



## Albany Area Metropolitan Planning Organization

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

### Policy Board Meeting Agenda

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**Date:** Wednesday, March 25, 2020  
**Time:** 2:30 to 4:30 pm  
**Location:** <https://zoom.us/j/915896472>  
Phone: 1-346-248-7799  
Meeting ID: 915 896 472  
**Contact:** Dana Nichols, Transportation Planner

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1. 2:30      **Call to Order, Agenda Review, and Introductions**      **Chair Malone**
  
2. 2:40      **Public Comment**      **Chair**
  
3. 2:45      **Approval of Meeting Minutes**      **Chair**  
*February 26, 2020 Policy Board Minutes (Attachment A)*  
**ACTION: Approve Minutes**
  
4. 3:00      **Active Transportation Plan (Attachment B)**      **Staff/IPRE**  
At the February Policy Board meeting, there was a request for a presentation by IPRE staff to explain their model and present a potential scope of work for the Active Transportation Plan.  
**ACTION: Presentation and Discussion**
  
5. 3:30      **MTIP/STIP Amendments (Attachment C)**      **Staff**  
K22105 is a new project for the 18-21 STIP to update guardrails on I-5. Although this was approved by the Policy Board last month as a "TIP Adjustment", the state has provided guidance that it must now be approved as a full "TIP Amendment". K20599 adds previous year "savings" of \$333,089.31 to the AAMPO planning funds for SFY21.  
**ACTION: Approval**
  
6. 3:45      **Discussion of Other Work Items**      **Staff**  
-COVID-19 discussion  
-UPWP, Title VI Plan, MTIP  
-Joint PB April Meeting  
**ACTION: Discussion**
  
7. 4:00      **Jurisdictional Updates**      **All**  
**ACTION: Discussion**
  
8. 4:30      **Adjourn**

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The meeting location is accessible to persons with disabilities. Sign language, interpreter services or other accommodations can also be provided by contacting Emma Chavez at least 48 hours prior to the meeting. Emma can be reached at 541-967-8551 (TTY/TTD 711) or [echavez@ocwcog.org](mailto:echavez@ocwcog.org).

**ALBANY METROPOLITAN PLANNING ORGANIZATION  
POLICY BOARD  
Wednesday, February 26, 2020  
2:30 – 4:30 pm  
Oregon Cascades West Council of Governments  
Upstairs Conference Room / 1400 Queen Ave. SE, Albany**

**DRAFT MINUTES**

**Members Attending:** Savannah Crawford, Darrin Lane, Gary Stockhoff (Alternate), Georgia Edwards, Dave Beyerl, Georgia Edwards, Walt Perry (Alternate)

**Staff:** Nick Meltzer, Dana Nichols, and Emma Chavez

<b>TOPIC</b>	<b>DISCUSSION</b>	<b>DECISION / CONCLUSION</b>
1. Call to Order, Agenda Review, and Introductions		<b>Meeting called to order at 3:30 pm by current Chair Dave Beyerl.</b>
2. Election of Officers	Darrin Lane nominated Commissioner Pat Malone to serve as Chair. Lane also volunteered to serve as Vice Chair. Members met consensus.  Staff Dana Nichols noted that the bylaws state that the Chair will not serve for more than two consecutive years.	<b>Consensus for Commissioner Pat Malone to serve as Chair and Darrin Lane as Vice Chair.</b>
3. Public Comment		<b>There were no public comments.</b>
4. Approval of Meeting Minutes		<b>Consensus to approve the minutes.</b>
5. Active Transportation Plan	Staff Dana Nichols reported that the TAC has been discussing how to spend AAMPO carry forward (savings) funds. They have discussing spending it on the Albany Bus Barn project, Oregon Household Activity Survey, and the Active Transportation Plan. The Active Transportation Plan grew out of some of the work that COG staff have been working on and presenting to the TAC, and from an FHWA grant to look at Multi-Modal Network Connectivity. Nichols moved on to provide a	<b>Consensus to approve the Active Transportation Plan as presented, with direction to the AAMPO TAC to work on defining the data collection.</b>

	<p>presentation on what an Active Transportation Plan may look like.</p> <p>There are funding opportunities that the AAMPO may want to apply for to complete portions of this work.</p> <p>The project would include data collection, visioning process through a project TAC, functional roadway classification, designing, project identification, and implementation plan (identifying funding, pilot projects, programing).</p> <p><u>Budget/Timeline:</u>  Data Gathering – June to December 2020  Network Visioning – August to October 2020  Needs Assessment – September to November 2020  Design &amp; Treatment – January 2021 to March 2021  Project Prioritization – March 2021 to April 2021  Implementation/Pilot Projects/Programming – April 2021 to July 2021  Contingency and Report Writing – Completed by July 2021</p> <p>The TAC recommended setting aside \$100,000 for this work now, and then reassessing the need for additional funds during the next UPWP process.</p> <p>Member Feedback:</p> <ul style="list-style-type: none"> <li>• Utilize already available data, ask ATS for unique ridership data</li> <li>• Clarification that assisted living centers are counted as “Group Quarters” in the Census</li> <li>• Unsure if the Active Transportation Plan is valuable for the funds that will be spent</li> <li>• Contract through RFP, with a firm to do data collection for a lesser cost</li> <li>• Find projects that are smart and strategic</li> <li>• Look for ways that can allow cyclists to get from point A to point B</li> <li>• Look at who does polling professionally</li> </ul>	
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	<ul style="list-style-type: none"> <li>• Have door to door polling</li> <li>• Planning funds cannot be used for construction, this work will allow AAMPO to collect data for project selection</li> <li>• Can the Oregon Household Survey be used for this work? Answer; that information will not be available for a couple of years.</li> <li>• Have IPRE team provide a presentation on their work and what they can provide for AAMPO on the Active Transportation Plan</li> <li>• Gather data that the MPO can have control over updating</li> <li>• Utilize a data gathering contractor or student team that will provide the best product</li> <li>• TAC to provide additional input on data collection</li> <li>• Ensure dates of polling are appropriate (weather influence)</li> <li>• Do not want to end up in a place where increase road design and construction costs</li> </ul> <p>Nichols advised that staff had suggested to do data gathering through a student team in order to keep the cost down. When that cost estimate was presented to the TAC, members suggested that the cost projection were too low and asked for the numbers to be increased for a more robust process. When asked what type of data would be collected; Nichols stated that first and last mile of transit, transit expansion from STIF funds, quantitative information, health equity component (where are services that people need to go to, and how to access those), and hard to reach populations, and others might be included. Staff has been working with IPRE to determine what the data gathering phase might entail.</p> <p>Nichols went on to note that the Albany TSP is somewhat outdated, and does not have a robust bike and ped component. Unfortunately, the City does not have the capacity to update their Plan at this time. This is one way the MPO can assist them with getting that component updated, and prepared should funding for projects become available. Albany is also updating their Parks and Recreation Plan and are looking at a lot of off-street trails. This provides a good opportunity for the MPO to plug in to that and start looking at ways to make</p>	
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	<p>connections.</p> <p>Walt Perry shared his concern on whether a student team would be able to accomplish the work to the extent the MPO would like. He had concerns on the turnover of students during the process. Staff clarified that the IPRE is a professional service and can be thought of as any other contractor in the work they provide. While students are hired to do the work, these groups are managed by professional staff.</p> <p>Lane stated that he is not opposed to approving the plan, however, more information on the type of work that will be completed would be helpful. Lane asked how IPRE collects data. Nichols advised that that IPRE could do an online survey with marketing of it on a website, there could be an onboard survey, focus groups, standalone community workshops, focused outreach to under-represented groups, and email updates. Meltzer pulled the electronic scope of work and provided a brief review of it for members.</p> <p>Chair Dave Beyerl made a proposal to approve the Active Transportation Plan and for the TAC to do further research on the types of data collection that should take place, and what the best modes for gathering data should be.</p>	
6. MTIP/STIP Amendments	<p>Nichols advised that the following STIP adjustments have been requested. She noted that members had received a site map in their agenda packets.</p> <p style="text-align: center;"><b>1. K22004 Salem Avenue: Cox Creek Bridge</b></p> <p>The Oregon Department of Transportation (ODOT) has requested an amendment to the Transportation Improvement Program (TIP) for the region. The request is to advance Preliminary Engineering for K22004, Salem Avenue: Cox Creek Bridge from the 21-24 draft STIP to the 18-21 STIP. The project will repair issues with the Cox Creek Bridge associated with erosion near the bridge supports, as well as repair any cracks in the bridge supports.</p>	<b>Consensus to approve the STIP Amendments as presented.</b>

	<p><b>2. K22105: I-5 Guardrail Upgrades</b></p> <p>The Oregon Department of Transportation (ODOT) has requested an amendment to the Transportation Improvement Program (TIP) for the region. The request is to add a new project to the 18-21 STIP that would update guardrails on I-5 to current standards. The location of the work is on I-5 North Bound and South Bound from MP175.8-MP281.7.</p> <p>Any revisions to the TIP must follow the procedures set forth by the approved document. In these cases, the request falls under a “TIP Adjustment” because this is a new project that does not significantly affect existing roadway capacity, vehicle volumes, or travel speeds. TIP Adjustments require approval of the MPO Policy Board at a public meeting, but do not require the 30-day comment period.</p> <p>Members were requested to approve the TIP Adjustment request for project 22004: Salem Avenue: Cox Creek Bridge to advance Preliminary Engineering from the draft 21-24 STIP to the 18-21 STIP.</p>	
7. Discussion of Other Work Items	<p>2021 UPWP – A review of the UPWP is scheduled for February 20<sup>th</sup> with State and Federal partners. The UPWP will come to the Board for final approval in April. Nichols provided a quick review on the comments received at the February 20<sup>th</sup> meeting.</p> <p>April Joint MPO Board Meeting – The MPO Boards are scheduled to meet jointly in April. Agenda items include Hwy 20 Corridor, and a Merged MPO.</p>	
8. Jurisdictional Updates	<p>ODOT – The STIP is open for public comment. James Feldmann will be providing a presentation on future STIP projects at the CWACTION meeting tomorrow.</p> <p>OCWCOG – An Assistant Planner has been hired for CAMPO work, and COG is also working to hire for a Statewide Transportation Improvement Fund (STIF) position.</p> <p>Benton County – Is currently processing STIF payments to Qualified Entities (QE).</p>	

	<p>Tangent – Has had some interesting encounters at City Hall and may need to upgrade their security.</p> <p>Jefferson – The fire department is trying to establish themselves on the south side of tracks. They are working on the development of their TSP, and are hoping to come up with significant transportation improvements through the process. Perry also reported that a new 30-unit apartment complex will be constructed.</p> <p>Linn County – Commissioner Nyquist went to DC last week and spoke with Edward who is staff Chair of Representative Peter DeFazio Transportation Committee. They discussed the Millersburg Interchange and the need for money, as well as the potential for grant money. Commissioner Nyquist’s message to Edward was that “if there is a new transportation package, we need to be in it”. Commissioner Nyquist also mentioned the same to Merkley’s office, and Merkley indicated that the STIP is available. Crawford stated that ODOT is working on preparing shelf projects for when funds become available. Lane requested for someone at ODOT to provide a planning budgeting figure for preliminary design on the Millersburg interchange project. Crawford indicated that she would follow-up.</p> <p>Lane questioned who is driving the discussion on the MPO threshold and questioned if there is an interest group for a higher threshold? Commissioner Nyquist stated that it’s a federal discussion. Nichols noted that there had been consideration previously at the federal level to consolidate MPOs. Edwards stated that it was discussed when AAMPO was first formed, but nothing came of it. Nichols noted that, at a state level, they are discussing that there may be more MPOs. She will research the information in more detail and report back to members.</p> <p>Lane stated that Linn County opened bids on the Old Salem Road project. There were four bids that came in, and the project should be getting started soon. There are four more bridge projects that will be</p>	
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	taken to the Board of Commissioners.	
9. Adjournment		<b>Meeting adjourned at 3:53 pm.</b>

# **ALBANY AREA METROPOLITAN PLANNING ORGANIZATION (AAMPO) ACTIVE TRANSPORTATION PLAN PUBLIC ENGAGEMENT PROPOSAL**

## **Background and Purpose**

The Albany Area Metropolitan Planning Organization (AAMPO) is interested in pursuing the creation of an Active Transportation Plan. As part of the planning process, AAMPO may engage in the following tasks:

1. Data gathering
2. Developing a vision for an active transportation network
3. Creating functional classifications of an active transportation network
4. Creating examples of preferred infrastructure design and treatments
5. Identifying a prioritized list of projects
6. Testing pilot projects
7. Investigating what a “right-sized” transportation options program would look like for AAMPO
8. Developing an implementation plan that considers project feasibility and cost

As AAMPO begins to plan for active transportation, it is critical to understand the needs of the communities who live and work within AAMPO’s boundaries. The University of Oregon’s Institute for Policy Research and Engagement (IPRE) proposes to assist with developing and implementing a variety of community engagement activities that would support the development of a robust Active Transportation Plan for AAMPO. By assisting with the collection and analysis of quantitative and qualitative data about community members’ perceptions and habits around active transportation, IPRE will provide AAMPO with the information necessary to shape the priorities and projects included in the Active Transportation Plan.

Here, we offer a menu of tasks IPRE proposes to complete related to the community engagement aspect of the active transportation planning process. Each task describes possible activities, outcomes, and deliverables. All tasks presented are flexible. This proposal is meant as a starting point for future discussions with AAMPO about how IPRE’s services might most effectively be leveraged.

## **Framing**

IPRE believes that meaningful and respectful community engagement is the backbone of any planning process. Community engagement requires the development of relationships and trust building, activities which take time and effort. We therefore recommend that clear expectations about how the community’s input will be incorporated into the plan are defined at the beginning of the planning process and that community engagement is ongoing throughout the planning process. These measures will ensure that AAMPO develops a trusting and respectful relationship with its community members, which in turn will lead to useful insights about community members’ needs and desires around active transportation. The tasks proposed in this work program are designed to promote respect and transparency throughout the planning process.

## Proposed Tasks

The proposed tasks are designed to be completed over an 18-month time frame, beginning in July 2020. Tasks 1 – 7 would primarily happen in the Summer and Fall of 2020, while Tasks 8 and 9 would primary happen in the late Spring through Fall of 2021. Tasks would be completed by IPRE faculty members Aniko Drlik-Muehleck and Michael Howard, with support from students in the School of Planning, Public Policy, and Management at the University of Oregon.

## Key Questions

The various engagement activities proposed here are designed to help AAMPO answer three categories of questions:

- **Current Conditions:** Who currently uses active transportation and how?
- **Barriers & Opportunities:** How do people perceive active transportation modes, what prevents people for using active transportation more frequently, and what interventions would make people use active transportation more frequently?
- **Feedback:** How do community members feel about the priorities and projects proposed to be included in the final Plan? What modifications to these priorities and projects would they like to see?

The answers to these questions will inform the content and priorities captured in the Active Transportation Plan.

## Task 1: Refine Community Engagement Strategy & Create Community Engagement Charter

To set the community engagement process up for success, IPRE proposes to work closely with AAMPO staff and Board members to refine the community engagement strategy proposed here to meet the needs of AAMPO's unique context. We will rely on the recommendations of those most familiar with their communities to tailor an engagement strategy that will reach a broad range of residents and workers. After meeting with AAMPO staff and Board members to discuss the engagement strategy, IPRE will produce a refined work program.

During initial meetings with AAMPO staff and Board members, IPRE also proposes to develop a Community Engagement Charter that will outline how community input will be collected and used in the planning process. The Charter serves to ensure transparency throughout the planning process, giving those living and working in the AAMPO region a clear understanding of how their contributions to the planning process will be considered as the plan is written.

**Desired Outcomes:** Shared understanding between the IPRE team and AAMPO about community engagement tasks and schedule; clarity for the public about how their input will be used in the planning process

**Deliverables:** Refined community engagement work program; Community Engagement Charter

**Schedule:** July 2020

## Task 2: Website Development

AAMPO would like to build a website dedicated to the active transportation planning process. IPRE will develop a website structure and work with AAMPO to populate it with the appropriate information. The

website can house an overview of the planning process, provide regular status updates, and offer an online platform for community members to submit comments, questions, and feedback. The website will be jointly maintained by IPRE and AAMPO staff throughout the planning process.

**Desired Outcomes:** Transparency and accessibility around the active transportation planning process

**Deliverables:** AAMPO Active Transportation Plan website

**Schedule:** Developed July 2020, maintained through adoption of the Active Transportation Plan

### **Task 3: Partnership Development**

To reach a broad range of community members in the AAMPO region, IPRE and AAMPO will have to partner with organizations that already have regular, direct contact with community members. This could include major employers in the region, senior centers and senior care providers, health care providers, schools, faith-based organizations, and community service providers. Particularly considering the social and economic changes caused by the COVID-19 pandemic and uncertainty around the future of public gatherings, it will be critical to develop relationships with organizations who are already closely interacting with community members. We can work with these groups to incorporate input-gathering activities into their normal interactions with community members, or to schedule special input activities outside of their normal operations that are publicized to their members.

IPRE will work with AAMPO to identify important organizations to partner with during the planning process. IPRE will create materials describing the hopes for partnerships during the planning process and discuss these ideas with potential partners. After these initial discussions, IPRE will develop agreements with willing organizations outlining expectations for collaboration during the planning process.

**Desired Outcomes:** Support for the planning process from important organizations that serve the AAMOP region

**Deliverables:** Partnership agreements

**Schedule:** July – August 2020

### **Task 4: Stakeholder Interviews**

IPRE will work with AAMPO to identify several representatives of different community perspectives within the AAMPO region. Important perspectives to capture might include seniors without access to personal cars, parents of children who walk or bike to school, retail business owners, large employers, and residents who do not own or have access to a personal vehicle. IPRE will then conduct interviews with these community representatives to understand how they currently experience transportation, the barriers or challenges to safely getting around, and opportunities they see for increasing or enhancing active transportation options.

**Desired Outcomes:** Identification of the key issues and opportunities from the perspectives of various active transportation stakeholders

**Deliverables:** Stakeholder Interview Key Themes Memo

**Schedule:** July 2020 – August 2020

## Task 5: Summer 2020 Engagement Activities

Summers offer excellent opportunities to engage with community members as they are out and about enjoying the weather and various summer events. IPRE proposes to engage with community members during the summer through a variety of activities:

- **Survey** – IPRE will work with AAMPO to develop a short survey designed to (1) gather information about community members’ current habits and perceptions of active transportation and (2) identify community members’ priorities for enhancement or expansion of active transportation options. IPRE will deliver the survey online through the Active Transportation Plan website and through email lists of partners. IPRE may also create an intercept version of the survey to deliver in-person at various events and locations throughout the summer.
- **Engagement activities at pre-existing events** – IPRE will work with AAMPO to identify up to four pre-existing events (such as festivals, street fairs, and other community celebrations) that would be willing to host an Active Transportation Plan booth. IPRE will then develop engagement materials for the booth (such as comment boards depicting existing conditions and picture boards with possible active transportation priorities). The IPRE team will staff booths during events to gather community input.
- **Stand-alone community workshop** – If desired, IPRE will work with AAMPO to design, publicize, and execute a workshop dedicated solely to gathering input from community members to inform the Active Transportation Plan. IPRE will develop engagement materials for such an event and facilitate the process.

Given uncertainty around the COVID-19 response, IPRE may have to modify engagement events that involve public gathering. If this is necessary, it will become even more important for IPRE and AAMPO to work closely with partners. Partners can help distribute the survey and recruit participants for online “open-houses” that mimic activities normally conducted in person.

**Desired Outcomes:** Identification of key issues and opportunities as perceived by the general public

**Deliverables:** Interim summaries and key themes to emerge from engagement events

**Schedule:** July – September 2020

## Task 6: Fall 2020 Focus Groups

After the generally targeted engagement events during the summer, IPRE will work with AAMPO to plan up to four focus groups with specific populations AAMPO is interested in hearing from in more depth. These could include seniors, school children, and employees. IPRE work with partners to schedule focus groups at senior centers, in classrooms, at workplaces, or at other locations that are willing to participate. These focused conversations will allow AAMPO to explore specific issues related to active transportation in greater depth, clarifying issues and opportunities identified through the survey and summer engagement activities.

**Desired Outcomes:** More nuanced understanding of the issues and opportunities identified by specific groups likely to be highly impacted by active transportation decisions

**Deliverables:** Interim summaries and key themes to emerge from focus groups

**Schedule:** September – October 2020

## Task 7: Issues and Opportunities Report

Based on all the information gathered from stakeholder interviews, summer engagement activities, and fall focus groups, IPRE will develop a short report synthesizing the issues and opportunities identified by community members that, along with technical information gathered by AAMPO staff, should inform the priorities and recommendations considered for the Active Transportation Plan.

**Desired Outcomes:** Holistic information about the issues and opportunities for active transportation, including general community priorities and priorities specific to groups that will be highly impacted by active transportation decisions

**Deliverables:** Draft and final report

**Schedule:** September – December 2020

## Task 8: Summer 2021 Feedback Activities

After AAMPO has developed a draft of the Active Transportation Plan, IPRE will assist with gathering community feedback on the proposed priorities and projects. IPRE will work with AAMPO staff to “translate” the plan into materials that are easily accessible to the public and designed to gather community reactions. IPRE will gather community input using these materials in a variety of ways:

- **Feedback survey** – IPRE will create another short survey designed to gather reactions to and feedback on key proposed elements of the Active Transportation Plan. As with this initial survey, IPRE will solicit responses online through the Active Transportation Plan website, through email lists of partners, and possibly through in-person intercepting.
- **Engagement activities at pre-existing events** – IPRE will host booths at up to four existing community events to gather feedback from event attendees.
- **Stand-alone community workshop** – If desired, IPRE will work with AAMPO to design, publicize, and execute a workshop specifically designed to gather feedback on the Active Transportation Plan proposals.
- **Focus groups** – IPRE will return to the 2020 focus groups to gather feedback on specific portions of the Plan most relevant to those groups.

**Desired Outcomes:** Insights into what aspects of the proposed Plan are supported by community members and which aspects may need to be modified

**Deliverables:** Short report summarizing key findings from the summer feedback activities and suggested modifications for the Active Transportation Plan

**Schedule:** March – September 2021

## Optional Task 9: Pilot Project Evaluation

During the development of the Active Transportation Plan, AAMPO may wish to implement lower-cost, lower-effort pilot projects to support active transportation. IPRE can assist with testing pilot projects by gathering baseline data prior to new street treatments and by collecting data at regular intervals after the interventions. This information will allow us to evaluate the impacts of the changes, helping AAMPO make data-informed decisions about Active Transportation Plan policies, projects, and priorities.

**Desired Outcomes:** Understanding the impacts of pilot projects on traffic patterns, safety, and other transportation behaviors

**Deliverables:** Baseline and post-intervention data sets; memoranda describing the impacts of pilot

projects

**Schedule:** March – September 2021

## **Budget**

IPRE can provide support around Tasks 1-8 for a fixed fee of \$30,000. This includes approximately 275 hours of IPRE faculty and 450 hours of IPRE students for a total of 725 hours over 18 months. The optional Task 9 would require an additional \$11,500 - \$17,500 to complete.

## **Next Steps**

We encourage AAMPO staff, TAC, and Board members to consider the tasks proposed by IPRE and provide feedback that might include:

- Questions or clarifications about task content
- Questions or clarifications about possible schedule and budget
- Ideas about desired modifications

IPRE is flexible and open to suggestions and modifications.



# MEMORANDUM

## Albany Area Metropolitan Planning Organization

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

**Date:** March 25, 2020

**To:** AAMPO TAC

**From:** Dana Nichols, AAMPO Staff

**Re:** STIP Amendment Requests: K22105 – I-5 Guardrail Upgrades; K20599 – Albany Area MPO Planning SFY21

### **K22105: I-5 Guardrail Upgrades**

The Oregon Department of Transportation (ODOT) has requested an amendment to the Transportation Improvement Program (TIP) for the region. This request was approved by the Policy Board last month as a “TIP Adjustment”, however the state has provided notice that it must be approved as a full “TIP Amendment.” The request is to add a new project to the 18-21 STIP that would update guardrails on I-5 to current standards. The location of the work is on I-5 North Bound and South Bound from MP175.8-MP281.7, at a total cost of \$300,000.

Any revisions to the TIP must follow the procedures set forth by the approved document. In this case, the request falls under a “TIP Amendment” because this is a new project. TIP Amendments require approval of the MPO Policy Board at a public meeting, as well as a 30-day comment period for the public.

The project summary is attached.

### **K20599: Albany Area MPO Planning SFY21**

The Oregon Department of Transportation (ODOT) has requested an amendment to the 18-21 Transportation Improvement Program (TIP) for the region. The Amendment adds \$333,089.31 to the Albany Area Metropolitan Planning Organization’s planning funds for Federal Fiscal Year. This additional funding constitutes “savings” from previous years that are rolled over into the upcoming MPO budget.

Any revisions to the TIP must follow the procedures set forth by the approved document. In this case, the request falls under a “TIP Amendment” because the total cost exceeds \$100,000. TIP Amendments require approval of the MPO Policy Board at a public meeting, as well as a 30-day comment period for the public.



**Statewide Transportation Improvement Program**  
**Amendment Project Summary**

**Key Number:** **22105** **2018-2021 STIP**  
**Project Name:** **I-5 guardrail upgrades** **(DRAFT AMENDMENT PROJECT)**

Project Overview			
Total Current Estimate	\$300,000.00	Description	Upgrading guardrail to current standards.
Responsible Region	2	Related Programs	
Project Status Date	1/30/2020	STIP Name	2018-2021 STIP
Project Status	UNAPPROVED	Administrator	MAINT
Monitor	NONCON	Applicant	ODOT
Bid Let Date		MPO	Central Lane MPO, Salem/Keizer Area MPO
Target Date		Constructor	
Award Date		Functional Class	RURAL INTERSTATE
Air Quality Approval Req.		Work Class	SAFETY AND TRAFFIC CONTROL
Air Quality Approval Date.		IGA #	
		Contract #	
Created On	1/30/2020	Created By	Hope Derrickson
Last Updated On	1/30/2020	Last Updated By	JOHN MAHER

Locations													
Route	Highway	MP Begin	MP End	Length	Street	City	County	ACT	Bridge	Reg	State Repr Dist	State Sen Dist	US Cngr Dist
I-5	001 PACIFIC HIGHWAY	175.80	281.70	105.90			VARIOUS	LANEACT, R1ACT		2	07, 18	04, 09	4, 5
I-5	001 PACIFIC HIGHWAY	175.80	281.70	105.90			VARIOUS	LANEACT, R1ACT		2	07, 18	04, 09	4, 5

Phases												
Ph	Phase Total Est. Cost	Original Auth Amount	Original Auth Date	Current Auth Amount	Current Auth Date	Current STIP Amount	Curr STIP Year	Initial STIP Amount	Init STIP Year	EA	Fed Aid ID	Status
OT	300,000.00	0.00		0.00		300,000.00	2020	300,000.00	2020			APPROVED
<b>Tot</b>	<b>300,000.00</b>	<b>0.00</b>		<b>0.00</b>		<b>300,000.00</b>		<b>300,000.00</b>				

Work Types					
Phase	Work Type	Percent of Phase	Work Type Amount	Opt Code	Option Desc
OT	PRESRV	100.00%	300,000.00	S	STATE PROJECT
	<b>OT Totals</b>	<b>100.00%</b>	<b>300,000.00</b>		
	<b>Grand Totals</b>		<b>300,000.00</b>		

Financial Plan -- Target Amounts									
Phase	Funding Resp	STIP	Year	Use Hist Savings	Total Trgt Amt	Fed Trgt Amt	State Trgt Amt	Local Trgt Amt	Comment
OT	1R	2018-2021 STIP	2020		0.00	0.00	0.00	0.00	
	<b>OT Totals</b>				<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	
	<b>Grand Totals</b>				<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	



**Statewide Transportation Improvement Program**  
**Amendment Project Summary**

**Key Number:** **22105** **2018-2021 STIP**

**Project Name:** **I-5 guardrail upgrades** **(DRAFT AMENDMENT PROJECT)**

Financial Plan -- Estimate / Actual Amounts									
Phase	Funding Resp	STIP	Year	Use Hist Savings	Total Est/Act Amt	Fed Est/Act Amt	State Est/Act Amt	Local Est/Act Amt	Comment
OT	1R	2018-2021 STIP	2020		300,000.00	276,660.00	23,340.00	0.00	
	<b>OT Totals</b>				<b>300,000.00</b>	<b>276,660.00</b>	<b>23,340.00</b>	<b>0.00</b>	
<b>Grand Totals</b>					<b>300,000.00</b>	<b>276,660.00</b>	<b>23,340.00</b>	<b>0.00</b>	

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	ACPO	ADVANCE CONSTRUCT PR		100.00%	300,000.00	92.22%	276,660.00	10.78%	23,340.00	0.00%	0.00
	<b>OT Totals</b>				<b>100.00%</b>	<b>300,000.00</b>		<b>276,660.00</b>		<b>23,340.00</b>	
<b>Grand Totals</b>					<b>300,000.00</b>		<b>276,660.00</b>		<b>23,340.00</b>		<b>0.00</b>

Amendments						
Status Date	Amendment Num.	Status	Project Change Type	S/C	Key Number	Change Reason
1/30/20	18-21-3591	DRAFT	ADD PROJECT	TO	22105	Add new project to the 2018-2021 STIP, funding comes from K18476.

<b>Selection Criteria:</b> STIP	2018-2021 STIP	<b>Key Number</b>	22105	<b>Project ID</b>	41988
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