 | City of Albany (ATS) | Linn County 5310 Enhanced Mobility Program (2017) | Approved to commence - slip | FFY17 | FY17-18 | 5310 | \$95,000 | Local 20% | \$23,750 | \$118,750 |
| | 15 -18 | City of Albany (ATS) | FY17 Loop Operations (CAMPO 5307) | Approved to commence - slip | 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) | Approved to commence - slip | 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) | Approved to commence - slip | FFY17 | FY17-18 | 5307 | \$36,000 | Local - partnership Funds 80:20 | \$9,000 | \$45,000 |
| | 15 -18 | City of Albany (ATS) | FY17 ATS Operations | Approved to commence - slip | 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 | Approved to commence - slip | 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 | Approved to commence - slip | 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 | Approved to commence - slip | 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 | Approved to commence - slip | FFY17 | FY17-18 | 5307 | \$90,000 | City of Albany 80:20 | \$22,500 | \$112,500 |
| | 15 -18 | City of Albany (ATS) | FY17 ATS capital | Approved to commence - slip | 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) | Approved to commence - slip | FFY18 | FY18-19 | 5310 | \$95,000 | Local 20% | \$23,750 | \$118,750 |
| | 15 -18 | City of Albany (ATS) | FY18 Loop Operations (CAMPO 5307) | Approved to commence - slip | 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) | Approved to commence - slip | 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) | Approved to commence - slip | FFY18 | FY18-19 | 5307 | \$36,000 | Local - partnership Funds 80:20 | \$9,000 | \$45,000 |
| | 15 -18 | City of Albany (ATS) | FY18 ATS Operations | Approved to commence - slip | 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 | Approved to commence - slip | 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 | Approved to commence - slip | 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 | Approved to commence - slip | 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 | Approved to commence - slip | FFY18 | FY18-19 | 5307 | \$90,000 | City of Albany 80:20 | \$22,500 | \$112,500 |
| | 15 -18 | City of Albany (ATS) | FY18 ATS capital | Approved to commence - slip | FFY18 | FY18-19 | 5307 | \$160,000 | City of Albany 80:20 | \$40,000 | \$200,000 |

APPENDIX B: AAMPO PLANNING AREA MAPS





AAMPO FFY 2018 - 2021 TIP

Amended 04/24/19

APPENDIX C: AAMPO POLICY ON ALLOCATION OF STBGP FUNDS

Policy on Allocation of STBGP Funds

A. Funding Allocation

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

1. Allocate the majority of Surface Transportation Block Grant Program (STBGP) 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.
3. Funds that are not used on the project for which they have been allocated should return to the MPO for reallocation according to the adopted *Policy on Allocation of STBGP Funds*. The jurisdiction from whom the funds may be reallocated can petition to retain the funds for another project. This request can be granted in extenuating circumstances at the discretion of the Board.

B. Renewal of Policy

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

C. Project Eligibility

Eligibility requirements for AAMPO STBGP 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 STBGP 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 STBGP funds:

**Criteria for Funding Prioritization of Transportation Projects
Under the Surface Transportation Block Grant Program (STBGP) 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 D: FFY18-21 AAMPO STBGP 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

January 26, 2017

To All Interested Parties:

The Albany Area Metropolitan Planning Organization (AAMPO) is accepting applications for Federal Fiscal Year 2019, 2020, and 2021 Surface Transportation Block Grant Program (STBGP) funds. Allocations of approximately \$670,000 will be considered for each year, totaling approximately \$2,010,000 over the three years. 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 2020, 2021, and 2022 and will be programmed in the FFY18-21 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 MPO's *Policy on Allocation of STBGP Funds*.

Completed applications must be received by 5:00 pm on February 28th, 2017. 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 STBGP 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 STBGP 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,

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

curb and gutter, sidewalks, bikeways and storm-water drainage, and widening the existing facilities.

Eligibility requirements for FFY19-21 AAMPO STBGP 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 Manager

**Application for Albany Area MPO FFY 2019 - 2021
Surface Transportation Block Grant Program (STBGP) Funds**

APPLICATIONS DUE BY 5:00 PM February 28, 2017
Submit to Theresa Conley (tconley@ocwcog.org)

Applicant Information

Sponsoring Organization(s):

Contact Person & Title:

Contact Email:

Contact Phone Number:

Project Information

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

1. Project Name:
2. Project Type: ☐ Modernization ☐ Preservation
3. Project Description. Describe the project and all phases, including those not proposed for AAMPO STBGP 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.
9. Please supply any additional relevant information.

Project Funding

Please provide estimates for total project cost, including phases beyond the current funding timeframe and phases not proposed for AMPO STBGP funds.

10. Estimated Total Project Cost:
11. Total STBGP Funding Request:
12. If the STBGP 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 match.

APPENDIX E: SUMMARY OF PUBLIC COMMENTS

No public comments.

APPENDIX F: ODOT-FTA-FHWA AMENDMENT MATRIX

This matrix is for information only and outlines protocols for amending the Statewide Transportation Improvement Program would be a full or administrative amendment. AAMPO's TIP amendment processes differ from these, as allowed, and are outlined within the TIP document.

ODOT-FTA-FHWA Amendment Matrix

Type of Change

FULL AMENDMENTS

1. Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized

2. Major change in project scope. Major scope change includes:

- Change in project termini - greater than .25 mile in any direction
- Changes to the approved environmental footprint
- Impacts to AQ conformity
- Adding capacity per FHWA Standards
- Adding or deleting worktype

3. Changes in Fiscal Constraint by the following criteria:

- FHWA project cost increase/decrease:
 - Projects under \$500K – increase/decrease over 50%
 - Projects \$500K to \$1M – increase/decrease over 30%
 - Projects \$1M and over – increase/decrease over 20%
- All FTA project changes – increase/decrease over 30%

4. Adding an emergency relief permanent repair project that involves substantial change in function and location.

ADMINISTRATIVE/TECHNICAL ADJUSTMENTS

1. Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)

2. Adding or deleting any phase (except CN) of an approved project below Full Amendment #3

3. Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.

4. Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)

5. Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.

6. Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)

7. Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.

APPENDIX G: 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, as with prior federal transportation funding bills, contains several major programs for roadway, safety, and multimodal projects, including the: National Highway Performance Program (NHPP); Surface Transportation Block Grant Program (STBGP); 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 STBGP funds allocated to the state of Oregon are distributed to small MPOs, cities, and counties on a formula basis by the Oregon Transportation Commission. STBGP 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%. Oregon's required match is 10.27% because of Oregon's large share of publicly owned lands.

Metropolitan Planning Organization STBGP Funds (STBGP) – ODOT distributes a portion of its STBGP funds to small Metropolitan Planning Organization (MPO) areas and non-MPO cities through a cooperative process. MPOs with 200,000 or more population receive these funds directly 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 STBGP 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.

STBGP Set Aside (formerly TAP) – The FAST Act establishes the former Transportation Alternatives Program (TAP) as a STBGP 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, planning of future highway programs and local public transportation systems, and planning for 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 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% federal, the same as for highway projects in the FHWA program. This program was established by the MAP-21 federal transportation bill to replace 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 a formula for distribution among large urban, small urban, and rural 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. 1% 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 8% match required on interstate projects and half of the 12% 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 of Oregon 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 Rail and Public Transit Division 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 through STF agencies 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 H: 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