



## 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

### Policy Board Meeting Wednesday, June 28, 2023 2:30 pm to 4:30 pm

VIRTUAL MEETING: WITH MICROSOFT TEAMS VIDEO/CALL-IN AVAILABLE

Via Teams by Clicking [HERE](#)

Meeting ID: 294 775 811 756

Passcode: ocwzng

Mobile One Click Number

[+1 872 242 8088](#)

Phone Conference ID: 870 165 858#

Contact: Billy McGregor, [bmcgregor@ocwcog.org](mailto:bmcgregor@ocwcog.org)

## AGENDA

- 1) 2:30 Call to Order, Agenda Review, and Roll Call Chair,  
Darrin Lane
- 2) 2:35 Public Comments Chair
- 3) 2:40 Approve minutes of May 24, 2023, Meeting (Attachment A) Chair  
*Action: Decision on minutes*
- 4) 2:45 AAMPO/OCWCOG IGA (Attachment B) Staff, Nick  
Meltzer  
*Every three years the administrative and fiscal agent agreement needs review and approval by the Policy Board.*  
*ACTION: Approval of IGA renewal*
- 5) 3:15 RTP Project Solicitation Staff,  
Billy McGregor  
*AAMPO is beginning project solicitation for the RTP utilizing the linked interactive map.*  
[AAMPO-RTP \(wikimapping.com\)](http://AAMPO-RTP.wikimapping.com)  
*Action: Information and Discussion*
- 6) 3:30 2024-2027 MTIP Adoption (Attachment C) Staff,  
Billy McGregor  
*Review of document and approval*  
*Action: Adoption of 2024-2027 MTIP*
- 7) 4:15 Jurisdictional Updates/Other Business All
  - Staff Updates
  - Albany
  - Benton County
  - Jefferson
  - Linn County
  - Millersburg
  - Tangent
  - ODOT

- July Meeting – Hybrid or Virtual?

8) 4:30 **Adjournment**  
Next meeting: July 26, 2023

Chair

### ATTENDANCE (FOR QUORUM PURPOSES)

Board Members	Jurisdiction	Attendance
Walt Perry	City of Jefferson	
Councilor John Sullivan	City of Millersburg	
Councilor Ray Kopczynski (Vice Chair)	City of Albany	
Councilor Greg Jones	City of Tangent	
Commissioner Roger Nyquist	Linn County	
Commissioner Pat Malone	Benton County	
Darrin Lane (Chair)	Citizen Representative	
Savannah Crawford	Oregon Department of Transportation	
Alternates	Jurisdiction	Attendance
Dave Watkins	City of Jefferson	
Janelle Booth	City of Millersburg	
Chris Cerklewski	City of Albany	
Joe Samaniego	City of Tangent	
Wayne Mink	Linn County	
Gary Stockhoff	Benton County	
James Feldmann	Oregon Department of Transportation	

**Quorum Requirement:** MPO business may be conducted provided a quorum of the Policy Board is in attendance. A quorum consists of at least four members of the Policy Board or their alternates. The Policy Board members may participate telephonically or by other means of electronic communication as provided in Section 6.D (Special or Emergency Meetings).

– AAMPO Policy Board Bylaws, Section 6: Meeting, Subsection E: 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 METROPOLITAN PLANNING ORGANIZATION  
POLICY BOARD REMOTE MEETING  
Wednesday, May 24, 2023  
2:30 – 4:30 pm  
Microsoft Teams**

**DRAFT MINUTES**

<b>Board Members</b>	<b>Jurisdiction</b>	<b>Attendance</b>
Walt Perry	City of Jefferson	Yes
Councilor John Sullivan	City of Millersburg	No
Councilor Ray Kopczynski	City of Albany	Yes
Joe Samaniego	City of Tangent	Yes
Commissioner Rodger Nyquist	Linn County	No
Commissioner Pat Malone	Benton County	Yes
Darrin Lane	Citizen Representative	Yes
Savannah Crawford	Oregon Department of Transportation	Yes
<b>Alternates</b>	<b>Jurisdiction</b>	<b>Attendance</b>
David Watkins	City of Jefferson	No
Janelle Booth	City of Millersburg	No
Chris Cerklewski	City of Albany	No
VACANT	City of Tangent	VACANT
Wayne Mink	Linn County	No
Gary Stockhoff	Benton County	Yes
James Feldmann	Oregon Department of Transportation	Yes

**Guests:** Corum Ketchum

**Staff Present:** Operations Supervisor Emma Chavez-Sosa, AAMPO Assistant Planner Billy McGregor, and CED Administrative Assistant Ashlyn Muzechenko

TOPIC	DISCUSSION	DECISION / CONCLUSION
<p>1. Call to Order, Agenda Review, and Roll Call</p>	<p>The Chair, Darrin Lane called the meeting to order at 2:35pm.</p> <p>Operations Supervisor Emma Chavez-Sosa conducted roll call.</p>	<p><b>Meeting called to order at 2:30pm by Chair Darrin Lane.</b></p> <p><b>Roll call was conducted by Emma Chavez-Sosa.</b></p>
<p>2. Public Comments</p>	<p>There were no public comments presented to the AAMPO Policy Board.</p>	<p><b>There were no public comments.</b></p>
<p>3. Approve minutes of April 26, 2023  (Attachment A)  <b>ACTION:</b> Decision on Minutes</p>	<p>Savannah Crawford noted she was not actually present which is her only correction.</p> <p>Councilor Ray Kopczynski moved to approve the April 26, 2023, minutes, with corrections. Savannah Crawford seconded. The motion passed unanimously and the April 26, 2023, minutes were approved.</p>	<p><b>Councilor Ray Kopczynski moved to approve the minutes, with corrections. Savannah Crawford seconded. The motion passed unanimously and the April 26, 2023, minutes were approved.</b></p>
<p>4. Unified Planning Work Program (UPWP) (Attachment B)  <b>Action:</b> Approval</p>	<p>Staff Billy McGregor shared the UPWP update with the Policy Board Members.</p> <p>The Board members did not have any changes for the UPWP.</p>	<p><b>The AAMPO Policy Board members approved the UPWP by consensus.</b></p>
<p>5. STIP Full Amendment (Attachment C)  <b>Action:</b> Approval</p>	<p>McGregor shared the STIP revision which adds a new project moving the preliminary Engineering phase from the 2023-2027 STIP for delivery in federal fiscal year 2023.</p> <p>Commissioner Pat Malone moved to approve the STIP Full Amendment which is attachment Councilor Ray Kopczynski seconded. The motion carried successfully.</p>	<p><b>Commissioner Pat Malone moved to approve the STIP Full Amendment which is attachment Councilor Ray Kopczynski seconded. The motion carried successfully.</b></p>
<p>6. 2043 AAMPO Regional Transportation Plan Review</p>	<p>McGregor shared the RTP Existing Conditions presentation which included the breakdown of a population profile along with a few other maps.</p> <p>McGregor noted that for each category it is shown where AAMPO is in</p>	

<p><b>Action:</b> Discussion</p>	<p>comparison to the whole of state of Oregon and the whole of the nation of United States as well.</p> <p>James Feldmann asked if the Albany urbanized area is the same as the AAMPO planning area and McGregor confirmed they are the closest match.</p> <p>McGregor gave a summary of the housing characteristics in the AAMPO area compared to the state of Oregon and the whole nation of the United States as well.</p> <p>McGregor shared maps showing Roadway Classifications within the AAMPO region with the Policy Board members along with AAMPO Sidewalk ratings either Excellent, Good, Fair, and Poor.</p> <p>McGregor also presented the pedestrian safety map with the board members that shows locations where either fatal or serious injury events occurred.</p> <p>McGregor noted that staff are trying to give a high-level overview of the AAMPO area. In order to keep the RTP from being too heavy staff are trying to refer to documents information as pulled from in the RTP rather than retyping the same information.</p> <p>McGregor shared that for next steps the first and one of the most important is public outreach. This will be done via Google Forms and Wikimapping. AAMPO will be able to collect comprehensive feedback from the communities starting Friday May 26, 2023.</p> <p>McGregor noted that this feedback request period will remain open until late June 2023, and have a soft closing at the beginning of July 2023.</p> <p>Kopczynski inquired as to how the public outreach will be marketed.</p> <p>McGregor answered that the COG's Communication Officer Meg Walker and Albany's Mat Herrington will be marketing public outreach for this process.</p>	
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	<p>McGregor shared the overall steps that need to be taken to reach adoption in July. As a team staff will be reviewing the final draft and preparing for it to be sent off for review in June. Throughout the month of June, the draft RTP will be scrutinized for Federal compliance by our partner at Plangineering, headed by Carole Richardson.</p> <p>The draft will be made available to the AAMPO TAC prior to the June 16, 2023, TAC meeting. Comments from the TAC will be solicited and analyzed with the details concerning what change actions were taken based on them.</p> <p>The draft plan will be available to the public in early to mid-June and will be available for a 45-day minimum feedback period.</p> <p>There is a potential to hold a final public open house prior to the July 20 AAMP TAC meeting to answer questions the public may have and gather another round of feedback prior to TAC recommendations and Policy Board consideration for adoption at the July 26, 2023, meeting.</p>	
<p>7. Jurisdictional Updates/Other Business</p>	<p><b>Jurisdictional Updates:</b></p> <p>Councilor Ray Kopczynski had no updates from Albany.</p> <p>Gary Stockhoff from Benton County shared that there were bids received yesterday for Scenic to Buena Vista from Kinfe River which was below what was originally estimated from Benton County's engineers. Stockhoff added there was a bid for Chappel Drive that was received which was around \$2.3 million. Stockhoff added that via James Feldmann and the COG Benton County staff, they were able to put in a carbon reduction grant to do the design of the Corvallis to Albany Path the grant will go in next Wednesday.</p> <p>Chair Darrin Lane shared for Linn County that staff have been working to acquire Goldfish Farm "Right of Way" which is funded and hopefully happening in the near future.</p> <p>Walt Perry noted there was not an update from Jefferson.</p> <p>Joe Samaniego for Tangent shared that Tangent has been busy</p>	

	<p>working on TSP Plan to see if there were any plans for Carbon Reduction projects in Tangent.</p> <p>Savannah Crawford for ODOT shared an update regarding US 20 safety improvements. One of the highlights was ODOT is wrapping this project up by the end of this year. This was a \$28 million dollar project, and the goods will be worth the time put in for this whole project. Crawford shared that the Van Buren bridge is fully under construction with the contractor Harrington has started to drive pile and that work will continue through October. Crawford added this is the first step in the three-year to four-year process that will be very noisy.</p> <p>Crawford added for the Conifer to Mulloy section is installing a center turn lane which will be done later in the summer. Crawford noted for the entire corridor segment there will be smaller safety improvements down as well such as widening striping and insulation of rumble strips, signage additions, and any other safety improvements throughout the corridor which will all be done by end of October.</p>	
8. Adjournment	The next AAMPO Policy Board Meeting is scheduled for Wednesday, June 28, 2023, from 2:30pm – 4:30pm.	<b>The meeting was adjourned at 3:03 pm by Chair Darrin Lane.</b>

**INTERGOVERNMENTAL AGREEMENT**  
**Between**  
**ALBANY AREA METROPOLITAN PLANNING ORGANIZATION**  
**(AAMPO)**  
**And**  
**OREGON CASCADES WEST COUNCIL OF GOVERNMENTS (OCWCOG)**  
**For**  
**Designation of OCWCOG as AAMPO’s Administrative and Fiscal Agent**

This Agreement is made and entered into upon execution by and between the Albany Area Metropolitan Planning Organization, hereinafter known as AAMPO, and the Oregon Cascades West Council of Governments, hereinafter known as OCWCOG, Oregon 190.010 intergovernmental agencies.

**Recitals**

- A. ORS 190.010 permits units of local government agencies to enter into agreements for the performance of required duties or the exercise of permitted powers.
- B. AAMPO is the entity charged with conducting a continuing, cooperative and comprehensive regional transportation planning process for the Albany Urbanized Area, consistent with federal and state requirements, and has the need for administrative and fiscal services.
- C. AAMPO is comprised of the following member jurisdictions: the City of Albany, the City of Jefferson, the City of Millersburg, the City of Tangent, Benton County, Linn County, and the Oregon Department of Transportation.
- D. OCWCOG has staff with the proper credentials, licensing, and experience to provide such service.

THEREFORE, the parties to this intergovernmental agreement agree to the following terms and conditions:

**Agreement**

**SECTION 1. SCOPE OF SERVICES**

This Agreement shall be for the purpose of designating OCWCOG as AAMPO’s administrative and fiscal agent.

**SECTION 2. AAMPO RESPONSIBILTY**

- A. Provide direction regarding staffing of AAMPO including engagement in review and evaluation of AAMPO personnel, as requested.
- B. Provide direction regarding representation of AAMPO during the course of all AAMPO business.
- C. Provide policy direction and governance to fulfill its responsibilities including, but not



limited to:

- i. Developing and approving the annual Unified Planning Work Program;
  - ii. Developing and approving the Long Range Transportation Plan;
  - iii. Developing and approving a Transportation Improvement Plan and its periodic updates;
  - iv. Developing and approving the submission of periodic reports required of metropolitan planning organizations by state or federal agencies;
  - v. Developing and adopting an annual budget; and
  - vi. Entering into contracts for professional services necessary to carry out its responsibilities;
    - a. Approving contracts with a total value over \$10,000 and instructing the CED Director and/or the Transportation Program Manager to execute the necessary documents to enter into the contract.
    - b. Delegating to the CED Director and Transportation Programs Manager authority to approve and execute contracts with a total value of \$10,000 or less.
- D. Comply with all applicable laws and regulations including, but not limited to, the Public Contract Law, Public Meetings Law, Public Records Law, and the Government Standards and Practices Act of the State of Oregon.
- E. Pursuant to the provisions of the Albany Area Metropolitan Planning Organization Intergovernmental Agreement (IGA), OCWCOG and AAMPO acknowledge that each party to the IGA is required to self-insure or maintain tort liability insurance in an amount sufficient to contribute for liability for which the party is jointly liable with another party, subject to the limitations of the Oregon Tort Claims Act ORS 30.260 to 30.300 or other Oregon Law.

### **SECTION 3. OCWCOG RESPONSIBILIITY**

- A. To provide AAMPO, consistent with AAMPO's adopted annual Unified Planning Work Program (UPWP) and budget, all necessary support to enable AAMPO to meet its federal and state obligations as the designated MPO for the Albany Urbanized Area.
- B. Received, on behalf of AAMPO, all funds directed to AAMPO unless otherwise specified. In connection with management of those funds, OCWCOG shall:
  - i. Maintain separate accounts or segregated funds for all revenues and maintain discrete accounting records for expenditures, revenues and cash balances as required by state and/or federal agencies;
  - ii. Maintain accounting policies, practices and procedures that are consistent with generally accepting accounting principles and in accordance with applicable statutes and regulations;
  - iii. Provide periodic budget reports to the AAMPO Policy Board, as requested;

- iv. Expend funds in the execution of this Agreement in accordance with AAMPO's adopted annual UPWP and associated budget, which are herein incorporated by reference. This budget shall include compensation for services performed by OCWCOG to fulfill tasks within the adopted UPWP; and,
  - v. Bill ODOT at least quarterly for 100 percent of actual costs, as described in Section 4.B.
- C. Make payment promptly, as due, to all persons supplying to OCWCOG labor or materials for the prosecution of the work provided for in this Agreement.
  - D. Pay all contributions or amounts due the Industrial Accident Fund from OCWCOG or any subcontractor incurred in the provision of services under this Agreement.
  - E. Not permit any lien or claim to be filed or prosecuted against AAMPO on account of any labor or material furnished.
  - F. Pay to the Department of Revenue all sums withheld from employees pursuant to ORS 316.167.
  - G. Comply with all applicable laws and regulations including, but not limited to, the Public Contract Law, Public Meetings Law, Public Records Law, and the Government Standards and Practices Act of the State of Oregon.
  - H. Obtain and at all times during the duration of this Agreement keep in effect comprehensive commercial general liability insurance covering the contracted activities. Said insurance shall at a minimum provide for:  
  
COMMERCIAL GENERAL LIABILITY insurance including personal injury, bodily injury and property damage with limits as specified below. Limits maybe provided by Excess or Umbrella policy:  
  
*LIMITS:*
    - \$1,000,000 Per Occurrence / \$2,000,000 General Aggregate / \$2,000,000 Products and Completed Operations Aggregate. Aggregates shall apply per Project.
    - \$2,000,000 Per Occurrence / \$2,000,000 General Aggregate / \$2,000,000 Products and Completed Operations Aggregate. Aggregates shall apply per Project.
    - \$5,000,000 Per Occurrence / \$5,000,000 General Aggregate / \$5,000,000 Products and Completed Operations Aggregate. Aggregates shall apply per Project.
  - I. Name AAMPO as an additional insured of the Commercial General Liability policy.

**SECTION 4. PROVISIONS**

- A. Contract Period: This agreement shall be effective July 1, 2023 and shall terminate on June 30, 2026, unless this agreement is hereafter modified in writing.
- B. Payment: OCWCOG shall submit to ODOT at least quarterly, but not for periods of less than one month, invoices for 100 percent of actual costs incurred by on behalf of the

project consistent with the adopted annual Unified Planning Work Program. Such invoices shall be consistent with state and federal requirements and will be in a form agreed upon by OCWCOG and ODOT.

- C. Termination: This agreement may be terminated by either party. Suspension in whole or in part of this agreement by either party will require thirty (30) days written notice to the other party. In the event of termination, OCWCOG shall submit to ODOT an invoice for 100 percent of actual costs incurred up to and including the date of termination. Upon termination of this agreement, any assets remaining within the control of OCWCOG shall be transferred to another party or parties as directed by AAMPO.
- D. Assignability: This contract is for the exclusive benefits of the parties hereto. It shall not be assigned, transferred, or pledged by either party without the prior written consent of all the remaining parties.
- E. Discrimination: The parties agree to comply with all applicable federal, state, and local laws, rules, and regulations on nondiscrimination in employment because of race, color, ancestry, national origin, religion, sex, marital status, age, medical condition, disability, sexual orientation, gender identity or source of income.
- F. Indemnification: To the extent that AAMPO has officers, agents, employees or contractors who are not officials, employees or agents of the OCWCOG, AAMPO must indemnify, defend and hold harmless the OCWCOG from any tort claim made as a result of the actions of those officers, agents, employees or contractors, subject to the limitations of the Oregon Tort Claims Act, ORS 30.260 – ORS 30.300. The OCWCOG must indemnify, defend and hold harmless AAMPO from any tort claim made as a result of the officers, agents, employees or contractors of OCWCOG related to performance of this agreement, subject to the limitations of the Oregon Tort Claims Act, ORS 30.260 – ORS 30.300.

Nothing in this agreement shall be construed to increase tort liability that the OCWCOG or AAMPO would otherwise have under Oregon Law. Specifically, all parties agree that the responsibility of any one party to defend, indemnify, or hold harmless the other party or parties is subject to the limitations of the Oregon Tort Claims Act, ORS 30.260 - ORS 30.300.

To the extent that AAMPO has officers, agents, employees or contractors who are not officials, employees or agents of the OCWCOG, AAMPO must maintain general liability insurance in an amount sufficient to fully indemnify, defend and hold the OCWCOG harmless from any claim made as a result of the actions of those officers, agents, employees or contractors, subject to the limitations of the Oregon Tort Claims Act, ORS 30.260 – ORS 30.300. The OCWCOG must maintain general liability insurance in an amount sufficient to fully indemnify, defend and hold AAMPO harmless from any claim made as a result of the actions of the officers, agents, employees or contractors of the OCWCOG, subject to the limitations of the Oregon Tort Claims Act, ORS 30.260 – ORS 30.300

Each Party agrees to indemnify, defend and hold

harmless the other Party for any claims arising under a quasi-contractual theory as the result of the actions of an elected or appointed official, employee, agent or contractor of that Party. AAMPO will be solely responsible for any claims arising under a quasi-contractual theory as the result of the actions of an official, employee, agent or contractor of AAMPO who is not an official, employee or agent of the OCWCOG. The OCWCOG will be solely responsible for any claims arising under a quasi-contractual theory as the result of the actions of an official, employee, agent or contractor of the OCWCOG who is not authorized in writing to act as an agent or contractor of AAMPO.

- G. Public Contracts: All parties shall comply with all federal, state and local laws, ordinances and regulations applicable to the work under this agreement, including, without limitation, the applicable provisions of ORS chapters 279A, B and C, particularly 279B.220-279B.235, as amended.
- H. Waiver: Waiver of any breach of any provision of this agreement by either party shall not operate as a waiver of any subsequent breach of this same or any other provision of this agreement.
- I. Dispute Resolution: Unless otherwise provided in this Agreement, all claims, counterclaims, disputes and other matters in questions between AAMPO and OCWCOG arising out of, or relating to this Agreement or the breach of it will be decided, if the parties mutually agree, by mediation, or if they fail to agree, by arbitration. Arbitration will be conducted according to rules and procedures set out by the Arbitration Service of Portland, or as otherwise agreed by the parties.
- J. Workers Compensation: Workers' Compensation and Employer's Liability insurance as statutorily required for persons performing work under this contract. Any subcontractor hired by Contractor shall also carry Workers' Compensation and Employer's Liability coverage.

OCWCOG is subject to the Oregon Workers' Compensation Law and shall comply with ORS 656.017 which requires OCWCOG to provide workers compensation coverage for all of its subject workers.

- K. Severability: If any provision of this Agreement shall be held invalid or unenforceable by any court of competent jurisdiction, such holding shall not invalidate or render unenforceable any other provision hereof.
- L. Amendments: Any amendment to this agreement shall be in writing and signed by authorized representatives of both parties. There are no understanding, agreements or representations, oral or written, regarding this agreement except as specified or referenced herein.

Signed:

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Ryan Vogt  
Executive Director  
Oregon Cascades West Council of Governments

Date: \_\_\_\_\_

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Darrin Lane  
AAMPO Policy Board Chair

Date: \_\_\_\_\_

Albany Area Metropolitan Planning Organization

## **FFY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

Adopted by the AAMPO Policy Board on June 28<sup>th</sup>, 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, Benton County  
David Watkins, City of Jefferson  
Daineal Malone, Linn County  
Janelle Booth, City of Millersburg  
James Feldmann, Oregon Department of Transportation  
Joe Samaniego, City of Tangent

### **Staff**

Nick Meltzer, AAMPO Manager  
Billy McGregor, AAMPO Planner  
Ashlyn Muzechenko, Administrative Assistant

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, 5<sup>th</sup> Floor - TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

For more information about the Albany Area MPO's Title VI / Non-Discrimination Program, including procedures for filing a complaint, contact AAMPO Staff by:

Phone: (541) 967-4548

Email: [bmcgregor@ocwcog.org](mailto: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



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## RECORD OF APPROVAL

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

FOR THE PURPOSE OF ADOPTING THE ALBANY AREA MPO FFY 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:

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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.

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).

Reasonable opportunity for public involvement was provided in adherence with the adopted AAMPO Public Participation Plan. 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.

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.

TABLE 1: OREGON DEPARTMENT OF TRANSPORTATION PERFORMANCE MANAGEMENT TARGETS

Safety					
Base Period	Fatalities (People, Statewide)	Fatality Rate (People per 100 Million VMT)	Serious Injury (People, Statewide)	Serious Injury Rate (People per 100 Million VMT)	Non-motorized Fatalities and Serious Injuries (People, Statewide)
<b>2021 Baseline*</b>	448	1.48	1,739	5.03	257
<b>2013-2017</b>	357	0.94	1,491	4.42	234
<b>2014-2018**</b>	350	0.89	1,461	4.33	229
<b>2015-2019</b>	343	0.83	1,432	4.24	225
<b>2016-2020</b>	328	0.78	1,368	4.06	215
<b>2017-2021</b>	306	0.73	1,274	3.78	200
<b>2018-2022</b>	444	1.46	1,722	4.980	254
<p>*Most recent baseline available from the 2021 ODOT TSAP</p> <p>**2014-2018 is the first period that targets must be established for the HSIP Program.</p> <p>The federal performance areas and targets addressing safety are contained in the <a href="#">Oregon Transportation Safety Action Plan</a>.</p>					

TABLE 1: OREGON DEPARTMENT OF TRANSPORTATION OTHER PERFORMANCE MANAGEMENT TARGETS

Pavement Condition			
Performance Measure	2022 Performance Baseline	2023 Performance Target <sup>1</sup>	
1. Percentage of pavements of Interstate System in Good condition	57.7%	50%	
2. Percentage of pavements of Interstate System in Poor condition	.2%	0.5%	
3. Percentage of pavements of the non-Interstate NHS in Good condition	33.5%	<u>2-Year</u> 30%	<u>4-Year</u> 30%
4. Percentage of pavements of the non-Interstate NHS in Poor condition	2.9%	<u>2-Year</u> 5%	<u>4-Year</u> 5%

<sup>1</sup> Two (2) and four (4) year performance targets are equal unless otherwise indicated.



<b>Bridge Condition</b>		
<b>Performance Measure</b>	<b>2022 Performance Baseline</b>	<b>2023 Performance Target</b>
5. Percentage NHS bridges classified as in Good condition	13.5%	11.4%
6. Percentage of NHS bridges classified as in Poor condition	1.8%	2.4%
<b>National Highway System Performance</b>		
<b>Performance Measure</b>	<b>2022 Performance Baseline</b>	<b>2023 Performance Target</b>
7. Percent of the person-miles traveled on the Interstate that are reliable (Interstate Travel Time Reliability measure)	78%	78%
8. Percent of person-miles traveled on the non-Interstate NHS that are reliable (Non-Interstate Travel Time Reliability measure)	78%	78%
<b>Freight Movement on Interstate System</b>		
<b>Performance Measure</b>	<b>2022 Performance Baseline</b>	<b>2023 Performance Target</b>
9. Truck Travel Time Reliability (TTTR) Index (Freight Reliability measure)	1.45	1.45

## 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 3: ANTICIPATED FFY 2024 – 2027 STBG ALLOCATIONS

FFY of Allocation	Anticipated STBG Allocation
FFY 2024*	\$1,015,362
FFY 2025	\$1,032,839
FFY 2026	\$1,050,666
FFY 2027	\$1,068,737
Total	\$3,152,242

\*programmed during development of the FFY 21 – 24 TIP

### STBG PROJECT SELECTION PROCESS

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 in fall 2022. 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.

**PUBLIC INVOLVEMENT IN STBG PROCESS**

AAMPO held an open application period for Surface Transportation Block Grant (STBG) funding in fall 2022. At the close of the application period project proposals were scored by the Technical Advisory Committee (TAC) using AAMPO’s approved evaluation criteria. Following this, a bi-lingual comment period served as the first form of public engagement.

As part of the comment period, bi-lingual info on project proposals and online input surveys were posted to the AAMPO website. Then, a flyer requesting input was distributed through key partners, the AAMPO interested parties list, and posted in the newspaper. The flyer brought members of the public to a landing page outlining the MTIP process, project maps, project costs, and information on how to provide comment. The comment period was held open from November 18 through December 20, 2022. At the close of the comment period, the AAMPO TAC reviewed public input before recommending projects to the Policy Board for final approval.

A total of 0 surveys were received during the public comment period. A summary of comments can be found in Appendix C.

**TABLE 4: ANTICIPATED FFY 2024 – 2027 STBG PROJECTS**

Project Information			Funding		
Year	Applicant	Project Name	Federal Funds	Local Match	Total
FFY '24	Linn County	Goldfish Farm Road Modernization	\$1,093,450	\$125,150	\$1,218,600
FFY '25	Linn County	Tangent Drive Modernization	\$624,588	\$71,487	\$696,075
FFY '26	City of Albany	Albany Avenue Reconstruction	\$2,200,000	\$900,000	\$3,100,000

FFY '27	Albany Area MPO	FY27 AAMPO STBG Reserve	\$952,507	\$97,822	\$1,050,330
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## 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.

<b>Legend</b>			
<b>Funding Sources</b>			<b>Phase</b>
5303: Transit funds for Planning, Research and Training	IOF: Immediate Opportunity Fund	State Hwy: State Hwy Fund State Highway Fund	<b>Abbreviations</b> 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
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**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	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

	Maintenance FFY27 (5307)								
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

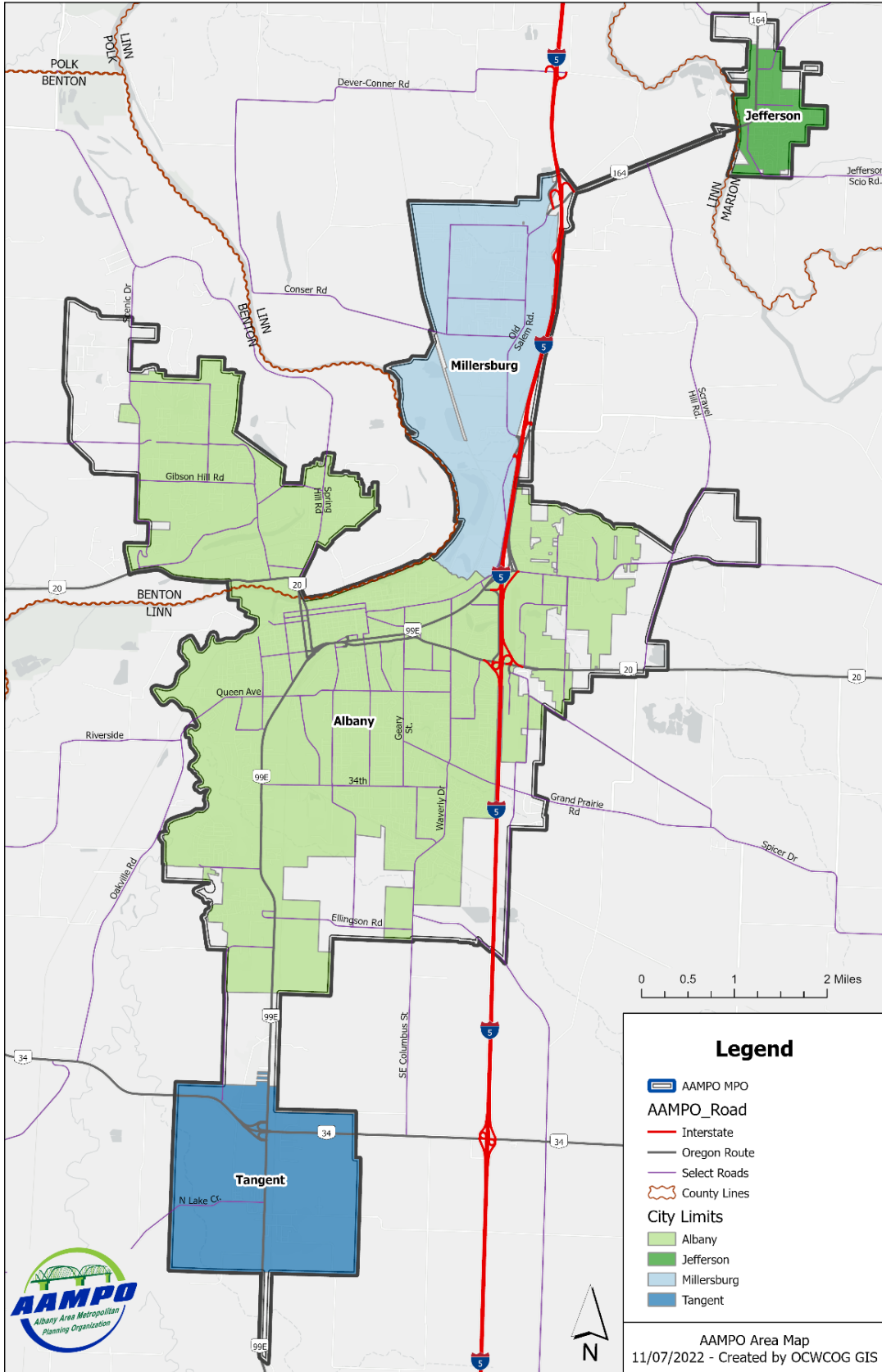
23033	Enhanced Mobility E&D (5310) - Linn County FY27	2026	ODOT TRANSIT SECTION	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.	5310	\$414,432.00	\$0.00	\$47,434.00	\$461,866.00
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APPENDIX 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 were submitted during the November 18 to December 20, 2022 period.



# 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
<b>If a project is NOT in the MTIP</b>			
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		
<b>If a project is ALREADY in the MTIP</b>			
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"> <li>• Change in project termini - greater than .25 mile in any direction</li> <li>• Changes to the approved environmental footprint</li> <li>• Impacts to AQ conformity</li> <li>• Adding capacity per FHWA Standards</li> <li>• Adding or deleting worktype</li> </ul>
3. Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> <li>• FHWA project cost increase/decrease: <ul style="list-style-type: none"> <li>• Projects under \$500K – increase/decrease over 50%</li> <li>• Projects \$500K to \$1M – increase/decrease over 30%</li> <li>• Projects \$1M and over – increase/decrease over 20%</li> </ul> </li> <li>• All FTA project changes – increase/decrease over 30%</li> </ul>
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 luminaire units at intersections between state highways and city streets or county roads. Intersections involving a state highway and a city street (or county road), which are included on the statewide priority list are eligible to participate in the cost sharing policy. ODOT establishes a statewide priority list for traffic signal installations on the State Highway System, based on warrants outlined in the Manual for Uniform Traffic Control Devices (MUTCD). Local agencies are responsible for coordinating the statewide signal priority list with local road requirements.

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

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

### **Special City Allotment**

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

## **Local Funding Programs**

In addition to the funding sources listed above, AAMPO jurisdictions receive transportation revenue from many sources including: Oregon gas tax and vehicle registration revenues; systems development charges; and franchise fees. These revenues are used for local projects and provide the necessary match for federally funded projects. Transit services are partially supported through farebox revenue, group pass programs, advertising, and funding partnerships.

### **Systems Development Charges (SDCs)**



Systems Development Charges are fees paid by land developers intended to reflect the increased capital costs incurred by a jurisdiction or utility as a result of a development. Development charges are calculated to include the costs of impacts on adjacent areas or services, such as parks and recreation use or traffic congestion. The SDC typically varies by the type of development (residential, commercial, industrial, etc.). Street SDCs are collected by the City of Albany.

**Franchise Fees**

Cities may collect franchise fees from local utility companies that utilize public right-of ways for the conveyance of their services, and in turn use those fees to help fund roadway maintenance and improvement needs.

## APPENDIX 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 21<sup>st</sup> 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