



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

Technical Advisory Committee Meeting Thursday, June 15, 2023 9:00 am to 11:00 am

VIRTUAL MEETING:

Via Teams by clicking [HERE](#)

Meeting ID: 262 017 376 794

Passcode: icKYpY

Mobile One Click Number

[+1 872 242 8088](tel:+18722428088)

Contact: Billy McGregor, bmcgregor@ocwcog.org

AGENDA

- | | | |
|----------------|--|----------------------------------|
| 1 9:00 | Call to Order, Agenda Review, and Roll Call | Chair, Chris Cerklewski |
| 2 9:10 | Public Comments | Chair |
| 3 9:15 | Approve minutes of April 20, 2023 (Attachment A) | Chair |
| | <i>Action: Decision on minutes</i> | |
| 4 9:20 | RTP Project Solicitation
<i>AAMPO is beginning project solicitation, ostensibly beginning on May 26, 2023, but more reasonably beginning June 15, 2023, in coordination with this meeting.</i>
AAMPO-RTP (wikimapping.com) | Staff,
Billy McGregor |
| | <i>Action: Information and Discussion</i> | |
| 5 9:45 | Draft AAMPO MTIP (Attachment B) | Staff,
Billy McGregor |
| | <i>Action: Recommendation to move to Policy Board</i> | |
| 6 10:15 | STIP Admin Amendment (Attachment C)
<i>Request to increase project costs to match the Unified Planning Work Program (UPWP) budget for Project K21851. Administrative amendments are brought to the TAC for discussion and approval.</i> | Staff,
Billy McGregor |
| | <i>Action: Discussion and Approval</i> | |
| 7 10:30 | Jurisdictional Updates/Other Business <ul style="list-style-type: none">• Albany | All |

Meeting facilities are accessible to persons with disabilities. If you will need any special accommodations, please contact Ashlyn Muzechenko at least 72 hours prior to the meeting. Ashlyn can be reached at 541-812-2002. TTY/TTD 711.

- *Benton County*
- *Jefferson*
- *Linn County*
- *Millersburg*
- *Tangent*
- *ODOT*

8 11:00 Adjournment

Chair

Next regularly scheduled meeting: July 20, 2023.

ATTENDANCE (FOR QUORUM PURPOSES)

TAC Members	Jurisdiction	Attendance
David Watkins	City of Jefferson	
Janelle Booth	City of Millersburg	
Chris Cerklewski (Chair)	City of Albany	
Joe Samaniego (Vice-Chair)	City of Tangent	
Daineal Malone	Linn County	
Gary Stockhoff	Benton County	
James Feldmann	Oregon Department of Transportation	

Quorum Requirement: *Official action may be taken by the committee when a quorum is present. A quorum shall exist when the majority of voting members of the Committee are present. If a member of the TAC is unable to participate in a TAC meeting, that member may designate an alternate to participate in his/her place. The alternate shall declare their status at the start of the meeting.*

- AAMPO Technical Advisory Committee Bylaws, Section 6: Meetings, Subsection F: Quorum

Meeting facilities are accessible to persons with disabilities. If you will need any special accommodations, please contact Ashlyn Muzechenko at least 72 hours prior to the meeting. Ashlyn can be reached at 541-812-2002. TTY/TTD 711.

Albany Area Metropolitan Planning Organization (AAMPO)
AAMPO TAC Hybrid Meeting with Microsoft Teams Technology

Thursday April 20, 2023

9:00 am – 11:00 am

DRAFT MINUTES

TAC Members	Jurisdiction	Attendance
David Watkins	City of Jefferson	Yes
Janelle Booth	City of Millersburg	Yes
Chris Cerklewski (Chair)	City of Albany	Yes
Joe Samaniego (Vice-Chair)	City of Tangent	Yes
Daineal Malone	Linn County	Yes
Gary Stockhoff	Benton County	Yes
James Feldmann	Oregon Department of Transportation	Yes

Guests: Walt Perry, Steve Harvey, and Arla Miller

Staff: Transportation Manager Nick Meltzer, AAMPO Assistant Planner Billy McGregor, CAMPO Planner Corum Ketchum, and CED Administrative Assistant Ashlyn Muzechenko

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, Roll Call	Staff Billy McGregor conducted roll call after Chair Chris Cerklewski called the AAMPO TAC meeting to order.	Meeting called to order at 9:01am by Chair Chris Cerklewski
2. Public Comments	Steve Harvey, a member of the public, shared his support for the bicycle pedestrian plan. noted that any assistance that is needed from the Mid-Valley Bike Club from funding or just support they would be happy to offer and asked for members to just ask and they (Mid-Valley Bike Clube) would be happy to help out.	Steve Harvey provided a public comment.
3. Approve minutes of March 16, 2023 (Attachment A) Action: Decision on Minutes	There were no comments on the minutes. David Watkins moved to approve the AAMPO TAC minutes from March 16, 2023, and Joe Samaniego seconded. The motion passed unanimously.	David Watkins moved to approve the AAMPO TAC minutes from March 16, 2023, and Joe Samaniego seconded. The motion passed unanimously.
4. AAMPO BPP Action: Consent to Changes	Staff Nick Meltzer shared the changes that were made to the BPP which included a few edits that were originally missed from the city of Tangent. Meltzer noted that this will be going to the Policy Board at the end of April for approval as long as the TAC members consent to the changes made on the BPP by AAMPO Staff. The TAC members agreed to consent to the changes on the AAMPO BPP.	The TAC members agreed to consent to the changes on the AAMPO BPP.
5. RTP Scenario Discussion (Attachment B) Action: Discussion and Recommendation	McGregor shared attachment B with the TAC members. McGregor noted that TPAU's results were also included in the memo provided to TAC members in the Meeting Agenda Packet.	The TAC agreed to select scenarios two and three combined to be their scenario choice. The TAC members also agreed by consensus to adopt

	<p>Chair Cerklewski asked if the scenarios were the same as before. McGregor answered that he was correct, they are the same as before with no changes.</p> <p>McGregor added that the trend scenario is increasing the most. McGregor noted for mode split, everything will stay about the same. However, there will be a slight increase in transit for trips to work.</p> <p>McGregor stated that a mother and two kids could technically count as a “shared ride” in the listed category.</p> <p>Walt Perry asked about the first scenario and for clarification on the overall numbers. Perry noted that it looks like there would be a 600% increase and a 200% in the minor arterials. However, the vehicles miles traveled is only a 30% increase.</p> <p>McGregor noted that VMT increase is only during peak hours, rather than all day.</p> <p>Perry noted that with principal arterials, the numbers are not lining up, especially with PM peak times being 6 times longer.</p> <p>McGregor noted that this is a computer-generated model, and it may not factor in congestion changes, or with long wait times others may find alternate routes.</p> <p>McGregor shared that in the next scenario there are more accurate numbers as there is a significant difference in mode split as well.</p> <p>Chair Cerklewski asked for clarification that most of the changes would come in biking by tripling the number of bike trips.</p> <p>McGregor answered that the model output showed a high increase in bike trips.</p>	<p>scenario three if the possibility of combining scenario two and three is not possible.</p>
--	---	--

	<p>James Feldmann noted that it isn't just the infrastructure, but it would also assume that there would be electrical bikes as well.</p> <p>Staff Nick Meltzer shared that the trend scenario assumes no significant capacity projects. However, the transit walking and biking scenario models and increased frequency for transit as well as more comfortable infrastructure on streets as well. Finally, the climate scenario looks at what ODOT is proposing such as a per mile fee to replace gas tax. As well as climate friendly work that is being pushed through the state.</p> <p>Meltzer added with population increases, and no significant roadway projects, congestion will just continue to get worse. Meltzer noted that these are not matters of facts, however they are more similar to trends of what is most likely to occur.</p> <p>Feldmann asked about electrical scooters fitting into the mode split.</p> <p>Meltzer answered that the current models do not consider small electric scooters or Ebikes, and are not represented in the model.</p> <p>Cerklewski asked in the second scenario that all of the comfortable accommodations for bikes exist. Meltzer confirmed.</p> <p>Perry asked about the recreational angle of the different seasons, as a lot of traffic is more recreational than just generally having a destination in mind.</p> <p>Meltzer answered that the mode split takes some external trip into account. However, the model wouldn't go into full detail for this topic.</p> <p>McGregor noted that during discussions with TPAU there was no mention of seasonal traffic being considered.</p> <p>Chair Cerklewski noted that in scenario two there was no change in transit.</p>	
--	--	--

	<p>On that note, Feldmann shared that walking also went down where biking increased drastically.</p> <p>Meltzer shared that he isn't sure how much the model accounts for choices based on demand.</p> <p>Perry added that the weather would have a lot to do with it as well.</p> <p>The TAC members agreed and also noted that rising gas prices would also affect.</p> <p>McGregor shared scenario three as having similar decreases to scenario two. However, there is an increase in walking in this scenario.</p> <p>The TAC Members observed that scenario 3 and scenario 1 are very similar except for the VMT calculations.</p> <p>Feldmann asked about CFA implementations only in scenario 3 as well as project selection guidelines.</p> <p>Meltzer noted that these scenarios were approved last year before CFA rules were implemented. Meltzer added that because the CFA areas are not approved yet, as opposed to the future year where there may be actual impact to measure.</p> <p>Feldmann asked if scenarios 1 or 2 would have zero CFA areas.</p> <p>McGregor confirmed and noted that these scenarios were approved before the CFA's were underway.</p> <p>Meltzer added that ODOT hired a consultant to figure out how to incorporate the CFA impacts into the model.</p> <p>Chair Cerklewski noted that scenario three seems to be the most plausible at this time.</p> <p>Meltzer agreed, and noted that it ties into Feldmann's second question relating to project selection.</p>	
--	--	--

	<p>Melzer shared that after the preferred scenario is selected staff will work through which projects will help support the selected scenario. Meltzer added that the goal is to find projects that will help meet the scenario.</p> <p>Feldmann noted that there is what is expected to happen, or what we are hoping to happen.</p> <p>McGregor added that the point of the scenario is to use the best information to pick form the model outputs to determine which direction projects should lead staff in.</p> <p>Perry noted that scenario three tends to mimic what is going on now with rural areas.</p> <p>Meltzer noted that the rules require a higher density of housing, however it requires a lesser density for jobs. Additionally, Tangent and Albany will be updating their TSP and in terms of local needs and priorities, there is a lot of effort going to support the region and the chosen direction.</p> <p>The TAC members noted that scenario three is the most likely option for scenario's actually happening and what direction that the state is pushing towards.</p> <p>Feldmann noted that scenario two would be the best option to reduce traffic. Additionally, adding a CFA into scenario 2 could make the scenario a lot more similar to option 3.</p> <p>Meltzer noted that it may be possible to combine scenario two and three to create the best course of action. However, it will need to be discussed with TPAU to ensure this is possible.</p> <p>McGregor noted that scenario 2 has the ability to include scenario 3 since the CFA's will most likely already be adopted.</p>	
--	---	--

	<p>Chair Cerklewski noted that scenario two wouldn't include the land use changes.</p> <p>Feldmann asked if looking into a fourth combined scenario would mess with a timeline.</p> <p>Meltzer summarized that the preference for the TAC is to two combine scenarios two and three and staff would confirm with TPAU that it is possible. However, if it is not possible, the TAC agrees that scenario three is the most likely to happen.</p> <p>Janelle Booth agreed with the combined option being the best. However, if not possible, scenario three would be the most accurate choice.</p> <p>The TAC agreed to select scenarios two and three combined to be their scenario choice. The TAC members also agreed by consensus to adopt scenario three if the possibility of combining scenario two and three is not possible.</p>	
<p>6. UPWP (Attachment C)</p> <p>Action: Consent to changes</p>	<p>McGregor noted that the only changes that were notable for the UPWP was to the special project pool to really soak up the changes that AAMPO itself was receiving with funding.</p> <p>Meltzer shared that staff is looking for recommendations to send to policy board for approval.</p> <p>David Watkins moved to approve the motion to send the UPWP to the policy board for approval. James Feldmann seconded. The motion passed unanimously.</p>	<p>David Watkins moved to approve the motion to send the UPWP to the policy board for approval. James Feldmann seconded. The motion passed unanimously.</p>
<p>7. Jurisdictional Updates/Other Business</p> <ul style="list-style-type: none"> • AAMPO – STIP Adjustment (Attachment C) 	<p>AAMPO Updates:</p> <p>Nick Meltzer shared that there was a new CAMPO Planner hired and his name is Corum Ketchum.</p> <p>Billy McGregor noted that staff are continuing to work on the RTP.</p>	

Jurisdictional Updates:

James Feldmann for ODOT noted that the carbon reduction program has a deadline for the end of May. That with Albany and Corvallis area there is a combined pot of 1.5million. Feldmann noted that if jurisdictions have project ideas, please submit them as soon as possible. Feldmann added that he was thinking of applying for additional funding for the Albany to Corvallis community path and do a segmented project focusing on engineering and design work which would make the project more competitive for construction funding.

David Watkins shared for Jefferson that they are grateful for the weight limit signs that went up to regulate the larger trucks.

Joe Samaniego for Tangent shared that yesterday staff met with ODOT to work on the TSP plan and there is great progress being made. Samaniego added that the city council is supportive of hopefully getting a bus stop closer to town.

Daineal Malone for Linn County shared that there is one bridge project under construction right now.

Gary Stockhoff for Benton County shared that they are moving ahead with the rebuild of SpringHill road from scenic to Buena vista. Stockhoff added that they are working on negotiating a new contract with transit providers to have a new three-year cycle. Stockhoff stated that there will be a new bond measure for Benton County coming up on May 16th as well.

Janelle Booth for Millersburg shared that they just finished a minor TSP update and plan to do a major update over the next couple of the years.

Chair Chris Cerklewski for Albany noted that there is a new transit system that they want to implement, however that is now delayed due

	<p>to a lack of drivers. The driver shortage is an industry wide problem for hiring bus drivers.</p> <p>Other Business: The next AAMPO TAC meeting in May will be canceled.</p>	
8. Adjournment	The next AAMPO TAC Meeting is scheduled for Thursday, June 15, 2023.	The meeting was adjourned at 10:02am by Chair Chris Cerklewski.

Albany Area Metropolitan Planning Organization

FFY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted by the AAMPO Policy Board on **June 28th, 2023**



Prepared By:

Albany Area Metropolitan Planning Organization

1400 Queen Ave SE, Suite 205, Albany, OR 97322

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

ALBANY AREA MPO MEMBERSHIP

Policy Board

Ray Kopczynski, City of Albany
Pat Malone, Benton County
Darrin Lane, Chair, Citizen Representative
Walt Perry, City of Jefferson
Roger Nyquist, Linn County
John Sullivan, City of Millersburg
Savannah Crawford, Oregon Department of Transportation
Greg Jones, City of Tangent

Technical Advisory Committee (TAC)

Chris Cerklewski, Chair, City of Albany
Gary Stockhoff, Chair, Benton County
David Watkins, City of Jefferson
Wayne Mink, Linn County
Janelle Booth, City of Millersburg
James Feldmann, Oregon Department of Transportation
Joe Samaniego, City of Tangent

Staff

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

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

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) 967-4548
Email: bmcgregor@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

CONTENTS

Albany Area MPO Membership	ii
Title VI Notice	ii
Record of Approval	iii
Introduction	4
Transportation Improvement Program Overview	4
TIP Development	4
Revisions to the TIP	5
Performance Measures	5
Financial Plan	6
Surface Transportation Block Grant (STBG)	6
Federal Transit Administration Funds	7
List of Projects	8
AAMPO FFY21-24 TIP – Listing of Surface Transportation Projects	8
AAMPO FFY21-24 TIP – Listing of MPO Projects	9
AAMPO FFY21-24 TIP – Listing of Public Transportation Projects	9
Appendix A: Status of FFY18-21 TIP Projects	13
Appendix B: AAMPO Planning Area Maps	15
Appendix C: Summary of Public Comments	16
Appendix D: ODOT-FTA-FHWA Amendment Matrix	17
Appendix E: MPO Funding Sources	20
Appendix F: Transportation Planning Acronyms & Terms	26

RECORD OF APPROVAL

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

FOR THE PURPOSE OF ADOPTING THE ALBANY AREA MPO FFY 2024 – 2027 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 2024 – 2027 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 2024 – 2027 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 2024 – 2027 Metropolitan Transportation Improvement Program.

PASSED AND APPROVED THIS 28th DAY OF June 2023, BY THE ALBANY AREA METROPOLITAN PLANNING ORGANIZATION.

SIGNED:

Darrin Lane
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 B.

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 23 CFR 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 CFR 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 (23 CFR 450.326): 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 2024-2027 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 reviewed.

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 action by either the AAMPO TAC and/or Policy Board, 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.

There are three types of MTIP revisions processed by the MPO: **full amendments, administrative amendments, and adjustments**. Full amendments require the greatest level of scrutiny including communicating basic project information to the Policy Board and the provision of a public comment period. Administrative amendments are largely handled by the Technical Advisory Committee (TAC). Adjustments are small changes that AAMPO staff has the authority to approve, the TAC is informed of adjustments as appropriate.

The TIP change Amendment Matrices for Local, State, and Federal can be found in Appendix D.

Full Amendment

Full amendments involve a major change to a project and require the greatest level of scrutiny. Full amendments are first reviewed by the TAC. Typically, review takes place during a public meeting, however TAC review can also take place via email, telephone, or other virtual meeting platform if the project is on a critical schedule. The TAC makes a recommendation to the Policy Board regarding approval of the amendment and also determines what level public outreach is necessary beyond placing the amendment on the next Policy Board agenda.

All AAMPO Policy Board meetings are advertised via AAMPO's website and an interested parties email list a week in advance of the meeting, with the invitation for members of the public to attend and provide comment. Additional outreach beyond inclusion in the agenda may include a public comment period (typically two weeks), the holding of a public meeting for the specific amendment, and any other actions deemed advisable by the TAC. After the TAC has made their recommendation and the outreach has been completed, the amendment is brought to the Policy Board for approval.

Administrative Amendment

Administrative amendments are less significant changes than full amendments, but still require a level of scrutiny. Project changes have a smaller impact to the region or AAMPO member communities and are usually familiar to local staff members. Administrative amendments are brought to the TAC for discussion and approval. In the event that the TAC representative of the jurisdiction whose project is being considered is not present at the TAC meeting, the matter of revision approval will be taken up at the next Policy Board or TAC meeting at which a representative from the affected jurisdiction is present. Following a decision by the TAC, the Policy Board will be notified at their next regularly scheduled meeting. All AAMPO TAC meetings are advertised via AAMPO's website and an interested parties email list a week in advance of the meeting, with the invitation for members of the public to attend and provide comment. If the project is on a critical schedule, TAC approval can be given via email, telephone, or other virtual meeting platform.

Adjustment

Adjustments are the most minor of the revision types. Staff approves minor adjustments on behalf of the MPO, and informs the TAC as appropriate. It is expected that with a planning project, both the TAC and Policy Board have been made aware of the grant proposal prior to submission and have had an opportunity to comment; therefore the project has preliminarily been approved.

The primary goal of incorporating staff level adjustments into the MTIP process is to minimize delays and improve approval turn-around times. Adjustments help ensure minor project changes move forward more quickly than otherwise possible.

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.
- The State and the MPO shall certify at least every 4 years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements. A self-certification should be included with the submittal of the entire proposed TIP to the FHWA and FTA.

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 FFY 2024 – 2027 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 \$3,152,242 over the FFY 2024 – 2027 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 2025, 2026, 2027, and 2028.

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 FFY13-24 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	\$770,384	\$442,376	\$328,008	\$328,008
FFY 2020	2021	\$850,548	\$100,000	\$750,548	\$1,078,556
FFY 2021	2022	\$981,429	\$761,000	\$17,642	\$1,096,198
FFY 2022	2023	\$998,228	\$1,735,422	-\$737,194	\$359,004

Table 2: Anticipated FFY 2024 – 2027 STBG Allocations

FFY of Allocation	Calendar Year Received	Anticipated STBG Allocation	Annual Amount Programmed	Annual Amount Remaining	Balance
FFY 2023*	2024	\$1,015,362	\$1,118,600	-\$103,238	\$255,766
FFY 2024	2025	\$1,032,839	\$696,075	\$319,287	\$575,053
FFY 2025	2026	\$1,050,666	NA	NA	NA
FFY 2026	2027	\$1,068,737	NA	NA	NA
Total		\$3,152,242	NA	NA	NA

*programmed during development of the FFY 21 – 24 TIP

In 2023, AAMPO selected recipients for the 2024 – 2027 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 jointly created *Application Instructions* that was created with the Corvallis Area MPO. “The following criteria will be used for STBG project evaluation as part of the FFY2024-2027 Metropolitan Transportation Improvement Program (MTIP) process. Projects will be sorted into Preservation and Modernization, and then combined into one overall funding list. All applicants will be given the opportunity to present projects to the TAC and Policy Board. **Applicants for funding must demonstrate how well their proposed project meets the evaluation criteria identified below.**”

Criteria used to evaluate and prioritize projects include pavement condition, bicycle/pedestrian/transit improvements, Safety, project leverage, project readiness, and intercommunity impact. 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 FFY 2024 – 2027 STBG Projects

Project Information			Cost		Funding		
Year	Applicant	Project Name	PE	Construction	Federal Funds	Local Match	Total
SFY '24	Linn County	Goldfish Farm Road Modernization	\$182,790	\$1,035,810	\$1,093,450	\$125,150	\$1,218,600
SFY '25	Linn County	Tangent Drive Modernization	\$104,411	\$591,664	\$624,588	\$71,487	\$696,075
SFY '26	City of Albany	Albany Avenue Reconstruction	\$330,000	\$1,870,000	\$1,974,060	\$225,940	\$2,200,000
SFY '27	Albany Area MPO	FY27 AAMPO STBG Reserve	\$0	\$1,050,330	\$952,507	\$97,822	\$1,050,330

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 FFY 2024 – 2027 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 FFY 21-24 TIP – Listing of Surface Transportation Projects and Table 4: AAMPO FFY 21-24 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.

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	STBG: 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

AAMPO FFY 24 – 27 TIP – LISTING OF SURFACE TRANSPORTATION PROJECTS

Project Key#	Project Name	Project Description	Work Phase by Year	Federal Amount	State Amount	Local Amount	Total Current Estimate
18850	Corvallis to Albany Trail: Scenic Dr. - Springhill	Complete NEPA and right of way purchase, construct off-highway multiuse path.	CN 2024	\$1,375,659.30	\$23,179.55	\$306,485.55	\$2,814,338.31
21185	Queen Avenue Rail Crossing (Albany)	Upgrade existing railroad warning devices to improve pedestrian safety.	UR 2024 CN2024 RW 2024 OT 2024	\$1,296,000.00	\$144,000.00	\$0.00	\$2,190,000.00
21731	OR164: Jefferson (Santiam River) Bridge	Strengthen the bridge and overlay the bridge driving surface to ensure continued safety.	PE 2024 CN 2024 UR 2024	\$4,878,171.45	\$558,328.55	\$0.00	\$6,663,800.00
22053	Oregon Transportation Network - Linn Co FFY24	Urbanized public transit capital funding for federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	OT 2024	\$311,603.00	\$0.00	\$35,664.36	\$347,267.36
22723	I-5 (NW OR) & OR569 (Eugene) wrong way driving treatments	Complete design to install the wrong way driving deterrents of signing, striping enhancements and/or other items at various exit ramps on I-5 in NW Oregon to aid in preventing wrong way driving at interchange off-ramps. Similar deterrents will be designed for various exit ramps on OR-569 in Eugene.	PE 2024	\$545,290.00	\$0.00	\$0.00	\$545,290.00
22946	Beta Drive SW Rail Crossing (Albany)	Complete design to install light and gates and improve humped crossing to standard to improve safety and reduce incidents at crossings.	PE 2024 RW 2025	\$988,332.00	\$0.00	\$0.00	\$988,332.00
23134	Murder Creek (Nygren Road) bridge (Linn Co)	Rehab existing bridge to include installing erosion protection, add new pavement, replace bridge rail and other general maintenance needs to maintain bridge integrity.	PE 2025 RW 2025 CN 2026	\$877,110.75	\$0.00	\$100,389.25	\$977,500.00

23140	Traux Creek (Clover Ridge Road) bridge (Linn Co)	Replace the bridge to meet current standards.	PE 2025 RW 2025 CN 2026	\$2,811,779.28	\$0.00	\$321,820.72	\$3,133,600.00
23143	Cox Creek (Waverly) Dr bridge (city of Millersburg)	Replace the bridge with one that meets current standards.	PE 2024 RW 2025 CN 2026	\$4,082,356.08	\$0.00	\$467,243.92	\$4,549,600.00
23467	Tangent Drive Modernization (Albany)	The project starts at the intersection of Tangent Dr with State Highway 99E and continues east to Meadow Wood St, or 3,100 feet. There will be included two, twelve-foot-wide travel lanes, two 5 foot wide bike lanes, curb, gutter, and a six-foot sidewalk along the south side of the road. A four to six-foot-wide vegetative strip will be located on each side of the road to separate sidewalks from vehicle traffic and provide stormwater collection, retention and treatment to comply with current environmental rules. A separate stormwater collection and treatment system with treatment being provided by a large vegetated swale or pond in property downgradient of Tangent Dr may also be installed.	PE 2025 CN 2026	\$624,588.10	\$0.00	\$ 71,486.90	\$ 696,075.00
23469	Albany Avenue Reconstruction (Albany)	This project includes widening Albany Avenue between Pacific Boulevard (Oregon Highway 99E) and Salem Avenue to accommodate two additional vehicle lanes for a total of four vehicle lanes, bicycle facilities, and sidewalks.	PE 2025 CN 2026	\$1,974,060.00	\$0.00	\$225,940.00	\$2,200,000.00
23471	FY27 AAMPO STBG Reserve	2027 allocation reserved for Albany Area MPO projects otherwise appropriated in 27-30	CN 2027	\$ 942,460.68	\$0.00	\$107,868.84	\$1,050,329.53

AAMPO FFY 24 – 27 TIP – LISTING OF MPO PROJECTS

Project Key#	Current STIP Year	Project Name	Project Description	Federal Amount	State Amount	Local Amount	Total Current Estimate
21862	2024	Albany area MPO planning SFY25	Planning funds for projects identified in state fiscal year 2025 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).	\$143,617.35	\$16,437.65	\$0.00	\$208,116.97
22858	2025	Albany area MPO planning SFY26	Planning funds for projects identified in state fiscal year 2026 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).	\$74,847.37	\$0.00	\$8,566.61	\$305,091.60
22870	2026	Albany area MPO planning SFY27	Planning funds for projects identified in state fiscal year 2027 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).	\$78,142.90	\$0.00	\$8,943.81	\$308,962.25
22872	2027	Albany area MPO planning SFY28	Planning funds for projects identified in state fiscal year 2028 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).	\$81,552.24	\$0.00	\$9,334.02	\$312,961.51

AAMPO FFY 24 – 27 TIP – LISTING OF PUBLIC TRANSPORTATION PROJECTS

Project Key#	Project Name	FFY Allocated	Applicant	Project Description	Fund Code	Federal Amount	State Amount	Local Amount	Total Current Estimate
--------------	--------------	---------------	-----------	---------------------	-----------	----------------	--------------	--------------	------------------------

22223	FY24 Loop Operations (AAMPO)	2023	CITY OF ALBANY	Albany Area MPO (5307) funds for loop operations projects to improve traffic flow.	5307	\$167,500.00	\$0.00	\$167,500.00	\$335,000.00
22224	FY24 Loop Preventative Maintenance (AAMPO)	2023	CITY OF ALBANY	Funds (5307) for loop operations projects to improve traffic flow.	5307	\$26,400.00	\$0.00	\$6,600.00	\$33,000.00
22242	FY24 ATS/PT Operations	2023	CITY OF ALBANY	Funds (5307) used to operate Albany Transit System and paratransit for access to health, employment, shopping, and recreation for the community.	5307	\$359,500.00	\$0.00	\$359,500.00	\$719,000.00
22243	FY24 ATS/PT Preventative Maintenance	2023	CITY OF ALBANY	Funds (5307) used for regular maintenance and repair of Albany Transit System (ATS) buses to ensure vehicle reliability, longevity, and passenger safety.	5307	\$90,000.00	\$0.00	\$22,500.00	\$112,500.00
22244	FY24 ATS 1% for Safety Improvements	2023	CITY OF ALBANY	Funds (5307) used to improve safety.	5307	\$10,600.00	\$0.00	\$2,650.00	\$13,250.00
22249	FY24 First 20% ATS ADA Paratransit Operations	2023	CITY OF ALBANY	Funds (5307) used for ADA complimentary paratransit service for equal access for seniors and disabled throughout the community.	5307	\$212,000.00	\$0.00	\$53,000.00	\$265,000.00
22250	FY24 ATS Capital Replace Eldorado in FY24	2023	CITY OF ALBANY	5307 funds used for bus replacement that will maintain current service and improve safety.	5307	\$150,000.00	\$0.00	\$37,500.00	\$187,500.00
22251	FY24 Paratransit Capital 1/2 Para Bus	2023	CITY OF ALBANY	5307 funds used for paratransit van replacement that will maintain current service and improve safety.	5307	\$49,500.00	\$0.00	\$5,500.00	\$55,000.00
23192	AAMPO Loop Operations FFY24 (5307)	2023	CITY OF ALBANY	Albany Area MPO (5307) funds for loop operations projects to improve traffic flow.	5307	\$182,000.00	\$0.00	\$182,000.00	\$364,000.00
23193	AAMPO Loop Preventative Maintenance FFY24 (5307)	2023	CITY OF ALBANY	Funds (5307) for loop operations projects to improve traffic flow.	5307	\$26,000.00	\$0.00	\$6,500.00	\$32,500.00
23194	ATS Paratransit 50/50 Operations FFY24 (5307)	2023	CITY OF ALBANY	Funds (5307) used to operate Albany Transit System and paratransit for access to health, employment, shopping, and recreation for the community.	5307	\$530,000.00	\$0.00	\$530,000.00	\$1,060,000.00
23195	ATS Preventative Maintenance FFY24 (5307)	2023	CITY OF ALBANY	Funds (5307) used for regular maintenance and repair of ATS buses to ensure vehicle reliability, longevity, and passenger safety.	5307	\$100,000.00	\$0.00	\$25,000.00	\$125,000.00
23196	ATS 1% for safety improvements FFY24 (5307)	2023	CITY OF ALBANY	Funds (5307) used to improve safety.	5307	\$13,300.00	\$0.00	\$3,325.00	\$16,625.00
23197	ATS first 20% ADA paratransit operating funds FFY24 (5307)	2023	CITY OF ALBANY	Funds (5307) used for ADA complimentary paratransit service for equal access for seniors and disabled throughout the community.	5307	\$266,000.00	\$0.00	\$66,500.00	\$332,500.00
23198	ATS paratransit capital set aside FFY24 (5307)	2023	CITY OF ALBANY	Funds for Albany Transit System to purchase capital equipment to promote alternative forms of transportation.	5307	\$212,700.00	\$0.00	\$53,175.00	\$265,875.00

23243	AAMPO Loop Operations FFY25 (5307)	2024	CITY OF ALBANY	Albany Area MPO (5307) funds for loop operations projects to improve traffic flow.	5307	\$190,400.00	\$0.00	\$190,400.00	\$380,800.00
23244	AAMPO Loop Preventative Maintenance FFY25 (5307)	2024	CITY OF ALBANY	Funds (5307) for loop operations projects to improve traffic flow.	5307	\$28,000.00	\$0.00	\$7,000.00	\$35,000.00
23248	ATS Paratransit 50/50 Operations FFY25 (5307)	2024	CITY OF ALBANY	Funds (5307) used to operate Albany Transit System and paratransit for access to health, employment, shopping, and recreation for the community.	5307	\$560,000.00	\$0.00	\$560,000.00	\$1,120,000.00
23249	ATS Preventative Maintenance FFY25 (5307)	2024	CITY OF ALBANY	Funds (5307) used for regular maintenance and repair of Albany Transit System (ATS) buses to ensure vehicle reliability, longevity, and passenger safety.	5307	\$105,000.00	\$0.00	\$26,250.00	\$131,250.00
23255	ATS 1% for safety improvements FFY25 (5307)	2024	CITY OF ALBANY	Funds (5307) used to improve safety.	5307	\$13,600.00	\$0.00	\$3,400.00	\$17,000.00
23256	ATS first 20% ADA paratransit operating funds FFY25 (5307)	2024	CITY OF ALBANY	Funds (5307) used for ADA complimentary paratransit service for equal access for seniors and disabled throughout the community.	5307	\$272,000.00	\$0.00	\$68,000.00	\$340,000.00
23257	ATS paratransit capital set aside FFY25 (5307)	2024	CITY OF ALBANY	Funds for Albany Transit System to purchase capital equipment to promote alternative forms of transportation.	5307	\$191,000.00	\$0.00	\$47,750.00	\$238,750.00
23259	AAMPO Loop Operations FFY26 (5307)	2025	CITY OF ALBANY	Albany Area MPO (5307) funds for loop operations projects to improve traffic flow.	5307	\$199,300.00	\$0.00	\$199,300.00	\$398,600.00
23260	AAMPO Loop Preventative Maintenance FFY26 (5307)	2025	CITY OF ALBANY	Funds (5307) for loop operations projects to improve traffic flow.	5307	\$30,000.00	\$0.00	\$7,500.00	\$37,500.00
23261	ATS Paratransit 50/50 Operations FFY26 (5307)	2025	CITY OF ALBANY	Funds (5307) used to operate Albany Transit System and paratransit for access to health, employment, shopping, and recreation for the community.	5307	\$590,000.00	\$0.00	\$590,000.00	\$1,180,000.00
23262	ATS Preventative Maintenance FFY26 (5307)	2025	CITY OF ALBANY	Funds (5307) used for regular maintenance and repair of Albany Transit System (ATS) buses to ensure vehicle reliability, longevity, and passenger safety.	5307	\$110,000.00	\$0.00	\$27,500.00	\$137,500.00
23263	ATS 1% for safety improvements FFY26 (5307)	2025	CITY OF ALBANY	Funds (5307) used to improve safety.	5307	\$13,900.00	\$0.00	\$3,475.00	\$17,375.00
23264	ATS first 20% ADA paratransit operating funds FFY26 (5307)	2025	CITY OF ALBANY	Funds (5307) used for ADA complimentary paratransit service for equal access for seniors and disabled throughout the community.	5307	\$278,000.00	\$0.00	\$69,500.00	\$347,500.00

23265	ATS paratransit capital set aside FFY26 (5307)	2025	CITY OF ALBANY	Funds for Albany Transit System to purchase capital equipment to promote alternative forms of transportation.	5307	\$168,800.00	\$0.00	\$42,200.00	\$211,000.00
23268	AAMPO Loop Operations FFY27 (5307)	2026	CITY OF ALBANY	Albany Area MPO (5307) funds for loop operations projects to improve traffic flow.	5307	\$208,800.00	\$0.00	\$208,800.00	\$417,600.00
23269	AAMPO Loop Preventative Maintenance FFY27 (5307)	2026	CITY OF ALBANY	Funds (5307) for loop operations projects to improve traffic flow.	5307	\$32,000.00	\$0.00	\$8,000.00	\$40,000.00
23270	ATS Paratransit 50/50 Operations FFY27 (5307)	2026	CITY OF ALBANY	Funds (5307) used to operate Albany Transit System and paratransit for access to health, employment, shopping, and recreation for the community.	5307	\$620,000.00	\$0.00	\$620,000.00	\$1,240,000.00
23271	ATS Preventative Maintenance FFY27 (5307)	2026	CITY OF ALBANY	Funds (5307) used for regular maintenance and repair of ATS buses to ensure vehicle reliability, longevity, and passenger safety.	5307	\$115,000.00	\$0.00	\$28,750.00	\$143,750.00
23272	ATS 1% for safety improvements FFY27 (5307)	2026	CITY OF ALBANY	Funds (5307) used to improve safety.	5307	\$14,200.00	\$0.00	\$3,550.00	\$17,750.00
23273	ATS first 20% ADA paratransit operating funds FFY27 (5307)	2026	CITY OF ALBANY	Funds (5307) used for ADA complimentary paratransit service for equal access for seniors and disabled throughout the community.	5307	\$284,000.00	\$0.00	\$71,000.00	\$355,000.00
23274	ATS paratransit capital set aside FFY27 (5307)	2026	CITY OF ALBANY	Funds for Albany Transit System to purchase capital equipment to promote alternative forms of transportation.	5307	\$146,000.00	\$0.00	\$36,500.00	\$182,500.00
21990	Enhanced Mobility Program - Linn Co FFY24	2023	ODOT TRANSIT SECTION	Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.	5310	\$76,875.00	\$9,348.00	\$67,527.00	\$153,750.00
22958	Enhanced Mobility Program (5310) - Linn County FY25	2024	ODOT TRANSIT SECTION	Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.	5310	\$164,812.00	\$0.00	\$41,203.00	\$206,015.00
23003	Enhanced Mobility E&D (5310) - Linn County FY25	2024	ODOT TRANSIT SECTION	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.	5310	\$414,432.00	\$0.00	\$47,434.00	\$461,866.00
22970	Enhanced Mobility Program (5310) - Linn County FY26	2025	ODOT TRANSIT SECTION	Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.	5310	\$171,942.00	\$0.00	\$42,986.00	\$214,928.00
23020	Enhanced Mobility E&D (5310) - Linn County FY26	2025	ODOT TRANSIT SECTION	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.	5310	\$414,432.00	\$0.00	\$47,434.00	\$461,866.00

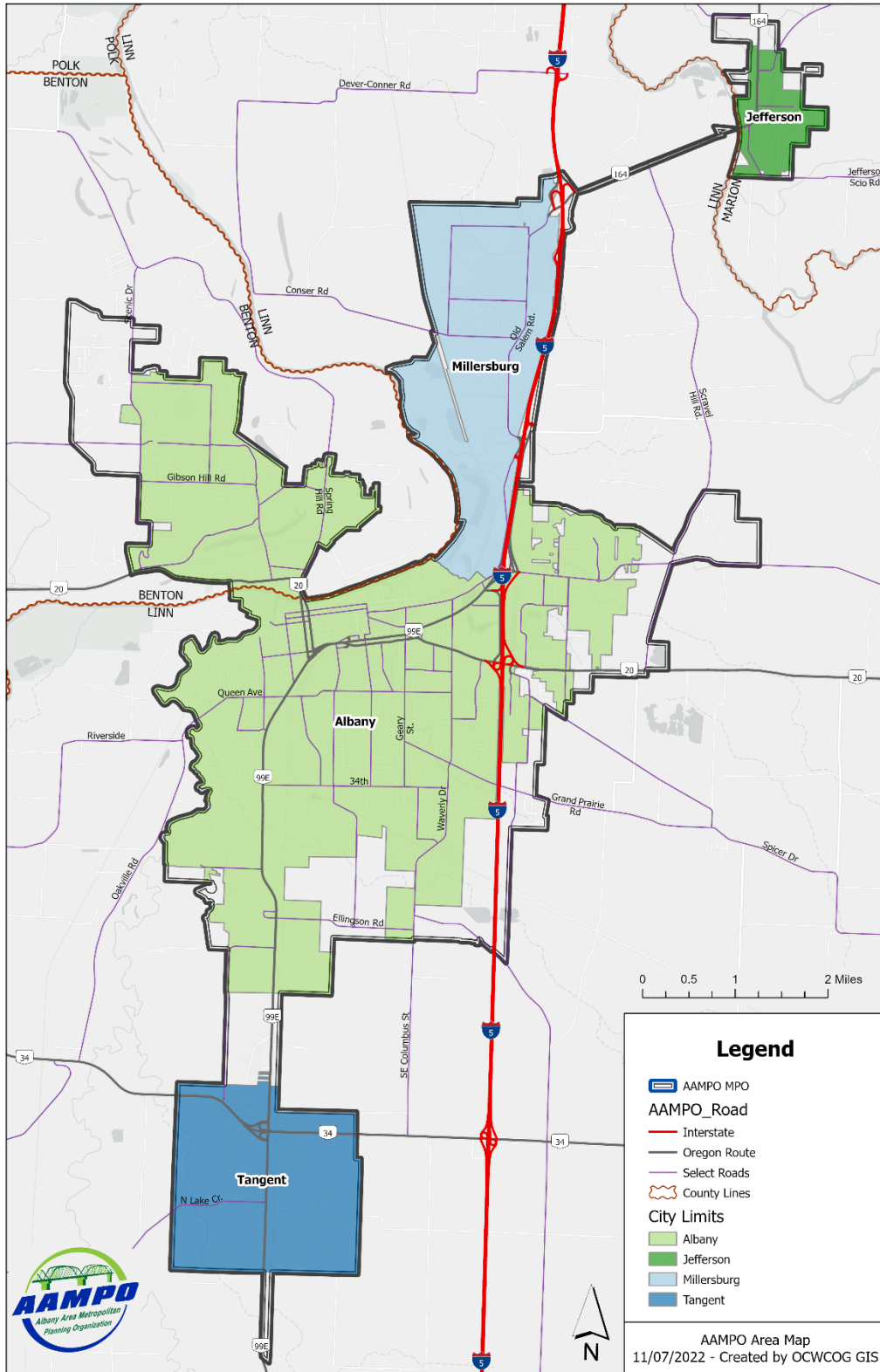
22982	Enhanced Mobility Program (5310) - Linn County FY27	2026	ODOT TRANSIT SECTION	Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.	5310	\$178,717.00	\$0.00	\$44,679.00	\$223,396.00
23033	Enhanced Mobility E&D (5310) - Linn County FY27	2026	ODOT TRANSIT SECTION	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.	5310	\$414,432.00	\$0.00	\$47,434.00	\$461,866.00

APPENDIX A: STATUS OF FFY 21 – 24 TIP PROJECTS

Key Number	Project Name	Phase Status	Federal Total	State Total	Local Total
20221	Albany and Corvallis Signal Improvements	COMPLETE/APPROVED TO COMMENCE	\$2,628,997.90	\$28,192.80	\$500.00
20600	Albany area MPO planning SFY22	COMPLETE	\$205,543.77	\$16,264.53	\$7,260.88
21841	Albany area MPO planning SFY23	APPROVED TO COMMENCE	\$439,959.70	\$23,354.86	\$27,000.49
21851	Albany area MPO planning SFY24	APPROVED TO COMMENCE	\$185,813.67	\$16,429.33	\$4,837.88
21862	Albany area MPO planning SFY25	APPROVED TO COMMENCE	\$186,743.35	\$16,437.65	\$4,935.97
22227	Bus Barn Capital - Set aside	CANCELED	\$0.00	\$0.00	\$0.00
22226	Bus Barn Capital - Set aside	APPROVED TO COMMENCE	\$3,132,320.00	\$0.00	\$783,080.00
21325	Cascade West Council of Governments Transportation Options (SFY 21)	COMPLETE	\$0.00	\$0.00	\$0.00
18850	Corvallis to Albany Trail: Scenic Dr. - Springhill	APPROVED TO COMMENCE	\$2,370,777.47	\$15,881.20	\$427,679.64
23143	Cox Creek (Waverly) Dr bridge (city of Millersburg)	APPROVED TO COMMENCE	\$482,209.02	\$0.00	\$55,190.98
22580	CWCOG Transportation Options FFY22 - FFY24	APPROVED TO COMMENCE	\$439,602.20	\$0.00	\$37,735.83
21980	Enhanced Mobility Program - Linn Co FFY23	APPROVED TO COMMENCE	\$151,250.00	\$0.00	\$0.00
21990	Enhanced Mobility Program - Linn Co FFY24	APPROVED TO COMMENCE	\$76,875.00	\$9,348.00	\$67,527.00
21971	Enhanced Mobility Program - Linn County FFY22	APPROVED TO COMMENCE	\$148,240.00	\$0.00	\$0.00
22651	Enhanced Mobility Program (5310) Linn Co FFY20	APPROVED TO COMMENCE	\$105,984.00	\$0.00	\$0.00
20967	FY20 ATS 1% for safety improvements	APPROVED TO COMMENCE	\$9,794.40	\$0.00	\$2,448.60
20942	FY20 ATS ADA paratransit	APPROVED TO COMMENCE	\$56,976.00	\$0.00	\$56,976.00
20948	FY20 ATS capital	APPROVED TO COMMENCE	\$100,000.00	\$0.00	\$25,000.00
20934	FY20 ATS operations	APPROVED TO COMMENCE	\$334,750.00	\$0.00	\$334,750.00
20940	FY20 ATS preventative maintenance	APPROVED TO COMMENCE	\$52,000.00	\$0.00	\$13,000.00
20943	FY20 first 20% ATS ADA paratransit operating funds	APPROVED TO COMMENCE	\$195,880.00	\$0.00	\$48,970.00
20921	FY20 loop operations (AAMPO 5307)	APPROVED TO COMMENCE	\$153,000.00	\$0.00	\$153,000.00
20922	FY20 loop preventative maint (AAMPO 5307)	APPROVED TO COMMENCE	\$52,000.00	\$0.00	\$13,000.00
20968	FY21 ATS 1% for safety improvements	APPROVED TO COMMENCE	\$10,088.00	\$0.00	\$2,522.00
20960	FY21 ATS ADA Paratransit	APPROVED TO COMMENCE	\$65,560.00	\$0.00	\$65,560.00
20962	FY21 ATS Capital	APPROVED TO COMMENCE	\$100,000.00	\$0.00	\$25,000.00
20958	FY21 ATS operations	APPROVED TO COMMENCE	\$344,792.00	\$0.00	\$344,792.00
20959	FY21 ATS Preventative Maintenance	APPROVED TO COMMENCE	\$52,000.00	\$0.00	\$13,000.00
20961	FY21 first 20% ATS ADA Paratransit Operations	APPROVED TO COMMENCE	\$201,760.00	\$0.00	\$50,440.00
20956	FY21 loop operations (AAMPO)	APPROVED TO COMMENCE	\$157,600.00	\$0.00	\$157,600.00
20957	FY21 Loop Preventative Maintenance (AAMPO)	APPROVED TO COMMENCE	\$52,000.00	\$0.00	\$13,000.00
22232	FY22 ATS 1% for Safety Improvements	APPROVED TO COMMENCE	\$10,000.00	\$0.00	\$2,500.00
22234	FY22 ATS Capital Bus Replacement in FY24	APPROVED TO COMMENCE	\$140,000.00	\$0.00	\$35,000.00
22230	FY22 ATS/PT Operations	APPROVED TO COMMENCE	\$336,100.00	\$0.00	\$336,100.00
22231	FY22 ATS/PT Preventative Maintenance	APPROVED TO COMMENCE	\$80,000.00	\$0.00	\$20,000.00
22233	FY22 First 20% ATS ADA Paratransit Operations	APPROVED TO COMMENCE	\$200,000.00	\$0.00	\$50,000.00
22215	FY22 Linn-Benton Loop Capital Project - set aside (AAMPO)	APPROVED TO COMMENCE	\$179,655.20	\$0.00	\$44,913.80
22216	FY22 Loop Preventative Maintenance (AAMPO)	APPROVED TO COMMENCE	\$26,400.00	\$0.00	\$6,600.00
22235	FY22 Paratransit Capital Van 3 Replacement	APPROVED TO COMMENCE	\$45,000.00	\$0.00	\$5,000.00
22238	FY23 ATS 1% for Safety Improvements	APPROVED TO COMMENCE	\$10,300.00	\$0.00	\$2,575.00
22240	FY23 ATS Capital Bus Replacement in FY24	APPROVED TO COMMENCE	\$140,000.00	\$0.00	\$35,000.00
22236	FY23 ATS/PT Operations	APPROVED TO COMMENCE	\$349,800.00	\$0.00	\$349,800.00
22237	FY23 ATS/PT Preventative Maintenance	APPROVED TO COMMENCE	\$90,000.00	\$0.00	\$22,500.00

22239	FY23 First 20% ATS ADA Paratransit Operations	APPROVED TO COMMENCE	\$206,000.00	\$0.00	\$51,500.00
22219	FY23 Linn-Benton Loop Capital Project - set aside (AAMPO)	APPROVED TO COMMENCE	\$188,640.00	\$0.00	\$47,160.00
22220	FY23 Loop Preventative Maintenance (AAMPO)	APPROVED TO COMMENCE	\$26,400.00	\$0.00	\$6,600.00
22241	FY23 Paratransit Capital Van 4 Replacement FY24	APPROVED TO COMMENCE	\$45,000.00	\$0.00	\$5,000.00
22244	FY24 ATS 1% for Safety Improvements	CANCELED	\$0.00	\$0.00	\$0.00
22250	FY24 ATS Capital Replace Eldorado in FY24	APPROVED TO COMMENCE	\$150,000.00	\$0.00	\$37,500.00
22242	FY24 ATS/PT Operations	CANCELED	\$0.00	\$0.00	\$0.00
22243	FY24 ATS/PT Preventative Maintenance	CANCELED	\$0.00	\$0.00	\$0.00
22249	FY24 First 20% ATS ADA Paratransit Operations	CANCELED	\$0.00	\$0.00	\$0.00
22223	FY24 Loop Operations (AAMPO)	CANCELED	\$0.00	\$0.00	\$0.00
22224	FY24 Loop Preventative Maintenance (AAMPO)	CANCELED	\$0.00	\$0.00	\$0.00
22251	FY24 Paratransit Capital 1/2 Para Bus	APPROVED TO COMMENCE	\$49,500.00	\$0.00	\$5,500.00
22000	Goldfish Farm Road: Cox Creek bridge (Albany)	CANCELED/APPROVED TO COMMENCE	\$0.00	\$2,922,416.37	\$334,483.63
22417	OCWCOG bikeshare location study	APPROVED TO COMMENCE	\$22,432.50	\$0.00	\$2,567.50
21731	OR164: Jefferson (Santiam River) Bridge	APPROVED TO COMMENCE	\$6,574,641.82	\$752,497.18	\$0.00
20183	OR99E at Airport Rd (Albany)	COMPLETE/CANCELED/APPROVED TO COMMENCE	\$2,113,185.33	\$0.00	\$1,890.00
22024	Oregon Transportation Network - Linn Co FFY22	APPROVED TO COMMENCE	\$311,602.00	\$0.00	\$35,665.00
22040	Oregon Transportation Network - Linn Co FFY23	APPROVED TO COMMENCE	\$311,603.00	\$0.00	\$35,664.36
22053	Oregon Transportation Network - Linn Co FFY24	APPROVED TO COMMENCE	\$311,603.00	\$0.00	\$35,664.36
21185	Queen Avenue Rail Crossing (Albany)	APPROVED TO COMMENCE	\$1,970,999.99	\$219,000.01	\$0.00
21175	Salem Ave. street improvement (Albany)	APPROVED TO COMMENCE	\$583,245.00	\$0.00	\$66,755.00
22004	Salem Avenue: Cox Creek bridge (Albany)	CANCELED/APPROVED TO COMMENCE	\$0.00	\$738,567.63	\$84,532.37
21568	SE Madison St.: SE 1st Ave. - Pacific Blvd. SE (Albany)	CANCELED/APPROVED TO COMMENCE	\$0.00	\$145,799.82	\$12,300.18
20428	US20: Ellsworth Street (Willamette River) Bridge	APPROVED TO COMMENCE	\$5,234,220.09	\$599,079.91	\$40,000.00
22742	US20: from US101 to the Idaho border	APPROVED TO COMMENCE	\$7,176,800.00	\$1,794,200.00	\$0.00
20184	US20: Geary St to Waverly Dr (Albany)	COMPLETE/CANCELED/APPROVED TO COMMENCE	\$2,362,770.52	\$0.00	\$0.00
21191	US20: Safety upgrades (Albany to Corvallis)	CANCELED/APPROVED TO COMMENCE	\$17,990,570.73	\$2,003,952.30	\$0.00
21554	US20: Waverly Dr. (Albany)	CANCELED	\$0.00	\$0.00	\$0.00

APPENDIX B: AAMPO PLANNING AREA MAPS



APPENDIX C: SUMMARY OF PUBLIC COMMENTS

No public comments recorded at this time. This section will be updated after Policy Board approval of the MTIP Draft Document.

APPENDIX D: AAMPO MTIP AMENDMENT POLICY

AAMPO MTIP Revision Policy

Note that this revision policy, below, pulls heavily from the Corvallis Area Metropolitan Planning Organization’s MTIP revision policy, though there are areas which have been edited for clarity and a few new “Type of Change” scenarios have been added. It is also important to note that MTIP revisions will largely necessitate the same level of scrutiny under the draft policy as they do under the current policy, with the major change being added clarification of different scenarios and a sharing in overall decision making between the TAC and Policy Board.

Purpose and Background

The purpose of this document is to describe the process by which revisions to projects programmed in the Albany Area Metropolitan Planning Organization (AAMPO) Metropolitan Transportation Improvement Program (MTIP) and the Statewide Transportation Improvement Program (STIP) take place.

While the text in the AAMPO MTIP changes very little during the life of the document, the projects programmed within the MTIP are regularly amended, revised, split, canceled, etc. These projects include infrastructure construction projects, capital purchases, plan development, engineering activities, outreach programs, and others. Incorporating revisions into the MTIP and the Statewide Transportation Improvement Program (STIP) is essential to project delivery and must be completed before revising intergovernmental agreements (IGAs) and executing fund transfers.

Project revisions must be approved by the MPO before they can be incorporated into the MTIP and the STIP. The MTIP is maintained by AAMPO and cross-referenced to match the STIP, which is maintained by the Oregon Department of Transportation (ODOT). ODOT, FTA, and FHWA have a separate policy agreement on how STIP revisions take place.

Types of Revisions

There are three types of MTIP revisions processed by the MPO: **full amendments, administrative amendments and adjustments**. Full amendments require the greatest level of scrutiny including communicating basic project information to the Policy Board and the provision of a public comment period. Administrative amendments are largely handled by the Technical Advisory Committee (TAC). Adjustments are small changes that AAMPO staff has the authority to approve, the TAC is informed of adjustments as appropriate. A full description of the procedures associated with the three types of MTIP revisions is included later in this document.

The table below (APPENDIX E: AAMPO-ODOT-FTA-FHWA AMENDMENT MATRIX) lists a number of potential MTIP actions and illustrates whether they require a full amendment, administrative amendment, or an adjustment.

APPENDIX E: AAMPO-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 is show below.

AAMPO Amendment Matrix

Type of Change	Full Amendment	Administrative Amendment	Adjustment
If a project is NOT in the MTIP			
1. Planning Grant or Project (i.e. non-construction) less than \$100,000			X
2. Planning Grant or Project (i.e. non-construction) more than \$100,000		X	
3. Adding a project with previously identified funding		X	
4. Adding a federally funded project to the MTIP	X		
If a project is ALREADY in the MTIP			
5. Cancelling a federally funded and regionally significant project	X		
6. Advancing or delaying a project by one year, or a cost changes of less than 10% involving MTIP dollars			X
7. Advancing or delaying a project by two years or more, or cost changes between 10% and 20% involving MTIP dollars		X	
8. Cost changes of more than 20% involving MTIP dollars	X		
9. Scope changes including physical extension or shortening of a project	X		
10. Combining of two projects into one, or separating of one project into two		X	
11. Moving more than \$100,000 between phases of the same project (e.g. moving funds from UR to RW) where there is no change to total project funding amount		X	
12. Moving less than \$100,000 between phases of the same project (e.g. moving funds from UR to RW) where there is no change to total project funding amount			X
13. Advancing or slipping an approved project/phase outside its current MTIP			X
14. Minor corrections such as making the MTIP consistent with naming conventions and project descriptions, planning project			X

dollar adjustments, updating of placeholder fund amounts, fixing typographical errors or missing data, etc.			
15. Other scenarios	X	X	

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 F: 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 luminal 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)

ODOTs 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 G: AAMPO SELF-CERTIFICATION LINK

Copy and Paste from previous cycle Self Cert form, very few/no changes should have occurred.

This document will be available after the Policy Board approval of the draft MTIP.

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

MEMORANDUM

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



Date: June 15, 2023
To: AAMPO Technical Advisory Committee
From: Billy McGregor, AAMPO Transportation Planner
Re: Statewide Transportation Improvement Program (STIP) Revisions

Action Requested

Decision by the Technical Advisory Committee/Policy Board regarding revision to project K21851: Albany area MPO planning SFY24.

Overview

The purpose of this memorandum is to provide an update on recent revisions to the Statewide Transportation Improvement Program (STIP) relevant to the Albany Area Metropolitan Planning Organization (AAMPO). A summary table of recent revisions can be found on the following page.

Background on the STIP and MTIP

The STIP is the Oregon Department of Transportation's capital improvement plan for state and federally funded transportation projects. The current STIP (FY2021-2024) went into effect October 1, 2020, and expires September 30, 2024. AAMPO acts as the regional coordinator to the STIP helping ensure that revisions and other adjustments are processed appropriately. AAMPO also maintains a Metropolitan Transportation Improvement Program (MTIP) which is consistent with the STIP.

Revision Types

There are three types of STIP and MTIP revisions processed by AAMPO, listed below. Additional details on STIP and MTIP amendments can be found in the AAMPO MTIP policy [HERE](#).

- **Full Amendments:** Require the greatest level of scrutiny and are brought to the Policy Board for discussion and approval. The TAC makes a recommendation to the Policy Board regarding approval of the amendment and also determines what level public outreach is necessary. At a minimum, the item will be reviewed by the TAC and placed on the next Policy Board agenda, which comes with notification requirements. Additional items for consideration include provision of a public comment period (two weeks), holding a public meeting, and any other actions deemed advisable by the TAC.
- **Administrative Amendment:** Require less scrutiny and are usually familiar to local staff members. Administrative amendments are brought to the TAC for discussion and approval. The Policy Board is notified of Administrative Amendments at their next regularly scheduled meeting.
- **Adjustment:** For minor changes, AAMPO staff have the authority to approve adjustments. Adjustments do not require committee approval or public notice.

STIP Revisions

Row	Revision Type	Project Key Number/s & Name/s	Project Description	Revision Information
1	Administrative Amendment Change project cost – no effect on fiscal constraint	21851 Albany area MPO planning SFY24	Planning funds for projects identified in state fiscal year 2024 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).	Increase project costs by \$51,557.39 to match the annual work plan.