

- Transportation Growth Management Applications

ACTION: Discussion

9. 4:15

Jurisdictional Updates

All

ACTION: Discussion

10.4:30

Adjourn

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

Wednesday, April 24, 2019

2:30 – 4:30 pm

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

Policy Board Members Attending: Dave Beyerl, Darrin Lane, Don Miller, and Greg Jones

Policy Board Members Absent: Bill Coburn, John Huestis, Patrick Malone, and Roger Nyquist

Alternates Present: Gary Stockhoff, James Feldmann, and Chris Bailey

Guests Present: Ron Irish, and Peter Troedsson

Staff Attending: Phil Warnock, Dana Nichols, and Emma Chavez

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order and Agenda Review	The Chair Dave Beyerl called the meeting to order at 2:32 pm. Additional Agenda Item: Letter from City of Albany for use of AAMPO Carryover Funds	
2. Public Comments		There were no public comments.
3. Minutes of March 27, 2019		Consensus to approve the March 27, 2019 meeting minutes as written.
4. TIP Amendments	Staff Dana Nichols advised that AAMPO received a request from ODOT Region 2 STIP Coordinators to add a new project on OR-99E from the Statewide Chip Seal Program. ODOT provided the following project description: <ul style="list-style-type: none"> • KN21467 OR99E: Birdfoot Dr – Harrisburg and the project will address chip seal and fog seal existing pavement. The location will be on OR-99E from mile points 8.80-28.20 and extends over the city limits of Tangent, Halsey and Harrisburg. The total project cost will be \$1,270,000: PE will be \$120,000 and CN will be \$1,150,000.” <p>Nichols noted that this request requires a TIP Adjustment, and Board approval, but not a 30 day comment period as it does not significantly affect existing roadway capacity, vehicle volumes, or travel speeds.</p>	Consensus by the Policy Board to amend the TIP to reflect the 21467 project adjustment.

5. FY20 Unified Planning Work Program (UPWP)	Members received a final version of the FFY20 Unified Planning Work Program (UPWP). They also received a comment summary which includes staff response to the comments. Nichols briefly reviewed the changes.	Consensus by the Board to approve the FY20 Unified Planning Work Program as presented.
6. Evaluation of Capacity Improvement Program	<p>Nichols advised that the day of the last AAMPO meeting, Staff received a letter from the City of Albany addressed to both AAMPO and CAMPO staff in regards to Hwy 20 capacity. MPO staff felt it appropriate to take the letter to their respective Boards for discussion and guidance. Members received a copy of the letter in their agenda packets.</p> <p>Staff Phil Warnock noted that since the letter had also been sent to State legislators, a quick response was needed and provided by ODOT. Warnock noted that that it would be good to continue the discussions within the MPOs, and that from a staffing perspective, the discussion is timely due to the recent Hwy 34 closures.</p> <p>Beyerl questioned if the letter entails a higher study than those that have already been done. Warnock noted that while there are a number of studies already done on Hwy 20, there is not a study on capacity issues. When questioned about the Hwy 20 Safety Study, Warnock clarified that the study was focused on safety and not capacity. Darrin Lane stated that capacity is an issue when you get over the bridge on either side.</p> <p>Beyerl stated that the study would need to look at where the traffic would feed to break up the congestion, and that it would take major reconstruction of roadwork. He noted that it would be a tuff study due to the commercial property along the river, and limited places to go.</p> <p>Gary Stockhoff stated that the study needs to be all inclusive and it should not keep being pushed aside due to funding restraints.</p> <p>James Feldmann stated that local and regional planning processes were recently completed and they did look at the issue and it did not come up as a potential project. Warnock noted that those plans may not have looked at the full capacity issue.</p>	Consensus for AAMPO staff to reply with review of meeting discussion and await for clarification.

	<p>Lane stated that the problem is that the issue is not within one single boundary and it's difficult when looking at constraints instead of aspiration needs. Lane noted that he is in favor of formal process that could be partially funded by AAMPO to look at a narrowly defined scope/study.</p> <p>Feldmann stated that the AAMPO RTP process looked at a bridge crossing and it did not come up as feasible. Lane stated that the study could be of a structure anywhere within Linn and Benton County, not a specific location. Chris Bailey noted that the letter does not imply that this is an AAMPO only issue, and that it would not be fair to say that because such a project is not listed on the RTP, that is should not be considered.</p> <p>Warnock stated that the Board could make a recommendation that the CWACT follow up on a regional level. Nichols noted that there are carryover funds that could be used towards this work. Beyerl stated that it's important to discuss this on a regional level.</p> <p>Feldmann noted that CAMPO just met and they are not necessarily in support of the discussion, and that there is not support from ODOT. He stated that if AAMPO would like to work on it, AAMPO would need to see who to consult with.</p> <p>Ron Irish stated that the letter was not intended to target a bridge. It was intended to look for capacity study. The corridor is at capacity and the studies completed so far are only focused on safety. He stated that for a corridor study, ODOT would need to be involved. He went on to note that ODOT has been resistant to the idea because of lack of funds and it does not do anything to solve the issue. Irish stated that it would be ideal to get the project into an upcoming STIP.</p> <p>Lane stated that based on the clarifying information provided by Irish, it may be beneficial to update or clarify the letter and also provide those clarifications to CAMPO.</p>	
<p>7. Statewide Transportation Improvement Program (STIP)</p>	<p>Nichols advised that the Statewide Transportation Improvement Program (STIP) process is coming up soon. She provided a handout of a brief overview of the process. Members also received a copy of the Policy on Allocation of Surface Transportation Block Grant Program</p>	

	(STBGP) funds. She noted that funds are expected to decline in the next cycle. The TAC will begin reviewing the criteria and application process at their next meeting. Nichols noted that in reviewing the criteria, it looks like AAMPO adopted CAMPOs criteria which was developed in 2004 and the MPO Board has the ability to change the criteria if they choose to.	
8. Discussion of Upcoming Work Items	<p>Loop Service Enhancement Plan – the Plan was approved at the Loop Board meeting yesterday. Staff will provide a presentation in the near future.</p> <p>Transportation Growth Management (TGM) – Applications are currently open.</p> <p>Oregon Metropolitan Planning Organization Consortium (OMPOC) – Quarterly meeting scheduled for Monday, April 29th. On a staff level began conversations on a household travel survey. There is ongoing conversation between ODOT and the MPOs on how to fund it. The data collected is used in all plans and the CALM model.</p> <p>Statewide Transportation Improvement Funds (STIF) – All Qualified Entities (QEs) are preparing their final Plans to be submitted by May 1st. The Loop Plan will be included in both the Benton and Linn County Plans.</p>	
9. Jurisdictional Updates	<p>Linn County – moving ahead with sidewalk project on Old Salem Road.</p> <p>Millersburg – the Planning Commission has approved the intermodal facility, and they are waiting for the Oregon Transportation Commission (OTC) final vote.</p> <p>Benton County STIF Committee did a good job of keeping its projects to the allotted amount of funds.</p>	
10. Adjournment		Meeting adjourned at 3:27 pm.



Albany Area Metropolitan Planning Organization

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Benton County • Oregon Department of Transportation

TO: AAMPO Policy Board
FROM: Dana Nichols, AAMPO Staff
DATE: June 26th, 2019
SUBJECT: **FY21-24 TIP & STBG Funding**

Background

MPOs are required to develop and maintain a Transportation Improvement Programs (TIP) - a detailed short-term, fiscally constrained program to implement the MPO's regional transportation plan. The TIP covers a four-year period and must contain the following types of projects within the MPO area:

- Federally funded highway, transit, bicycle, pedestrian and other transportation projects
- Regionally significant projects regardless of funding source

Once approved by the MPO, the TIP is approved by the Governor and incorporated without modification into the Statewide Transportation Improvement Program (STIP). Because the TIP becomes part of the STIP, the frequency and cycle of the update must be compatible with the STIP development and approval process.

Historically, AAMPO has included Surface Transportation Block Grant (STBG) funded projects in the TIP and the process for allocation has occurred concurrently. Recent conversations with ODOT concluded that this is not a requirement of MPOs and that, in fact, including Fund Exchange STBG projects in the TIP creates a more lengthy and in-depth administrative process overall. The funding is flexible, intended for state and local projects, and does not have the same requirements as federal dollars once issued through the fund exchange process. An email from Flower Shobe, ODOT, is included as an appendix to provide greater detail.

Information about STBG Funding

Under a cooperative process, ODOT distributes a portion of its Surface Transportation Block Grant funds to cities, counties, and MPOs with populations less than 200,000. STBG program provides flexible funding to address local and State transportation needs, and can be used for construction, operational programs, safety projects, recreational trails and bike and pedestrian projects, projects and strategies designed to support travel demand management, amongst others. Entities eligible to apply include: local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts, tribal governments, nonprofits responsible for administering local transportation safety programs, and any other local or regional entity responsible for transportation or recreational trails. In general, STBG projects may not be used on local roads or rural minor collectors.

Current State of Funding

The TAC has been in discussions about the current state of funding, specifically the STBG fund exchange projects listed in the 18-21 TIP. It appears that the financial burden of these projects, for the remainder of the TIP cycle, outweighs the resources available through the annual allocation of STBG funding. Through conversations with the City of Albany, Linn County, and Benton County, we have a path moving forward to fund the majority of these projects through the end of this cycle.

Intergovernmental Agreements have been developed, or are in the process of being developed, for the following projects: Hill Street Reconstruction (Albany), Old Salem Road Preservation & Safety (Linn County), and Springhill Drive Overlay (Benton County). Projects that are scheduled, but have not yet received funding, include: 24th Avenue (Hill to Geary in Albany), Salem Avenue Street Improvement Project (Albany), and Queen Avenue Street Improvement Project (Albany). Based on current funding projections, AAMPO should have enough STBG funding in 2020 (FFY2019), 2021 (FFY2020), and 2022 (FFY2021) to cover each of these projects, except Salem Avenue Street Improvement Project, which is proposed to be slipped to the net round of projects.

Based on the current year’s allocation of approximately \$780,000, AAMPO should develop a competitive process for allocating this funding similar to year’s past. Since funding should be secured for existing projects, that leaves the MPO with two years, 2023 (FFY2022) & 2024 (FFY2023) of funding for other projects.

At their last meeting, the AAMPO TAC discussed whether or not STBG fund exchange projects should remain in the TIP/STIP, and whether or not changes should be made to the application process. The recommendation forwarded to the Policy Board is that STBG fund exchange projects should not be included in the TIP, but managed between jurisdictions, the MPO staff, and ODOT, with regular project updates supplied to the Policy Board. The TAC recommends leaving the policy and application process as is, but would like to revisit the topic in a joint meeting with the Policy Board before the next TIP cycle.

Expected Timeline

*Subject to change

	<i>AAMPO Action</i>	<i>ODOT Action</i>
<i>Jan '19</i>		<ul style="list-style-type: none"> • Draft STIP developed with 'bucket' of AAMPO STBGP funds. • MTIP/STIP Meeting with MPOs
<i>April '19</i>	<ul style="list-style-type: none"> • Policy Board: Introduction to 21-24 MTIP/STIP Process • TAC: Review criteria and STBG allocation 	<ul style="list-style-type: none"> • MTIP/STIP Meeting with MPOs

May '19	<ul style="list-style-type: none"> TAC: Review criteria and STBG allocation 	
	<ul style="list-style-type: none"> TAC: Reviews and makes recommendation regarding STBG allocation policy and application process 	
June '19	<ul style="list-style-type: none"> Albany Transit prepares projections Policy Board: Finalize STBG allocation policy and application process 	
July '19	<ul style="list-style-type: none"> STBG applications are publically available 	<ul style="list-style-type: none"> ODOT begins to develop STIP
	<ul style="list-style-type: none"> TAC Review STBG applications and makes recommendation to Policy Board 	<ul style="list-style-type: none"> MTIP/STIP Meeting with MPOs
Aug '19	<ul style="list-style-type: none"> Policy Board makes final decision regarding STBG funding 	
Sept '19	<ul style="list-style-type: none"> FY21-24 Draft TIP approved by Policy Board 	
Feb '20	<ul style="list-style-type: none"> Staff provides project list to ODOT for incorporation into STIP 	<ul style="list-style-type: none"> OTC releases Draft 21-24 STIP for public review
May '20		<ul style="list-style-type: none"> OTC Review public comments
June '20		<ul style="list-style-type: none"> OTC approves final 21-24 STIP
Sept '20		<ul style="list-style-type: none"> USDOT approval of final 21-24 STIP

Other Funding Categories in the STIP

- **Fix-It** programs fund projects that fix or preserve the state's transportation system, including bridges, pavement, culverts, traffic signals, and others. ODOT uses data about the conditions of assets to choose the highest priority projects. In recent STIPs the Commission has allocated most funding to Fix-It programs.
- **Enhance** programs fund projects that enhance or expand the transportation system. Area Commissions on Transportation recommend high-priority investments from state and local transportation plans in many of the Enhance programs.
- **Safety** programs reduce deaths and injuries on Oregon's roads. This includes the All Roads Transportation Safety program, which selects projects through a data-driven process to ensure resources have maximum impact on improving the safety of Oregon's state highways and local roads.
- **Non-highway** programs fund bicycle and pedestrian projects and public transportation. Area Commissions on Transportation often help recommend these projects to the Commission.
- **Local government** programs direct funding to local governments so they can fund priority projects.



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Section 6.2 of the AAMPO formation IGA 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.”*

Policy on Allocation of STBGP Funds

As reaffirmed on January 25, 2017

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.

B. Renewal of Policy

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

C. Project Eligibility

Eligibility requirements for AAMPO STBGP funds include the following:

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

D. Definitions of Project Types

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

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

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

E. Funding Prioritization of Projects

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

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

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

* ADT Range for Goal 2(e):

A = >10,000

B = 5,000 -10,000

C = < 5,000

Dana Nichols

From: SHOBE Flower E <Flower.E.SHOBE@odot.state.or.us>
Sent: Wednesday, May 29, 2019 3:26 PM
To: Dana Nichols
Subject: STBG Fund Exchange Program Guidelines
Attachments: AOC LOC IGA 28906.pdf; Fund-Exchange-Overview.pdf

Hi Dana,
I'm attaching a couple of documents that are part of how we determine STBG allocation amounts and project eligibility.

First is the AOC/LOC agreement that governs our funding allocation processes and includes local agency guidelines.

Second is the current Fund Exchange (FX) document available on our web site. This is the document I mentioned that is in the process of being revised. It offers a general overview but lacks specific details that agencies may need to fully understand the process. The estimated completion date of the revision is a couple of months out, but I'm including the link so you can access the document when it's ready. <https://www.oregon.gov/ODOT/LocalGov/Pages/Funding.aspx>. This page also offers other local agency resources for specific types of funding.

Below is the information we spoke about over the phone and may also be included in the revised FX document.

Fund Exchange Allocation Process

On an annual basis, ODOT determines funding amounts allocated to certain local agencies; all cities and counties with more than 5,000 population, and MPO's with less than 200,000 population. Allocation are determined by a calculation that includes data from the prior years' population census, road miles, and the funding issued by FHWA to ODOT. Once allocations are determined, amounts are distributed by our office to the Local Agency Liaisons (LAL's) who then share this with their local agency contacts. This usually happens around January.

Fund Exchange Request Process

Local agencies contact their LAL to request funding. This is done via written request on agency letterhead naming the project, general location, amount requested (before and after exchange), and acknowledgment of the exchange rate. The LAL reviews the information, determines eligibility and forwards on to our office (Program and Funding Services). We issue a funding authorization letter, an expenditure account for charges, and send back to the LAL. At this point, the LAL will initiate an Intergovernmental Agreement (IGA) and follow up with the local agency to sign. Once the IGA is fully executed with all signatures, the LAL will notify the local agency of Notice to Proceed (NTP). If funds are not fully utilized, the local agency notifies the LAL so the remaining funding can be returned to their balance. Local agencies are allowed to carry over allocated funding for up to four years. Funds over four years in age may be subject to removal.

Fund Exchange Utilization Process

In general the STBG funding can be used for any "gas tax eligible" projects and/or purchases:

1. **Funding for projects delivered or purchases made by the local agency:** For example, paving, chip seal and overlays performed by the agency's own crew, or sub-contracted out to private construction companies. Purchase of equipment to maintain the roadway is also acceptable. The local agency performs all oversight duties and submits documentation for reimbursement, (this is the most common usage – about 95% of all exchange requests). The funding is converted from Federal to State, and the state issues payment on a reimbursement basis.

Attachment B, Appendix A

2. **Funding for required match or overmatch on a federal aid project:** For example, the local agency is required to match 10.27% of the total project costs. ODOT deposits the funding to the local agency's deposit account for the project. The funding is converted from Federal to Local.
3. **Funding for a federal aid project:** The local agency wishes to utilize their allocation to fund the federal portion of a federal aid project. Funds are not exchanged, but moved from the agencies allocation balance at 100% to the project. The funding remains Federal and the project is held to all federal aid requirements.

Feel free to reach out to me with any questions or if you need more information.

Thank you!
Flower

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May 2017



The Oregon Modeling Steering Committee (OMSC) is preparing for an upcoming survey of household travel behavior.

A Briefing for Policy Makers

- Transportation funding, operational decisions and travel forecasts used for MPO and statewide planning all depend on real-world data for accuracy. Having confidence in our travel forecasts and an understanding of traveler behavior is important, since they are the basis for many public investment decisions.
- Household travel data is an essential building block for travel models. Household travel surveys provide details about travel behavior that is lacking in other data sources.
- Since household travel activities and demographics change over time, travel surveys are traditionally conducted about every 10 years. In Oregon, the most recent surveys were conducted between 2008-2011, roughly coinciding with the 2010 Census.
- With the 2020 Census on the horizon, the Oregon Modeling Steering Committee has begun planning for the next household travel survey.
- Essential data is currently lacking or outdated in some MPO areas. Where regions are experiencing rapid growth and increasing congestion, new travel surveys are needed to identify the behavioral forces creating these patterns.

“Transportation technology is evolving at a torrential pace. Just consider innovations since the last travel surveys were conducted in 2011: Uber and other ride-hailing services have become mainstream, vehicles are increasingly connected with each other, and it seems driverless vehicles are becoming closer to reality every day.

Personal travel is heavily influenced by changes in technology. That’s why conducting travel surveys on a regular basis is so important. Surveys allow us to understand how travel habits are changing over time. They provide the analytical foundation to measure the future impacts of changing travel behavior.”

—Jeff Frkonja, Metro, OMSC Chairman

- Each metropolitan area in Oregon has unique characteristics. It is important to collect region-specific information so that travel forecasts reflect distinct travel behaviors in each area.
- MPO participation in the next survey is important, so information used to make future policy and investment decisions remains analytically valid.

OREGON 2020 TRAVEL AND ACTIVITY SURVEY

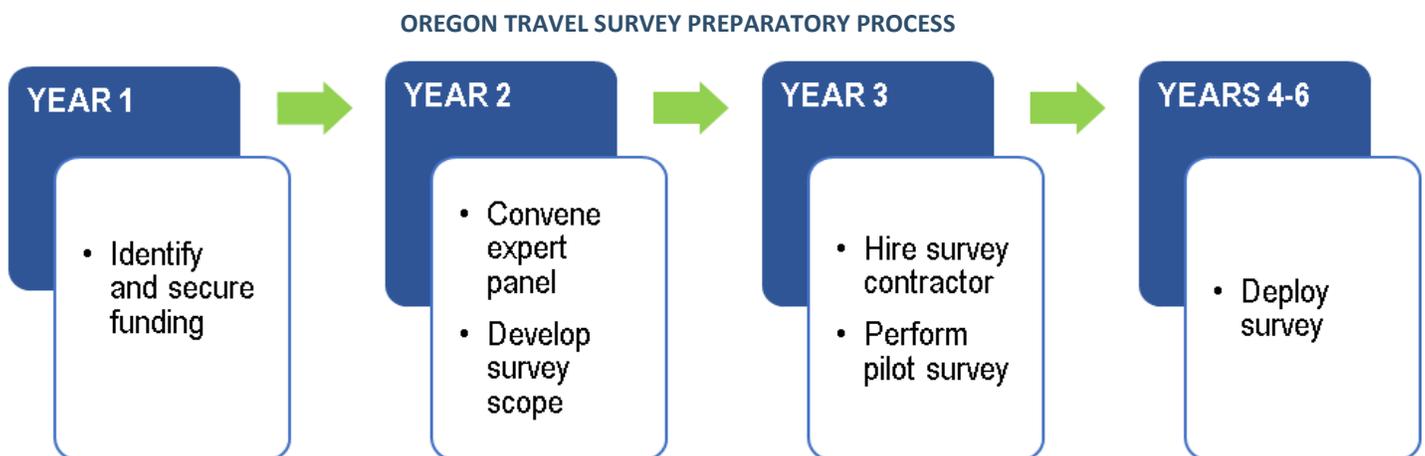


What information is typically collected? Volunteer participants are asked to record where, when, why, how, and with whom they travel.

How will the travel survey be accomplished? There are a variety of methods to collect household travel data, from written diaries to smartphone apps. Data collection methods and technologies are advancing every year. As part of the survey preparatory process, all modern options will be investigated and the method offering the best value for the cost will be selected.

Who will conduct the survey? Collecting and processing travel survey data is a specialized field. The OMSC is developing a plan to procure expert services for the survey. The goal is to balance the needs of OMSC partners while providing the highest return on the dollar.

What is the timeline? The preparatory process is anticipated to take approximately two to three years, as shown below. Ideally the survey will occur soon after the 2020 Census; however, the actual timing will depend on funding availability.



How much will it cost? A preliminary estimate for data collection is between \$200 and \$450 per household; however, cost estimates will be refined as the OMSC develops the survey scope. The number of households will vary by MPO, and will be determined during the preparatory process.

The range of costs reflects a variety of factors, such as the number of days data will be collected, the number of households surveyed, the level of customization needed for individual MPO areas, strategies used to recruit participating households, and many other considerations. Larger sample sizes are needed to develop new forecasting tools; smaller samples may be appropriate for updating current tools.

The OMSC's Travel Survey Subcommittee will be working to identify survey needs and costs for each MPO. We encourage MPO participation in the preparatory process. MPO's may also wish to seek funding partners for implementing the survey within each region.

Since 1996, the OMSC has worked to improve the state-of-the-practice and promote state-of-the-art land use and transportation modeling in Oregon. Our mission is to ensure Oregon continues to have the right tools, skills and expertise needed to answer important questions about our transportation systems, land uses and economy.

Key #	STIP Cycle		Project Name	FFY	FY	Funding Source	Federal Amount		Match	Total
21111	18 - 21	City of Albany (ATS)	FY18 Loop Operations (CAMPO 5307)	FFY18	FY 18-19	5307	\$144,240	Local - Partnership Funds 50:50	\$144,240	\$288,480
21112	18 - 21	City of Albany (ATS)	FY18 Loop Operations (AAMPO 5307)	FFY18	FY 18-19	5307	\$144,240	Local - Partnership Funds 50:50	\$144,240	\$288,480
21113	18 - 21	City of Albany (ATS)	FY18 Loop Preventative Maintenance (AAMPO 5307)	FFY18	FY 18-19	5307	\$36,000	Local - partnership revenue 80:20	\$9,000	\$45,000
21114	18 - 21	City of Albany (ATS)	FY18 ATS Operations	FFY18	FY 18-19	5307	\$315,640	City of Albany 50:50	\$315,640	\$631,280
21115	18 - 21	City of Albany (ATS)	FY18 ATS Preventative Maintenance	FFY18	FY 18-19	5307	\$41,600	City of Albany 80:20	\$10,400	\$52,000
21116	18 - 21	City of Albany (ATS)	FY18 ATS 1% for safety improvements	FFY18	FY 18-19	5307	\$9,000	City of Albany 80:20	\$2,250	\$11,250
21117	18 - 21	City of Albany (ATS)	FY18 ATS ADA Paratransit	FFY18	FY 18-19	5307	\$117,000	City of Albany 50:50	\$117,000	\$234,000
21118	18 - 21	City of Albany (ATS)	FY18 First 20% ATS ADA Paratransit operating funds	FFY18	FY 18-19	5307	\$90,000	City of Albany 80:20	\$22,500	\$112,500
21119	18 - 21	City of Albany (ATS)	FY18 ATS Capital	FFY18	FY 18-19	5307	\$160,000	City of Albany 80:20	\$40,000	\$200,000
Key #	STIP Cycle		Project Name	FFY	FY	Funding Source	Federal Amount		Match	Total
20898	18 - 21	City of Albany (ATS)	FY19 Loop Operations (CAMPO 5307)	FFY19	FY 19-20	5307	\$148,570	Local - Partnership Funds 50:50	\$148,570	\$297,140
20903	18 - 21	City of Albany (ATS)	FY19 Loop Operations (AAMPO 5307)	FFY19	FY 19-20	5307	\$148,570	Local - Partnership Funds 50:50	\$148,570	\$297,140
20904	18 - 21	City of Albany (ATS)	FY19 Loop Preventative Maintenance (AAMPO 5307)	FFY19	FY 19-20	5307	\$52,000	Local - partnership revenue 80:20	\$13,000	\$65,000
20905	18 - 21	City of Albany (ATS)	FY19 ATS Operations	FFY19	FY 19-20	5307	\$325,000	City of Albany 50:50	\$325,000	\$650,000
20907	18 - 21	City of Albany (ATS)	FY19 ATS Preventative Maintenance	FFY19	FY 19-20	5307	\$52,000	City of Albany 80:20	\$13,000	\$65,000
20965	18 - 21	City of Albany (ATS)	FY19 ATS 1% for safety improvements	FFY19	FY 19-20	5307	\$9,508	City of Albany 80:20	\$2,377	\$11,885
20909	18 - 21	City of Albany (ATS)	FY19 ATS ADA Paratransit	FFY19	FY 19-20	5307	\$68,590	City of Albany 50:50	\$68,590	\$137,180
20912	18 - 21	City of Albany (ATS)	FY19 First 20% ATS ADA Paratransit operating funds	FFY19	FY 19-20	5307	\$190,161	City of Albany 80:20	\$47,540	\$237,701
20913	18 - 21	City of Albany (ATS)	FY19 ATS ADA Paratransit Capital	FFY19	FY 19-20	5307	\$80,000	City of Albany 80:20	\$20,000	\$100,000
20917	18 - 21	City of Albany (ATS)	FY19 ATS ADA Paratransit Preventative Maintenance	FFY19	FY 19-20	5307	\$25,000	City of Albany 80:20	\$6,250	\$31,250
	STIP Cycle		Project Name				Federal Amount		Match	Total