



**ALBANY METROPOLITAN PLANNING ORGANIZATION  
POLICY BOARD DRAFT MEETING MINUTES**

**Wednesday, May 23, 2018**

**2:30 – 4:30 pm**

Oregon Cascades West Council of Governments  
Upstairs Conference Room / 1400 Queen Ave. SE, Albany

**Policy Board Members Attending:** Annabelle Jaramillo, Dave Beyerl, Darrin Lane, Frannie Brindle, Gary Powell, Ray Kopczynski, and Roger Nyquist

**Policy Board Members Absent:** Don Miller

**Alternates Present:** Walt Perry, and James Feldman

**Staff Attending:** Phil Warnock, Tarah Campi, and Emma Chavez

<b>TOPIC</b>	<b>DISCUSSION</b>	<b>DECISION / CONCLUSION</b>
I. Call to Order and Agenda Review		<b>The meeting was called to order at 2:33 pm by the Chair, Dave Beyerl.</b>
II. Public Comments		<b>There were no comments from the public.</b>
II. Minutes of May 28, 2018 meeting.	Introductions were conducted after approval of minutes.	<b>Consensus from the Policy Board to approve the March 28, 2018 meeting minutes as written.</b>
IV. RTP Adoption and TDP Approval	<p>The TAC and RTP TAC finished its review of the Regional Transportation Plan (RTP) earlier in the month. This was later than expected due to staff transition at FHWA, resulting in additional changes made to the Plan. The TDP however, was completed in January. Members received a handout of the RTP comments from FHWA. Campi reviewed the comments with members.</p> <p>Councilor Kopczynski questioned when AAMPO would need to revise the document again. Campi advised that due to HB2017, revisions will need to be made soon to financial expectations. However, a full update is not needed for a few years.</p>	<p><b>Consensus by the Policy Board to adopt the FFY18-40 Regional Transportation Plan (RTP) as presented.</b></p> <p><b>Consensus by the Policy Board to approve the Albany Transit Development Plan.</b></p>
V. Linn Benton Loop Service Analysis Update	Campi advised that the AAMPO TAC received an update from the Loop TAC at its last meeting. The Loop Service Analysis project is	

	<p>primarily funded by AAMPO. A Loop Ad Hoc work group worked with ODOT to contract with DKS / Nelson Nygaard. The Plan will address service and route optimization, and will allow for a much needed alignment of routes between transit services in the region. Staff will continue to keep AAMPO updated on this work. Currently, an onboard survey is being developed. The service analysis is expected to position the Linn Benton Loop to be competitive for receiving forthcoming intercity transit planning funds, provided by House Bill 2017.</p>	
VI. ADA Transition Plan Application	<p>Linn County spearheaded a pre application for Transportation and Growth Management (TGM) funds, for the development Americans with Disabilities Act (ADA) Transition Plans for the jurisdictions within the AAMPO area. A full application is being submitted in June, and a letter of recommendation is being requested from the AAMPO Policy Board.</p> <p>The AAMPO TAC, at its last meeting, suggested one single letter to be signed by all supporting members. The draft letter was provided in the AAMPO Policy Board's agenda packet for today's meeting, which was distributed a week in advance via email, for the members' consideration.</p>	<b>The ADA Letter of Support was passed around the table for AAMPO members to sign.</b>
VII. State Transportation Improvement Program Update	<p>Frannie Brindle advised that in the FY21-24 STIP, most of the funds will be going to fix existing infrastructure. Approximately \$23 million has been allocated for Region 2's Leverage Program. The ACT will be allowed feedback on those projects. Leverage project elements can address safety, active transportation, and congestion.</p> <p>Brindle went on to review the 150% potential project list in the area and corresponding location maps. Of the 150% list, ODOT will decide the 100% project list that moves on after scoping.</p> <p>Currently, ODOT is seeking ideas for possible leverage opportunities that might be added to the 150% Fix-it project list. Brindle clarified that this is not a project application process. These ideas are requested to be submitted by June 27<sup>th</sup>, prior to the July scoping.</p> <p>Project ideas may be emailed to Frannie Brindle or James Feldmann at ODOT.</p>	
VIII. AAMPO Staffing Update	<p>Staff Phil Warnock advised that the recent employment offer made to a Transportation Section Manager candidate fell through. This position will</p>	

	<p>go back out for another round of recruitment. COG will move forward with hiring a Transportation Planner position that will focus on the Corvallis Area MPO. The initial intention was to hire this position after the Transportation Section Manager had been hired but due to the circumstances, COG is moving ahead with this recruitment soon. Tarah will remain the AAMPO support until further notice.</p>	
<p>IX. Adjournment</p>	<p>Jurisdictional Updates:</p> <p>City of Tangent – wants to know the status of their sidewalk project. Brindle will check on this.</p> <p>City of Millersburg – Darrin Lane wanted to know if the required intersection luminaires that were to be included when Luvs Truck Stop was constructed will still be placed. ODOT will check on this.</p> <p>Linn County – Commissioner Nyquist attended the interview session for the new ODOT Area 4 Manager, replacing Brindle who will return to Lane County. He advised that there were two qualified candidates. Nyquist requested and Open House for the person who gets hired to get to know area staff.</p> <p>Mid-Valley Intermodal Facility – Both Brooks and the City of Millersburg have a signed contract with OTC for planning funds and have started planning work.</p> <p>Benton County – has a hired a new Public Works Director.</p>	<p><b>Meeting adjourned at 3:41 pm.</b></p>

DRAFT  
**FEDERAL AND STATE FUNDING FOR TRANSPORTATION PLANNING PROGRAMS FOR OREGON'S  
 URBANIZED AREA**

**FEDERAL FISCAL YEAR 2018** (State Fiscal Year 2019)

FUND TYPE	FEDERAL SHARE	LOCAL MATCH	STATE MATCH	TOTAL
<b>Albany Area MPO Agreement No.</b>				
FY 2019 PL STP (#21273)	119,806	0	13,712	133,518
FY 2017 PL STP ( )	85,505		9,786	95,291
FY 2019 5303 Funding (#21273)	37,435	4,285		41,720
FY 2017 5303 ( )	118,164	13,524		131,688
<b>Albany Area Total</b>	<b>360,910</b>	<b>17,809</b>	<b>23,499</b>	<b>402,218</b>

OK

5/15/2018

The draft budget in the FY18-19 AAMPO Unified Planning Work Program (UPWP) that was adopted in April 2018 includes a budget of **\$175,238** in Planning funds. The Carryover reported subsequently from ODOT is **\$226,980**, bringing the FY18-19 total to **\$402,218**.

FUNDS DISCUSSION: AAMPO CARRYOVER  
JUNE 27, 2018

***APPENDIX B: UNFUNDED PLANNING PROJECTS:  
EXCERPT FROM FY2018-19 UNIFIED PLANNING WORK PROGRAM***

---

The planning needs in the AAMPO area exceed what could be supported by the funds available. Unfunded planning projects are listed here to track unmet needs, prepare for new funding opportunities, and to present opportunities for coordination with other projects. AAMPO or its member jurisdictions have been able to address some of the unfunded needs addressed in prior UPWPs. These include:

- Facilitating high-level conversations about the possibility of an ‘Albany Bypass’ that would link Millersburg to North Albany. Using ODOT’s Mosaic tool, the MPO was able to consider a wide range of potential costs and benefits of such a project and how those costs and benefits would compare with a different set of projects. This analysis was considered during development of the RTP’s long-range aspirational project list. More information is available on the project website: [albanyareatransportationplan.org](http://albanyareatransportationplan.org)
- AAMPO funded a project to conduct planning and preliminary design for an Albany Transit Service bus barn at the Albany Multimodal Station or another location. The Albany train/multimodal station supports intercity and interstate passenger rail service, local and regional bus service, park and ride needs, and also bicycle and pedestrian needs. There is a long-identified need to plan for expansion of this facility, and potentially co-locate with an Albany Transit Station bus barn.
- The OCWCOG completed an application to establish an OR 34 Scenic Byway. AAMPO staff was unable to be involved due to staffing capacity.

The following are currently unfunded significant planning needs in the MPO area:

- **Highway Corridor Refinement and Safety Plan - Hwy 20 (Albany to Lebanon):** Significant accidents (property damage, injuries and fatalities) have occurred on Highway 20 between the City of Albany to the City of Lebanon during the past 5 years. Growth in the City of Lebanon, including a new convention center, Veteran’s Center, new medical college, and hospital expansions, have increased traffic from I-5 and Albany to the City of Lebanon. Traffic volumes and accident rates are expected to continue to grow, and a Corridor Refinement and Safety Plan is needed to determine improvements that can reduce crashes and accommodate an expected increase in traffic and commerce.
- **Highway Corridor Refinement and Safety Plan - Highway 34 (I-5 to Lebanon):** Significant accidents have also occurred on Highway 34 between I-5 and the City of Albany to the City of Lebanon during the past 5 years. A noted increase in traffic volume and accidents occurred in 2015. This is due to increased travel to Lebanon, as described above. Growth of Oregon State University in Corvallis has also increased traffic in the opposite direction. Traffic volumes and

crash rates are expected to continue to grow, and a Corridor Refinement and Safety Plan is needed. The study area can be expanded to include Hwy 34 between Corvallis and I-5, which sees a similarly high rate of traffic and crashes.

- **Planning for Regional Connectivity:** Increased collaboration and planning in support of regional public transportation connectivity, particularly along the I-5 corridor between the AAMPO planning area and the Salem-Keizer MPO planning area.
- **Development of ADA Transition Plans:** When a public agency provides a pedestrian facility, it must be accessible to persons with disabilities to the extent technically feasible. The Americans with Disabilities Act (ADA) requires public agencies with more than 50 employees to make a transition plan (28 CFR §35.150(d)). This task would assist MPO member jurisdictions with development of those plans. Linn County has expressed interest in pursuing an ADA Plan in collaboration with AAMPO; Linn County submitted a funding pre-application to the Oregon Transportation and Growth Management (TGM) program in spring 2018. Projected cost of the project is \$100,000. ADA requires that public entities make public services and public transportation accessible to those with disabilities, including pedestrian facilities within the public right of way. This project will prepare an *ADA Transition Plan for Accessibility in Public Rights-of-Way* for Linn County within the Urban Growth Boundary of the AAMPO and the cities of Millersburg, Tangent and Jefferson. The City of Albany is presently completing an ADA Transition Plan, and this project would leverage those findings.
- **City of Jefferson TSP Update:** The State of Oregon requires cities and counties to develop transportation plans that identify transportation system needs and system improvements over a 20-year period. The City of Jefferson's TSP was adopted in 2001 and projected transportation system needs and deficiencies through 2020. The planning horizon is approaching and the City is eager to update its plan.
- **Regional Bicycle System Map:** This effort would build upon bike maps for Albany/Linn County and Corvallis/Benton County to create a regional bike map. In coordination with regional partners, AAMPO can support the creation of a regional bike map. This effort can emphasize the Willamette Scenic Bikeway which runs through the AAMPO area
- **Transportation Options Outreach:** Public outreach, marketing, and education in support of Albany Transit System (ATS) and Linn-Benton Loop programs. This includes support for travel training programs, outreach to local employers regarding the ATS Employer Pass Program, and maintenance of Google transit data. There is a specific need for additional outreach to Oregon State University and Linn-Benton Community College students, faculty, and staff.
- **Linking Transportation Planning with Economic Development:** Development strategy for Goldfish Farm Road, including conceptual planning and design for bicycle and pedestrian access, roadway widening and flood hazard mitigation. This is a growing commercial center that will see increased impact on surrounding residential areas as growth continues.



# Oregon

Kate Brown, Governor

**DATE:** May 8, 2018  
**TO:** Oregon Transportation Commission

*[Original signature on file]*

**FROM:** Matthew L. Garrett  
Director

**SUBJECT:** **Consent 11** - Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to decrease preliminary engineering funding and increase construction funding for the Interstate 82: Columbia River (Umatilla) WB Bridge.

**Requested Action:**

Request approval to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to decrease the preliminary engineering and increase the construction funding for the Interstate 82: Eastbound Umatilla (Columbia River) Bridge. This project is being administered by Washington State Department of Transportation (WSDOT). The total estimated cost of this project will increase from \$20,300,000 to \$27,517,742.

To cover the additional funding of \$7,217,742, the Oregon Department of Transportation proposes the following:

- WSDOT will contribute one half of the overall increase (\$3,608,871).
- Delay the construction phase of the U.S. 20: Willamette River (Ellsworth Street) Bridge project to a future STIP, reducing total project funding in the 2018-2021 STIP by \$5,097,300 (from \$5,833,300 to \$736,000).
- Apply \$3,608,871 of the canceled phase to the Interstate 82: Columbia River (Umatilla) West bound Bridge project.
- Retain the remaining \$1,488,429 from the U.S. 20: Willamette River (Ellsworth Street) Bridge project in the State bridge program Federal Fiscal Year (FFY) 2020 for future needs.

**Project to increase funding:**

<b>Interstate 82: Columbia River (Umatilla) WB Bridge (KN 20537)</b>			
<b>PHASE</b>	<b>YEAR</b>	<b>COST</b>	
		<b>Current</b>	<b>Proposed</b>
Preliminary Engineering	2018	\$2,030,000	\$539,500
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2020	\$18,270,000	\$26,978,242
<b>TOTAL</b>		<b>\$20,300,000</b>	<b>\$27,517,742</b>

**Project to decrease funding:**

<b>U.S. 20: Willamette River (Ellsworth Street) Bridge (KN 20428)</b>			
<b>PHASE</b>	<b>YEAR</b>	<b>COST</b>	
		<b>Current</b>	<b>Proposed</b>
Preliminary Engineering	2018	\$736,000	\$736,000
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2020	\$5,097,300	\$0
<b>TOTAL</b>		<b>\$5,833,300</b>	<b>\$736,000</b>

**Project to increase funding:**

<b>State Bridge Program FFY 2020 (KN20732)</b>			
<b>PHASE</b>	<b>YEAR</b>	<b>COST</b>	
		<b>Current</b>	<b>Proposed</b>
Preliminary Engineering	N/A	\$0	\$0
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2020	\$73,383	\$1,566,812
<b>TOTAL</b>		<b>\$73,383</b>	<b>\$1,566,812</b>

**Background:**

Oregon and Washington share the responsibility for preserving, maintaining, and operating the border bridges over the Columbia River. Each bridge has a lead state that is responsible for inspection, identifying needs, and coordinating with the other state when projects are needed. WSDOT has the lead role for the Interstate 82 bridges in Umatilla. The Interstate 82: Eastbound Umatilla (Columbia River) Bridge has painted steel elements for both the approach spans and for the main spans. The bridge was built in 1955 and last painted in 1991. The paint system is nearing the end of its useful service life. The top coat is flaking and peeling in numerous areas. Other portions of the bridge have a very thin topcoat, or a topcoat that is missing.

Both states meet on a periodic basis to coordinate upcoming projects on border bridges. In 2014, an estimate to paint this bridge was provided by WSDOT. The estimate was for \$28,027,500. This estimate was filed along with notes from the border bridge meeting, but the spreadsheet of current and proposed border bridge projects was not updated. During the development of the 2018-2021 STIP, the planning level estimate on the spreadsheet rather than the correct figure was used.

The U.S. 20: Willamette River (Ellsworth Street) Bridge is a truss bridge that has 14 feet, 11 inches of vertical clearance. It is the lowest structure on the Albany-Corvallis Highway. Some of the vertical and diagonal structural members have dents from past traffic collisions. Several of the primary structural members are twisted slightly, a result of the bracing being hit by high loads. While it is important to increase the vertical clearance to improve freight mobility and preserve the bridge, it is recommended the construction phase be delayed until the 2021-2024 STIP.

Oregon Transportation Commission  
May 8, 2018  
Page 3

**Options:**

With approval, ODOT can move forward with WSDOT to complete the Interstate 82: Eastbound Umatilla (Columbia River) Bridge painting project while delaying the construction phase for the U.S. 20: Willamette River (Ellsworth Street) Bridge to a later date.

Without approval, ODOT will undertake additional funding coordination with WSDOT and an additional project contract to complete repainting and preservation of the bridge.

**Attachments:**

- Attachment 1 - Location and Vicinity Maps

**Copies (w/attachment) to:**

Jerri Bohard	Travis Brouwer	Tom Fuller	Bob Gebhardt
Paul Mather	McGregor Lynde	Craig Sipp	Lynn Averbeck
Amanda Sandvig	Arlene Santana	Jeff Flowers	Rachelle Nelson
Jane Goode	Bert Hartman		

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

Adopted by the AAMPO Policy Board on May 24, 2017



Prepared By:

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

## ALBANY AREA MPO MEMBERSHIP

### Policy Board

Don Miller	City of Millersburg
Ray Kopczynski	City of Albany
Dave Beyerl	City of Jefferson
Annabelle Jaramillo	Benton County
Roger Nyquist (Chair)	Linn County
Frannie Brindle	Oregon Department of Transportation
Gary Powell	City of Tangent

### Technical Advisory Committee

Valerie Grigg Devis	Oregon Department of Transportation
Chris Bailey	City of Albany
Josh Wheeler	Benton County
Chuck Knoll	Linn County
Don Miller	City of Millersburg
Darrin Lane	Citizen Representative
Lissa Davis	City of Jefferson
Georgia Edwards	City of Tangent
Jeremy Borrego	Ex-Officio, Federal Transit Administration, Region 10
Jasmine Harris	Ex-Officio, Federal Highway Administration
Mary Camarata	Ex-Officio, Oregon Department of Environmental Quality
Ed Moore	Ex-Officio, Oregon Department of Land Conservation and Development

### Staff

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

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

## TITLE VI NOTICE

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

Title VI of the Civil Rights Act of 1964 states:

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

The Albany Area MPO is committed to complying with the requirements of Title VI in all of its programs and activities. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the Albany Area MPO. A complainant may also file a complaint directly with the Federal Transit Administration by addressing the complaint to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 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) 967-8551  
Email: [echavez@ocwcog.org](mailto:echavez@ocwcog.org)  
Visiting: 1400 Queen Ave SE, Suite 205, Albany OR 97322

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

## CONTENTS

Albany Area MPO Membership .....	ii
Title VI Notice.....	i
Record of Approval .....	iii
Introduction .....	1
Transportation Improvement Program Overview .....	1
TIP Development.....	2
Revisions to the TIP.....	3
Financial Plan .....	5
List of Projects.....	7
AAMPO FFY18-21 TIP – Listing of Surface Transportation Projects.....	8
AAMPO FFY18-21 TIP – Listing of Public Transportation Projects .....	13
Appendix A: Status of FFY15-18 TIP Projects .....	16
Appendix B: AAMPO Planning Area Maps .....	20
Appendix C: AAMPO Policy on Allocation of STBGP Funds.....	22
Appendix D: FFY18-21 AAMPO STBGP Funding Application.....	24
Appendix E: Summary of Public Comments.....	28
Appendix F: ODOT-FTA-FHWA Amendment Matrix .....	29
Appendix G: MPO Funding Sources .....	30
Appendix H: Transportation Planning Acronyms & Terms .....	35

RECORD OF APPROVAL

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

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

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

**WHEREAS**, the Albany Area Metropolitan Planning Organization (AAMPO) Area has been designated by the State of Oregon as the official Metropolitan Planning Organization (MPO) of the urbanized area; and,

**WHEREAS**, among the major requirements of the Metropolitan Transportation Planning Process is the development of a MTIP that enumerates priority transportation projects in the MPO area consistent with an adopted Metropolitan Transportation Plan; and,

**WHEREAS**, AAMPO has developed a MTIP for FFY 2018 - 2021 in coordination with ODOT and the local transit agency to comply with all applicable federal and state requirements; and,

**WHEREAS**, the public has been notified and afforded reasonable opportunities to review and comment on projects included in the FFY 2018 - 2021 MTIP and will be afforded additional opportunities for review and comment as the document is amended.

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

**PASSED AND APPROVED THIS 24th DAY OF MAY, 2017, BY THE ALBANY AREA METROPOLITAN PLANNING ORGANIZATION.**

**SIGNED:**

---

**ROGER NYQUIST**

Albany Area Metropolitan Planning Organization  
Policy Board Chair

## INTRODUCTION

The Albany Area Metropolitan Planning Organization (AAMPO) serves as the metropolitan planning organization (MPO) for the Albany Urbanized Area. Federal transportation legislation requires the formation of MPOs for all urbanized areas with a population of 50,000 or more. AAMPO was formed after the 2010 Census, which determined that the Albany Urbanized Area had reached a population of 56,997. AAMPO membership includes the cities of Albany, Jefferson, Millersburg and Tangent, as well as Linn and Benton Counties and the Oregon Department of Transportation. A map of the AAMPO area is included as Appendix A.

MPOs are regional transportation policy-making bodies established for the purpose of conducting continuing, cooperative and comprehensive (3-C) transportation planning in urbanized areas. In accordance with federal regulations, key work products of an MPO include development of: an annual Unified Planning Work Program (UPWP), an annual list of obligated projects, a bi-annual 4-year Transportation Improvement Program (TIP) and a long-range Metropolitan Transportation Plan (MTP) commonly called a Regional Transportation Plan (RTP). AAMPO must also demonstrate compliance with Title VI and other Non-discrimination requirements and facilitate an effective Public Involvement Plan.

## TRANSPORTATION IMPROVEMENT PROGRAM OVERVIEW

The Metropolitan Transportation Improvement Plan (MTIP, or simply TIP) is the formal programming mechanism by which the MPO allocates funding to surface transportation projects identified within RTP – the MPO’s long-range planning and visioning document. The TIP must identify all capital and non-capital surface transportation projects within the MPO planning area that are proposed for federal funding during fiscal years covered by the TIP. The TIP must also include any ‘regionally significant’ projects, whether or not they are proposed for federal funding.

The AAMPO TIP also serves as the programming mechanism for AAMPO 5307 transit funds and satisfies federal requirements that all recipients of FTA 5307 Urban Transit funds prepare a Program of Projects (POP) describing how those funds will be spent. The TIP development process also satisfies required public participation requirements for the POP.

Federal requirements for the TIP are outlined in 23CFR 450 and 49 U.S.C. 5303(j) and include the following:

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

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

**Projects:** The TIP must include all federally funded projects (including pedestrian walkways, bicycle facilities and transportation enhancement projects) to be funded under Title 23 and the Federal Transit Act and regionally significant projects requiring an action by FHWA regardless of funding source. Projects in the TIP must be consistent with the metropolitan transportation plan.

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

**TIP and Statewide Transportation Improvement Program (STIP) Relationship:** The frequency and cycle for updating the TIP must be compatible with processes for developing Oregon's Statewide Transportation Improvement Program (STIP). The STIP is a listing of transportation projects and programs that shows prioritization, funding, and scheduling of transportation projects and programs over four years. It includes projects on Oregon's interstate, federal, state, city, and county transportation systems. The STIP covers highway, passenger rail, public transit, bicycle and pedestrian projects, and includes projects in the National Parks, National Forests and Indian tribal lands in Oregon.

The current TIP expires when FHWA and FTA approval of the current STIP expires. After approval of the TIP by the Policy Board and the Governor, the TIP must be included without modification directly or by reference in the STIP. The portion of the STIP in the metropolitan planning area shall be developed by AAMPO in cooperation with ODOT STIP coordinators.

## TIP DEVELOPMENT

The TIP was developed in cooperation with the state and transit operators and in accordance with AAMPO's adopted policies and procedures. These include the IGA establishing the Albany Area MPO, the Policy on Allocation of Surface Transportation Block Grant Program Funds, and the AAMPO Public Participation Plan (PPP). The TIP was also developed in compliance with federal requirements for the FTA-required Program of Projects (POP).

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

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

Reasonable opportunity for public involvement was provided in adherence with the adopted AAMPO Public Participation Plan and federal requirements for the Program of Projects (POP). All TAC and Policy Board meetings are open to the public, with email notification of all meetings provided to local media, to the AAMPO Interested Parties email list, and posted on the MPO webpage. All meetings agendas include time for public comment. AAMPO hosted a 30-day public comment period and public hearing prior to adoption. Public notifications during the TIP development process stated that the public involvement activities and public review period for the TIP satisfied requirements for the POP.

Upon adoption of the TIP by the Policy Board, the approved TIP is approved by the Governor and incorporated in the STIP. Copies of the TIP are provided to FHWA, FTA, and made available to the general public on the AAMPO webpage. No additional action is required for the funding of these projects up to the dollar amounts programmed in the TIP. If additional funds become available or if a project experiences an unexpected delay, the Policy Board may select other projects from the TIP to take advantage of the additional funds or to replace a delayed project. The TIP may also be periodically amended to add, remove, or make adjustments to projects. The amendment process is described below.

## REVISIONS TO THE TIP

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

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

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

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

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

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

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

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

Administrative modifications are processed by MPO staff in cooperation with project sponsor and ODOT and are brought to the Policy Board as informational items. The following are examples of items that may be processed as administrative modifications:

- Changes in the total project cost that are less than either \$50,000 or 10% of the total project cost (whichever is greater)
- Moving less than \$100,000 in MPO STP/STBGP funds from one project phase to another previously approved phase within the same project where there is no change to total project STP/STBGP funding amount
- Minor changes in project or phase initiation dates
- Adding or deleting a phase other than construction
- Minor changes in funding sources for previously-included projects
- Splitting or combining individually listed projects, provided that these changes do not create major changes to overall cost, schedule, or scope
- Minor corrections to make the TIP consistent with naming conventions and project descriptions
- Minor corrections to fix typographical errors or missing data
- Adding an emergency repair and relief project that does not involve substantial change in function and location

## FINANCIAL PLAN

Federal regulations require that the TIP be fiscally-constrained, meaning that a 'reasonable anticipated funding source' be identified for all projects and project phases included in the TIP. The TIP must also include a financial plan illustrating how the approved TIP can be implemented, describing resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommending any additional financing strategies for needed projects and programs.

Each project programmed in the fiscally-constrained TIP has an identified funding source or combination of sources reasonably expected to be available during the planning period. All project cost estimates have been developed in cooperation with the local jurisdictions and other affected agencies. They are consistent with the Regional Transportation Plan project list and financial plan.

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

### **Federal Highway Administration Funds**

AAMPO annually receives approximately \$670,000 of federal Surface Transportation Block Grant Program (STBGP) funds through the Oregon Department of Transportation. For the purposes of the FFY18-21 TIP it was assumed that this funding level would remain unchanged over the four-year period, resulting in \$670,000 to be allocated to AAMPO in each federal fiscal year, totaling \$2,680,000 over the four year period, in addition to any funds remaining from prior allocations.

With the approval of the FAST Act authorizing federal transportation funding through 2020, the funding levels assumed in this document can be reasonably anticipated. However, because STBGP funds are allocated to AAMPO on an annual basis, actual funding levels may shift from year to year. Funds will be made available by ODOT during calendar years 2019, 2020, 2021, and 2022.

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

**Table 1: Status of FFY15-18 STP Allocations**

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

**Table 2: Anticipated FFY18-21 STBGP Allocations**

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

\*programmed during development of the FFY15-18 TIP

### **Federal Transit Administration Funds**

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

The TIP includes conservative assumptions for revenue and expenditures based on recent trends. These assumptions include limited service enhancements, relatively flat revenue, little increase in available local match, and regular capital expenses. The City of Albany programs vehicle replacements approximately every four years to account for regular replacement requirements and to leverage the 5307 funds available.

A key factor in the City of Albany's ability to access additional these federal 5307 and 5310 revenues is availability of local match. The match requirements for FTA 5307 funds are 20% for capital costs and 50% for operations. The projects programmed in this FFY18-21 TIP reflect a conservative estimate on reasonably anticipated matching funds from the City of Albany General Fund.

Each year, the City of Albany, as the operator of the Albany Transit System submits a financial statement and signed assurances and certifications to the FTA. Please contact ATS for copies of the certificates and

assurances. ATS can be contacted at the Albany Transit Center 112 Tenth Ave, SE, Albany, OR 97322 or by phone at (541) 917-7667.

## LIST OF PROJECTS

Federally funded and regionally- significant projects programmed in the AAMPO planning area are shown in *Table 3: AAMPO FFY18-21 TIP – Listing of Surface Transportation Projects* and *Table 4: AAMPO FFY18-21 TIP – Listing of Public Transportation Projects*. Projects include general descriptions and are listed by agency and year. A list of funding sources as well as a full list of acronyms are included as Appendices. Below are descriptions of information included in the tables.

**STIP Cycle** indicates which STIP document the project was programmed into

**Lead Agency** indicates the agency or jurisdiction facility implementing the project

**Key number** is the project number, assigned by ODOT, by which the project is known in the STIP. A project which covers several years may have a different key number for each year

**Project Name** is prepared based on ODOT conventions, and is the name by which the project is known in the State Transportation Improvement Program (STIP).

**Phase / Description** provides details about what the project entails, and is based on the description provided by the project sponsor. Phase indicates the type of work undertaken in the year indicated; this may include: planning (Plan), preliminary engineering (PE), right of way acquisition (ROW), utility relocation (UR), or construction (CN / Cons). Transit projects typically consist of operations support (Ops), preventative maintenance (PM) and capital support (CAP).

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

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

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

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

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

AAMPO FFY18-21 TIP – LISTING OF SURFACE TRANSPORTATION PROJECTS

Legend		
<b>Funding Sources</b>		<b>Phase Abbreviations</b>
5303: Transit funds for Planning, Research and Training	IOF: Immediate Opportunity Fund	Cap: Capital
5307: Transit funds Urban Operations Support	MS40: STP /STBGP Railway - Highway Hazard Elimination	CN: Construction
5309: Transit funds Capital and Operating Assistance	NHS: National Highway System	PE: Preliminary Engineering
5310: Transit funds Elderly and Disabled Services	NREC—TR: State Parks Recreational Trails Program	PLN: Planning
HBRR - Highway Bridge Rehabilitation and Replacement	OTIA: Oregon Transportation Investment Act	PM: Preventative Maintenance
HSIP: Highway Safety Improvement Program	SPWF: Special Public Works Fund	ROW: Right of Way Acquisition
	SRTS: Safe Routes to Schools	UR: Utility Relocation
	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	

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

Notes/ Amendments	STIP Cycle	Sponsor	Key Number	Project Name	Description	Phase	FFY	Fund 1	Fund 1 Share	Fund 2	Fund 2 Share	Fund 3	Fund 3 Share	Phase Total	Project Total
<b>ODOT</b>															
Slip from 15-18	15-18	ODOT	19930	I-5: Delaney Rd to Albany	Project Development (Preliminary Engineering) to add a third lane on I-5 between Delaney Road and Albany. MP 248.41 to 228.00. Eligible for 92.22% federal reimbursement.	PE	2017	Fix-it / Z460	\$2,691,900		\$308,100			\$3,000,000	\$3,000,000
Slip from 15-18	15-18	ODOT	19796	Area 3 & 4 Local Road Roadway Departure	Install roadway departure countermeasures. Zena Rd (99W-Hwy221), Cruickshank Rd (Hwy 18 - hwy223), NW Springhill Drive (Independence - Hwy 20)	PE CN	2017 2018	MS30 MS30	\$92,220 \$201,376	State State	\$7,780 \$16,989			\$100,000 \$218,365	\$318,365
Slip from 15-18	15-18	ODOT	19662	OR34 Safety Improvements from Interstate 5 to Corvallis	Safety improvements within and adjacent to AAMPO area. Install center median barrier, centerline rumble strips and enhanced intersection warning.	PE ROW CN	2016 2016 2017	HSIP HSIP HSIP	\$276,660 \$100,000.00 \$2,397,720	State State State	\$23,340 \$100,000.00 \$202,280	Linn County Linn County	\$200,000 \$410,000	\$500,000 \$200,000 \$3,010,000	\$3,710,000
Slip from 15-18	15-18	ODOT / Local Agency	18850	Corvallis to Albany Trail: Scenic Dr - Springhill	Complete NEPA and ROW purchase, construct off-highway multiuse path	ROW PE CN	2016 2016 2019	STP-FLX STP-FLX STP-FLX	\$202,522 \$292,904 \$1,789,024			Benton County Benton County	\$23,180 \$172,215	\$225,702 \$326,428 \$2,166,001	\$2,718,131

Slip from 15-18	15-18	ODOT	18849	I-5: South Jefferson I/C - Santiam Hwy I/C	Complete PE and begin ROW purchase for future development and construction of a SB on ramp at Knox Butte with an auxiliary lane to the Santiam Highway exit, and a NB lane from Knox Butte to about Viewcrest. MP 30.40 - 31.40. Amended 8.24 to move local funds from ROW to PE.	PE	2015	STP-FLX	\$1,977,232	State	\$251,677	City of Albany, Linn County	\$400,000	\$2,628,909	\$2,628,909
Slip from 15-18	15-18	ODOT	19390	I-5: N. Jefferson - N. Albany	I-5 resurfacing. Two projects combined - K19390 (I-5: N. JEFFERSON - N. ALBANY) and K18707 (I-5: S. JEFFERSON - N. ALBANY (NB))	PE	2015	STP-FLX	\$450,000		\$0			\$450,000	\$9,450,000
						CN	2017	STP-FLX	\$9,000,000					\$9,000,000	\$9,450,000
Slip from 15-18	15-18	ODOT Rail	19198	Hill and Water Ave: At Grade Crossing Signalization	Railroad crossing improvements				\$615,000		\$0		\$0	\$615,000	\$615,000
Slip from 15-18	15-18	ODOT	17752	Rail Crossing Improvements (UPRR) (Linn County)	Safety project. Install automatic signals at three crossings and lose two crossings between Albany and Eugene. Signal arms to be installed at Griffith Dr. in Tangent. Bid let 11/17/2016. Award date 12/01/2016. PE complete.	PE	2013	MS40	\$470,000					\$470,000	\$2,156,000
						RW	2016	MS40	\$179,000	S010	\$10,000			\$189,000	\$2,156,000
						CN	2016	MS40	\$400,000					\$400,000	\$2,156,000
						OT	2013	MS40	\$1,087,000					\$1,087,000	\$2,156,000
						UR	2016	MS40	\$10,000					\$10,000	\$2,156,000
Slip from 15-18	15-18	ODOT	18709	I5 -North Albany - Halsey (Resurfacing)	1R diamond grind and patch concrete preservation. Bid let 3/31/2018	PE	2016	STP-FLX	\$269,190.00	State	\$30,810.00			\$300,000	\$15,300,000
						CN	2018	STP-FLX	\$13,459,500	State	\$1,540,500			\$15,000,000	\$15,300,000
	18-21	ODOT	20428	US20: WILLAMETTE R (ELLSWORTH ST) BRIDGE	Planning for vertical clearance	PE	2018	Bridge / Z001	\$660,413	State	\$75,587			\$736,000	\$736,000
DRAFT	18-21	ODOT	20215	REGION 2 (CENTRAL) URBAN SIGNAL ENHANCEMENTS	Provide signal enhancements in various locations on OR-99E and US20 in Area 4. OR 99E (058) - 0.42 - 7.90;US 20 (016) - 0.49 - 1.87; US 20 (016) - 12.8 - 27.7;Geary St. @ Queen Avenue (Albany)	PE	2018	Safety / MS30	\$240,786	State	\$0	Local	\$20,314	\$261,100	\$1,830,000
						CN	2020	Safety / MS30	\$1,687,626	State	\$0	Local	\$142,374	\$1,830,000	\$1,830,000



City of Albany															
Slip from 15-18	15-18	City of Albany	19828	Hill Street Reconstruction (Queen to 34th)	Reconstruct 1.03 miles of Hill St, to provide two travel lanes, on-street parking and bike lanes. Curb ramp and sidewalk improvements at intersections to meet ADA standards. STP funds may be exchanged.	CN	FFY18	STP - Exchanged	\$2,332,000					\$2,332,000	\$2,332,000
Slip from 15-18		City of Albany	TBD	24th Ave (Hill to Geary)	Rehabilitation of deteriorated pavement. Construction of infill sidewalk and ADA curb ramps, and bike boulevard treatments. STP funds may be exchanged.	CN	FFY18	STP - Exchanged	\$94,000					\$94,000	\$94,000
	18-21	City of Albany	21175	Salem Avenue Street Improvement Project	Pavement preservation project on Salem Avenue from city limits west to rail crossing. Project will involve grind and 2nd overlay of pavement. Curb returns to be removed / replaced to ADA standards.	PE CN	FY19 FY20	STP - Exchanged STP - Exchanged	\$97,500 \$552,500					\$650,000	\$650,000
	18-21	City of Albany	21176	Queen Avenue Street Improvement Project	Pavement preservation project on Queen Avenue from Geary Street west to Highway 99E. The project will involve grind and 2nd overlay of existing pavement.	PE CN	FY18 FY19	STP - Exchanged STP - Exchanged	\$215,500 \$1,220,800					\$1,436,300	\$1,436,300
	18-21	City of Albany	21316	Lochner Road SE	Widen, pave and add bicycle and pedestrian facilities to Lochner Road Southeast	CN	FY18	SW IOF	\$1,000,000						\$1,000,000
														<b>ALBANY TOTAL</b>	<b>\$5,512,300</b>
Linn County															
Slip from 15-18	15-18	Linn County	19127	Linn County TSP Funding - 2015	Development of County Transportation System Plan. AAMPO FFY2015 STP Funds, exchanged.	PLN		STP	\$31,000	State	\$3,548		\$65,452	\$100,000	\$100,000
Slip from 15-18	15-18	Linn County	19125	Linn County TSP Funding - 2014	Development of County Transportation System Plan. AAMPO FFY2014 STP Funds, exchanged.	PLN		STP	\$31,000	State	\$3,548		\$65,452	\$100,000	\$100,000
Slip from 15-18	15-18	Linn County	18698	Old Salem Rd: Truax Creek Bridge Replacement	Replace bridge #22C08, MP 3.18-3.20. Amended 8/4/2016 to move \$6,000 from UR to CN. Bid let 12/25/2016.	Design ROW UR CN		STP-FLX STP-FLX STP-FLX	\$383,147 \$99,600 \$1,364,794				\$43,853 \$11,400 \$156,206	\$427,000 \$111,000 \$1,521,000	\$2,059,000

	18-21	Linn County	TBD	Old Salem Road Sidewalk Connectivity	Sidewalk, ramp, and access improvements to Old Salem Road, which is a major collector. Improvements will begin at milepost 0.18 and continue to milepost 0.86	PE CN	FFY17 FFY18	STP-Exchanged STP-Exchanged	\$70,000 \$343,000				\$70,000 \$343,000	\$70,000 \$343,000	<b>\$413,000</b>
	18-21	AAMPO	21237	US 20: COX CREEK – REEVES PARKWAY	Design for repaving between mile points 2.0 and 12.15	PE	2019	HB2017	\$400,000	ODOT					<b>\$400,000</b>
														<b>LINN TOTAL</b>	<b>\$4,872,000</b>
<b>Marion County</b>															
														<b>MARION TOTAL</b>	<b>\$0</b>
<b>Oregon Cascades West Council of Governments</b>															
Slip from 15-18	15-18	AAMPO	19829	ALBANY AREA 5303 FUNDING FOR 2016		PLN	2017	FTA 5303	\$37,119	ODOT	\$0	Local In-kind	\$4,248	\$41,367	<b>\$41,367</b>
Slip from 15-18	15-18	AAMPO	19813	ALBANY AREA MPO PLANNING FFY 2016		PLN	2017	FHWA PL	\$116,749	ODOT	\$13,362	Local In-kind	\$0	\$130,111	<b>\$130,111</b>
DRAFT	18-21	AAMPO	TBD	ALBANY AREA 5303 FUNDING FOR 2017-18		PLN	2018	FTA 5303	\$37,389	ODOT	\$0	Local In-kind	\$4,279	\$41,668	<b>\$41,668</b>
DRAFT	18-21	AAMPO	TBD	ALBANY AREA MPO PLANNING FFY 2017-18		PLN	2018	FHWA PL	\$116,857	ODOT	\$13,375	Local In-kind	\$0	\$130,232	<b>\$130,232</b>
	18-21	AAMPO	21273	ALBANY AREA MPO PLANNING SFY19		PLN	2019	FHWA PL	\$133,518	FTA5303	\$41,720	Carryover	\$226,980		<b>\$402,218</b>
DRAFT	18-21	AAMPO	20600	ALBANY AREA MPO PLANNING SFY22		PLN	FY22	PL/5303	\$164,527	ODOT	\$14,218	Local In-kind	\$4,613	\$183,358	<b>\$183,358</b>
DRAFT	18-21	AAMPO	20599	ALBANY AREA MPO PLANNING SFY21		PLN	FY21	PL/5303	\$164,527	ODOT	\$14,218	Local In-kind	\$4,613	\$183,358	<b>\$183,358</b>
DRAFT	18-21	AAMPO	20598	ALBANY AREA MPO PLANNING SFY20		PLN	FY20	PL/5303	\$164,527	ODOT	\$14,218	Local In-kind	\$4,613	\$183,358	<b>\$183,358</b>
21324	OCWCOG	Cascades West COG Transportation Options (FFY18, 19, 20)	38254	Funding to promote & encourage the use of carpools, vanpools, transit, bicycling, walking and teleworking. Continues existing carpool matching, regional vanpool services and community outreach programs managed by OCWCOG. Investment occurs throughout the entire OCWCOG with an undetermined portion of funds to be used within the Albany and Corvallis MPO boundaries. Federal funds dedicated to Rideshare require no match.			FY18, 19,20			ODOT	\$343,870.35				\$343,870.35

										<b>OCWCOG TOTAL</b>	<b>\$1,639,540</b>
<b>Benton County</b>											
	18-21	Benton County	21172	Springhill Drive Overlay	The Springhill Drive Overlay project would go from Hickory Street to Independence Highway (7.6 miles) and consist of a minimum of two inches of asphalt. Portion in City limits with existing curb and gutters from Hickory to North Point would include a grind and inlay.	PE	FFY18	STP-Exchange	\$64,000		
						CN	FY19	STP-Exchange	\$576,000		
										\$640,000	
										<b>BENTON TOTAL</b>	<b>\$640,000</b>
										<b>SURFACE TRANSPORTATION PROJECT TOTAL</b>	<b>\$58,887,610</b>

AAMPO FFY18-21 TIP – LISTING OF PUBLIC TRANSPORTATION PROJECTS

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

Key #	STIP Cycle	Lead Agency	Project Description	FFY Allocated	Fiscal Year Service	Federal Source	Federal Amt	Match Source	Match Amt	Total All Sources	Annual Total
19637	15-18	City of Albany (ATS)	LINN CO - 5310 FTA ENHANCED MOBILITY PROGRAM (2016)	FFY15	FY16-17	5310	\$110,130	State and Local 20%	\$27,352 (\$13,766 State and \$13,766 Local)	\$137,482	
19579	15-18	City of Albany (ATS)	FY15 Loop Operations (AAMPO 5307)	FFY15	FY15-16	5307	\$132,000		\$132,000	\$264,000	<b>\$401,482</b>
19816	15 -18	City of Albany (ATS)	FY16 Loop Operations (CAMPO 5307)	FFY16	FY16-17	5307	\$135,960	Local - Partnership Funds 50:50	\$135,960	\$271,920	
19817	15 -18	City of Albany (ATS)	FY16 Loop Operations (AAMPO 5307)	FFY16	FY16-17	5307	\$135,960	Local - Partnership Funds 50:50	\$135,960	\$271,920	
19818	15 -18	City of Albany (ATS)	FY16 Loop Preventative Maintenance (AAMPO 5307)	FFY16	FY16-17	5307	\$36,000	Local - partnership revenue 80:20	\$9,000	\$45,000	
19819	15 -18	City of Albany (ATS)	FY16 ATS Operations	FFY16	FY16-17	5307	\$181,518	City of Albany 50:50	\$281,518	\$363,036	
19820	15 -18	City of Albany (ATS)	FY16 ATS Preventative Maintenance	FFY16	FY16-17	5307	\$41,600	City of Albany 80:20	\$10,400	\$52,000	
19821	15 -18	City of Albany (ATS)	FY16 ATS 1% for safety improvements	FFY16	FY16-17	5307	\$9,279	City of Albany 80:20	\$2,320	\$11,599	
19822	15 -18	City of Albany (ATS)	FY16 ATS ADA Paratransit	FFY16	FY16-17	5307	\$40,000	City of Albany 50:50	\$40,000	\$80,000	
19823	15 -18	City of Albany (ATS)	FY16 First 20% ATS ADA Paratransit operating funds	FFY16	FY16-17	5307	\$185,589	City of Albany 80:20	\$46,397	\$231,986	
19824	15 -18	City of Albany (ATS)	FY16 ATS Paratransit capital	FFY16	FY16-17	5307	\$80,000	City of Albany 80:20	\$20,000	\$100,000	
19825	15 -18	City of Albany (ATS)	FY16 ATS Paratransit PM	FFY16			\$18,000	City of Albany 80:20	\$4,500	\$22,500	

19827	15 -18	City of Albany (ATS)	FY16 ATS Capital	FFY16			\$200,000	City of Albany 80:20	\$50,000	\$250,000	<b>\$1,699,961</b>
	15 -18	City of Albany (ATS)	Linn County 5310 Enhanced Mobility Program (2017)	FFY17	FY17-18	5310	\$95,000	Local 20%	\$23,750	\$118,750	
	15 -18	City of Albany (ATS)	FY17 Loop Operations (CAMPO 5307)	FFY17	FY17-18	5307	\$140,039	Local - Partnership Funds 50:50	\$140,039	\$280,078	
	15 -18	City of Albany (ATS)	FY17 Loop Operations (AAMPO 5307)	FFY17	FY17-18	5307	\$140,039	Local - Partnership Funds 50:50	\$140,039	\$280,078	
	15 -18	City of Albany (ATS)	FY17 Loop Preventative Maintenance (AAMPO 5307)	FFY17	FY17-18	5307	\$36,000	Local - partnership revenue 80:20	\$9,000	\$45,000	
	15 -18	City of Albany (ATS)	FY17 ATS Operations	FFY17	FY17-18	5307	\$315,640	City of Albany 50:50	\$315,640	\$631,280	
	15 -18	City of Albany (ATS)	FY17 ATS Preventative Maintenance	FFY17	FY17-18	5307	\$41,600	City of Albany 80:20	\$10,400	\$52,000	
	15 -18	City of Albany (ATS)	FY17 ATS 1% for safety improvements	FFY17	FY17-18	5307	\$9,000	City of Albany 80:20	\$2,250	\$11,250	
	15 -18	City of Albany (ATS)	FY17 ATS ADA Paratransit	FFY17	FY17-18	5307	\$117,000	City of Albany 50:50	\$117,000	\$234,000	
	15 -18	City of Albany (ATS)	FY17 First 10% ATS ADA Paratransit operating funds	FFY17	FY17-18	5307	\$90,000	City of Albany 80:20	\$22,500	\$112,500	
	15 -18	City of Albany (ATS)	FY17 ATS capital	FFY17	FY17-18	5307	\$160,000	City of Albany 80:20	\$40,000	\$200,000	<b>\$1,964,936</b>
	18 - 21	City of Albany (ATS)	Linn County 5310 Enhanced Mobility Program (2018)	FFY18	FY18-19	5310	\$95,000	Local 20%	\$23,750	\$118,750	
	18 - 21	City of Albany (ATS)	FY18 Loop Operations (CAMPO 5307)	FFY18	FY18-19	5307	\$144,240	Local - Partnership Funds 50:50	\$144,240	\$288,480	
	18 - 21	City of Albany (ATS)	FY18 Loop Operations (AAMPO 5307)	FFY18	FY18-19	5307	\$144,240	Local - Partnership Funds 50:50	\$144,240	\$288,480	
	18 - 21	City of Albany (ATS)	FY18 Loop Preventative Maintenance (AAMPO 5307)	FFY18	FY18-19	5307	\$36,000	Local - partnership revenue 80:20	\$9,000	\$45,000	
	18 - 21	City of Albany (ATS)	FY18 ATS Operations	FFY18	FY18-19	5307	\$315,640	City of Albany 50:50	\$315,640	\$631,280	
	18 - 21	City of Albany (ATS)	FY18 ATS Preventative Maintenance	FFY18	FY18-19	5307	\$41,600	City of Albany 80:20	\$10,400	\$52,000	
	18 - 21	City of Albany (ATS)	FY18 ATS 1% for Safety Improvements	FFY18	FY18-19	5307	\$9,000	City of Albany 80:20	\$2,250	\$11,250	
	18 - 21	City of Albany (ATS)	FY18 ATS ADA Paratransit	FFY18	FY18-19	5307	\$117,000	City of Albany 50:50	\$117,000	\$234,000	
	18 - 21	City of Albany (ATS)	FY18 First 20% ATS ADA Paratransit Operating Funds	FFY18	FY18-19	5307	\$90,000	City of Albany 80:20	\$22,500	\$112,500	
	18 - 21	City of Albany (ATS)	FY18 ATS Capital	FFY18	FY18-19	5307	\$160,000	City of Albany 80:20	\$40,000	\$200,000	<b>\$1,981,740</b>
	18 - 21	City of Albany (ATS)	Linn County 5310 Enhanced Mobility Program (2019)	FFY19	FY19-20	5310	\$0	Local 20%	\$0	\$0	
	18 - 21	City of Albany (ATS)	FY19 Loop Operations (CAMPO 5307)	FFY19	FY19-20	5307	\$148,570	Local - Partnership Funds 50:50	\$148,570	\$297,140	
	18 - 21	City of Albany (ATS)	FY19 Loop Operations (AAMPO 5307)	FFY19	FY19-20	5307	\$148,570	Local - Partnership Funds 50:50	\$148,570	\$297,140	
	18 - 21	City of Albany (ATS)	FY19 Loop Preventative Maintenance (AAMPO 5307)	FFY19	FY19-20	5307	\$52,000	Local - partnership revenue 80:20	\$13,000	\$65,000	
	18 - 21	City of Albany (ATS)	FY19 ATS Operations	FFY19	FY19-20	5307	\$325,000	City of Albany 50:50	\$325,000	\$650,000	
	18 - 21	City of Albany (ATS)	FY19 ATS Preventative Maintenance	FFY19	FY19-20	5307	\$52,000	City of Albany 80:20	\$13,000	\$65,000	
	18 - 21	City of Albany (ATS)	FY19 ATS 1% for safety improvements	FFY19	FY19-20	5307	\$9,508	City of Albany 80:20	\$2,377	\$11,885	
	18 - 21	City of Albany (ATS)	FY19 ATS ADA Paratransit	FFY19	FY19-20	5307	\$68,590	City of Albany 50:50	\$68,590	\$137,180	
	18 - 21	City of Albany (ATS)	FY19 First 20% ATS ADA Paratransit Operating Funds	FFY19	FY19-20	5307	\$190,161	City of Albany 80:20	\$47,540	\$237,701	
	18 - 21	City of Albany (ATS)	FY19 ATS ADA Paratransit Capital	FFY19	FY19-20	5307	\$80,000	City of Albany 80:20	\$20,000	\$100,000	

18 - 21	City of Albany (ATS)	FY19 ATS ADA Paratransit Preventative Maintenance	FFY19	FY19-20	5307	\$25,000	City of Albany 80:20	\$6,250	\$31,250	<b>\$1,892,296</b>
18 - 21	City of Albany (ATS)	Linn County 5310 Enhanced Mobility Program (2020)	FFY20	FY20-21	5310	\$0	Local 20%	\$0	\$0	
18 - 21	City of Albany (ATS)	FY20 Loop Operations (CAMPO 5307)	FFY20	FY20-21	5307	\$153,000	Local - Partnership Funds 50:50	\$153,000	\$306,000	
18 - 21	City of Albany (ATS)	FY20 Loop Operations (AAMPO 5307)	FFY20	FY20-21	5307	\$153,000	Local - Partnership Funds 50:50	\$153,000	\$306,000	
18 - 21	City of Albany (ATS)	FY20 Loop Preventative Maintenance (AAMPO 5307)	FFY20	FY20-21	5307	\$52,000	Local - partnership revenue 80:20	\$13,000	\$65,000	
18 - 21	City of Albany (ATS)	FY20 ATS Operations	FFY20	FY20-21	5307	\$334,750	City of Albany 50:50	\$334,750	\$669,500	
18 - 21	City of Albany (ATS)	FY20 ATS Preventative Maintenance	FFY20	FY20-21	5307	\$52,000	City of Albany 80:20	\$13,000	\$65,000	
18 - 21	City of Albany (ATS)	FY20 ATS 1% for safety improvements	FFY20	FY20-21	5307	\$9,794	City of Albany 80:20	\$2,449	\$12,243	
18 - 21	City of Albany (ATS)	FY20 ATS ADA Paratransit	FFY20	FY20-21	5307	\$56,976	City of Albany 50:50	\$56,976	\$113,952	
18 - 21	City of Albany (ATS)	FY20 First 20% ATS ADA Paratransit Operating Funds	FFY20	FY20-21	5307	\$195,880	City of Albany 80:20	\$48,970	\$244,850	
18 - 21	City of Albany (ATS)	FY20 ATS Capital	FFY20	FY20-21	5307	\$100,000	City of Albany 80:20	\$25,000	\$125,000	
18 - 21	City of Albany (ATS)	FY20 ATS ADA Paratransit Preventative Maintenance	FFY20	FY20-21	5307	\$25,000	City of Albany 80:20	\$6,250	\$31,250	<b>\$1,938,795</b>
18 - 21	City of Albany (ATS)	Linn County 5310 Enhanced Mobility Program (2021)	FFY21	FY21-22	5310	\$0	Local 20%	\$0	\$0	
18 - 21	City of Albany (ATS)	FY21 Loop Operations (CAMPO 5307)	FFY21	FY21-22	5307	\$157,600	Local - Partnership Funds 50:50	\$157,600	\$315,200	
18 - 21	City of Albany (ATS)	FY21 Loop Operations (AAMPO 5307)	FFY21	FY21-22	5307	\$157,600	Local - Partnership Funds 50:50	\$157,600	\$315,200	
18 - 21	City of Albany (ATS)	FY21 Loop Preventative Maintenance (AAMPO 5307)	FFY21	FY21-22	5307	\$52,000	Local - partnership revenue 80:20	\$13,000	\$65,000	
18 - 21	City of Albany (ATS)	FY21 ATS Operations	FFY21	FY21-22	5307	\$344,792	City of Albany 50:50	\$344,792	\$689,584	
18 - 21	City of Albany (ATS)	FY21 ATS Preventative Maintenance	FFY21	FY21-22	5307	\$52,000	City of Albany 80:20	\$13,000	\$65,000	
18 - 21	City of Albany (ATS)	FY21 ATS 1% for safety improvements	FFY21	FY21-22	5307	\$10,088	City of Albany 80:20	\$2,522	\$12,610	
18 - 21	City of Albany (ATS)	FY21 ATS ADA Paratransit	FFY21	FY21-22	5307	\$65,560	City of Albany 50:50	\$65,560	\$131,120	
18 - 21	City of Albany (ATS)	FY21 First 20% ATS ADA Paratransit Operating Funds	FFY21	FY21-22	5307	\$201,760	City of Albany 80:20	\$50,440	\$252,200	
18 - 21	City of Albany (ATS)	FY21 ATS Capital	FFY21	FY21-22	5307	\$100,000	City of Albany 80:20	\$25,000	\$125,000	
18 - 21	City of Albany (ATS)	FY21 ATS ADA Paratransit Preventative Maintenance	FFY21	FY21-22	5307	\$25,000	City of Albany 80:20	\$6,250	\$31,250	<b>\$2,002,164</b>
<b>TOTAL</b>									<b>\$11,881,374</b>	

APPENDIX A: STATUS OF FFY15-18 TIP PROJECTS

Status of Surface Transportation Projects

Key #	Sponsor	Project Name	Description	Status	Phase	FFY	Fund 1	Fund 1 Share	Fund 2	Fund 2 Share	Fund 3	Fund 3 Share	Phase Total	Project Total
19930	ODOT	I-5: Delaney Rd to Albany	Project Development (Preliminary Engineering) to add a third lane on I-5 between Delaney Road and Albany. MP 248.41 to 228.00. Eligible for 92.22% federal reimbursement.	Approved to commence.	PE	2017	Fix-it / Z460	\$2,691,900		\$308,100			\$3,000,000	
														<b>\$3,000,000</b>
19796	ODOT	Area 3 & 4 Local Road Roadway Departure	Install roadway departure countermeasures. Zena Rd (99W-Hwy221), Cruickshank Rd (Hwy 18 - hwy223), NW Springhill Drive (Independence - Hwy 20)	Approved to commence. Bid let 9/30/2018	PE	2017	MS30	\$92,220	State	\$7,780			\$100,000	
					CN	2018	MS30	\$201,376	State	\$16,989			\$218,365	
														<b>\$318,365</b>
19662	ODOT	OR34 Safety Improvements from Interstate 5 to Corvallis	Safety improvements within and adjacent to AAMPO area. Install center median barrier, centerline rumble strips and enhanced intersection warning.	Approved to commence. Bid let 9/14/2017	PE	2016	HSIP	\$276,660	State	\$23,340	Linn County	\$200,000	\$500,000	
					ROW	2016	HSIP	\$100,000.00	State	\$100,000.00			\$200,000	
					CN	2017	HSIP	\$2,397,720	State	\$202,280	Linn County	\$410,000	\$3,010,000	
														<b>\$3,710,000</b>
18850	ODOT / Local Agency	Corvallis to Albany Trail: Scenic Dr - Springhill	Complete NEPA and ROW purchase, construct off-highway multiuse path	Approved to Commence. Bid let 7/26/2018	ROW	2016	STP-FLX	\$202,522			Benton County	\$23,180	\$225,702	
					PE	2016	STP-FLX	\$292,904	State	\$33,524			\$326,428	
					CN	2017	STP-FLX	\$1,789,024	State	\$204,762	Benton County	\$172,215	\$2,166,001	
								<b>\$2,284,450</b>		<b>\$238,286</b>		<b>\$172,215</b>		<b>\$2,718,131</b>
18849	ODOT	I-5: South Jefferson I/C - Santiam Hwy I/C	Complete PE and begin ROW purchase for future development and construction of a SB on ramp at Knox Butte with an auxiliary lane to the Santiam Highway exit, and a NB lane from Knox Butte to about Viewcrest. MP 30.40 - 31.40. Amended 8.24 to move local funds from ROW to PE. Adjusted 5.22.18: ROW will take place 2019	Authorized on 9/17/2015	PE	2015	STP-FLX	\$1,977,232	State	\$251,677	City of Albany, Linn County	\$400,000	\$2,628,909	
														<b>\$2,628,909</b>
18709	ODOT	I-5: N. Albany - Halsey	Resurfacing	Approved to commence. Bid let 3/31/2018				\$13,728,690	State	\$1,571,310		\$0	\$15,300,000	<b>\$15,300,000</b>
19390	ODOT	I-5: N. Jefferson - N. Albany	I-5 resurfacing. Two projects combined - K19390 (I-5: N. JEFFERSON - N. ALBANY) and K18707 (I-5: S. JEFFERSON - N. ALBANY (NB))	Bid let 4/27/2017. Target Date 03/09/2017	PE	2015	STP-FLX	\$450,000		\$0			\$450,000	
					CN	2017	STP-FLX	\$9,000,000					\$9,000,000	
														<b>\$9,450,000</b>

19198	ODOT Rail	Hill and Water Ave: At Grade Crossing Signalization	Railroad crossing improvements	Authorized 2/19/2015				\$615,000		\$0		\$0	\$615,000	\$615,000
19129	ODOT	US30 & OR34 Continuous Left Turn Lane Rumble Strips	Install rumble strips from Corvallis city limits to Lebanon city limits, to address lane departure crashes. Includes rumble strips through Tangent city limits. MP 1.22 - 13.27. In combination with similar improvements on US30.	Bid Let 10/8/2015. Award 10/21/2015	PE	2015	HSIP	\$80,000.00					\$80,000	
					CN	2015	HSIP	\$176,606.00					\$176,606	
														\$256,606
14863	ODOT	I-5: S Jefferson Intch - US20 Intch (Development)	Modernization. Work complete. Project commencing to development under #18849.	COMPLETE	PE	2015	NHS	\$2,883,025	State	\$329,975	Local	\$612,000	\$3,825,000	\$3,825,000
17752	ODOT	R_Rail Crossing Improvements (UPRR) (Linn County)	Safety project. Install automatic signals at three crossings and lose two crossings between Albany and Eugene. Signal arms to be installed at Griffith Dr. in Tangent.	Award date 12/1/2016. PE and OT Complete.	PE	2013	MS40	\$470,000					\$470,000	
					RW	2016	MS40	\$179,000	S010	\$10,000			\$189,000	
					CN	2016	MS40	\$400,000					\$400,000	
					OT	2013	MS40	\$1,087,000					\$1,087,000	
					UR	2016	MS40	\$10,000					\$10,000	
														\$2,156,000
18709	ODOT	I5 -North Albany - Halsey (Resurfacing)	1R diamond grind and pack concrete preservation	Approved to commence. Bid let date 3/31/2018	PE	2016	STP-FLX	\$269,190.00	State	\$30,810.00			\$300,000	
					CN	2018	STP-FLX	\$13,459,500	State	\$1,540,500			\$15,000,000	\$15,300,000
21185	ODOT	Queen Ave Railroad Crossing	Upgrade existing railroad warning devices	Approved	PE RW UR CN OT	FY18 FY19 FY19 FY20 FY20		\$100,000 \$15,000 \$5,000 \$200,000 \$1,000,000						
														\$1,320,000
21192	ODOT	Culver rehabilitation	Rehabilitate 18 small culverts along using trenchless technologies along the I-5 corridor between MP 187 and 267	Approved	PE CN	FY18 FY20		\$600,000 \$2,069,500						\$2,669,500
19828	City of Albany	Hill Street Reconstruction (Queen to 34th)	Reconstruct 1.03 miles of Hill St, to provide two travel lanes, on-street parking and bike lanes. Curb ramp and sidewalk improvements at intersections to meet ADA standards. STP funds may be exchanged.	Approved. Bid Let Date 09/30/2016	CN	FFY18	STP - Exchange	\$2,332,000					\$2,332,000	\$2,332,000
	City of Albany	24th Ave (Hill to Geary)	Rehabilitation of deteriorated pavement. Construction of infill sidewalk and ADA curb ramps, and bike boulevard treatments. STP funds may be exchanged.		CN	FFY18	STP - Exchange	\$94,000					\$94,000	\$94,000
18115	City of Albany	Gibson Hill Rd: Scenic Dr - N Albany Rd (Albany)		Bid let 3/12/2015				\$1,308,283	State	\$149,739			\$1,458,022	\$1,458,022
	Linn County	Old Salem Rd Preservation and Safety	Extend curb, gutter and sidewalk on the west side and bicycle lanes on both sides. Pavement preservation for 200 ft, in	Approved to commence	CN	FFY17	STP - Exchange	\$281,000					\$281,000	\$281,000

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

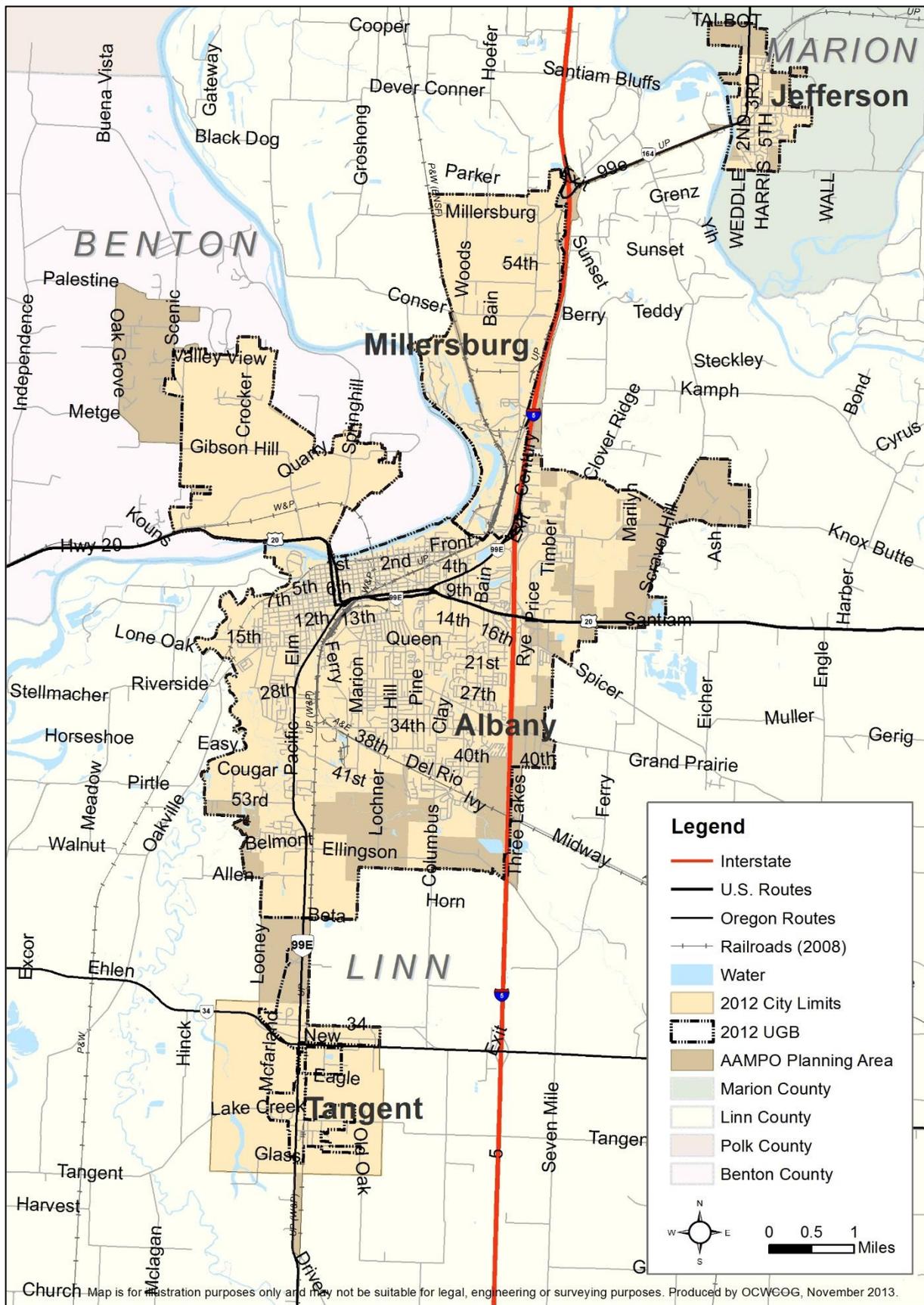
Status of FY15-18 Surface Transportation Projects

Key #	STIP Cycle	Lead Agency	Project Description	Status	FFY Allocated	Fiscal Year Service	Federal Source	Federal Amt	Match Source	Match Amt	Total All Sources
19637	15 -18	City of Albany (ATS)	Linn County 5310 Enhanced Mobility Program (2015)	Approved to commence - slip	FFY15	FY15-16	5310	\$110,130	Local 20%	\$27,534	\$137,664
19621	15 -18	City of Albany (ATS)	City of Albany - 5310 E&D Transit Capital STP Transfer (2015-17)	Approved to commence - slip	FFY15	FY15-16	5310	\$23,394	Local 10.27%	\$2,678	\$26,072
19486	15 -18	City of Albany (ATS)	City of Albany Bus & Bus Facilities Prog (5539) - 2014	Approved to commence - slip	FFY15	FY15-16	5339	\$348,600	Local 17%	\$71,400	\$420,000
19516	15 -18	City of Albany (ATS)	FY15 Loop Operations (CAMPO 5307)	OBLIGATED PER 9/25/15	FFY15	FY15-16	5307	\$132,000	Local - Partnership Funds 50:50	\$132,000	\$264,000
19579	15 -18	City of Albany (ATS)	FY15 Loop Operations (AAMPO 5307)	Approved to commence - slip	FFY15	FY15-16	5307	\$132,000	Local - Partnership Funds 50:50	\$132,000	\$264,000
19519	15 -18	City of Albany (ATS)	FY15 Loop Preventative Maintenance (AAMPO 5307)	OBLIGATED PER 9/25/15	FFY15	FY15-16	5307	\$30,600	Local - partnership Funds 80:20	\$7,650	\$38,250
19521	15 -18	City of Albany (ATS)	FY15 ATS Operations	OBLIGATED PER 9/25/15	FFY15	FY15-16	5307	\$447,756	City of Albany 50:50	\$447,756	\$895,512
19522	15 -18	City of Albany (ATS)	FY15 ATS Preventative Maintenance	OBLIGATED PER 9/25/15	FFY15	FY15-16	5307	\$41,600	City of Albany 80:20	\$10,400	\$52,000
19523	15 -18	City of Albany (ATS)	FY15 ATS 1% for safety improvements	OBLIGATED PER 9/25/15	FFY15	FY15-16	5307	\$6,034	City of Albany 80:20	\$1,508	\$7,542
19524	15 -18	City of Albany (ATS)	FY15 ATS ADA Paratransit	OBLIGATED PER 9/25/15	FFY15	FY15-16	5307	\$116,678	City of Albany 50:50	\$116,678	\$233,356
19525	15 -18	City of Albany (ATS)	FY15 First 10% ATS ADA Paratransit operating funds	OBLIGATED PER 9/25/15	FFY15	FY15-16	5307	\$90,518	City of Albany 80:20	\$22,630	\$113,148
19526	15 -18	City of Albany (ATS)	FY15 ATS Paratransit capital	OBLIGATED PER 9/25/15	FFY15	FY15-16	5307	\$40,000	City of Albany 80:20	\$10,000	\$50,000
19635	15 -18	City of Albany (ATS)	Linn County 5310 Enhanced Mobility Program (2016)	OBLIGATED PER 9/25/15	FFY15	FY16-17	5310	\$110,130	Local 20%	\$27,534	\$137,664
19816	15 -18	City of Albany (ATS)	FY16 Loop Operations (CAMPO 5307)	Approved to commence - slip	FFY16	FY16-17	5307	\$135,960	Local - Partnership Funds 50:50	\$135,960	\$271,920

19817	15 -18	City of Albany (ATS)	FY16 Loop Operations (AAMPO 5307)	Approved to commence - slip	FFY16	FY16-17	5307	\$135,960	Local - Partnership Funds 50:50	\$135,960	\$271,920
19818	15 -18	City of Albany (ATS)	FY16 Loop Preventative Maintenance (AAMPO 5307)	Approved to commence - slip	FFY16	FY16-17	5307	\$36,000	Local - partnership Funds 80:20	\$9,000	\$45,000
19819	15 -18	City of Albany (ATS)	FY16 ATS Operations	Approved to commence - slip	FFY16	FY16-17	5307	\$181,518	City of Albany 50:50	\$281,518	\$363,036
19820	15 -18	City of Albany (ATS)	FY16 ATS Preventative Maintenance	Approved to commence - slip	FFY16	FY16-17	5307	\$41,600	City of Albany 80:20	\$10,400	\$52,000
19821	15 -18	City of Albany (ATS)	FY16 ATS 1% for safety improvements	Approved to commence - slip	FFY16	FY16-17	5307	\$9,279	City of Albany 80:20	\$2,320	\$11,599
19822	15 -18	City of Albany (ATS)	FY16 ATS ADA Paratransit	Approved to commence - slip	FFY16	FY16-17	5307	\$40,000	City of Albany 50:50	\$40,000	\$80,000
19823	15 -18	City of Albany (ATS)	FY16 First 20% ATS ADA Paratransit operating funds	Approved to commence - slip	FFY16	FY16-17	5307	\$185,589	City of Albany 80:20	\$46,397	\$231,986
19824	15 -18	City of Albany (ATS)	FY16 ATS Paratransit Capital	Approved to commence - slip	FFY16	FY16-17	5307	\$80,000	City of Albany 80:20	\$20,000	\$100,000
19825	15 -18	City of Albany (ATS)	FY16 ATS Paratransit PM	Approved to commence - slip	FFY16	FY16-18	5307	\$18,000	City of Albany 80:20	\$4,500	\$22,500
19827	15 -18	City of Albany (ATS)	FY16 ATS Capital	Approved to commence - slip	FFY16	FY16-19	5307	\$200,000	City of Albany 80:20	\$50,000	\$250,000
	15 -18	City of Albany (ATS)	Linn County 5310 Enhanced Mobility Program (2017)	Approved to commence - slip	FFY17	FY17-18	5310	\$95,000	Local 20%	\$23,750	\$118,750
	15 -18	City of Albany (ATS)	FY17 Loop Operations (CAMPO 5307)	Approved to commence - slip	FFY17	FY17-18	5307	\$140,039	Local - Partnership Funds 50:50	\$140,039	\$280,078
	15 -18	City of Albany (ATS)	FY17 Loop Operations (AAMPO 5307)	Approved to commence - slip	FFY17	FY17-18	5307	\$140,039	Local - Partnership Funds 50:50	\$140,039	\$280,078
	15 -18	City of Albany (ATS)	FY17 Loop Preventative Maintenance (AAMPO 5307)	Approved to commence - slip	FFY17	FY17-18	5307	\$36,000	Local - partnership Funds 80:20	\$9,000	\$45,000
	15 -18	City of Albany (ATS)	FY17 ATS Operations	Approved to commence - slip	FFY17	FY17-18	5307	\$315,640	City of Albany 50:50	\$315,640	\$631,280
	15 -18	City of Albany (ATS)	FY17 ATS Preventative Maintenance	Approved to commence - slip	FFY17	FY17-18	5307	\$41,600	City of Albany 80:20	\$10,400	\$52,000
	15 -18	City of Albany (ATS)	FY17 ATS 1% for safety improvements	Approved to commence - slip	FFY17	FY17-18	5307	\$9,000	City of Albany 80:20	\$2,250	\$11,250
	15 -18	City of Albany (ATS)	FY17 ATS ADA Paratransit	Approved to commence - slip	FFY17	FY17-18	5307	\$117,000	City of Albany 50:50	\$117,000	\$234,000
	15 -18	City of Albany (ATS)	FY17 First 10% ATS ADA Paratransit operating funds	Approved to commence - slip	FFY17	FY17-18	5307	\$90,000	City of Albany 80:20	\$22,500	\$112,500
	15 -18	City of Albany (ATS)	FY17 ATS capital	Approved to commence - slip	FFY17	FY17-18	5307	\$160,000	City of Albany 80:20	\$40,000	\$200,000
	15 -18	City of Albany (ATS)	Linn County 5310 Enhanced Mobility Program (2018)	Approved to commence - slip	FFY18	FY18-19	5310	\$95,000	Local 20%	\$23,750	\$118,750
	15 -18	City of Albany (ATS)	FY18 Loop Operations (CAMPO 5307)	Approved to commence - slip	FFY18	FY18-19	5307	\$144,240	Local - Partnership Funds 50:50	\$144,240	\$288,480
	15 -18	City of Albany (ATS)	FY18 Loop Operations (AAMPO 5307)	Approved to commence - slip	FFY18	FY18-19	5307	\$144,240	Local - Partnership Funds 50:50	\$144,240	\$288,480
	15 -18	City of Albany (ATS)	FY18 Loop Preventative Maintenance (AAMPO 5307)	Approved to commence - slip	FFY18	FY18-19	5307	\$36,000	Local - partnership Funds 80:20	\$9,000	\$45,000
	15 -18	City of Albany (ATS)	FY18 ATS Operations	Approved to commence - slip	FFY18	FY18-19	5307	\$315,640	City of Albany 50:50	\$315,640	\$631,280
	15 -18	City of Albany (ATS)	FY18 ATS Preventative Maintenance	Approved to commence - slip	FFY18	FY18-19	5307	\$41,600	City of Albany 80:20	\$10,400	\$52,000
	15 -18	City of Albany (ATS)	FY18 ATS 1% for safety improvements	Approved to commence - slip	FFY18	FY18-19	5307	\$9,000	City of Albany 80:20	\$2,250	\$11,250
	15 -18	City of Albany (ATS)	FY18 ATS ADA Paratransit	Approved to commence - slip	FFY18	FY18-19	5307	\$117,000	City of Albany 50:50	\$117,000	\$234,000
	15 -18	City of Albany (ATS)	FY18 First 10% ATS ADA Paratransit operating funds	Approved to commence - slip	FFY18	FY18-19	5307	\$90,000	City of Albany 80:20	\$22,500	\$112,500
	15 -18	City of Albany (ATS)	FY18 ATS capital	Approved to commence - slip	FFY18	FY18-19	5307	\$160,000	City of Albany 80:20	\$40,000	\$200,000

APPENDIX B: AAMPO PLANNING AREA MAPS





## APPENDIX C: AAMPO POLICY ON ALLOCATION OF STBGP FUNDS

### Policy on Allocation of STBGP Funds

#### A. Funding Allocation

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

1. Allocate the majority of Surface Transportation Block Grant Program (STBGP) funds in each adopted Transportation Improvement Program to preservation and maintenance of the existing transportation system.
2. Provide support and give due considerations to all jurisdictions' projects, using an equitable review process.
3. Funds that are not used on the project for which they have been allocated should return to the MPO for reallocation according to the adopted *Policy on Allocation of STBGP Funds*. The jurisdiction from whom the funds may be reallocated can petition to retain the funds for another project. This request can be granted in extenuating circumstances at the discretion of the Board.

#### B. Renewal of Policy

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

#### C. Project Eligibility

Eligibility requirements for AAMPO STBGP funds include the following:

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

#### D. Definitions of Project Types

The following project types may be considered for STBGP funds. AAMPO realizes that its adopted definitions of Preservation and Modernization may be different from those of ODOT's for the same category of projects.

**Preservation and Maintenance:** Projects that improve or maintain the existing transportation system's operation, productivity, safety or useful life without expansion of capacity.

**Modernization:** Projects that add capacity to the transportation system in order to meet preservation and maintenance goals; this includes constructing new lanes, traffic lights, curb and gutter, sidewalks, bikeways and storm-water drainage, and widening the existing facilities.

**E. Funding Prioritization of Projects**

The following set of criteria shall be applied to all candidate projects to rank their funding priority for STBGP funds:

**Criteria for Funding Prioritization of Transportation Projects  
Under the Surface Transportation Block Grant Program (STBGP) Funds**

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

## APPENDIX D: FFY18-21 AAMPO STBGP FUNDING APPLICATION


**Albany Area Metropolitan Planning Organization**

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

January 26, 2017

To All Interested Parties:

The Albany Area Metropolitan Planning Organization (AAMPO) is accepting applications for Federal Fiscal Year 2019, 2020, and 2021 Surface Transportation Block Grant Program (STBGP) funds. Allocations of approximately \$670,000 will be considered for each year, totaling approximately \$2,010,000 over the three years. STP funds are allocated to AAMPO on an annual basis, however, and actual funding levels may shift from year to year. Funds will be made available by ODOT during calendar years 2020, 2021, and 2022 and will be programmed in the FFY18-21 AAMPO Transportation Improvement Program.

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

**Completed applications must be received by 5:00 pm on February 28<sup>th</sup>, 2017.** Applications may be submitted electronically to [tconley@ocwcog.org](mailto:tconley@ocwcog.org) or in hard copy to: c/o Theresa Conley, OCWCOG, 1400 Queen Ave SE Suite 205, Albany OR 97322.

The application form is attached to this announcement. It is also available on the AAMPO website at <http://www.ocwcog.org/aampo> or by e-mail from [tconley@ocwcog.org](mailto:tconley@ocwcog.org).

**Application Guidance**

It is the policy of AAMPO to:

1. Allocate the majority of STBGP funds in each adopted Transportation Improvement Program to preservation and maintenance of the existing transportation system.
2. Provide support and give due considerations to all jurisdictions' projects, using an equitable review process.

The following project types may be considered for STBGP funds.

1. **Preservation and Maintenance:** Projects that improve or maintain the existing transportation system's operation, productivity, safety or useful life without expansion of capacity.
2. **Modernization:** Projects that add capacity to the transportation system in order to meet preservation and maintenance goals; this includes constructing new lanes, traffic lights,

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

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

Eligibility requirements for FFY19-21 AAMPO STBGP funds include the following:

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

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

Sincerely,

Theresa Conley  
AAMPO Manager

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

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

### Applicant Information

Sponsoring Organization(s):

Contact Person & Title:

Contact Email:

Contact Phone Number:

### Project Information

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

1. Project Name:
2. Project Type:       Modernization       Preservation
3. Project Description. Describe the project and all phases, including those not proposed for AAMPO STBGP funds. Describe the type of work, project location, termini and length.
4. Describe how the project will address gaps or deficiencies in the transportation system.
5. What is the Federal Functional Classification (for roadway projects)? Please reference <https://gis.odot.state.or.us/transgis/>.
6. What is the Average Daily Traffic (ADT) on the affected roadways?

7. Describe the pavement condition of the affected area, or general condition if a non-roadway facility. Include PCI information if available.
  
8. Will the project address a known safety issue? Please describe and include relevant safety data.
  
  
  
  
  
  
  
  
  
  
9. Please supply any additional relevant information.

### **Project Funding**

---

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

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

## APPENDIX E: SUMMARY OF PUBLIC COMMENTS

No public comments.

## APPENDIX F: ODOT-FTA-FHWA AMENDMENT MATRIX

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

### *ODOT-FTA-FHWA Amendment Matrix*

#### Type of Change

##### **FULL AMENDMENTS**

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

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

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

3. Changes in Fiscal Constraint by the following criteria:

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

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

##### **ADMINISTRATIVE/TECHNICAL ADJUSTMENTS**

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

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

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

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

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

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

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

## APPENDIX G: MPO FUNDING SOURCES

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

### **Federal Highway Administration**

The FAST Act, as with prior federal transportation funding bills, contains several major programs for roadway, safety, and multimodal projects, including the: National Highway Performance Program (NHPP); Surface Transportation Block Grant Program (STBGP); Congestion Mitigation and Air Quality Improvement Program (CMAQ); Highway Safety Improvement Program (HSIP); Railway-Highway Crossings (set-aside from HSIP); Metropolitan Planning; and Transportation Alternatives (TA). Some of these major programs contain sub-programs. A brief description of several federal aid highway funding programs is provided below. Many, but not all, of these programs are administered by the Federal Highway Administration.

### **National Highway Performance Program**

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. NHPP funds are primarily used to fund upgrade and improvement projects on the Interstate system and U.S. numbered routes (the NHS system). The NHS became the new focus of the Federal Aid Program following the completion of the Interstate Highway System.

### **Surface Transportation Block Grant Program (STBGP)**

The Surface Transportation Block Grant Program (STBGP) (formerly STP) provides funds for a broad range of transportation uses and may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intra-city and intercity bus terminals and facilities. A percentage of the STBGP funds allocated to the state of Oregon are distributed to small MPOs, cities, and counties on a formula basis by the Oregon Transportation Commission. STBGP funds are available for a period of three years after the last day of the fiscal year for which the funds were authorized. Thus the funds are available for obligation for up to four years. The standard local match required is 20%. Oregon's required match is 10.27% because of Oregon's large share of publicly owned lands.

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

*Surface Transportation Program-State (STP-S)* funds primarily provide funding for reconstruction or rehabilitation of roadways on the State Highway System. These funds may also be used for planning, enhancement, transit, bridge, or safety activities.

*STBGP Set Aside (formerly TAP)* – The FAST Act establishes the former Transportation Alternatives Program (TAP) as a STBGP Set Aside. This set-aside provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. These funds are available to MPOs under 200,000 through statewide competitive processes.

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

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

### **Railway-Highway Crossings Program**

A sub-program of the Highway Safety Improvement Program (HSIP), this program funds safety improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings.

### **Metropolitan Planning**

Metropolitan Planning funds are available for MPOs to carry out the metropolitan transportation planning process required by 23 U.S.C. 134, including development of metropolitan area transportation plans and transportation improvement programs. Under 23 U.S.C. 134, MPOs are responsible for developing, in cooperation with the State and affected transit operators, a long-range transportation plan and a metropolitan transportation improvement program (MTIP) for the area.

### **Statewide Planning and Research (SPR)**

SPR funds may be used for engineering and economic surveys and investigations, planning of future highway programs and local public transportation systems, and planning for financing of such programs and systems including metropolitan and statewide planning; development and implementation of management systems; studies of the economy, safety, and convenience of highway usage and the desirable regulation and equitable taxation thereof; research, development, and technology transfer activities necessary in connection with the planning, design, construction, and maintenance of highways, public transportation, and intermodal transportation systems; and study, research, and training on engineering standards and construction materials for the above systems, including evaluation and accreditation of inspection and testing and the regulation and taxation of their use.

### **Emergency Relief Program (ER)**

The ER program assists state and local governments with the expense of repairing serious damage to federal-aid and federal lands highways resulting from natural disasters or catastrophic failures. ER funds

can be used only for emergency repairs to restore essential highway traffic, to minimize damage resulting from a natural disaster or catastrophic failure, or to protect the remaining facility and make permanent repairs.

### **Federal Transit Administration**

The Federal Transit Administration carries out the federal mandate to improve public transportation systems. It is the principal source of federal assistance to help urban areas (and, to some extent, non-urban areas) plan, develop, and improve comprehensive public transportation systems. The funding programs administered by the FTA include, but are not limited to, the following:

#### **Section 5303**

Transit Section 5303 funds are part of the Transit Planning and Research Program. These funds are allocated among the following programs: Metropolitan Transit Planning, Rural Transportation Assistance Program, and Statewide Planning, Research, and Training. The Metropolitan planning funds are allocated to states under a formula apportionment on behalf of MPOs based on a state formula cooperatively developed with MPOs and approved by the FTA.

#### **Section 5307**

These funds are allocated to urbanized areas by statutory formula for capital improvements and operation of transit systems. The funds may be used for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. For capital projects, the match rate is 80% federal, 20% state or local. Capital funds are used for transit maintenance (e.g., replacing buses), as well as other projects. For operating assistance, the match rate is 50% federal, 50% state or local.

#### **Section 5339**

Funds for the Section 5339 provide capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. The basic matching ratio for capital projects is 80% federal, the same as for highway projects in the FHWA program. This program was established by the MAP-21 federal transportation bill to replace 5309 funding.

#### **Section 5310**

The Section 5310 program provides funding for transportation services for the elderly and persons with disabilities. This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. The funds may go to private, nonprofit organizations or to public bodies that coordinate service. Funds may be used for capital costs or for capital costs of contracting for services. In Oregon, Section 5310 funds are allocated to local Special Transportation Fund agencies who typically award funds on a competitive annual or biennial basis. MAP-21 established a formula for distribution among large urban, small urban, and rural areas.

#### **Section 5311**

Provides funding to states to distribute to transit providers in small towns and rural areas (defined as areas outside urbanized areas of 50,000 or more). The funds can be used for planning, administration, capital and operation improvements, and other costs associated with the provision of transit services.

**Section 5311(f)**

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

**State of Oregon****Oregon Highway Fund**

This fund consists primarily of user fees, such as the state gas tax, license fees, and weight-mile tax. Nearly one-third of the fund is transferred to cities and counties throughout the state for street and highway improvements. Most of the remaining portion of the fund is available to the state for maintenance, state construction, and matching of federal aid funds. 1% of state highway construction funds are required by law to be used for bicycle facilities. Priorities for use of the State Highway Fund are established by the OTC. Generally, the state provides the entire 8% match required on interstate projects and half of the 12% match required on federal highway-related projects.

**Oregon Transportation Investment Act (OTIA)**

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

**Special Public Works Fund (SPWF)**

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

**Immediate Opportunity Fund (IOF)**

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

**Traffic Control Projects**

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

**State Special Transportation Funds (STF)**

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

**Special City Allotment**

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

**Local Funding Programs**

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

**Systems Development Charges (SDCs)**

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

**Franchise Fees**

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

## APPENDIX H: TRANSPORTATION PLANNING ACRONYMS & TERMS

3-C: Continuing, comprehensive and cooperative planning process  
 5303: Transit funds for Planning, Research and Training  
 5307: Transit funds Urban Operations Support  
 5309: Transit funds Capital and Operating Assistance  
 5310: Transit funds Elderly and Disabled Services  
 AAMPO: Albany Area MPO  
 ACT: Area Commission on Transportation (see CWACT and MWACT)  
 ATS: Albany Transit Service  
 Cap: Capital  
 CAMPO: Corvallis Area MPO  
 CFR: Code of Federal Regulations  
 CN: Construction  
 CWACT: Cascades West Area Commission on Transportation  
 DLCDC: 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

ODOT/MPO/Public Transportation Provider  
Agreement No.

**INTERGOVERNMENTAL AGREEMENT**  
**ODOT/MPO/Public Transportation Providers Agreement**  
**Metropolitan Planning, Financial Plans and Obligated Project Lists**  
Albany Area Metropolitan Planning Organization (AAMPO)  
City of Albany

**THIS AGREEMENT** is made and entered into by and between the STATE OF OREGON, acting by and through its Department of Transportation, hereinafter referred to as "ODOT;" the ALBANY AREA METROPOLITAN PLANNING ORGANIZATION, acting by and through its Policy Board, hereinafter referred to as "MPO;" and CITY OF ALBANY acting by and through its elected officials, hereinafter referred to as "Public Transportation Provider," all herein referred to individually as "Party" and collectively as "Parties."

**RECITALS**

1. By the authority granted in Oregon Revised Statute (ORS) [190.110](#), state agencies may enter into agreements with units of local government for the performance of any or all functions and activities that a party to the agreement, its officers, or agents have the authority to perform.
2. Intergovernmental agreements defining roles and responsibilities for transportation planning between ODOT, the Metropolitan Planning Organization for an area, and the public transportation provider for the area are required by 23 U.S.C. 134 and 23 CFR 450.314."
3. MPO is an ORS 190 intergovernmental organization consisting of representatives of the following jurisdictions and agencies from the City of Albany, City of Jefferson, City of Millersburg, City of Tangent, Benton County, Linn County, MPO, and ODOT, and designated in February, 2013 by the Governor of Oregon as the MPO for the Albany Urbanized Area. Establishment of this MPO is outlined in ODOT Agreement No. 29480 between ODOT and the aforementioned entities, executed on January 3, 2013.
4. MPO is a recipient of Federal Highway Administration (FHWA) Planning (PL) funds and Federal Transit Administration (FTA) Section 5303 funds. ODOT's Annual State Fiscal Year Unified Planning Work Program Agreement and any Project Specific Agreements are separate agreements with specific deliverables and funding that remain in effect and are not in any way modified by this Agreement.
5. MPO is responsible for complying with the Metropolitan Planning requirements of 23 CFR 450 and 49 CFR 613 for the development of transportation plans, transportation improvement programs, work programs, and all other actions necessary to carry out the metropolitan transportation planning process. A decision must be made by the MPO Policy Board using the procedures established to adopt the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP). In order to be implemented, the recommendations of all other regionally significant transportation planning efforts need to be incorporated into the MTP and TIP. Therefore, it is the general policy of MPO that transportation planning products

be developed with the goal of obtaining support from the MPO Policy Board. This general approach requires a high level of communication between all of the MPO participants.

6. Public Transportation Provider is the designated recipient of the FTA Section 5307 Program (49 U.S.C. 5307) funds in the MPO area. The designated recipients are the public bodies with the legal authority to receive and dispense these federal funds.

**NOW THEREFORE**, the premises being in general as stated in the foregoing Recitals, it is agreed by and between the Parties hereto as follows:

### **SECTION 1. TERMS OF AGREEMENT**

1. Pursuant to the authority above, ODOT, MPO, and Public Transportation Provider agree to define roles and responsibilities in carrying out the metropolitan transportation planning and metropolitan transportation financial planning processes, as further described in the Statement of Work, marked "Exhibit A," attached hereto and by this reference made a part hereof.
2. This Agreement only addresses roles and responsibilities, and does not address funding. Each party shall be responsible for funding their own duties and obligations under this Agreement. The Parties may choose to enter into additional agreement(s) detailing deliverables and funding for the specific projects identified in Exhibit A.
3. The term of this Agreement shall begin on the date all required signatures are obtained. The work identified in Section 1, Paragraph 1 shall be completed no later than December 31, 2024, on which date this Agreement terminates unless extended by an executed agreement.
4. This Agreement may be revisited as needed, including upon adoption of any new Federal Transportation Authorization, and will be reviewed upon commencement of the MPO recertification or self-certification process. If the Parties determine there is a need to add or revise the roles and responsibilities, the Parties will enter into an amendment to this Agreement.

### **SECTION 2. ODOT OBLIGATIONS**

1. ODOT will fulfill its stewardship obligations to FHWA by providing oversight of the MPO to ensure that the MPO carries out its federal duties in a manner that complies with 23 U.S.C. 106(g).
2. ODOT will engage the other Parties to this Agreement in its transportation planning processes, including financial planning processes, ("Processes") and planning products ("Products"), as identified in "Exhibit A." Where ODOT is the lead agency for a Process or Product, it will be responsible for pursuing communication with the other Parties as agreed. ODOT will communicate early and in good faith, such that affected Parties have the opportunity to influence the final outcome or decisions.
3. Where ODOT is a party of interest, as identified in Exhibit A, to a Process or Product, it will participate in the development of the Process or Product as specified in this Agreement. ODOT

will offer information and opinions such that the lead agency and other participants have the opportunity to understand its positions, concerns, conflicts, and any likely objections to proposed outcomes.

4. ODOT, in cooperation with the MPO and the Public Transportation Provider, will establish and conduct a continuous, cooperative, and comprehensive transportation planning process in the development of projects, Processes, Products, and programs that address the required federal planning factors and 23 CFR 450.
5. ODOT's Project Manager for this Agreement is James Feldmann, MPO Liaison Planner, ODOT, Area 4, 3700 SW Philomath Boulevard, Corvallis, Oregon 97333-1147; phone (541) 757-4197; email: [james.feldmann@odot.state.or.us](mailto:james.feldmann@odot.state.or.us), or assigned designee upon individual's absence. ODOT shall notify the other Parties in writing of any contact information changes during the term of this Agreement.

### **SECTION 3. MPO OBLIGATIONS**

1. MPO will engage the other Parties to this Agreement in its Processes and Products as identified in Exhibit A. Where MPO is the lead agency for a Process or Product, it will be responsible for pursuing communication with the other Parties as agreed. MPO will communicate early and in good faith, such that affected Parties have the opportunity to influence the final outcome or decisions.
2. Where MPO is a party of interest, as identified in Exhibit A, to a Process or Product, it will participate in the development of the Process or Product as specified in this Agreement. MPO will offer information and opinions such that the lead agency and other participants have the opportunity to understand its positions, concerns, conflicts, and any likely objections to proposed outcomes.
3. MPO, in cooperation with ODOT and the Public Transportation Provider, will establish and conduct a continuous, cooperative, and comprehensive transportation planning process in the projects, Processes, Products, and programs that address the required federal planning factors and 23 CFR 450.
4. MPO will work with Public Transportation Provider and local agencies to provide a yearly report of obligated projects each October.
5. MPO's Project Manager for this Agreement is Phil Warnock, Community and Economic Development Director, Oregon Cascades West Council of Government, 1400 Queen Street, Suite 205, Albany, Oregon 97322; phone: (541) 924-8474; email: [pwarnock@ocwcog.org](mailto:pwarnock@ocwcog.org), or assigned designee upon individual's absence. MPO shall notify the other Parties in writing of any contact information changes during the term of this Agreement.

### **SECTION 4. PUBLIC TRANSPORTATION PROVIDER OBLIGATIONS**

1. Public Transportation Provider will engage the other Parties to this Agreement in its Processes and Products as identified in Exhibit A. Where Public Transportation Provider is

the lead agency for a Process or Product, it will be responsible for pursuing communication with the other Parties as agreed. Public Transportation Provider will communicate early and in good faith, such that affected Parties have the opportunity to influence the final outcome or decisions.

2. Where Public Transportation Provider is a party of interest, as identified in Exhibit A, to a Process or Product, it will participate in the development of the Process or Product or the financial planning process as specified in this Agreement. Public Transportation Provider will offer information and opinions such that the lead agency and other participants have the opportunity to understand its positions, concerns, conflicts, and any likely objections to proposed outcomes.
3. Public Transportation Provider, in cooperation with ODOT and the MPO will establish and conduct a continuous, cooperative, and comprehensive transportation planning process in the development of projects, Processes, Products, and programs that address the required federal planning factors and 23 CFR 450.
4. Public Transportation Provider will provide a yearly report of obligated FTA projects to MPO and ODOT each October.
5. Public Transportation Provider's Project Manager for this Agreement is Jon Goldman, Transportation Superintendent, 310 Waverly Drive NE, City of Albany, Oregon 97321; phone: (541) 917-7605; email: [jon.goldman@cityofalbany.net](mailto:jon.goldman@cityofalbany.net), or assigned designee upon individual's absence. Public Transportation Provider shall notify the other Parties in writing of any contact information changes during the term of this Agreement.

#### **SECTION 5. GENERAL PROVISIONS**

1. This Agreement may be terminated by mutual written consent of all Parties.
2. ODOT may terminate this Agreement effective upon delivery of written notice to MPO and Public Transportation Provider, or at such later date as may be established by ODOT, under any of the following conditions:
  - a. If MPO or Public Transportation Provider fails to provide services called for by this Agreement within the time specified herein or any extension thereof.
  - b. If MPO or Public Transportation Provider fails to perform any of the other provisions of this Agreement or so fails to pursue the work as to endanger performance of this Agreement in accordance with its terms, and after receipt of written notice from ODOT fails to correct such failures within ten (10) days or such longer period as ODOT may authorize.
  - c. If ODOT fails to receive funding, appropriations, limitations or other expenditure authority sufficient to allow ODOT, in the exercise of its reasonable administrative discretion, to continue to fund performance of this Agreement.
  - d. If federal or state laws, regulations or guidelines are modified or interpreted in such a way that either the work under this Agreement is prohibited or if ODOT is prohibited from paying for such work from the planned funding source.

3. Any termination of this Agreement shall not prejudice any rights or obligations accrued to the Parties prior to termination.
4. If any third party makes any claim or brings any action, suit or proceeding alleging a tort as now or hereafter defined in ORS 30.260 ("Third Party Claim") against a Party with respect to which any other Party may have liability, the notified Party must promptly notify the other Parties in writing of the Third Party Claim and deliver to the other Parties a copy of the claim, process, and all legal pleadings with respect to the Third Party Claim. Each Party is entitled to participate in the defense of a Third Party Claim, and to defend a Third Party Claim with counsel of its own choosing. Receipt by a Party of the notice and copies required in this paragraph and meaningful opportunity for the Party to participate in the investigation, defense and settlement of the Third Party Claim with counsel of its own choosing are conditions precedent to that Party's liability with respect to the Third Party Claim.
5. With respect to a Third Party Claim for which ODOT is jointly liable with MPO or Public Transportation Provider (or would be if joined in the Third Party Claim), ODOT shall contribute to the amount of expenses (including attorneys' fees), judgments, fines and amounts paid in settlement actually and reasonably incurred and paid or payable by MPO or Public Transportation Provider in such proportion as is appropriate to reflect the relative fault of ODOT on the one hand and of MPO and Public Transportation Provider on the other hand in connection with the events which resulted in such expenses, judgments, fines or settlement amounts, as well as any other relevant equitable considerations. The relative fault of ODOT on the one hand and of MPO and Public Transportation Provider on the other hand shall be determined by reference to, among other things, the Parties' relative intent, knowledge, access to information and opportunity to correct or prevent the circumstances resulting in such expenses, judgments, fines or settlement amounts. ODOT's contribution amount in any instance is capped to the same extent it would have been capped under Oregon law, including the Oregon Tort Claims Act, ORS 30.260 to 30.300, if ODOT had sole liability in the proceeding.
6. With respect to a Third Party Claim for which MPO or Public Transportation Provider is jointly liable with ODOT (or would be if joined in the Third Party Claim), MPO and Public Transportation Provider shall contribute to the amount of expenses (including attorneys' fees), judgments, fines and amounts paid in settlement actually and reasonable incurred and paid or payable by ODOT in such proportion as is appropriate to reflect the relative fault of MPO and Public Transportation Provider on the one hand and of ODOT on the other hand in connection with the events which resulted in such expenses, judgements, fines or settlement amounts, as well as any other relevant equitable considerations. The relative fault of MPO and Public Transportation Provider on the one hand and ODOT on the other hand shall be determined by reference to, among other things, the Parties' relative intent, knowledge, access to information and opportunity to correct or prevent the circumstances resulting in such expenses, judgments, fines, or settlement amounts. MPO's and Public Transportation Provider's contribution amount(s) in any instance is capped to the same extent it would have been capped under Oregon law, including the Oregon Tort Claims Act, ORS 30.260 to 30.300, if it had sole liability in the proceeding.

7. The Parties shall comply with all federal, state, and local laws, regulations, executive orders and ordinances applicable to the work under this Agreement, including, without limitation, the provisions of ORS 279B.220, 279B.225, 279B.230, 279B.235 and 279B.270 incorporated herein by reference and made a part hereof. Without limiting the generality of the foregoing, the Parties expressly agrees to comply with (i) Title VI of Civil Rights Act of 1964; (ii) Title V and Section 504 of the Rehabilitation Act of 1973; (iii) ORS 659A.142 and the Americans with Disabilities Act of 1990 as Amended by the ADA Amendments Act of 2008; (iv) all regulations and administrative rules established pursuant to the foregoing laws; and (v) all other applicable requirements of federal and state civil rights and rehabilitation statutes, rules and regulations. In addition, MPO and Public Transit Provider expressly agrees to comply with 23 CFR 420.121(g) and 49 CFR Part 20 regarding lobbying restrictions on influencing certain Federal activities, which are applicable to all tiers of recipients of FHWA and FTA planning and research funds.
8. Each Party shall ensure that its activities under this Agreement comply with Section 504 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act of 1990 as amended by the ADA Amendments Act of 2008 (together, "ADA"). The Parties agree that all Processes, Products, and projects identified in Exhibit A shall be ADA-compliant, and that all options and alternatives evaluated as part of such Processes, Products, and projects shall meet ADA requirements. MPO and Public Transportation Provider agree to ensure that each of its planners responsible for carrying out activities under this Agreement attend at least one ADA-related ODOT training course within two years of the effective date of this Agreement.
9. If MPO or Public Transportation Provider fails to comply with the requirements of this Agreement or the underlying federal laws or regulations, ODOT may:
  - a. Withhold approvals related to the Process or Products identified in Exhibit A until MPO or Public Transportation Provider comes into compliance, and
  - b. Determine that MPO or Public Transportation Provider is ineligible to receive or apply for Title 23, United States Code funds until ODOT receives full reimbursement of any costs incurred.
10. All employers, including MPO and Public Transportation Provider, that employ subject workers who work under this Agreement in the State of Oregon shall comply with ORS 656.017 and provide the required Workers' Compensation coverage unless such employers are exempt under ORS 656.126. Employers Liability insurance with coverage limits of not less than \$500,000 must be included. MPO and Public Transportation Provider shall ensure that each of their subcontractors complies with these requirements.
11. MPO and Public Transportation Provider acknowledge and agree that ODOT, the Oregon Secretary of State's Office, the federal government, and their duly authorized representatives shall have access to the books, documents, papers, and records of MPO and Public Transportation Provider which are directly pertinent to this specific Agreement for the purpose of making audit, examination, excerpts, and transcripts for a period of six (6) years after expiration of this Agreement. Copies of applicable records shall be made available upon request. Payment for costs of copies is reimbursable by ODOT.

12. The Parties shall attempt in good faith to resolve any dispute arising out of this Agreement. In addition, the Parties may agree to utilize a jointly selected mediator or arbitrator (for non-binding arbitration) to resolve the dispute short of litigation.
13. The Parties certify and represent that the individual(s) signing this Agreement has been authorized to enter into and execute this Agreement on behalf of their Party, under the direction or approval of its governing body, commission, board, officers, members or representatives, and to legally bind the Party.
14. This Agreement may be executed in several counterparts (facsimile or otherwise) all of which when taken together shall constitute one agreement binding on all Parties, notwithstanding that all Parties are not signatories to the same counterpart. Each copy of this Agreement so executed shall constitute an original.
15. This Agreement and attached exhibits constitute the entire agreement between the Parties on the subject matter hereof. There are no understandings, agreements, or representations, oral or written, not specified herein regarding this Agreement. No waiver, consent, modification or change of terms of this Agreement shall bind either Party unless in writing and signed by both Parties and all necessary approvals have been obtained. Such waiver, consent, modification or change, if made, shall be effective only in the specific instance and for the specific purpose given. The failure of ODOT to enforce any provision of this Agreement shall not constitute a waiver by ODOT of that or any other provision.

This portion of page intentionally left blank

**THE PARTIES**, by execution of this Agreement, hereby acknowledge that their signing representatives have read this Agreement, understand it, and agree to be bound by its terms and conditions.

**ALBANY AREA METROPOLITAN PLANNING ORGANIZATION**, by and through its Policy Board

By \_\_\_\_\_  
Chair

Date \_\_\_\_\_

**City of Albany**, by and through its elected officials

By \_\_\_\_\_  
City Manager

Date \_\_\_\_\_

**MPO Contact**

Phil Warnock, Community and Economic Development Department Director  
Oregon Cascades West Council of Governments  
14000 Queen Street, Suite 205  
Albany, OR 97322  
Phone: (541) 917-7600  
Email: [pwarnock@ocwcog.org](mailto:pwarnock@ocwcog.org)

**Public Transportation Provider Contact**

Jon Goldman, Transportation Superintendent  
City of Albany  
310 Waverly Drive NE  
Albany, OR 97321  
Phone: (541) 917-7600  
Email: [jon.goldman@cityofalbany.net](mailto:jon.goldman@cityofalbany.net)

**STATE OF OREGON**, by and through its Department of Transportation

By \_\_\_\_\_  
Division Administrator  
Transportation Development

Date \_\_\_\_\_

By \_\_\_\_\_  
Division Administrator  
Public Transit

Date \_\_\_\_\_

**APPROVAL RECOMMENDED**

By \_\_\_\_\_  
Region                      Manager

Date \_\_\_\_\_

By \_\_\_\_\_  
Region                      Planning and Development  
Manager

Date \_\_\_\_\_

**APPROVED AS TO LEGAL SUFFICIENCY**

By Jennifer O'Brien, Assistant Attorney General by email dated 05/25/2018.

**ODOT Contact**

James Feldmann, MPO Liaison Planner  
ODOT Area 4  
3700 SW Philomath Boulevard  
Corvallis, Oregon, 97333-1147  
Phone: (541) 757-4197  
Email: [james.feldmann@odot.state.or.us](mailto:james.feldmann@odot.state.or.us)

**EXHIBIT A  
STATEMENT OF WORK**

**SECTION I. ACRONYMS** – These acronyms used in Exhibit A are common to financial plan and obligated projects development and maintenance processes, and are defined as follows:

- FHWA:** Federal Highway Administration
- FMIS:** Federal Management Information System
- FTA:** Federal Transit Administration
- MPO:** Metropolitan Planning Organization
- ODOT:** Oregon Department of Transportation
- RPTD:** ODOT Rail & Public Transit Division

**SECTION II. DEFINITIONS** – The following definitions apply to this Agreement specifically and shall not be construed to apply to any other agreement between any of the Parties.

- a. **Air Quality Conformity:** A clean Air Act requirement that ensures Federal funding and approval are given to transportation plan, programs and projects that are consistent with the air quality goals established by a State Implementation Plan (SIP). Applicable to MPOs in designated nonattainment or maintenance areas as defined in 23 CFR 450.104.
- b. **Congestion Management Process (CMP):** A systematic approach that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C. and title 49 U.S.C. through the use of travel demand reduction and operational management strategies required by TMAs only.
- c. **Consider:** Take into account opinions and relevant information from other Parties in making a decision. Receive the information or comments, acknowledge such, and document the acknowledgement. Those receiving comments are not bound by the opinions or information received.
- d. **Consult:** Confer with other identified Parties in accordance with all applicable established processes; consider the views of other Parties prior to taking action, inform other Parties about action taken in accordance with established process. This communication should be timely, and ahead of decisions. Those receiving comments are not bound by the opinions or information received.
- e. **Cooperate and Collaborate:** Parties involved work together to achieve a common goal or objective. Cooperation or collaboration are often employed where multiple Parties have a

vested interest in the outcome and may involve a shared project or policy outcome. Parties may share expertise, resources, etc., to accomplish the goal.

- f. **Coordinate:** Develop plans, programs, and schedules cooperatively among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate. Coordinated projects are usually those for which all Parties, other than the lead agency, do not have a vested interest and are often a specific projects rather than policy outcomes. The lead agency is the project proponent and the other Parties are not deeply involved. The lead agency is expected to consult with the others to ensure efficiencies are utilized and conflicts are avoided. Parties with legal standing should be involved in the coordination and Parties should operate in good faith.
- g. **Financially Constrained or Fiscal Constraint:** The MTP, TIP, and STIP demonstrate sufficient financial information and can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the transportation system is being adequately operated and maintained. For the TIP and the STIP, financial constraint/fiscal constraint applies to each program year. Additionally, projects in the air quality nonattainment and maintenance areas can be included in the first two (2) years of the TIP and STIP only if funds are “available” or “committed.”
- h. **Financial Plan:** The required documentation included with both the MTP and TIP (and optional for the long-range statewide transportation plan and STIP) that demonstrates the consistency between reasonably available and projected sources of federal, state, local, and private revenues and the costs of implementing proposed transportation system improvements.
- i. **Illustrative Project:** An additional transportation project that may (but is not required to) be included in a Financial Plan for a MTP, TIP, or STIP if reasonable additional resources were to become available.
- j. **Indian Tribal Government:** Duly formed governing body for an Indian or Alaska Native tribe, band, nation, pueblo, village, or community that the Secretary of the Interior acknowledges to exist as an Indian Tribe pursuant to the federally recognized Indian Tribe List Act of 1994, Public Law 103-454.
- k. **Lead Agency:** Agency responsible for making sure the project, Process, or Product is completed and communication protocols are followed.
- l. **Levels of Communication:** Consider, Consult, Coordinate, Cooperate, or Collaborate. The Agreement may employ any or all of these terms and different Processes or Products may utilize these different levels of communication between the Parties involved.
- m. **Measure:** An expression based on a metric that is used to establish a target and to assess progress toward achieving the established targets.

- n. **Metropolitan Planning Area (MPA):** The geographic area determined by agreement between the MPO for the area and the Governor, which must include the entire urbanized area and the contiguous area expected to become urbanized within a 20-year forecast period in which the metropolitan transportation planning process is carried out.
- o. **Metropolitan Planning Organization:** The Policy Board of an organization created and designated to carry out the metropolitan transportation planning process.
- p. **Metropolitan Transportation Plan (MTP):** A plan prepared by a Metropolitan Planning Organization in accordance with 23 CFR 450 Subpart C and 49 USC 5303(i), in order to accomplish the objectives outlined by the metropolitan planning organization, the state, and the public transportation providers with respect to the development of the metropolitan area's transportation network. This plan must identify how the metropolitan area will manage and operate a multi-modal transportation system (including transit, highway, bicycle, pedestrian, and accessible transportation) to meet the region's economic, transportation, development and sustainability goals – among others – for a 20+-year planning horizon, while remaining fiscally constrained.
- q. **Obligated Projects:** The projects funded under title 23 U.S.C. and title 49 U.S.C. Chapter 53 for which the supporting federal funds were authorized and committed by the state or designated recipient in the preceding or current program year, and authorized by the FHWA or awarded as a grant by the FTA.
- r. **Oversight:** Activities undertaken to ensure Federal programs are in compliance with applicable laws and regulations.
- s. **Owner:** The agency that keeps and maintains the final Product as referenced in Exhibit A.
- t. **Party of Interest:** A Party to this Agreement that is not the lead agency for a particular planning project, but is affected by that project.
- u. **Performance Based Planning and Programming (PBPP):** Refers to the application of performance management principles within the planning and programming processes of transportation agencies to achieve desired performance outcomes for the multimodal transportation system. This includes a range of activities and products undertaken by a transportation agency together with other parties, stakeholders, and the public as part of a 3C (cooperative, continuing and comprehensive) process. PBPP attempts to ensure that transportation investment decisions are made – both in long-term planning and short-term programming of projects – based on their ability to meet established goals for improving the overall transportation system. It also involves measuring progress toward meeting goals, and using information on past and anticipated future performance trend to inform investment decisions.
- v. **Performance Measure Coordination Process** – Provides an overview of the required coordination and collaboration between ODOT and the metropolitan planning organizations within Oregon in establishing federally required performance targets.

- w. **Performance Target** – A quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the FHWA or FTA.
- x. **Performance Period**: A determined time period during which condition/performance is measured and evaluated to: assess condition/performance with respect to baseline condition/performance; and track progress toward the achievement of the targets that represent the intended condition/performance level at the midpoint and at the end of that time period. The “performance period” applies to all measures in this part except the measures for the Highway Safety Improvement Program. Each performance period covers a 4-year duration beginning on a specified date as provided in CFR 490.105.
- y. **Planning Process**: A procedure by which ODOT, MPO and Public Transportation Provider cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process.
- z. **Planning Product**: The final documented result of a planning activity. Planning products that may be developed may include plans, programs, tools, and administrative products.
- aa. **Public Transportation Provider (PTP)**: The primary provider(s) of public transportation services in an area.
- bb. **Reasonably Available Funds**: New funding sources that are reasonably expected to be available. New funding sources are revenue that do not currently exist or that may require additional steps before the ODOT, a metropolitan planning organization, or a public transportation provider can commit such funding to transportation projects.
- cc. **Regional Intelligent Transportation System (ITS) Architecture**: A regional framework for ensuring institutional agreement and technical integration for the implementation of ITS projects or groups of projects.
- dd. **Regionally Significant Project**: A transportation project (other than projects that may be grouped in the TIP and/or STIP), or exempt projects as defined in the Environmental Protection Agency’s (EPA’s) transportation conformity regulation 40 CFR 93 that is on a facility which serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, employment centers, or transportation terminals) and would normally be included in the modeling of the metropolitan area’s transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel.
- ee. **Responsible**: Answerable or accountable, as for something within one’s power, control, or management. There can be multiple levels or roles in responsibility. Examples of levels of responsibility include:
- *Authority*: Authority to make the final decision; signature authority.

- *Lead*: Responsible for making sure the activity is completed and communication protocols are followed.
  - *Coordination*: Responsible for coordinating all elements necessary to complete an activity.
  - *Support*: Provide administrative or technical support necessary to complete an activity.
  - *Information*: Provide input and information necessary to complete an activity.
- ff. **Statewide Transportation Improvement Program (STIP)**: The statewide prioritized listing/program of transportation projects covering a period of four (4) years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.
- gg. **Stewardship**: Activities undertaken to ensure the efficient and effective use and management of the public funds that have been entrusted by the FHWA and FTA.
- hh. **Sufficient Financial Information**: Financial information that is required in the PCS (PCSX) data entry tool and proof of local commitment to provide matching funds where local match is included in project finance (such as inclusion in the local capital improvement program).
- ii. **Transportation Improvement Program (TIP)**: The prioritized listing/program of transportation projects covering a period of four (4) years that is developed and formally adopted by an Metropolitan Planning Organization as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. 5303. The TIP must be developed in cooperation with the state and public transit providers.
- jj. **Unified Planning Work Program (UPWP)**: A statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work, time frames for completing the work, the cost of the work, and the source(s) of funds.
- kk. **Visualization Techniques**: The methods used by states and MPOs in the development of transportation plans and programs with the public, elected and appointed officials, and other stakeholders in a clear and easily accessible format such as maps, pictures, and/or displays, to promote improved understanding of existing or proposed transportation plans and programs.
- ll. **Year-of-Expenditure Dollars**: Dollar sums that account for inflation to reflect expected purchasing power in the year in which the expenditure will be made, based on reasonable financial principles and information.

**SECTION III. SUMMARY OF PROCESS AND PRODUCT RESPONSIBILITIES**

1. All Parties agree to cooperatively develop and share information related to the development of the Products and Processes that support the MTP, the TIP, and the development of the annual listing of obligated Projects, and other transportation-related Processes, tools, and administrative products.
2. Exhibit A, Table 1 shows the Plans, Programs, Tools, and Administrative Products covered by this Agreement and each Party's level of responsibility for each product. The lead Party holds overall responsibility for the product and the other Parties assist by cooperating, communicating, and sharing information necessary to complete and maintain the product. Each of these Products has one or more lead Party and the others are partners in completion of the Products by cooperating and providing support and information as needed.

**EXHIBIT A  
Table 1**

<b>Project, Process, or Product</b>	<b>Owner</b>	<b>ODOT</b>	<b>MPO</b>	<b>PUBLIC TRANSPORTATION PROVIDER</b>
<b>I. PLANS<sup>1</sup></b>				
Area/Concept Plans <sup>2</sup>	MPO Transportation Provider ODOT	Product Owner Lead Agency Cooperate/Collaborate	Product Owner Lead Agency Cooperate/Collaborate	Product Owner Lead Agency Cooperate/Collaborate
Congestion Management Process (CMP) (TMAs only)	MPO	Cooperate/Collaborate	Product Owner Lead Agency	Cooperate/Collaborate
Coordinated Public Transit Human Services Transportation Plans	Public Transportation Provider	Cooperate/Collaborate	Cooperate/Collaborate	Product Owner Lead Agency
Facility Plans <sup>3</sup>	ODOT	Product Owner Lead Agency	Cooperate/Collaborate	Cooperate/Collaborate
ITS Architecture	ODOT MPO	Product Owner Lead Agency Cooperate/Collaborate	Product Owner Lead Agency Cooperate/Collaborate	Cooperate/Collaborate
Metropolitan Transportation Plan	MPO	Cooperate/Collaborate	Product Owner Lead Agency	Cooperate/Collaborate
Oregon Transportation Plan and Modal Plans	ODOT	Product Owner Lead Agency	Consult	Consult

<b>Project, Process, or Product</b>	<b>Owner</b>	<b>ODOT</b>	<b>MPO</b>	<b>PUBLIC TRANSPORTATION PROVIDER</b>
Transit Plans	MPO Public Transportation Provider	Cooperate/Collaborate	Product Owner Lead Agency Cooperate/Collaborate	Product Owner Lead Agency Cooperate/Collaborate
Transportation System Plans	ODOT	Product Owner Lead Agency	Cooperate/Collaborate	Cooperate/Collaborate
<b>II. PROGRAMS</b>				
Metropolitan Transportation Plan Financial Plan and Processes	MPO	Cooperate/Collaborate	Product Owner Lead Agency	Cooperate/Collaborate
Statewide Transportation Improvement Program	ODOT	Product Owner Lead Agency	Cooperate/Collaborate	Cooperate/Collaborate
Statewide Transportation Improvement Program Financial Plan and Processes	ODOT	Product Owner Lead Agency	Cooperate/Collaborate	Cooperate/Collaborate
Transportation Improvement Program <sup>4</sup>	MPO	Cooperate/Collaborate	Product Owner Lead Agency	Cooperate/Collaborate
Transportation Improvement Program Financial Plan and Processes	MPO	Cooperate/Collaborate	Product Owner Lead Agency	Cooperate/Collaborate
<b>III. TOOLS</b>				
Data Resources	ODOT	Product Owner Lead Agency	Cooperate/Collaborate	Cooperate/Collaborate
Geographic Information System Resources	ODOT	Product Owner Lead Agency	Cooperate/Collaborate	Cooperate/Collaborate
Integrated Models	ODOT	Product Owner Lead Agency	Cooperate/Collaborate	Cooperate/Collaborate
Land Use Models	ODOT	Product Owner Lead Agency	Cooperate/Collaborate	Cooperate/Collaborate
Transit Planning Resources	Public Transportation Provider	Cooperate/Collaborate	Cooperate/Collaborate	Product Owner Lead Agency
Transportation Demand Models	MPO	Cooperate/Collaborate	Product Owner Lead Agency	Cooperate/Collaborate

<b>Project, Process, or Product</b>	<b>Owner</b>	<b>ODOT</b>	<b>MPO</b>	<b>PUBLIC TRANSPORTATION PROVIDER</b>
IV. ADMINISTRATIVE PRODUCTS				
Air Quality Conformity	MPO	Cooperate/Collaborate	Product Owner Lead Agency	Cooperate/Collaborate
Disadvantaged, Minority Business Enterprise Use Plans	MPO	Cooperate/Collaborate	Product Owner Lead Agency	Cooperate/Collaborate
MPO Federal Certification	MPO	Cooperate/Collaborate	Product Owner Lead Agency	Cooperate/Collaborate
Performance Based Planning and Programming <sup>5</sup>	ODOT MPO Public Transportation Provider	Product Owner Lead Agency Cooperate/Collaborate	Product Owner Lead Agency Cooperate/Collaborate	Product Owner Lead Agency Cooperate/Collaborate
Annual Obligation Report	MPO	Cooperate/Collaborate	Product Owner Lead Agency	Cooperate/Collaborate
Public Participation Plan	MPO	Cooperate/Collaborate	Product Owner Lead Agency	Cooperate/Collaborate
State Agency Coordination Agreement	ODOT	Product Owner Lead Agency	Cooperate/Collaborate	Cooperate/Collaborate
Title VI Plan	MPO	Cooperate/Collaborate	Product Owner Lead Agency	Cooperate/Collaborate
Environmental Justice Plan	MPO	Cooperate/Collaborate	Product Owner Lead Agency	Cooperate/Collaborate
Unified Planning Work Program	MPO	Cooperate/Collaborate	Product Owner Lead Agency	Cooperate/Collaborate

<sup>1</sup> Party roles, responsibilities and funding may be further refined in a specific product agreement.

<sup>2</sup> Plans, other than facility plans, prepared by any of the Parties.

<sup>3</sup> Facility plans include, but are not limited to, interchange area management plans, expressway management plans, access management plans, or other plans that require approval by the Oregon Transportation Commission.

<sup>4</sup> Pursuant to 23 CFR 450.326. The TIP is incorporated verbatim into the STIP (*"After approval by the MPO and the Governor, the TIP shall be included without change, directly or by reference, in the STIP..."*).

<sup>5</sup> Pursuant to 23 CFR 450.206(c), 23 CFR 450.2116(f), 23 CFR 450.218 (q), 23 CFR 490, 49 CFR 625, 49 CFR 630 and 49 CFR 670(3).

- Each time a new transportation planning Process or Product commences, the roles, responsibilities, and expectations of each Party will be written down and distributed to each participant of the Product as applicable. The Parties will specify at least nine (9) items identified below; other items should be added as needed to ensure that the responsibilities and expectations of each Party are clearly identified.

- a. Product Owner
- b. Lead Agency
- c. Responsibilities of each Party
- d. Primary levels of communication
- e. Specific communication procedures
- f. Use of consultant services
- g. Decision process
- h. Funding, reporting responsibilities
- i. Resource sharing agreements

If the answers will vary by task, Product subpart, or other conditions, the responsibilities of each Party under each condition will be specified. (Definitions set forth in this Agreement will apply). An example of such a Product may be an Interchange Area Management Plan, where the lead Party would be ODOT, or a Transit Center study conducted by Public Transportation Provider. However, any of the Parties may request that the roles and responsibilities of any "Planning Project" be clarified and redefined within the constraints of a separate cooperative agreement. MPO may develop a form to facilitate the identification of responsibilities.

4. The questions that follow are examples of items to consider when answering the nine (9) items above. Not all items may apply to a specific Process or Product, nor is this list intended to be all inclusive. Parties should use these considerations as a starting point to answer the nine (9) items above and to evaluate what information may need to be set forth in a separate Product-specific agreement.

a. Product Parties

- What Parties will participate in the Product?
- Which agency will own the Product? (See Definitions)
- Which is the lead Party? (See Definitions)
- Which Party will develop the scope of work? Who will approve it?
- What level of responsibility does each Party have for each task or part of the Product? (See Definitions)
- Who are the contact people?
- When are the different Parties involved?
- Who provides data?
- Who analyzes the data?

b. Communication

- What levels of communication are appropriate for the planning Product? (See Definitions)
- What procedures for communication are appropriate for the level of interaction needed? (See Definitions)
- Who from each Party needs to be informed?
- Who is responsible for implementing communication protocols?
- How will communication occur with the ACT, TAC, or other advisory committees?
- Who is responsible for coordinating communication with the public?

- Who is responsible for coordinating and joint communications with other Parties?

c. Consultants

- Will consultants assist with the Product?
- Which Party is responsible for recruiting for and/or selecting any consultants to assist the Product?
- Who is responsible for contract administration?
- Who is responsible for communicating with the consultants?
- Who is responsible for reviewing and approving work?

d. Decision Process

- Which Party has decision authority for which kinds of issues?
- Who is responsible for providing information/support for the decision? How?
- Who has responsibility to serve on decision-making bodies?
- How will needs for amendments to the Product be communicated and decided upon?
- Who is responsible for completing amendments and when?
- How will differences of opinion be handled?

e. Funding

- What level of funding is available?
- What types of funds are to be used?
- What restrictions are there on use of the funds?
- Who is responsible for authorizing funds?
- Who is responsible for reporting use of funds and accomplishments, at what level of detail and to whom?

f. Sharing Resources

- Who is responsible for what elements of different kinds of Products?
- When will each Party be responsible for supporting the others?
- Is this consistent with existing agreements or adopted plans for the area?

g. Transit

- How will the Parties cooperate with PTP's in the area?
- How will the PTP's participate in the planning Product?
- Have private providers been considered?

**SECTION IV. FINANCIAL PLAN DEVELOPMENT AND MAINTENANCE ROLES AND RESPONSIBILITIES** – There are different financial plan requirements for ODOT and MPO with regard to the long-range plans and the transportation improvement programs. Work under this task will address the financial plan tracking of the funding for projects that are included in both the current TIP and STIP and development of the financial plan for the long-range MTP. The STIP and TIP financial plan process has been developed to ensure that the TIP and STIP are constrained throughout their lifecycles. These

financial plans act as “checkbooks” for the various programs both at the state level and at the MPO level. The financial plan for the MTP enables fiscal constraint for the long-range plan.

**a. Responsibilities of Each Agency for Financial Plan and Fiscal Constraint Development (TIP/STIP Updates)**

**ODOT**

1. ODOT’s Active Transportation Section, Program and Funding Services Unit is the lead agency for administration of the STIP financial plan. ODOT’s Active Transportation Section, Program and Funding Services Unit will ensure that all federal funds used within the state are programmed in the STIP and accounted for and that the STIP captures any project activity related to federal funds or regionally significant projects. ODOT shall program funds to projects in a manner that maintains financial constraint and is consistent with federal regulations.
2. ODOT, including the Rail and Public Transit Division, shall provide MPO and Public Transportation Provider sufficient financial information (including information regarding grant awards, annual appropriation amounts, limitations, and rescissions, as applicable) in a timely manner. ODOT will provide project financial information to MPO as needed for demonstration of fiscal constraint of the metropolitan TIP.
3. ODOT coordinates the special purpose committee described below. The special purpose committee projects long range federal and state revenues for development of the financially constrained MTP also referred to as the Regional Transportation Plan (RTP). The special purpose committee consists of a representative from ODOT and each metropolitan planning organization and each metropolitan public transportation provider. These representatives will cooperatively develop a methodology for estimating state and federal revenues, as well as the actual estimates. This methodology includes the development of a process for distributing these funds to ODOT regions and metropolitan planning areas. The planning horizon will be sufficient to enable each metropolitan planning organization to produce its next MTP.
4. ODOT will coordinate a meeting with MPO and Public Transportation Provider during each STIP/TIP cycle to mutually agree upon funding assumptions.
5. ODOT is responsible for demonstrating fiscal constraint for the STIP.

**MPO**

1. MPO is the lead agency for administration of the TIP financial plan. MPO shall ensure that all federally funded or regionally significant projects within the MPA are included in the TIP, which will then be included in the STIP and in the STIP financial plan.
2. To provide consistency and transparency the MPO shall establish a PBPP process for their Region to clearly define the parameters and factors considered in the

project evaluation process, as well as share all of the evaluation results used in the decision making process.

3. MPO shall program funds to projects in a manner that maintains financial constraint and is consistent with federal regulations. Proposed programming that needs to utilize state funding authority to maintain fiscal constraint must be approved by ODOT's Active Transportation Section, Program and Funding Services Unit prior to programming being submitted for inclusion in the STIP.
4. MPO shall provide sufficient financial information (including information regarding funding obligations, as applicable) to ODOT and Public Transportation Provider in a timely manner.
5. MPO shall submit to ODOT cost-estimates for local projects that include year-of-expenditure dollars consistent with programming years.
6. MPO is the lead agency for completion of the MTP financial plan and for projecting local and private funds for the preparation of the financially constrained MTP. MPO will cooperatively develop these projections with ODOT and the Public Transportation Provider. MPO will participate on the special purpose committee on state and federal funds that is coordinated by ODOT.
7. MPO agrees to utilize the mutually agreed upon funding assumption for their TIP development forecasts.
8. MPO is responsible for demonstrating fiscal constraint for the MTIP.

#### **PUBLIC TRANSPORTATION PROVIDER**

1. Public Transportation Provider shall provide MPO and ODOT sufficient financial information in a timely manner.
  2. Public Transportation Provider shall provide MPO with project cost-estimates, in year-of-expenditure dollars, for federally funded or regionally significant projects.
  3. Public Transportation Provider is the lead agency in projecting long-range local and private revenues for public transit investments. Public Transportation Provider will cooperatively develop these projections with ODOT and MPO. Public Transportation Provider will participate on the special purpose committee on state and federal funds that is coordinated by ODOT.
  4. Public Transportation Provider is responsible for demonstrating fiscal constraint for the MTIP.
- b. Responsibilities of Each Agency for ODOT's STIP Financial Plan and Fiscal Constraint Amendments (TIP/STIP Activity)**

**ODOT**

1. ODOT's Active Transportation Section, Program and Funding Services Unit will reconcile funds to the FHWA's FMIS through transactions that are posted. These transactions will be captured in the ODOT's STIP financial plan and made available monthly to MPO. Information in the financial plan will include all fund activities of authorizations, apportionments/appropriations, limitations, rescissions, and revenue aligned budget authority.
2. The ODOT's STIP financial plan will identify any fund programming amendments and project activity that affect funding and fiscal constraint including project additions, deletions, obligations, de-obligations, project fund authority "slips" between fiscal years, reimbursement expenditures, and project closeout balances to be returned to the total MPO funding balance. At the end of each federal fiscal year, ODOT's Active Transportation Section, Program and Funding Services will ensure that there are no planned projects unaccounted for and that any such projects are slipped into later years or cancelled via amendments.
3. ODOT's Active Transportation Section, Program and Funding Services Unit shall provide the MPO their obligation authority amounts.
4. ODOT, including the Rail and Public Transit Division, shall provide MPO and Public Transportation Provider sufficient financial information (including TIP/STIP amendments as applicable) in a timely manner. ODOT will provide project financial information to MPO as needed for demonstration of fiscal constraint of the metropolitan TIP.

**MPO**

1. MPO will maintain the TIP financial plan, which will include the current programming for all projects located within the MPA boundary and identify amendments and project activity that affect funding and fiscal constraint. This includes project additions, deletions, obligations, de-obligations, project fund authority "slips" between fiscal years, reimbursement expenditures, and project closeout balances to be returned to the total fund authority balance.
2. MPO shall ensure that the transactions identified in the STIP financial plan are accurate and must alert ODOT's Active Transportation Section, Program and Funding Services Unit to any changes, errors, or omissions.
3. MPO shall cooperate with ODOT's Active Transportation Section, Program and Funding Services Unit on the development of financial forecasts, authorizations, apportionments and regional sub-allocation of FTA funding.
4. MPO shall provide TIP amendments, as applicable and sufficient financial information, to ODOT and Public Transportation Provider in a timely manner.

**PUBLIC TRANSPORTATION PROVIDER**

1. Public Transportation Provider shall cooperate with MPO on the development of financial forecasts, authorizations, apportionments and regional sub-allocation of FTA funding. Public Transportation Provider shall provide MPO with on-going financial information on FTA grant transactions, including actual apportionment, allocations, earmarks, TIP amendment requests, project slips/advances, grant awards, project obligations and de-obligations.

**c. Communication and Information Sharing related to the Financial Plan –**

Development and maintenance of STIP and TIP financial plans and obligated project lists requires ongoing, effective communication among ODOT, MPO, and Public Transportation Provider. The Parties will consult with one another individually as needed and at regularly scheduled meetings. The Parties will communicate, share necessary information, cooperate, and assist one another to meet their individual responsibilities for development and maintenance of these products.

**ODOT**

1. ODOT's Active Transportation Section, Program and Funding Services Unit shall reconcile the STIP financial plan on a monthly basis and make it available to the MPO. MPO will be notified of the availability of the updated STIP financial plan. ODOT's Active Transportation Section, Program and Funding Services Unit shall also provide FMIS information upon request, to enable MPO to track the funding and obligation status of federally funded projects. In addition, ODOT's Active Transportation Section, Program and Funding Services Unit will be available for any other issues/questions via telephone, email and in person during regular business hours.
2. ODOT will utilize the most current STIP amendment matrix to communicate proposed programming changes to MPO.

**MPO**

1. MPO shall communicate and work directly with ODOT. MPO will utilize the most current STIP amendment matrix to communicate programming changes to ODOT's regional STIP coordinator and Active Transportation Section, Program and Funding Services Unit.

**PUBLIC TRANSPORTATION PROVIDER**

1. Public Transportation Provider shall primarily communicate directly with MPO on any finance related issue, specifically changes to the TIP or STIP. As necessary, Public Transportation Provider may request joint meetings with MPO and ODOT's Active Transportation Section, Program and Funding Services Unit. In addition, the Public Transportation Provider may work with RPTD where appropriate.

**SECTION V. CLARIFICATION AND RESOLUTION OF CONCERNS**

**ODOT**

1. ODOT's Active Transportation Section, Program and Funding Services Unit has the responsibility to ensure the correct funding levels are identified through working with FHWA and FTA. Any changes to Processes will be communicated initially through the quarterly meetings between ODOT, MPOs, FHWA, and FTA. If more immediate action is necessary, ODOT's Active Transportation Section, Program and Funding Services Unit will contact those affected either by phone or email.
2. If there are questions relating to the implementation of federal rules, the appropriate federal agency will be consulted for clarification. On such questions where the answer will apply statewide, ODOT will send a letter to the appropriate federal agency and communicate the response to MPO and ODOT's Active Transportation Section, Program and Funding Services Unit at the quarterly meeting or via email.

**MPO**

1. If MPO disputes a decision made by ODOT, MPO will contact or consult the respective federal agency for further clarification.

**PUBLIC TRANSPORTATION PROVIDER**

1. Public Transportation Provider has responsibility to ensure the correct funding levels are identified by working with FTA and RPTD. If there are questions regarding the interpretation of federal rules, the respective federal agency will be consulted for further clarification.

**SECTION VI. ANNUAL LISTING OF OBLIGATED PROJECTS ROLES AND RESPONSIBILITIES**

– Pursuant to 23 CFR 450.332 the MPO is required to develop an annual listing of projects that were obligated in the preceding program year, within ninety (90) days of the end of the program year. The program year corresponds to the Federal fiscal year of October 1 to September 30. ODOT, MPO, and Public Transportation Provider must cooperatively develop the listing of projects. The list must include all Title 23 and Title 49 federally funded projects, and include sufficient description to identify the project or phase, the agency responsible for carrying out the project, the amount of federal funds requested in the TIP, the amount obligated during the preceding year, the amount previously obligated, and the amount remaining for subsequent years. The list must be published in accordance with the MPO's public participation criteria for the TIP.

**a. Responsibilities of Each Agency****ODOT**

1. ODOT's Active Transportation Section, Program and Funding Services Unit shall provide documentation of obligated projects roles and responsibilities from FHWA to MPO no later than thirty (30) days after the end of each federal fiscal year, which ends September 30<sup>th</sup>. The documentation will include the necessary data elements

as required in federal regulations, summarized in the preceding paragraph, including the identification of bicycle and pedestrian projects.

2. ODOT's Active Transportation Section, Program and Funding Services Unit will provide FMIS data sheets in PDF format to MPO upon request.
3. ODOT's Geographic Information Services (GIS) Unit will provide geographic data (shapefiles and/or PDF maps) for ODOT's obligated projects upon request by MPO.

#### **MPO**

1. MPO is the lead agency in production of the obligation report. MPO will take the data provided from ODOT, FTA, and Public Transportation Provider and create a report that will be made available to the public in accordance with the federal regulations and MPO public participation criteria for the TIP.

#### **PUBLIC TRANSPORTATION PROVIDER**

1. Public Transportation Provider shall provide MPO with documentation that includes the necessary data elements as required in federal regulations, including the identification of bicycle and pedestrian projects.
2. Public Transportation Provider will provide FTA Transit Award Management System (TrAMS) data to MPO in a format that meets the federal reporting requirements.
3. Public Transportation Provider will also provide visualization techniques – geographic data (shapefiles and/or PDF maps) for all of its obligated projects.

### **b. Communication and Information Sharing related to the annual listing of Obligated projects**

#### **ODOT**

1. ODOT's Active Transportation Section, Program and Funding Services Unit will deliver documentation identified in Section VI in an electronic medium to MPO. If a report is created, then ODOT's Active Transportation Section, Program and Funding Services Unit will send an email notifying MPO that the report is ready and including a link to the report.

#### **MPO**

1. MPO will utilize the data provided by ODOT's Active Transportation Section, Program and Funding Services Unit and the Public Transportation Provider to create the required annual report. MPO shall make the report available to all Parties.

#### **PUBLIC TRANSPORTATION PROVIDER**

1. Public Transportation Provider will deliver documentation as identified in Section VI in an electronic medium to MPO in a format consistent with the report required by the MPO.

## **SECTION VII. PERFORMANCE BASED PLANNING AND PROGRAMMING PROCESS ROLES AND RESPONSIBILITIES**

### **ODOT**

1. ODOT shall collaboratively develop with all metropolitan planning organizations and public transportation providers in Oregon one or more Performance Measure Coordination Processes for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance information to be used in tracking progress toward attainment of critical outcome for the region of each metropolitan planning organization and the collection of data for the risk based transportation asset management plan for the National Highway System (NHS) and post this process document(s) to the ODOT Website at <http://www.oregon.gov/ODOT/Planning/Pages/Plans.aspx#OHP> This process document(s) will include the following:
  - a. ODOT's responsibilities regarding data and data sharing with metropolitan planning organizations necessary to develop targets and calculate performance for federal reporting.
  - b. ODOT's responsibilities regarding performing analysis necessary to calculate performance measure results for both state and metropolitan planning organization targets.
  - c. ODOT's responsibilities for coordinating with metropolitan planning organizations and public transportation providers for reporting both state and metropolitan planning organization level performance target reports.
  - d. ODOT's responsibilities to consult with metropolitan planning organizations in amending and revising state targets in accordance with federal rules.
  - e. ODOT's responsibilities for coordinating with metropolitan planning organizations and public transportation providers when amending and revising metropolitan planning organization-specific targets.
  - f. ODOT's role for documenting how the state is using a PBPP approach to programming projects as part of the STIP and how the selected projects help the state achieve its designated targets.

### **MPO**

1. MPO shall collaboratively develop with ODOT the Performance Measure Coordination Process described in Section VII above, and to the maximum extent practical ensure consistency with the State. This process includes the following:
  - a. MPO will fulfill all MPO responsibilities outlined in the Performance Measure Coordination Process.
  - b. MPO in coordination with ODOT will establish, adjust, and report as necessary, MPO performance targets.

- c. MPO will be responsible for documenting, to the extent possible, how the performance measure information was used in project selection and prioritization processes with funds under the responsibility of the MPO, as well as how the selected projects help support the MPO in achieving performance targets, to the extent possible. This will be documented as part of MPO's submittal of the self-certification with the TIP.

### **PUBLIC TRANSPORTATION PROVIDER**

1. Public Transportation Provider shall collaboratively develop with ODOT and MPO a Performance Measure Coordination Process described in Section VII above for cooperatively developing and sharing information related to public transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcome for the Public Transportation Provider, and to the maximum extent practical ensure consistency with the State. This process includes the following:
  - a. Public Transportation Provider will fulfill all Public Transportation Provider responsibilities outlined in the Performance Measure Coordination Process.
  - b. Public Transportation Provider, in coordination with ODOT and MPO, shall document performance of the transportation system, to ensure consistency and report the performance measure results to the appropriate federal agency.

## **SECTION VIII. GENERAL ROLES, RESPONSIBILITIES, AND OBLIGATIONS**

### **ODOT**

1. ODOT will engage the other Parties to this Agreement in its activities relating to financial plan development and maintenance, and development of the annual listing of obligated projects as set forth in this Agreement. ODOT will communicate early and in good faith, such that affected Parties have the opportunity to influence the final outcome or decisions.
2. Where ODOT is a party of interest, it will participate in the development of each Product as specified in this Agreement. ODOT will offer information and opinions such that the lead agency and other participants have the opportunity to understand its positions, concerns, conflicts, and any likely objections to proposed outcomes.
3. ODOT will develop a formula for allocation of planning funds authorized by 23 U.S.C. 104(f) among metropolitan planning organizations within Oregon, in consultation with MPO and other metropolitan planning organizations, subject to approval by FHWA.

**MPO**

1. MPO will engage the other Parties to this Agreement in its activities relating to financial plan development and maintenance, and development of the annual listing of obligated projects as set forth in this Agreement. MPO will communicate early and in good faith, such that affected Parties have the opportunity to influence the final outcome or decisions.
2. Where MPO is a party of interest, it will participate in the development of each Product as specified in this Agreement. MPO will offer information and opinions such that the lead agency and other participants have the opportunity to understand its positions, concerns, conflicts, and any likely objections to proposed outcomes.
3. MPO in accordance with 23 U.S.C. 104(f) will consult with ODOT on the formula developed by the State, and approved by the FHWA.

**PUBLIC TRANSPORTATION PROVIDER**

1. Public Transportation Provider will engage the other Parties to this Agreement in its activities relating to financial plan development and maintenance, and development of the annual listing of obligated projects as set forth in this Agreement. Public Transportation Provider will communicate early and in good faith, such that affected Parties have the opportunity to influence the final outcome or decisions.
2. Where Public Transportation Provider is a party of interest, it will participate in the development of each Product as specified in this Agreement. Public Transportation Provider will offer information and opinions such that the lead agency and other participants have the opportunity to understand its positions, concerns, conflicts, and any likely objections to proposed outcomes.