

ALBANY AREA METROPOLITAN PLANNING ORGANIZATION

FY 2016 - 2017

UNIFIED PLANNING WORK PROGRAM

WORKING DRAFT

LEGEND

Yellow Highlight = TAC input requested

Grey text = old numbers from FY15-16

~~Strikethrough~~ = FY15-16 task unlikely to continue



Adopted by the AAMPO Policy Board
April, XX 2016

Albany Area Metropolitan Planning Organization
1400 Queen Ave. SE, Suite 205
Albany OR, 97322

ALBANY AREA MPO'S TITLE VI NOTICE TO PUBLIC
ALBANY AREA MPO'S TÍTULO VI COMUNICACIÓN PUBLICA

Title VI of the Civil Rights Act of 1964 states:

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

The Albany Area MPO is committed to complying with the requirements of Title VI in all of its programs and activities. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the Albany Area MPO. A complainant may also file a complaint directly with the Federal Transit Administration by addressing the complaint to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor - TCR, 1200 New Jersey Ave., SE , Washington, DC 20590.

For more information about the Albany Area MPO's Title VI / Non-Discrimination Program, including procedures for filing a complaint, contact the AAMPO Coordinator at 541 924-4548; by e-mail to tconley@ocwcog.org; or by visiting the Albany Area MPO administrative offices at: 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**

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.

Resolution Number 2016-2

FOR THE PURPOSE OF APPROVING THE FY 2016-2017 ALBANY AREA METROPOLITAN PLANNING ORGANIZATION UNIFIED PLANNING WORK PROGRAM (UPWP)

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

WHEREAS, federal regulations require that each MPO, in cooperation with state DOT and public transportation operator(s), develop an annual UPWP outlining planning priorities and tasks for the upcoming fiscal year; and,

WHEREAS, a Unified Planning Work Program is defined as an annual transportation planning work program which identifies the planning budget and the planning activities to be undertaken by the MPO during the program year; and

WHEREAS, under the direction of the Federal Highway Administration, the Federal Transit Administration and the Oregon Department of Transportation, the Albany Area MPO has developed an Interim Work Program to satisfy this requirement for its first year of planning activities;

NOW, THEREFORE, BE IT RESOLVED:

That the Policy Board of the Albany Area Metropolitan Planning Organization approves the FY2016-2017 AAMPO Interim Work Program and its associated budget.

PASSED AND APPROVED THIS _____ DAY OF _____, BY THE ALBANY AREA METROPOLITAN PLANNING ORGANIZATION.

SIGNED:

ROGER NYQUIST

Albany Area Metropolitan Planning Organization
Policy Board Chair

ALBANY AREA MPO MEMBERSHIP

Policy Board

Darrin Lane	City of Millersburg
Floyd Collins	City of Albany
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Annabelle Jaramillo	Benton County
Roger Nyquist	Linn County
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Chuck Knoll	Linn County
Darrin Lane	City of Millersburg
Lissa Davis	City of Jefferson
Georgia Edwards	City of Tangent
Ned Conroy	Ex-Officio, Federal Transit Administration, Region 10 (FTA)
Nick Fortey	Ex-Officio, Federal Highway Administration (FHWA)
Mary Camarata	Ex-Officio, Oregon Department of Environmental Quality (DEQ)
Ed Moore	Ex-Officio, Oregon Department of Land Conservation and Development (DLCD)

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INTRODUCTION

The Albany Area Metropolitan Planning Organization (AAMPO) was designated by the Oregon Governor on February 6th, 2013 as the metropolitan planning organization (MPO) for the Albany Urbanized Area. Federal regulations require that MPOs be formed for all Urbanized Areas with a population of 50,000 or more; the 2010 U.S. Census showed that Albany Urbanized Area passed this threshold to reach a population of 56,997.

AAMPO includes the cities of Albany, Jefferson, Millersburg, and Tangent as well Linn County, Benton County and the Oregon Department of Transportation. Elected officials from each of these jurisdictions compose the governing body of the MPO, apart from ODOT which is represented by regional planning staff. A Technical Advisory Committee (TAC) composed of staff from each member jurisdiction serves as advisory to MPO's governing body. Staffing, including fiscal and administrative support, is provided by the Oregon Cascades West Council of Governments (OCWCOG).

In accordance with federal regulations, the functions and responsibilities of AAMPO 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 Regional Transportation Plan (RTP). AAMPO must also demonstrate compliance with Title VI and other Non-discrimination requirements and facilitate an effective Public Involvement Plan. The Fiscal Year 2016-2017 Unified Planning Work Program (UPWP) demonstrates how AAMPO will fulfill these requirements between July 1, 2016 and June 30, 2017.

WORK PROGRAM OVERVIEW

Purpose

The Unified Planning Work Program (UPWP) is a federally required document outlining transportation planning activities to be performed by an MPO during a given fiscal year. The UPWP must describe planning activities and products to be completed during the upcoming fiscal year, cost estimates for each activity and work product, federal funds allocated each item, and the lead agency for each item.

UPWPs are officially adopted by the MPO Board and then approved by FHWA and FTA, upon recommendation of ODOT. An MPO may not begin activity on UPWP tasks without prior federal approval of the UPWP and a signed contract.

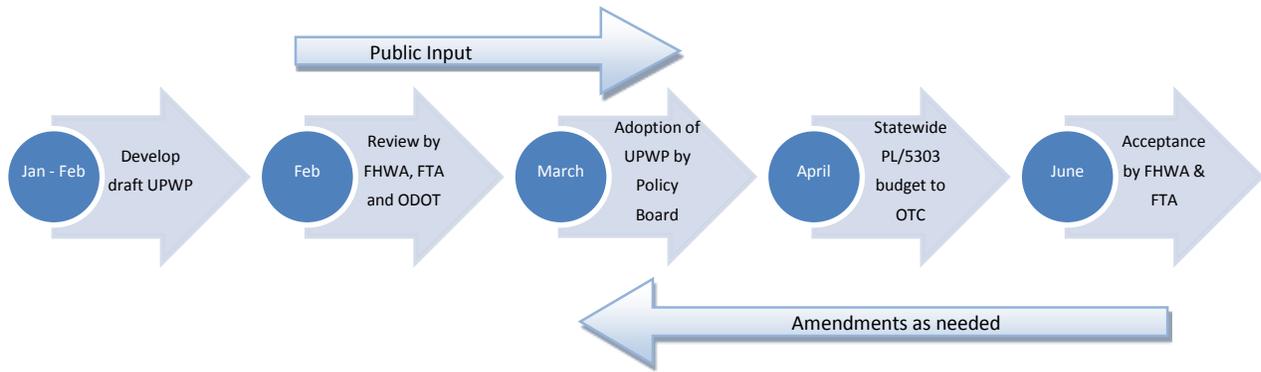
Funding Sources

In Oregon, funding sources for MPO planning activities listed in the UPWP typically include the following. Additional State Planning and Research (SPR) funds from the Oregon Department of Transportation or grants may also help fund tasks in the UPWP.

- FHWA PL Planning funds

- Oregon Department of Transportation match funds (for FHWA PL Planning funds)
- Section 5303 FTA Planning Funds
- Local in-kind match for FTA 5303 Planning Funds

UPWP Development Process



Public notification

As the UPWP is developed, AAMPO will notify and engage the public through the following means:

- Emailing notifications to stakeholders, interested parties and local newspapers
- Holding a 15 day comment period prior to a decision by the Policy Board
- Providing public comment opportunities at Policy Board and TAC meetings
- Providing notifications regarding the UPWP public comment period on the AAMPO website, along with agendas and minutes for all Policy Board and TAC meetings

Public notice of amendments to the UPWP will be included in agenda packets for the AAMPO TAC and Policy Board, which will be posted on the AAMPO website and emailed to stakeholders, interested parties and local newspapers.

Amendments

The UPWP may be amended to add or remove funds from the UPWP budget, move funds from one task to another, to add new tasks, or to alter portions of a task.

Small changes, including changes to project timelines within the current fiscal year or moving \$5,000 or less between sub-tasks within the same task, are considered administrative amendments and can be completed by MPO staff with notification to the Policy Board.

Significant changes to the UPWP are considered full amendments and require Policy Board approval and public notice by inclusion in a Policy Board meeting agenda. Full amendments include the addition or deletion of a task, the addition or removal of any amount of funds from the UPWP, changes to project timelines that will cause the project to not be completed during the fiscal year for which it is programmed, and any other changes to the UPWP not described as an administrative amendment.

AAMPO STATUS REPORT

During FY 2015-2016, AAMPO focused on development of a 20-year Regional Transportation Plan and 4-year Metropolitan Transportation Improvement Program. There has also been continued emphasis on regional collaboration, particularly around inter-city travel and public transportation.

FY15-16 Major Planning Activities and Work Products

MPO Program Management

- Facilitated meetings of the Policy Board and Technical Advisory Committee
- Continued intergovernmental coordination and communication with local stakeholder groups
- Continued implementation of Public Participation Plan and expanded outreach related to the Regional Transportation Plan process
- Continued implementation of Title VI/Non-discrimination Plan and submitted Title VI Annual Report
- Maintained AAMPO webpage
- Completed quarterly reports and billing

Long Range Planning

- Completion of Regional Transportation Plan Framework, an associated technical reports addressing: Plan Goals and Policies, Future Transportation Conditions and Needs
- Future Forecasting, Transit Existing Conditions, Future Transit Needs, and Transportation Solution Packages
- Conducted significant public outreach in support of Regional Transportation Plan process, including: Albany Area Transportation Survey, available online, in hard-copy, and in Spanish; Five Public Open House meetings; and, Fifteen stakeholder interviews
- Provided technical support to Millersburg TSP, Linn County TSP, Corvallis TSP, and the Highway 20 Safety Study project

Transit and Short Range Planning

- Facilitated regional transit coordination efforts including development of IGA to establish governance for Linn-Benton Loop
- Ongoing consultation with ATS and other public transportation providers, including participation in Linn and Benton County Coordinated Public Transit-Human Services Transportation Plans and Salem-Keizer Transit regional transit planning process
- Coordination with Albany Transit Service staff for Albany Multimodal Transportation Center - Planning and Preliminary Design project

Transportation Programming (TIP)

- Accepted applications for FFY15-18 STP funds and developed preliminary project list pending development of Regional Transportation Plan

- Developed draft FFY15-18 MTIP, anticipated for adoption in the third quarter coincident with the RTP Framework. This includes a preliminary list of projects prioritized for STP funds and four-year projections for transit operations and capital expenses.
- Coordinated with local jurisdictions and public transportation providers to maintain Interim TIP and incorporate currently programmed projects in draft FFY15-18 TIP.
- Published annual listing of obligated projects

Ongoing Planning Efforts

- Development of the AAMPO Regional Transportation Plan / Transportation System Plan and related Transit Development Plan will continue through FY16-17.
- AAMPO and the Corvallis Area MPO (CAMPO) continue to assist with the establishment of a stable governance and long-term funding structure for the Linn-Benton Loop transit service. In FY16-17 this coordination effort may also expand into goal setting and visioning for the service.

FY16-17 Program Goals

Primary goals for FY16-17 will include:

- Completion of draft Regional Transportation Plan and Transit Development Plan
- Advancement toward a performance-based planning and programming process
- Continued regional coordination regarding inter-city travel

Status of MPO Documents

Federally-Required Documents	Current Status	Next Update
Metropolitan Transportation Improvement Program (MTIP or TIP)	Interim TIP adopted Sept 2013.	Full TIP anticipated for completion by March 2016
Regional Transportation Plan / Regional Transportation System Plan (RTP/RTSP)	In progress	RTP/RTSP Framework anticipated for completion in March 2016; full RTP/RTSP anticipated for completion in 2017.
Public Participation Plan (PPP)	Adopted July 2014. Administrative updates in January 2016.	As needed or with update of planning documents
Unified Planning Work Program	FY14-15 UPWP adopted in April 2014	FY15-16 UPWP anticipated for adoption in March 2015
Annual List of Obligated Projects (FFY)	FFY15 list completed January 2015	FFY16 list to be prepared January 2017
Other Documents	Current Status	Next Update
Title VI / Non-discrimination Plan	Adopted August 2014. Administrative updates November 2016.	As needed or with update of planning documents
Albany Area Transit Development Plan	In progress	Anticipated for completion in 2017.

FY15-16 WORK PROGRAM

The following work program is organized under four primary 'Tasks' - *MPO Program Management, Long Range Planning, Transit and Short Range Planning, and Transportation Programming*. Each of these 'Tasks' are composed of multiple 'Subtasks'. Within the 'Subtasks' are specific work items and deliverables. The 'Tasks, 'Subtasks' and work items are identified as follows:

1. Task
 - 1.1 Subtask
 - 1.1.a. Work item or specific deliverable

All tasks will be completed by AAMPO staff, with technical assistance from the TAC and approval by the Policy Board, unless otherwise indicated.

Task 1: MPO Program Management

MPO Program Management involves the coordination of all MPO activities necessary for daily operations and adherence to applicable state federal and local regulations. This includes program administration, coordination of the MPO Policy Board and Technical Advisory Committee, public involvement efforts, financial management, development of the UPWP, staff travel and training, interagency and inter-jurisdictional coordination and participation in statewide planning efforts.

Task 1 Funding Sources:	FHWA PL Funds 10.27% Local match provided by ODOT
Task 1 Budget:	\$85,496
Percent of Total Budget:	39.0%

1.1 Administrative Tasks

- 1.1.a. Meeting coordination and logistics for Policy Board, Technical Advisory Committee and other meetings as needed. This includes development of meeting schedules, preparation and distribution of agenda packets, preparation of minutes, responding to public inquiries and attendance at meetings.
- 1.1.b. Development of new 'standalone' AAMPO website, and maintenance of existing website during the interim. Continuation of task identified in FY15-16 UPWP, pending completion of OCWCOG website.
- 1.1.c. Development and maintenance of intergovernmental agreements and contracts
- 1.1.d. Grant applications as directed by the Policy Board
- 1.1.e. Fiscal management, including submission of quarterly invoices and an annual audit
- 1.1.f. Records management
- 1.1.g. Professional training, including workshops, webinars and conferences and other technical training directly related to tasks required of the MPO or tasks included in this work program

Budget: \$30,944
Percent of Total Budget: 14.1%

Timeframe: Ongoing
Deliverables: Committee meeting agenda packets and meeting minutes, invoices to ODOT, approved intergovernmental agreements, annual audit and financial report, organized files, an improved website, approved and executed contracts, well trained and knowledgeable staff.

1.2 Unified Planning Work Program

The UPWP is a federally required document that describes the transportation planning activities to be undertaken in the Albany Area MPO. The UPWP is updated annually and its implementation is monitored by FHWA, FTA and ODOT. UPWP progress is tracked through quarterly reports submitted to ODOT and a year-end report to FHWA, FTA and ODOT. The annual Self Certification Statement is prepared concurrently with the UPWP and considers the MPO's effectiveness in fulfilling federal requirements regarding the 3-C (Comprehensive, Continuing and Coordinated) planning process, multimodal urban transportation planning processes, Title VI / Non-discrimination requirements, Environmental Justice provisions and the Americans with Disabilities Act.

- 1.2.a. FY2017-2018 Operational Budget
- 1.2.b. Development and adoption of FY2017-2018 UPWP
- 1.2.c. Annual Self-Certification
- 1.2.d. Quarterly reports of the MPO’s planning and programming activities , for submission to FTA, FHWA , the Oregon Department of Transportation and the AAMPO Policy Board

Budget: \$16,244
Percent of Total Budget: 7.4%
Timeframe: Ongoing tracking of progress; majority of work to be completed in 2nd and 3rd Quarters
Deliverables: Quarterly reports, FY2017-2018 UPWP document, Self-Certification

1.3 Public Participation Plan Implementation

Active public involvement is a key component of an 3-C planning effort and allows for early, timely and complete notice to the public regarding MPO activities and decisions. AAMPO’s public involvement activities are directed by a Public Participation Plan (PPP) and further informed by a Title VI / Non-discrimination Plan as described in Task 1.4. Ongoing public outreach efforts by MPO staff are listed below. Activities specific to Regional Transportation Plan (RTP) will be listed under that task.

- 1.3.a. Accepting and processing any complaints regarding MPO planning or programming activities
- 1.3.b. Holding AAMPO Policy Board, TAC and other meetings as convenient and accessible times and locations and providing for sign language, interpreter or other accommodations upon request.
- 1.3.c. Making AAMPO Policy Board and TAC meeting minutes available on the AAMPO website in a timely manner.

- 1.3.d. Provision of public notice of all AAMPO Policy Board, TAC and other special meetings in local newspapers, email notification to an Interested Parties list, and on the AAMPO website.
- 1.3.e. Acceptance of and response to public comments. Comments will be accepted at all AAMPO Policy Board and TAC meetings and via email, phone or mail communication with AAMPO staff. Public comments will be provided to the AAMPO Policy Board for consideration.
- 1.3.f. Maintenance of interested parties list
- 1.3.g. Provision of key documents on the AAMPO website. This includes the Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), Public Participation Plan (PPP), Title VI Plan and program, and Annual List of Obligated Projects. Also includes informational materials such as the Albany Area MPO Citizen’s Handbook, AAMPO Fact Sheet, and AAMPO maps.
- 1.3.h. During development of the Regional Transportation Plan (RTP) and Transit Development Plan (TDP) MPO staff will provided special public notice and input opportunities as identified under those tasks.

Budget: \$5,008
Percent of Total Budget: 2.3%
Timeframe: Ongoing
Deliverables: Implemented PPP, informed and involved public, timely responses to public inquiries

1.4 Title VI / Non-Discrimination Activities

AAMPO has adopted a Title VI / Non-discrimination Plan outlining how the MPO will comply with federal Title VI and Non-discrimination requirements. As required by the plan, the following tasks compose the AAMPO Annual Title VI Work Plan for FY16-17:

- 1.4.a. Completion of Title VI Accomplishments Report for FY15-16, outlining compliance activities related to transportation projects as well as any changes that occurred during the State of Oregon’s fiscal year ending on June 30. To be completed in July 2016.
- 1.4.b. Review and update AAMPO Demographic Profile as data becomes available, including demographic data regarding participants in, and beneficiaries of, MPO planning and programming efforts.
- 1.4.c. Attending Title VI / Non-Discrimination and related trainings hosted by ODOT or other agencies, when available.
- 1.4.d. Ensuring that required Title VI /Non-Discrimination notices are included in applicable project documents and materials.
- 1.4.e. Accepting and processing any Title VI complaints in coordination with ODOT and consistent with the Title VI / Non-Discrimination Plan.
- 1.4.f. Preparing and submitting Annual Title VI Certifications and Assurances. To be completed in March 2017 coincident with the UPWP.
- 1.4.g. Monitor effectiveness of Title VI/Non-Discrimination Plan and PPP in eliminating discrimination, and taking action to correct any deficiencies.

Budget: \$5,362
Percent of Total Budget: 2.4%
Timeframe: Ongoing, unless otherwise noted under specific tasks.
Deliverables: Implemented Title VI / Non-Discrimination Plan, Annual Title VI Accomplishments Report, identification and elimination of discrimination in MPO planning and programming activities

1.5 Intergovernmental Coordination

To effectively implement the 3-C planning process, MPO members and staff coordinate with other jurisdictions, statewide agencies, federal agencies and a variety of stakeholder groups.

- 1.5.a. Coordination with the Corvallis Area MPO (CAMPO). This includes facilitation of joint MPO meetings and cooperation with CAMPO regarding regional transportation issues. AAMPO strives to participate in joint meetings with CAMPO at least on an annual basis.
- 1.5.b. Facilitate meetings of Linn-Benton Loop governing body as needed. This may include development of meeting schedules, preparation and distribution of agenda packets, preparation of minutes, responding to public inquiries and attendance at meetings
- 1.5.c. Participation on the Cascades West Area Commission on Transportation (CWACT). Through a coordination protocol established in 2014, AAMPO staff is a participating member of the Technical Advisory Committee to the CWACT and is an ex-officio member to the CWACT governing body. MPO staff attends regular meetings of the CWACT TAC and CWACT.
- 1.5.d. Participation on the Mid-Willamette Area Commission on Transportation (MWACT). Recognizing that the City of Jefferson is party to the MWACT, AAMPO staff attends regular meetings of the MWACT.
- 1.5.e. Intergovernmental coordination for work not covered elsewhere in this document and necessary to foster the 3-C planning effort for the area’s transportation system. This includes but is not limited to coordination with ODOT, FHWA, FTA, local jurisdictions, associations of peer MPOs and other area stakeholders. This also includes communication with local transportation advisory groups, including occasional attendance at meetings.

Budget: \$27,938
Percent of Total Budget: 12.8%
Timeframe: Ongoing
Deliverables: A 3-C (continuing, cooperative and comprehensive) planning process, including active coordination with local stakeholder groups and planning partners.

Task 2: Long Range Planning

This task includes activities related to the development and maintenance of the Regional Transportation Plan / Regional Transportation System Plan (RTP/RTSP) and other long range planning efforts as directed by the Policy Board.

Task 2 Funding Sources:	FHWA PL Funds 10.27% Local match provided by ODOT
Task 2 Budget:	\$80,767
Percent of Total Budget:	36.9%

2.1 Regional Transportation Plan

The Regional Transportation Plan is a federally-required document that identifies a preferred future transportation system for the MPO area and drives MPO decision-making. The RTP will also serve as the Regional Transportation System Plan (RTSP) to establish compliance with Oregon Transportation Planning Rule (TPR). The RTP must identify transportation system needs over a 20-year period and include a financially-constrained list of projects. The Plan must be updated every five years. The RTP/RTSP will establish a 2014 baseline transportation system condition (based on collected traffic count data) and identify transportation improvements based on a 2040 planning horizon. It will include a strong safety component and a transit development plan, as detailed in Task 3.1.

Minimum requirements for the RTP include: identification of transportation facilities; performance measures and targets and a report on system performance and condition; identification of mitigation activities to restore and maintain the environmental functions affected by the plan; a financially-constrained project list; operational and management strategies to relieve vehicular congestion and maximize the safety and mobility of people and goods; capital investment and other strategies to preserve existing and future infrastructure and provide for multimodal capacity; transportation and transit enhancement activities.

This task is a continuance of work begun during the prior fiscal year, with completion of a Regional Transportation Plan Framework in March 2016 and completion of the full RTP/RTSP anticipated in 2017. AAMPO is the lead agency on this project; however, much of the work will be completed with ODOT SPR funds via a contract between ODOT and a consultant team. The tasks outlined below are limited to work completed by AAMPO staff to contribute to the development of the RTP/RTSP. In addition to AAMPO staff time spent on the RTP, two AAMPO TAC representatives will serve on the Project Management Team (PMT) and will assist in completing each of the tasks listed below.

- 2.1.a. Transportation Recommendations - Review Technical Memo #15
- 2.1.b. Regional Performance Metrics – Review Technical Memo #17
- 2.1.c. Prepare RTP Draft Outline and Template
- 2.1.d. Facilitate, in coordination with consultant, three Policy Board briefings, four Ad-Hoc TAC meetings, two CWACT briefings and one Community Meeting series.

- 2.1.e. Attendance at bi-weekly Project Management Team phone calls and one PMT Work session
- 2.1.f. Prepare draft Regional Transportation Plan
- 2.1.g. Local agency briefings on draft RTP/RTSP and TDP
- 2.1.h. Technical assistance and coordination with the ODOT Transportation and Data Analysis Unit (TPAU) and local jurisdictions regarding upkeep and usage of the CALM Model (Corvallis Albany Lebanon Millersburg Model).

Budget: \$10,000
Percent of Total Budget: 4.6%
Timeframe: Ongoing
Deliverables: Preparation of draft RTP/RTSP and TDP. See Task 3.1 for shared deliverables.
Total Project Cost: \$770,284

The total project cost will be reimbursed over three years through a three funding sources. First, a three-year Consultant Contract for \$692,065 in ODOT Region 2 SPR funds will cover the bulk of the planning effort, as well as data collection for Millersburg and Linn TSPs and a region-wide transit onboard survey and related analysis. Second, \$48,219 of ODOT Region 2 SPR funds will support MPO staff time spent on this task, \$XX of which is anticipated to be spent during FY16-17. Third, \$30,000 of MPO PL/5303 funds will be spent over three years; \$XX of which is shown across Task 2.1 and 3.1.

2.2 US 20 Safety Study

ODOT Region 2 will facilitate a safety study for the US 20 corridor between Corvallis and Albany. The goal of the study will be to identify safety issues along this corridor and related operational improvements, access management strategies or transportation options strategies that can help address those safety issues. The effort will consider findings of recent safety analysis work at the Granger and Independence intersections, additional analysis where needed, and input from local community groups, neighbors and stakeholders directly impacted by the corridor. Findings will help to identify critical safety issues, locations, and potential solutions within the existing right-of-way. The study will include a prioritized list of projects with the greatest cost/benefit ratio.

ODOT will be the lead on this project. AAMPO staff will provide technical assistance to the effort and serve as a liaison to AAMPO.

Budget: \$1,056
Percent of Total Budget: 0.5%
Timeframe: 3rd and 4th Quarters
Deliverables: Staff participation in project, including review and input on technical documents and attendance at meetings. Will also include status reports to the MPO TAC and Board in coordination with ODOT staff.

Total Project Cost: \$100,000 ODOT Region 2 SPR Funds

2.3 City of Millersburg Transportation System Plan

The City of Millersburg will be developing Transportation System Plan (TSP) in coordination with the AAMPO Regional Transportation Plan. Parallel development of these plans, and the Linn County TSP, will allow for greater integration and consistency between the two efforts. MPO staff will facilitate coordination between the MPO and City's planning processes and help ensure consistency between the final documents, including project lists. The City of Millersburg is the lead agency on this effort, and the TSP will be funded with ODOT SPR funds. Time of AAMPO staff on this effort will be funded with AAMPO PL funds.

- 2.3.a. Review and comment on draft documents
- 2.3.b. Assist project management team in providing updates and gathering input from the MPO
- 2.3.c. Incorporate project lists from Millersburg TSP into the AAMPO RTP

Budget: \$1,137
Percent of Total Budget: 0.5%
Timeframe: Ongoing
Deliverables: Technical assistance as requested and regional coordination to support development of the Millersburg TSP
Total Project Cost: \$150,000 ODOT Region 2 SPR Funds.

2.4 Linn County Transportation System Plan

Linn County will be developing Transportation System Plan (TSP) in coordination with the AAMPO Regional Transportation Plan. Parallel development of these plans, and the Millersburg TSP, will allow for greater integration and consistency between the two efforts. MPO staff will facilitate coordination between the MPO and County's planning processes and help ensure consistency between the final documents, including project lists. Linn County is the lead agency on this effort, and the TSP will be funded with ODOT SPR funds.

This effort will include safety corridor reviews for Highway 20 and Highway 34 within Linn County. These reviews are intended to parallel a similar safety corridor review in the upcoming Benton County TSP update of Highway 20 between the Albany and Corvallis city limits, and findings in the AAMPO RTP.

- 2.4.a. Review and comment of draft documents
- 2.4.b. Assist project management team in providing updates and gathering input from the MPO
- 2.4.c. Incorporate project lists from Linn County TSP into the AAMPO RTP

Budget: \$1,137
Percent of Total Budget: 0.5%
Timeframe: Ongoing

Deliverables: Technical assistance as requested and regional coordination to support development of the Linn County TSP
Total Project Cost: \$175,000 ODOT Region 2 SPR Funds.

2.5 Performance Measures

Moving Ahead for Progress in the 21st Century (MAP-21) requires MPOs to implement a performance-based approach to planning and programming, with the goal of increasing transparency and accountability. MAP-21 states that state DOTs have one year from the effective date of the final rulemaking to establish targets, and that MPOs have six months following the state DOT target setting to establish their targets. This task will support research and technical work related to the development of performance measures for AAMPO planning and programming processes.

Budget: \$2,437
Percent of Total Budget: 1.1%
Timeframe: Majority of work expected for 4th quarter of FY15-16 and into FY16-17
Deliverables: Research, communication with ODOT and peer MPOs, status updates and communication with MPO

2.6 Albany Multimodal Transportation Center - Planning and Preliminary Design

A consultant will be retained to complete preliminary layout and design of a transit vehicle storage facility (bus barn) at the Albany Multimodal Transportation Center. This effort will produce a building size and layout plan, identify property requirements, evaluate access needs, and develop project costs estimates. The Albany Transportation Center provides intercity and interstate passenger rail service, local and regional bus service, bicycle and pedestrian facilities, auto parking, and drop-off areas.

This will be cover any necessary staff oversight, including billing and review of deliverables, for a project funded through the FY15-16 UPWP.

Budget: \$ 2,000
Percent of Total Budget: XX%
Timeframe: 1st and 2nd Quarters
Deliverables: Preliminary layout and design of a transit vehicle storage facility

Task 3: Transit and Short Range Planning

The Albany Transit Service is the primary transit provider for the AAMPO area, with designated Special Transportation Fund (STF) agencies providing additional services throughout Linn, Benton and Marion Counties. This task includes efforts to assist and coordinate with these and other public transportation providers as they serve the MPO area.

Task 3 Funding Sources:	FTA 5303 transit planning funds (20% In-kind match provided by the City of Albany)
Task 3 Budget:	15.0%
Percent of Total Budget:	\$32,801

3.1 Albany Transit Development Plan

In conjunction with the RTP (Task 2.1), AAMPO will facilitate the development of a Transit Development Plan for Albany Transit Service. This task is a continuance of work completed during the prior fiscal year, with completion of the TDP anticipated by 2017. AAMPO is the lead agency on this project, however, much of the work will be completed with ODOT SPR funds via a contract between ODOT and a consultant team. The work completed through this contract is not shown in this document. The tasks outlined below are limited to work completed by AAMPO staff to contribute to the development of the TDP component of the AAMPO RTP/RTSP. In addition to AAMPO staff time spent on the RTP, two AAMPO TAC representatives will serve on the Project Management Team (PMT) and will assist in completing each of the tasks listed below.

- 3.1.a. Transit Recommendations – Review Technical Memo #16
- 3.1.b. Develop TDP Outline and Template
- 3.1.c. Transit Development Plan – Review draft document

Budget: \$6,457 (See Task 2.1 for accompanying RTP budget)
Percent of Total Budget: 2.9%
Timeframe: Ongoing
Deliverables: Preparation of draft RTP/RTSP and TDP. See Task 2.1 for shared deliverables.
Total Project Cost: See Task 2.1

3.2 Transit System (ATS) and Linn-Benton Loop – Coordination and Planning Support

- 3.2.a. Provide technical support to ATS as requested, in support of planning and programming for the continuation and/or expansion of services, including the Linn-Benton Loop.
- 3.2.b. Consultation with ATS staff during the development of the MTP, TIP, UPWP, PPP and other MPO area planning efforts.
- 3.2.c. Assistance with programming transit projects into the MPO’s TIP and state’s STIP

Budget: \$6,173
Percent of Total Budget: 2.8%
Timeframe: Ongoing
Deliverables: A continuing, cooperative and comprehensive planning process, including active coordination with transit staff at the City of Albany.

3.3 Regional Transit Coordination

This is a joint effort between AAMPO and the Corvallis Area MPO (CAMPO) to assist in the establishment of a stable governance structure and viable long-term funding the Linn-Benton Loop (Loop) transit service. The Loop is a fixed-route transit service providing public transportation between the cities of Albany and Corvallis, with primary funding partners being AAMPO, CAMPO, the Linn-Benton Community College and Oregon State University. Additional funding is provided by Linn County, Benton County, Good Samaritan Regional Medical Center, and Hewlett Packard.

The AAMPO and CAMPO will share lead roles in this project. This effort may further expand, depending on grant funding, and may extend into future fiscal years.

3.3.a. Facilitation of discussions regarding long-term funding options for the Linn-Benton Loop.

3.3.b. ????

3.3.c. Provision of technical support to in order to complete task 3.3.a. and 3.3.b., which may include GIS mapping, data collection and development of informational materials and report(s) to the MPO Policy Boards, Linn-Benton Loop Commission and other stakeholders.

Budget: \$12,996
Percent of Total Budget: 5.9%
Timeframe: Ongoing
Deliverables: Continued regional collaboration between two MPOs, significant progress towards adopting a IGA to establish governance for the Linn-Benton Loop. Significant progress towards establishing a stable funding sources for the Linn-Benton Loop.

3.4 Linn and Benton County Coordinated Public Transit-Human Services Transportation Plans

Agencies receiving “Enhanced Mobility of Seniors and Individuals with Disabilities” funds under 49 U.S.C. 5310 are required to develop a Coordinated Public Transit-Human Services Transportation Plan. This plan should be a locally developed, coordinated transportation plan that identifies the transportation needs of individuals with disabilities, seniors and people with low incomes, provides strategies for meeting those needs, and prioritizes transportation services for funding and implementation. This task outlines participation by AAMPO in this planning effort, according to guidance within FTA Circular 9070.1G, Chapter V. Subsection 4. The Linn, Benton, and Lincoln STF agencies will be the leads on these efforts. A large part of Linn and Benton Counties’ populations live, work and/or access human services in the Albany urbanized area.

Participation by AAMPO staff will include a leadership role on the technical advisory committees for the Coordinated Plans. AAMPO’s primary role will be to be to ensure consistency between the Coordinated Plan and the RTP, and potentially coordinate needs and strategies identified in the Coordinated Plan with the RTP. The plan is anticipated to be completed by Fall 2016.

Budget: \$5,523
Percent of Total Budget: 2.5%

Timeframe: FY15-16 and FY16-17, with completion expected in mid-2016
Deliverables: Technical assistance as requested and regional coordination to support development of the Linn County TSP. Participation on advisory committee(s) as requested.
Total Project Cost: \$30,000 FTA 5311 Rural Transit Assistance Program funds

3.5 Travel Training Pilot Project

The OCWCOG Rideline program has received funding for a travel training pilot project aimed at increasing awareness of public transportation options among Rideline eligible clients. Through the pilot project, Rideline staff will educate eligible clients about the different public transportation options available to them and how to effectively use those services. AAMPO staff will coordinate with Rideline staff, as necessary, to increase the regional reach of this pilot project. OCWCOG is the lead agency on this effort.

Budget: \$1,652
Percent of Total Budget: 0.8%
Timeframe: 3rd and 4th Quarter
Deliverables: Support and regional coordination for pilot effort; increased capacity for travel training in the MPO area.

Task 4: Transportation Programming

This task includes near-term activities related to the development and maintenance of the Metropolitan Transportation Improvement Program, including prioritization and programming of projects for federal Surface Transportation Program (STP) funds.

Task 4 Funding Sources:	FHWA PL Funds 10.27% Local match provided by ODOT
Task 4 Budget:	\$19,928
Percent of Total Budget:	9.1%

4.1 Metropolitan Transportation Improvement Program

The Metropolitan Transportation Improvement Program (MTIP or TIP) is a prioritized listing of transportation projects covering a four-year period. The TIP must be consistent with the MPO’s Regional Transportation Plan (RTP) as well as the State Transportation Improvement Program (STIP). This task also includes ongoing management of the TIP.

4.1.a. Maintenance of the Transportation Improvement Program. TIP amendments are initiated by the sponsoring agencies. Non-administrative amendments are typically reviewed by the TAC and recommendations are forwarded to the Policy Board for approval. TIP amendments are

then forwarded to ODOT for inclusion in the Statewide Transportation Improvement Program (STIP).

4.1.b.

Budget: \$17,329 - will decrease after completion of TIP
Percent of Total Budget: 7.9%
Timeframe: Ongoing
Deliverables: Maintained MTIP, consistent with STIP

4.2 STP Funds Management

Surface Transportation Program (STP) funds are sub-allocated to Oregon’s small MPOs on an annual basis to be used for surface transportation projects within the MPO area. MPOs are required to allocate these funds in accordance with the MPO’s RTP and utilizing a project prioritization process. Projects receiving an MPO’s STP funds must be included in the TIP and STIP.

- 4.2.a. Maintenance of accounting of fund balances
- 4.2.b. Research regarding fund rules and eligibility, as necessary
- 4.2.c. Participation in statewide working groups addressing allocation of funds, as necessary

Budget: \$1,949
Percent of Total Budget: 0.9%
Timeframe: As needed
Deliverables: Accurate record of MPO’s STP funds, participation in related statewide working groups

4.3 Annual Listing of Obligated Projects

As established by the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) and reaffirmed in the Moving Ahead for Progress in the 21st Century (MAP-21), AAMPO is required to develop an Annual Obligation Report. This report includes all projects and programs for which federal transportation funds were obligated in FFY2016 (October 1, 2015 – September 30, 2016) for the MPO area. Transportation projects and programs include roadways, transit, bicycle and pedestrian facilities.

Budget: \$650
Percent of Total Budget: 0.3%
Timeframe: This task will be completed by January 2017 (3rd Quarter)
Deliverables: List of projects, posted on the AAMPO website

TABLE 1: AAMPO FY15-16 EXPENSES **OLD**

	Personnel Budget	Percent of Personnel Budget	Overhead & Administrative	Additional Contracts	Total Budget	Percent of Total Budget
Task 1: MPO Program Management	\$66,199	55.5%	\$19,297		\$85,496	39.0%
1.1 Administrative tasks	\$23,960	20.1%	\$6,984		\$30,944	14.1%
1.2 UPWP	\$12,578	10.5%	\$3,666		\$16,244	7.4%
1.3 Public Participation	\$3,877	3.3%	\$1,130		\$5,008	2.3%
1.4 Title VI / Non-discrimination	\$4,152	3.5%	\$1,210		\$5,362	2.4%
1.5 Intergovernmental Coordination	\$21,633	18.1%	\$6,306		\$27,938	12.8%
Task 2: Long Range Planning	\$12,208	10.2%	\$3,559	\$65,000	\$80,767	36.9%
2.1 RTP/RTSP	\$7,743	6.5%	\$2,257		\$10,000	4.6%
2.2 US 20 Safety Study	\$818	0.7%	\$238		\$1,056	0.5%
2.3 City of Millersburg TSP	\$880	0.7%	\$257		\$1,137	0.5%
2.4 Linn County TSP	\$880	0.7%	\$257		\$1,137	0.5%
2.5 Performance Measures	\$1,887	1.6%	\$550		\$2,437	1.1%
2.6 Albany Multimodal Station Planning	\$0	0.0%	\$0	\$65,000	\$65,000	29.7%
Task 3: Transit & Short Range Planning (5303)	\$25,397	21.3%	\$7,403	\$0	\$32,801	15.0%
3.1 Transit Development Plan	\$5,000	4.2%	\$1,457		\$6,457	2.9%
3.2 ATS & Loop Planning Support	\$4,780	4.0%	\$1,393		\$6,173	2.8%
3.3 Regional Transit Coordination	\$10,062	8.4%	\$2,933		\$12,996	5.9%
3.4 Linn, Benton, Lincoln Coordinated Plans	\$4,277	3.6%	\$1,247		\$5,523	2.5%
3.6 Travel Training Assistance	\$1,279	1.1%	\$373		\$1,652	0.8%
Task 4: Transportation Programming (TIP)	\$15,430	12.9%	\$4,498		\$19,928	9.1%
4.1 TIP Development and Management	\$13,418	11.3%	\$3,911		\$17,329	7.9%
4.2 STP Funds Management	\$1,509	1.3%	\$440		\$1,949	0.9%
4.3 Annual List of Obligated Projects	\$503	0.4%	\$147		\$650	0.3%
Total Anticipated Expenses	\$119,235	100.0%	\$34,757	\$65,000	\$218,992	100.0%
FY15/16 Anticipated PL/5303 Revenue					\$162,727	
FY15/16 Anticipated PL/5303 Subtotal					-\$56,265	
Additional Contracts and Grants					\$21,538	
FY15/16 Balance					-\$34,727	
Carryover From Prior Years					\$119,246	
Balance					\$84,519	

TABLE 2: FY15-16 SUMMARY OF EXPENSES OLD

Cost	Amount	Percent of Total Budget
OCWCOG Personnel	\$113,210	51.7%
Contracts	\$71,025	32.4%
Overhead and Materials	\$34,757	15.9%
<i>Board/Committees/Meetings</i>	<i>\$2,559</i>	<i>1.0%</i>
<i>Advertising</i>	<i>\$0</i>	<i>0.0%</i>
<i>Contingency</i>	<i>\$0</i>	<i>0.0%</i>
<i>Copying</i>	<i>\$1,000</i>	<i>0.5%</i>
<i>Dues/Memberships</i>	<i>\$250</i>	<i>0.1%</i>
<i>Bank Charge</i>	<i>\$0</i>	<i>0.0%</i>
<i>Legal Services</i>	<i>\$1,000</i>	<i>0.5%</i>
<i>Postage</i>	<i>\$200</i>	<i>0.1%</i>
<i>Printing</i>	<i>\$2,500</i>	<i>1.1%</i>
<i>Rent</i>	<i>\$2,771</i>	<i>1.3%</i>
<i>Supplies</i>	<i>\$1,700</i>	<i>0.8%</i>
<i>Telephone</i>	<i>\$736</i>	<i>0.3%</i>
<i>Training</i>	<i>\$2,500</i>	<i>1.1%</i>
<i>Travel</i>	<i>\$1,500</i>	<i>0.7%</i>
<i>Overhead and Administration</i>	<i>\$18,341</i>	<i>8.4%</i>
Total FY15-16 Costs	\$218,992	100.0%
FY15-16 Revenue	\$162,727	
FY15-16 Subtotal	-\$56,265	
Additional Grants & Contracts	\$21,538	
Prior Year Carryover	\$119,246	
Balance	\$84,519	

“OCWCOG Personnel” includes wages, fringe benefits, and paid leave for one Planner II staff.

“Contracts” covers planning work not completed by the Planner II, including contracted time of other COG staff and consultants.

“Overhead and Administration” includes indirect expenses, General Administration, ~~CED Administration~~, and Technology Services. ~~CED Administration includes the time of an Administrative Assistant and CED Director.~~ General Administration also includes time of OCWCOG financial staff.

Balance includes FY15-16 revenue and carryover from prior years. FY14-15 carryover is estimated.

TABLE 3: FY15-16 BUDGET BY FUNDING TYPE OLD

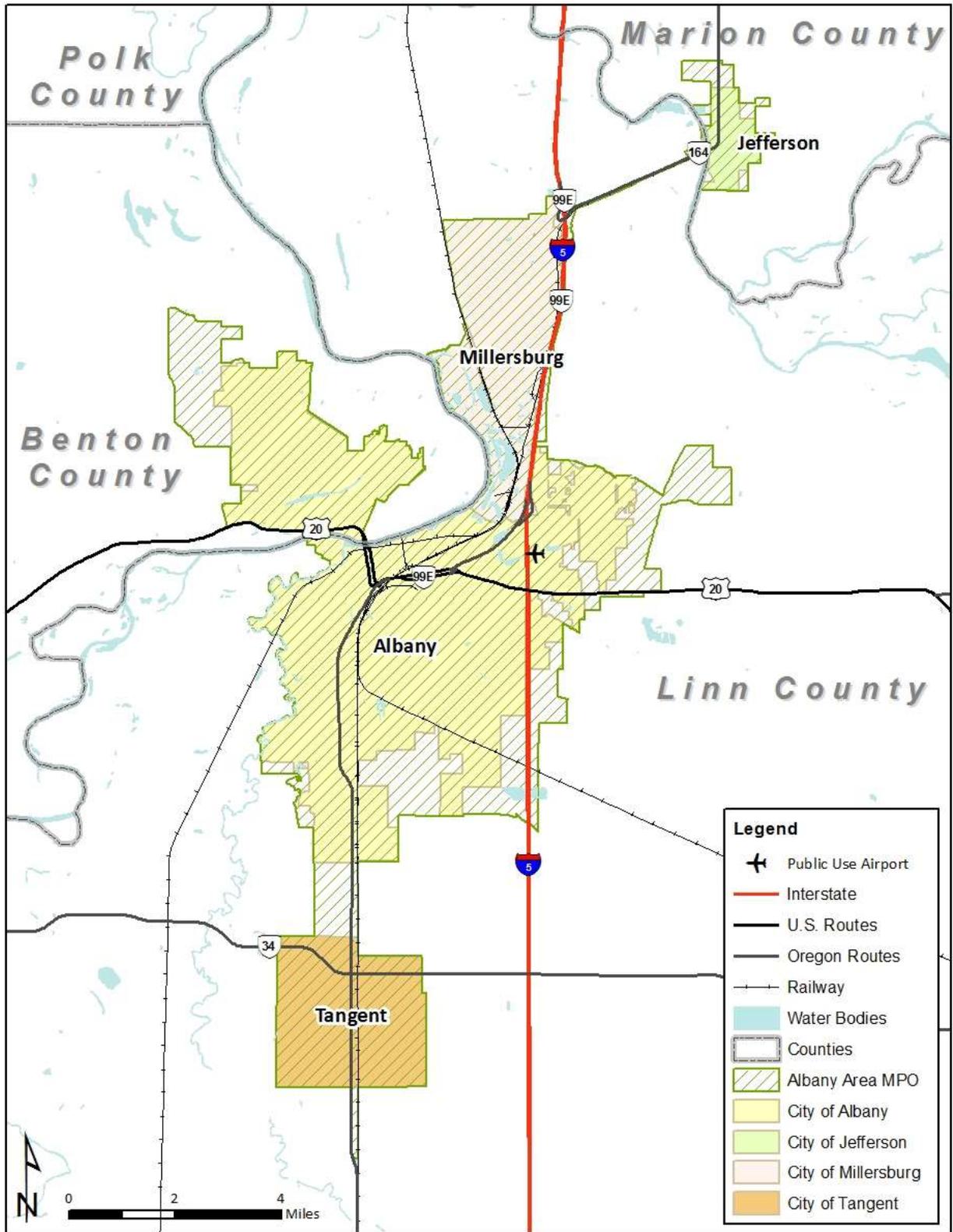
	FHWA PL Funds	PL Match ¹ Funds	Total PL	FTA 5303 Funds	5303 Match ² (In-kind)	Total 5303 (Funds and In-kind)	Total Funds and In-Kind	TOTAL FUNDS
Task 1: MPO Program Management	\$76,716	\$8,780	\$85,496	\$0	\$0	\$0	\$85,496	
Task 2: Long Range Planning	\$72,472	\$8,295	\$80,767	\$0	\$0	\$0	\$80,767	
Task 3: Transit Planning & Short Range Planning	\$0	\$0	\$0	\$32,801	\$6,560	\$39,361	\$39,361	
Task 4: Transportation Programming	\$17,882	\$2,047	\$19,928	\$0	\$0	\$0	\$19,928	
Total FY15-16 Expenses	\$167,070	\$19,122	\$186,192	\$32,801	\$6,560	\$39,361	\$225,553	\$218,992
FY15-16 PL/5303 Revenue	\$113,147	\$12,950	\$126,097	\$36,630				\$162,727
FY15-16 PL/5303 Subtotal	-\$53,923	-\$6,172	-\$60,095	\$3,829				-\$56,265
Additional Contracts and Grants								\$21,538
FY15-16 Balance								-\$34,727
Carry-Over from Prior Years ³								\$119,246
Balance								\$84,519

¹ ODOT provides 10.27% matching funds

² City of Albany provides 20% in-kind match for FTA 5303 funds. FTA 5303 funds must be matched at the time of expenditure.

³ Any FY14-15 carry-over will be amended into the FY15-16 budget in late 2015. Prior carryover amounts are automatically incorporated with a new contract. For FY13-14, there was \$74,455 total in carryover, including \$41,207 in PL funds and \$33,248 FTA 5303 funds. Approximately \$45,000 is anticipated as carry-over for FY14-15.

APPENDIX A: AAMPO PLANNING AREA MAP



APPENDIX B: UNFUNDED PLANNING PROJECTS **UPDATE!**

The Albany Area MPO recognizes that the planning needs in the AAMPO area exceed that which could be supported by the funds available. The level of MPO planning funds anticipated for FY15-16 is \$23,342 lower than that received for the prior two fiscal years, which equates to the full amount of the MPO's contracted staff time, as shown in the FY15-16 Summary of Expenses (page 19). For FY14-15, AAMPO had one full-time Planner and the ability to contract for approximately .25 FTE of another planner. This reduction of \$23,342 will greatly diminish the MPO's ability to contract for assistance over the years to come, or to hire a full or part-time assistant planner to assist the Planner / MPO Coordinator in implementing the work program. For FY15-16, this funding gap has been filled with a one-time contract with ODOT Region 2 to support AAMPO staff time spent on the Regional Transportation Plan.

As a result, AAMPO will see reduced capacity across all tasks in the annual work program. The MPO will likely see particular reductions in staff training and education, stakeholder outreach, Title VI oversight, and regional coordination efforts, including attendance at meetings of the Mid-Willamette Area Commission on Transportation, the Cascades West Area Commission on Transportation, the Oregon Modeling Steering Committee, the ODOT STIP Stakeholder Committee, and other groups integral to MPO functionality. Additionally, the MPO will have less capacity to implement the policies included in the (soon to be developed) Regional Transportation Plan and to address other issues identified by MPO.

Currently, the following are significant planning needs that are not covered by anticipated funding:

- **Highway 20 Study:** An analysis of travel patterns, traffic volumes and destination and origin information along Highway 20 as it enters and passes through the MPO area. The intent of this effort would be to identify issues and potential strategies to improve regional connectivity.
- **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.
- **Benton County Transportation System Plan:** 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. Benton County's current TSP was adopted in 2001 and projected transportation system needs and deficiencies through 2015. The County would like to update their plan during the upcoming fiscal year, coincident with development of the AAMPO regional plan, the Linn County TSP, and the City of Corvallis TSP.
- **Additional Planning for Albany Multimodal Station:** 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. The demand on this station has grown and is

anticipated to continue to grow in upcoming years. There is a long-identified need to plan for expansion of this facility, and potentially co-locate with an Albany Transit Station bus barn.

- **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.
- **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.
- **Inquiry into Mitigation Planning:** Research about the possibility of programmatic mitigation planning as described in 23 U.S.C. 169(a)). MAP-21 provides that a State or Metropolitan Planning Organization may develop one or more programmatic plans to address the potential environmental impacts of future transportation projects. The plan(s) would not be binding and could encompass multiple environmental resources within a defined geographic area or focus on a specific resource, such as aquatic resources, parkland, or wildlife habitat.

APPENDIX C: OTHER SIGNIFICANT TRANSPORTATION PLANNING ACTIVITIES IN THE AAMPO AREA **UPDATE!**

I-5 South Jefferson to U.S. 20 Environmental Assessment

The purpose of this effort is to develop and evaluate ways to address problems and improve accessibility, mobility and safety on a six-mile stretch of I-5 in northern Linn County. The project area is located between the South Jefferson (mile post 239) and U.S. 20 (mile post 233) interchanges. The South Jefferson, View Crest, Murder Creek, Knox Butte, and U.S. 20 interchanges serve Millersburg and Albany.

The current phase of this effort is completion of an Environmental Assessment which will summarize analysis of the potential impacts of the Build Alternative on the natural and human environment. This document is required (per the National Environmental Policy Act) in order for ODOT to request federal money to fund construction projects on this section of I-5. Through the National Environmental Policy Act, the federal government requires a detailed evaluation of a federally funded project's potential environmental impacts before any construction can occur. Earlier work, including the Albany and Millersburg I-5 corridor refinement plans, also inform the project's development and evaluation of alternatives.

A stakeholder group including Federal Highway Administration (FHWA), Linn County, the cities of Albany and Millersburg, and the Albany Area MPO are assisting with this effort. A member of the AAMPO Policy Board represents the MPO on the stakeholder group. This project will guide transportation construction within this specific section of I-5 over the next 20 years. More information about this project is available at: http://www.oregon.gov/ODOT/HWY/REGION2/pages/i-5_southjefferson_home.aspx

Oregon Passenger Rail Environmental Impact Assessment

ODOT is conducting the Oregon Passenger Rail project as the next step in improving passenger rail service in the Oregon segment of the federally designated Pacific Northwest Rail Corridor. The current phase of this effort consists of a Tier 1 Environmental Impact Statement of selected route alternatives, in accordance with the National Environmental Policy Act. The Federal Railroad Administration requires this study to be eligible to apply for future federal funding for design and construction of improvements. A draft EIS document is expected for public review in September 2015 and it is anticipated that MPO jurisdictions and the MPO will be involved in the review process.

The first phase of this effort was completed in FY14-15 and was guided by a Leadership Council composed mostly of elected officials from the Willamette Valley, including Albany Mayor Sharon Konopa. A Corridor Forum including representatives from potentially affected jurisdictions advised the Council. The Forum included Mayor of Tangent Seaton McLennan and Benton County Commissioner Linda Modrell. On Dec. 17 2013, the Leadership Council provided guidance to ODOT on which rail route alternatives should receive more detailed study in the Draft Environmental Impact Statement.

More information is available at: <http://www.oregonpassengerrail.org/>

Park and Ride Planning

The Oregon Cascades West Council of Governments (OCWCOG) will be receiving STIP Enhance funds during FY15-16 and FY 16-17 to complete a Park and Ride Plan for the OCWCOG area (Linn, Benton and Lincoln Counties). This planning effort will support and advance TDM with the goal of fostering a multi-modal transportation system; connecting communities and local/regional transit. The effort will consider official vs. unofficial lots, capacity at those lots, inter-modal connections. Specifically, the Plan will: determine improvements needed at existing lots; estimate cost of improvements; identify barriers to making improvements; identify priority for improvements; identify steps for getting official recognition of informal lots; and will identify potential locations for new P&R lots.

The OCWCOG park and ride planning effort will build upon previous efforts, including ODOT's statewide Park & Ride Location Master List and Clearinghouse of Park & Ride locations. This list and clearinghouse is intended to improve access to Park & Ride lots and to better serve commuters and communities across Oregon. The information contained in the master list will be incorporated into a database and an online map that will allow users to search for and locate Park & Ride lots anywhere in the state. The Park & Ride Master List and online map will increase the amount of information available to the public, and allow users to more easily identify which lots best serve their needs.

Corvallis to Albany Multi-Use Path

Benton County, in coordination with the City of Corvallis and the City of Albany, is working to develop a multi-use path between Corvallis and Albany along Highway 20. This effort began in 2007, when Benton County received a Transportation Enhancement Grant from the ODOT for preliminary design and right-of-way acquisition of the multi-use path. Since then, Benton County has completed topographic surveys, required environmental investigations associated with the project, acquired some right of way and completed final design and construction of the path from Circle Boulevard to Manchester Street just past Cheldelin Middle School.

Current work on this project includes completion of a segment within in North Albany, with tentative funding through the 2016-2017 STIP Enhance program for a total project costs of \$2,434,000. For the other sections between Corvallis and Albany, the Benton County Board of Commissioners have directed Benton County Public Works to contract with a consultant to reevaluate all possible alignments between Corvallis and Albany and build community consensus. The public process is slated to start in Fall 2015 and take approximately 12-15 months.

More information is available at: http://www.co.benton.or.us/pw/multi-use_path.php