

Albany Area Metropolitan Planning Organization

FFY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted by the AAMPO Policy Board on May 27th, 2020



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

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RECORD OF APPROVAL

Albany Area Metropolitan Planning Organization Policy Board Resolution Number 2020-03

FOR THE PURPOSE OF ADOPTING THE ALBANY AREA MPO FFY 2021 - 2024 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 2021 - 2024 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 2021 – 2024 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 2021 – 2024 Metropolitan Transportation Improvement Program.

PASSED AND APPROVED THIS 27th DAY OF MAY 2020, BY THE ALBANY AREA METROPOLITAN PLANNING ORGANIZATION.

SIGNED:



PAT MALONE

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 (23 CFR 450.326): The TIP must cover a period of not less than four years and must be updated at least every four years. Beyond the four-year period, projects in outlying years are considered informational only.

Public Involvement and Comment (23 DFR 450.326): Reasonable opportunity for public comment, including web-based and electronic formats, must be provided for public comment prior to approval of the TIP.

Projects (23 CFR 450.326): 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 (23 CFR 450.328): 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 2021-2024 TIP serves as the mechanism to focus and prioritize the short-term schedule and funding programming for the improvements identified in the long-term RTP. The TIP and RTP for AAMPO are consistent, which is required by 23 CFR 450.236. The TIP provides the mechanism by which the implementation of the RTP is monitored, managed, and reviews.

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).

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.

Following adoption of the TIP by the Policy Board, the approved TIP is sent to the Governor for approval 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

PERFORMANCE MEASURES

Title 23 of U.S. Code § 450.324-336 contains federal regulations applicable to the Transportation Improvement Program. The following is selected high points of these regulations:

- The MPO, in cooperation with the state(s) and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area.

- The TIP shall be updated at least every four years and approved by the MPO Policy Board and the Governor. The frequency and cycle for updating the TIP must be compatible with the Statewide Transportation Improvement Program (STIP) development and approval process.
- The MPO shall provide all interested parties with a reasonable opportunity to comment on the proposed TIP prior to approval. The TIP shall be published or made readily available by the MPO for public review including electronically accessible formats.
- The TIP shall include capital and non-capital surface transportation projects within the boundaries of the metropolitan planning area proposed for funding, under 23 USC, and 49 USC, Chapter 53.
- The TIP shall include, for each project or phase, sufficient descriptive material, estimated total project cost, the amount of federal funds and identification of responsible agency to carry out the project.
- Each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan.
- The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources that are reasonably expected to be available. Only projects for which funds can reasonably be expected to be available may be included.
- An MPO may revise the TIP at any time under procedures agreed to by the cooperating parties consistent with the procedures established. After approval by the MPO and the Governor, the TIP shall be included without change, directly or by reference, in the STIP.

As a federally designated metropolitan planning organization, AAMPO is required to develop and adopt performance targets for Safety, Pavement Condition, Bridge Condition, National Highway System (NHS) Performance, and Freight Movement/Reliability. Neither of the Congestion Mitigation and Air Quality (CMAQ) measures apply as the Albany Region is in attainment. AAMPO has adopted state targets for each of the required performance measures.

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.

SURFACE TRANSPORTATION BLOCK GRANT (STBG)

The Surface Transportation Block Grant Program (STBG) is a flexible federal funding source that may be used for a broad range of transportation program and projects. As a discretionary funding source, priorities for the use of STBG dollars are established by the Albany Area MPO and awarded at the MPOs discretion, based upon adopted criteria.

For MPOs with fewer than 200,000 population, such as AAMPO, annual allocations of STBG funds are received from ODOT based on an established process, with the option to fund exchange dollars. Funds are allocated to the data and distributed to cities, counties, and small MPOs on a formula basis as established in a cooperative agreement between ODOT, League of Oregon Cities (LOC), and Association of Oregon Counties (AOC). Local agencies may exchange Federal STBG funds for state dollars at a rate of 94 cents in state funds for every one dollar of federal funds.

For the purposes of the FFY21-24 TIP it was assumed that this funding level would mimic the estimates provided by ODOT over the four-year period, resulting in a total of \$3,281,473 over the FY21-24 time period. However, because STBG 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 2022, 2023, 2024, and 2025.

AAMPO STBG funded projects are programmed into the Capital Improvement Programs (CIPs) of MPO jurisdictions, which are typically prepared and updated annually. In addition to STBG funds, transportation projects listed in the CIPs are typically funded with state gas tax revenues, Street SDCs, and other local sources. Maintenance projects make up 100% of allocated STBG funds and all will utilize the state Fund Exchange program.

Table 1: Status of FFY13-21 STBG Allocations

FFY of Allocation	Calendar Year Received	STBG Allocation Received	Annual Amount Programmed	Annual Amount Remaining	Running Balance
FFY 2013	2014	\$663,325	\$619,800	\$43,525	\$43,525
FFY 2014	2015	\$678,405	\$632,200	\$46,205	\$89,730
FFY 2015	2016	\$667,293	\$829,000	-\$161,707	-\$71,977
FFY 2016	2017	\$746,193	\$670,000	\$76,193	\$4,216
FFY 2017	2018	\$752,806	\$670,000	\$82,806	\$87,022
FFY 2018	2019	\$780,602	\$867,624	-\$87,022	\$0
FFY 2019	2020	\$770,8384	\$780,000	-\$9,616	-\$9,616
FFY 2020	2021	TBD	\$780,000		

FFY 2021	2022	TBD	\$780,000		
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Table 2: Anticipated FFY21-24 STBG Allocations

FFY of Allocation	Calendar Year Received	Anticipated STBG Allocation	Annual Amount Programmed	Annual Amount Remaining	Balance
FFY 2021*	2022	\$780,000	\$780,000	\$0	
FFY 2022	2023	\$815,746	\$815,746	\$0	
FFY 2023	2024	\$833,693	\$833,693	\$0	
FFY 2024	2025	\$852,034	\$852,034	\$0	
Total		\$3,281,473	\$3,281,473		

*programmed during development of the FFY18-21 TIP

In 2019, AAMPO selected recipients for the 21-24 STBG funds through a public selection process. A request for projects was sent to a list of member jurisdictions with an application developed by the MPO. The applications were evaluated by the TAC based on a *Policy on Allocation of STBG Funds* that stated a desire to: “Allocate the majority of Surface Transportation Block Grant (STBG) program funds in each adopted Transportation Improvement Program to preservation and maintenance of the existing transportation system. And, provide support and give due considerations to all jurisdictions’ projects, using an equitable review process.”

Criteria used to evaluate and prioritize projects include pavement rating, extent of coverage (transit, bike/ped traffic flow considerations) and impact to system, and addressing known safety issues. Once projects were evaluated by the TAC, a recommendation was made to the Policy Board for final approval.

The following table provides further detail about the awarded projects.

Table 3: Anticipated FFY21-24 STBG Projects

Jurisdiction	Project Name	Project Type	STBG Funding	Years Awarded
Albany	Queen Avenue Improvement Project	Pavement preservation	\$1,735,422	FFY2019-2022
Linn County	Tangent Drive	Redesign/Repavement	\$884,750	FFY2024
Linn County	Goldfish Farm Road	Redesign/Repavement	\$1,218,600	FFY2022-2024
Millersburg	Old Salem I-5 Guardrail	Guardrail	\$99,000	FY2022

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 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 FFY21-24 TIP reflect a conservative estimate on reasonably anticipated matching funds from the City of Albany General Fund. However, with the recent addition of funds from the Statewide Transportation Improvement Funds (STIF), both competitive grants and formula funds are now available to be used as match.

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 FFY21-24 TIP – Listing of Surface Transportation Projects and Table 4: AAMPO FFY21-24 TIP – Listing of Public Transportation Projects. Projects include general descriptions and are listed by agency and year. Below are descriptions of information included in the tables.

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).

Description provides a general summary of the project.

Phase/FFY describes the stage of the project and the year the money for that stage is expected to be obligated. The table below provides a summary of phases.

Federal Total indicates the amount of federal funding that is programmed.

State Total indicates the amount of state funding that is programmed.

Local Total indicates the amount of local funding that is programmed.

Total Current Estimate indicates the cost estimate of the project including all funding sources.

AAMPO FFY21-24 TIP – LISTING OF SURFACE TRANSPORTATION PROJECTS

Legend

Funding Sources			Phase Abbreviations
03: Transit funds for Planning, Research and Training	IOF: Immediate Opportunity Fund	State Hwy: State Hwy Fund State Highway Fund	Cap: Capital
07: Transit funds Urban Operations Support	MS40: STP /STBGP Railway - Highway Hazard Elimination	STIP: State Transportation Improvement Program	CN: Construction
09: Transit funds Capital and Operating Assistance	NHS: National Highway System	STF: Special Transportation Fund (Transit)	PE: Preliminary Engineering
10: Transit funds Elderly and Disabled Services	NREC—TR: State Parks Recreational Trails Program	STO: Special Transportation Operating Program (Transit)	PLN: Planning
RR - Highway Bridge Rehabilitation and Replacement	OTIA: Oregon Transportation Investment Act	STBG: Surface Transportation Block Grant program	PM: Preventative Maintenance
IP: 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 FFY21-24 Listing of Surface Transportation Projects

Project #	Project Name	Description	Phase/FFY	Federal Total	State Total	Local Total	Total Current Estimate
183	OR99E @ Airport Rd. (Albany)	Install intersection improvements to improve safety and increase traffic flow.	PE/2019 ROW/2020 UR/2020 CN/2021	\$1,733,543.88	\$126,456.12		\$1,860,000
184	US20: Geary St. to Waverly St. (Albany)	Install intersection lighting at Waverly; Install raised medians (traffic separators) on US-20 between Waverly and Clay; Install advance guide signs (possibly sign bridge) EB on OR99E in advance of Geary St.; Replace traffic signal at the intersection of US20 and Waverly St. all to improve intersection safety.	PE/2018 ROW/2020 UR/2021 CN/2021	\$3,816,417.76	\$303,482.24		\$4,119,900
221	Albany and Corvallis Signal Improvements	Add signal enhancements at several intersections to improve safety.	PE/2019 ROW/2020 CN/2021	\$4,556,129.10	\$384,370.90		\$4,940,500
185	Queen Avenue Rail Crossing (Albany)	Upgrade existing railroad warning devices to improve pedestrian safety.	PE/2018 ROW/2020 UR/2020 CN/2021	\$1,476,000	\$164,000		\$1,640,000

			selected in the future through the MPO process.						
841	2022	Albany Area MPO Planning SFY23	Albany area MPO planning funds for Federal fiscal year 2022. Projects will be selected in the future through the MPO process.	\$143,471.99	\$16,421.01	\$41,413.00	\$4,739		\$206,045
851	2023	Albany Area MPO Planning SFY24	Albany area MPO planning funds for Federal fiscal year 2023. Projects will be selected in the future through the MPO process.	\$143,544.67	16,429.33	\$42,269.00	\$4,837.88		\$207,080
862	2024	Albany Area MPO Planning SFY25	Albany area MPO planning funds for Federal fiscal year 2024. Projects will be selected in the future through the MPO process.	\$143,617.35	\$16,437.65	\$43,126.00	\$4,935.97		\$208,116

AAMPO FFY21-24 TIP – LISTING OF PUBLIC TRANSPORTATION PROJECTS

Table 4: AAMPO FFY21-24 Listing of Public Transportation Projects

Project #	STIP Cycle	Lead Agency	Project Name	FFY Allocated	FY Service	Federal Source	Federal Amt	Match Source	Match Amt	Total
955	21-24	City of Albany (ATS)	FY21 Loop Operations (CAMPO)	2020	20-21	5307	\$157,600	Local Funds 50:50	\$157,600	\$315,200
956	21-24	City of Albany (ATS)	FY21 Loop Operations (AAMPO)	2020	20-21	5307	\$157,600	Local Funds 50:50	\$157,600	\$315,200
957	21-24	City of Albany (ATS)	FY21 Loop Preventative Maintenance (AAMPO)	2020	20-21	5307	\$52,000	Local Revenue 80:20	\$13,000	\$65,000
958	21-24	City of Albany (ATS)	FY21 ATS Operations	2020	20-21	5307	\$344,792	City of Albany 50:50	\$344,792	\$689,584
959	21-24	City of Albany	FY21 ATS Preventative	2020	20-21	5307	\$52,000	Local Revenue	\$13,000	\$65,000

	21-24	City of Albany (ATS)	Oregon Transportation Network (5310) – Linn County FY21	2020	20-21	5310	\$311,603	10.27%	\$35,664	\$347,267
212	21-24	City of Albany (ATS)	FY22 Loop Operations (CAMPO)	2021	21-22	5307	\$167,500	Local Funds 50:50	\$167,500	\$335,000
214	21-24	City of Albany (ATS)	FY22 Loop Preventative Maintenance (CAMPO)	2021	21-22	5307	\$26,400	Local Revenue 80:20	\$6,600	\$33,000
215	21-24	City of Albany (ATS)	FY22 Loop Operations (AAMPO)	2021	21-22	5307	\$167,500	Local Funds 50:50	\$167,500	\$335,000
216	21-24	City of Albany (ATS)	FY22 Loop Preventative Maintenance (AAMPO)	2021	21-22	5307	\$26,400	Local Revenue 80:20	\$6,600	\$33,000
230	21-24	City of Albany (ATS)	FY22 ATS/PT Operations	2021	21-22	5307	\$336,100	City of Albany 50:50	\$336,100	\$672,200
231	21-24	City of Albany (ATS)	FY22 ATS/PT Preventative Maintenance	2021	21-22	5307	\$80,000	City of Albany 80:20	\$20,000	\$100,000
232	21-24	City of Albany (ATS)	FY22 ATS 1% for Safety Improvements	2021	21-22	5307	\$10,000	City of Albany 80:20	\$2,500	\$12,500
233	21-24	City of Albany (ATS)	FY22 First 20% ATS ADA Paratransit Operations	2021	21-22	5307	\$200,000	City of Albany 80:20	\$50,000	\$250,000
234	21-24	City of Albany (ATS)	FY22 ATS Capital Bus Replacement in FY24	2021	21-22	5307	\$140,000	City of Albany 80:20	\$35,000	\$175,000
235	21-24	City of Albany (ATS)	FY22 Paratransit Capital Van 3 Replacement	2021	21-22	5307	\$40,000	City of Albany 80:20	\$10,000	\$50,000
271	21-24	City of Albany (ATS)	Enhanced Mobility Program (5310) - Linn County FY22	2021	21-22	5310	\$118,592	State and Local 20%	\$29,828	\$148,240
274	21-24	City of Albany (ATS)	Oregon Transportation Network (5310) – Linn County FY22	2021	21-22	5310	\$311,603	10.27%	\$35,664	\$347,267

238	21-24	City of Albany (ATS)	FY23 ATS 1% for Safety Improvements	2022	22-23	5307	\$10,300	City of Albany 80:20	\$2,575	\$12,875
239	21-24	City of Albany (ATS)	FY23 First 20% ATS ADA Paratransit Operations	2022	22-23	5307	\$206,000	City of Albany 80:20	\$51,500	\$257,500
240	21-24	City of Albany (ATS)	FY23 ATS Capital Bus Replacement in FY24	2022	22-23	5307	\$140,000	City of Albany 80:20	\$35,000	\$175,000
241	21-24	City of Albany (ATS)	FY23 Paratransit Capital Van 4 Replacement FY24	2022	22-23	5307	\$40,000	City of Albany 80:20	\$10,000	\$50,000
280	21-24	City of Albany (ATS)	Enhanced Mobility Program (5310) - Linn County FY23	2022	22-23	5310	\$121,000	State and Local 20%	\$30,250	\$151,250
240	21-24	City of Albany (ATS)	Oregon Transportation Network (5310) – Linn County FY23	2023	22-23	5310	\$311,603	10.27%	\$35,664	\$347,267

221	21-24	City of Albany (ATS)	FY24 Loop Operations (CAMPO)	2023	23-24	5307	\$167,500	Local Funds 50:50	\$167,500	\$335,000
222	21-24	City of Albany (ATS)	FY24 Loop Preventative Maintenance (CAMPO)	2023	23-24	5307	\$26,400	Local Revenue 80:20	\$6,600	\$33,000
223	21-24	City of Albany (ATS)	FY24 Loop Operations (AAMPO)	2023	23-24	5307	\$167,500	Local Funds 50:50	\$167,500	\$335,000
224	21-24	City of Albany (ATS)	FY24 Loop Preventative Maintenance (AAMPO)	2023	23-24	5307	\$26,400	Local Revenue 80:20	\$6,600	\$33,000
242	21-24	City of Albany (ATS)	FY24 ATS/PT Operations	2023	23-24	5307	\$359,500	City of Albany 50:50	\$359,500	\$719,000
243	21-24	City of Albany (ATS)	FY24 ATS/PT Preventative Maintenance	2023	23-24	5307	\$90,000	City of Albany 80:20	\$20,500	\$110,500
244	21-24	City of Albany (ATS)	FY24 ATS 1% for Safety Improvements	2023	23-24	5307	\$10,600	City of Albany 80:20	\$2,650	\$13,250
249	21-24	City of Albany (ATS)	FY24 First 20% ATS ADA Paratransit Operations	2023	23-24	5307	\$212,000	City of Albany 80:20	\$53,000	\$265,000

PENDIX A: STATUS OF FFY18-21 TIP PROJECTS

CAMPO				
Project Number	Project Information	Federal Funding	State Funding	Local Funding
	Albany Area MPO SFY18 – APPROVED TO COMMENCE			
273	Albany Area MPO SFY19 – APPROVED TO COMMENCE			
598	Albany Area MPO SFY20 – APPROVED TO COMMENCE	\$176,446	\$15,661	\$4,534
599	Albany Area MPO SFY21 – APPROVED TO COMMENCE	\$168,809	\$14,464	\$4,857

DOT				
Project Number	Project Information	Federal Funding	State Funding	Local Funding
709	I-5: N. Albany – Halsey – APPROVED TO COMMENCE	\$11,345,822	\$956,376	
849	I-5: Santiam Hwy – Viewcrest Dr. – APPROVED TO COMMENCE	\$1,267,250	\$73,193	
930	I-5: Delaney Rd to Albany – APPROVED TO COMMENCE	\$461,100	\$38,900	
796	Area 3 & 4 Local Road Roadway Departure			
662	OR34 Safety Improvements from Interstate 5 to Corvallis			
850	Corvallis to Albany Trail: Scenic Dr - Springhill			
849	I-5: South Jefferson I/C - Santiam Hwy I/C			
390	I-5: N. Jefferson - N. Albany			
198	Hill and Water Ave: At Grade Crossing Signalization			
752	Rail Crossing Improvements (UPRR) (Linn County)			
709	I5 -North Albany - Halsey (Resurfacing)			
185	Queen Ave Railroad Crossing – SLIP 21-24			
428	US20: WILLAMETTE R (ELLSWORTH ST) BRIDGE			
215	REGION 2 (CENTRAL) URBAN SIGNAL ENHANCEMENTS			
221	Area 4 and 5 Signal Enhancements			
184	US20: GEARY ST. TO WAVERLY ST. (ALBANY)			
183	OR99E @ AIRPORT RD. (ALBANY)			
140	US20 @ KNOX BUTTE/OR226			
796	REGION 2 (CENTRAL) LOCAL RD ROADWAY DEPARTURE			
467	OR-99E Birdfoot Dr - Harrisburg			
193	REGION 2 SOUTH CURVE WARNING SIGN UPGRADES			
105	I-5 Guardrail Upgrades			

Albany Transit System

Project Number	Project Information	Federal Funding	State Funding	Local Funding
	Linn County 5310 Enhanced Mobility Program (2018)	\$95,000		\$23,750
111	FY18 Loop Operations (CAMPO 5307)	\$144,240		\$144,240
112	FY18 Loop Operations (AAMPO 5307)	\$144,240		\$144,240
113	FY18 Loop Preventative Maintenance (AAMPO 5307)	\$36,000		\$9,000
114	FY18 ATS Operations	\$315,640		\$315,640
115	FY18 ATS Preventative Maintenance	\$41,600		\$10,400
116	FY18 ATS 1% for Safety Improvements	\$9,000		\$2,250
117	FY18 ATS ADA Paratransit	\$117,000		\$117,000
118	FY18 First 20% ATS ADA Paratransit Operating Funds	\$90,000		\$22,500

949	FY20 ATS ADA Paratransit Preventative Maintenance	\$25,000		\$6,250
926	Bus Barn Capital Set Aside	\$815,000		\$203,750
	Linn County 5310 Enhanced Mobility Program (2021)	\$0		\$0
955	FY21 Loop Operations (CAMPO 5307)	\$157,600		\$157,600
956	FY21 Loop Operations (AAMPO 5307)	\$157,600		\$157,600
957	FY21 Loop Preventative Maintenance (AAMPO 5307)	\$52,000		\$13,000
958	FY21 ATS Operations	\$344,792		\$344,792
959	FY21 ATS Preventative Maintenance	\$52,000		\$13,000
968	FY21 ATS 1% for safety improvements	\$10,088		\$2,522
960	FY21 ATS ADA Paratransit	\$65,560		\$65,560
961	FY21 First 20% ATS ADA Paratransit Operating Funds	\$201,760		\$50,440
962	FY21 ATS Capital	\$100,000		\$25,000
963	FY21 ATS ADA Paratransit Preventative Maintenance	\$25,000		\$6,250

Linn County

Project Number	Project Information	Federal Funding	State Funding	Local Funding
698	Old Salem Rd: Truax Creek Bridge Replacement			
	Old Salem Road Preservation and Safety STBG APPROVED TO COMMENCE	\$413,000		
237	US 20: COX CREEK – REEVES PARKWAY SLIP 21-24			

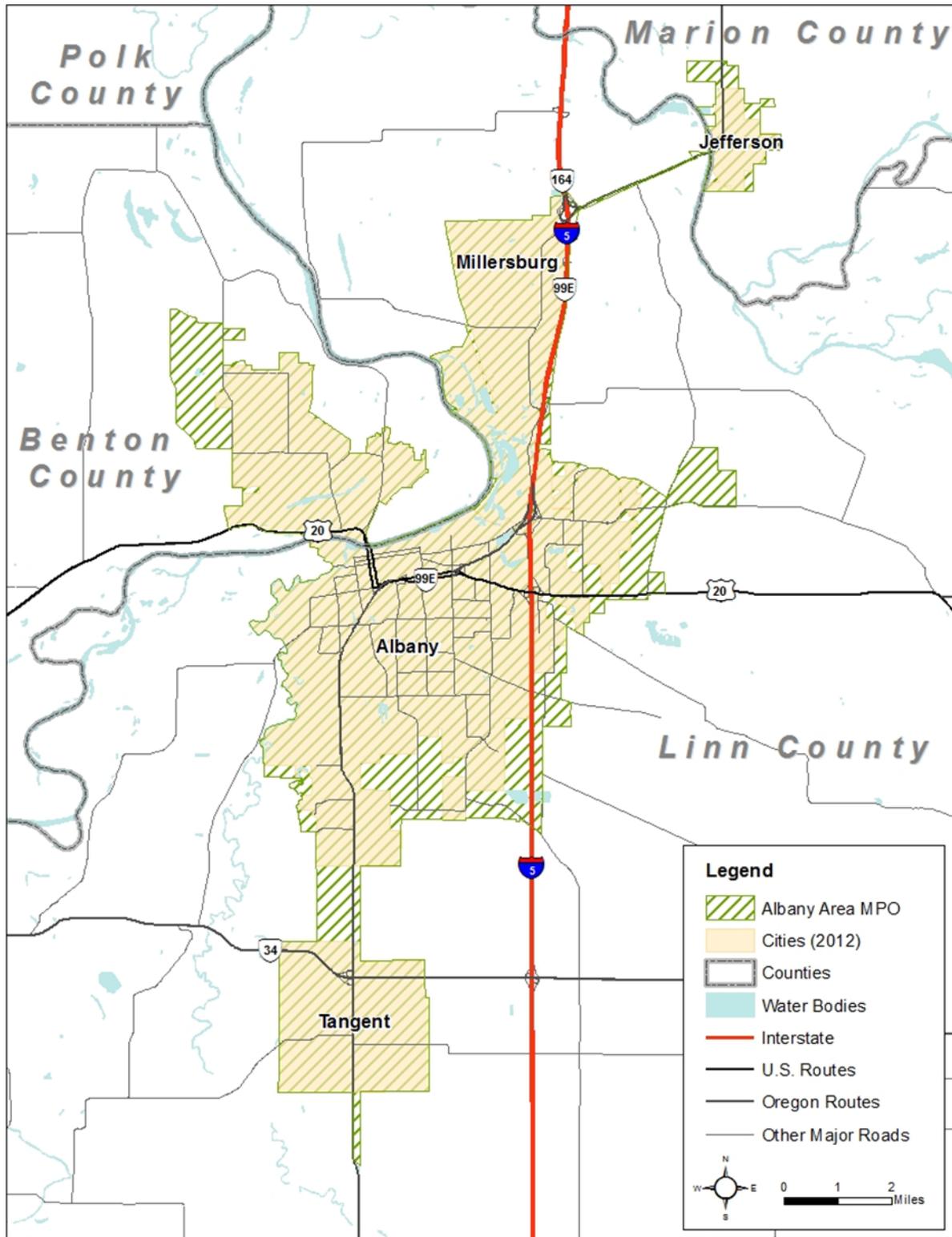
Anton County

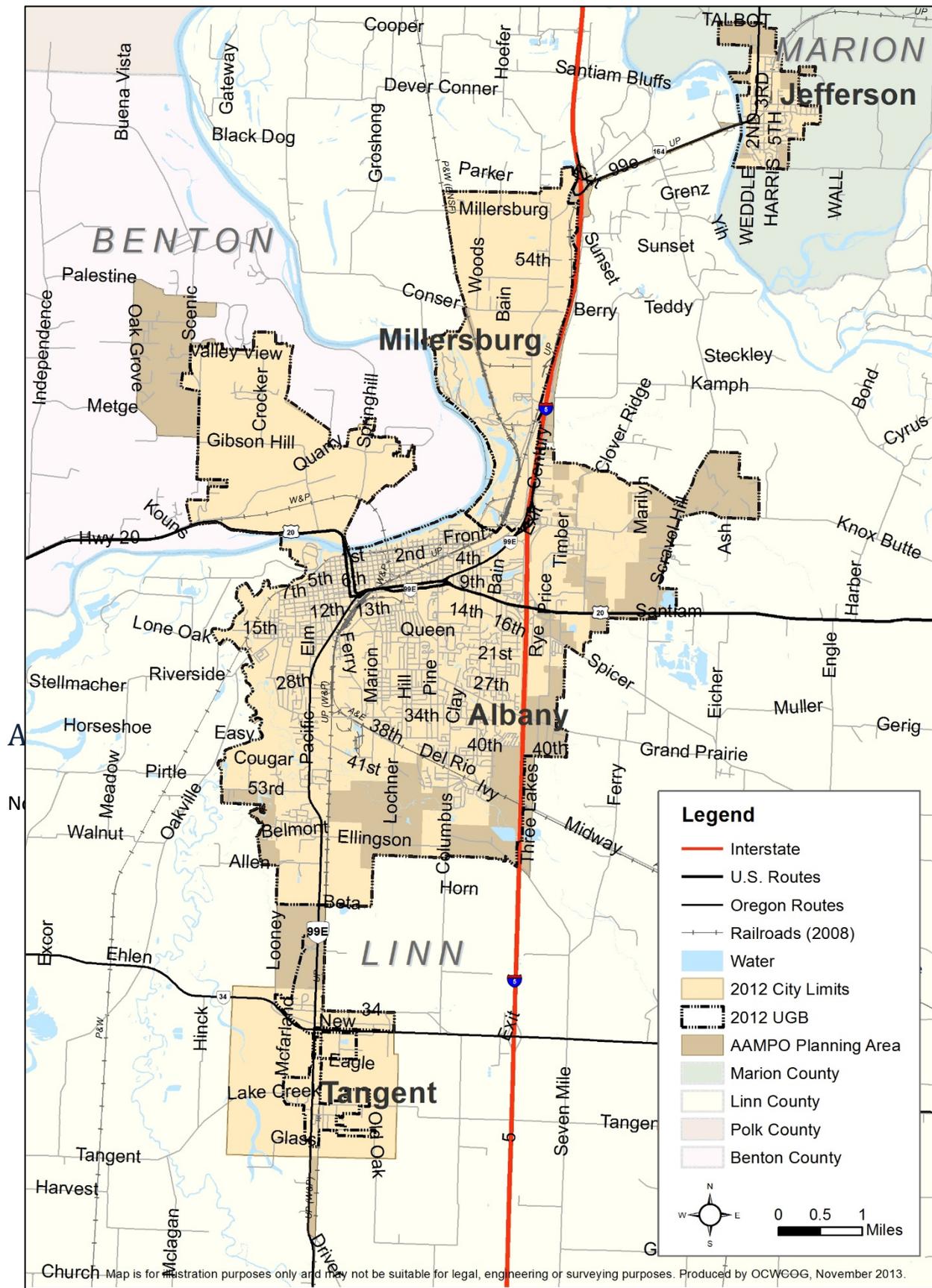
Project Number	Project Information	Federal Funding	State Funding	Local Funding
172	Springhill Drive Overlay – STBG APPROVED TO COMMENCE	\$640,000		

City of Albany

Project Number	Project Information	Federal Funding	State Funding	Local Funding
828	Hill Street Reconstruction (Queen to 34th) – STBG APPROVED TO COMMENCE	\$2,332,000		
	24th Ave (Hill to Geary) – STBG NOT COMPLETED	\$94,000		
175	Salem Avenue Street Improvement Project – STBG NOT COMPLETED	\$650,000		
176	Queen Avenue Street Improvement Project – STBG NOT COMPLETED	\$1,436,300		
316	Lochner Road SE - APPROVED TO COMMENCE	\$1,000,000		

APPENDIX B: AAMPO PLANNING AREA MAPS





APPENDIX D: 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: <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> • FHWA project cost increase/decrease: <ul style="list-style-type: none"> • 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 E: 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 (STBG)

The Surface Transportation Block Grant (STBG) (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. STBG 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 STBG Funds (STBG) –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 F: 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