



## 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, June 23, 2021  
**Time:** 2:30 to 4:30pm  
**Location:** Join Zoom Meeting: <https://us02web.zoom.us/j/85852786484>  
 Phone: 1-669-900-6833  
 Meeting ID: 858 5278 6484  
 Passcode: 2020  
**Contact:** Catherine Rohan, Transportation Planner

- |    |      |  |                          |
|----|------|--|--------------------------|
| 1) | 2:30 | <b>Call to Order, Agenda Review, and Roll Call</b>   | <b>Chair, Pat Malone</b> |
| 2) | 2:40 | <b>Public Comments</b>   | <b>Chair</b>             |
| 3) | 2:50 | <b>Approval of Meeting Minutes (Attachment A)</b><br>April 28, 2021 Policy Board Minutes   | <b>Chair</b>             |
|    |      | <i><b>ACTION:</b> Approve minutes</i>  |                          |
| 4) | 2:55 | <b>STIP and UPWP Revisions (Attachment B)</b><br>Staff will provide information on State Transportation Improvement Plan (STIP) revisions and UPWP revisions.  | <b>Rohan/Meltzer</b>     |
|    |      | <i><b>ACTION:</b> Decisions on STIP adjustments (2), STIP amendment (1), and UPWP revisions.</i>   |                          |
| 5) | 3:15 | <b>COVID Relief Funding</b><br>AAMPO will receive extra dollars as part of COVID relief funding for planning, construction and maintenance projects. TAC members and AAMPO staff are developing a potential list of projects to receive funding.                                 | <b>Meltzer</b>           |
|    |      | <i><b>ACTION:</b> Information only</i>   |                          |
| 6) | 3:45 | <b>OMPOC Legislative Priorities (Attachment C)</b><br>Oregon Metropolitan Planning Organization Consortium (OMPOC) has drafted a legislative priorities list to advocate for allocation of federal dollars. OMPOC is looking for AAMPO Board review and support of the document. | <b>Meltzer</b>           |
|    |      | <i><b>ACTION:</b> Discussion</i>   |                          |
| 7) | 4:05 | <b>Jurisdictional Updates/Other Business</b><br>Bicycle and Pedestrian Plan update.  | <b>All</b>               |
| 8) | 4:30 | <b>Adjournment</b><br>Next meeting: July 21 <sup>th</sup> , 2021 at 2:30pm   | <b>All</b>               |

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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 REMOTE MEETING  
Wednesday, April 28, 2021  
2:30 – 4:30 pm  
Zoom Conference Call**

**DRAFT MINUTES**

**Members:** Ray Kopczynski, David Beyerl, Savannah Crawford, Pat Malone, Darrin Lane, and Greg Jones

**Alternates:** Georgia Edwards & Joe Samaniego, Wayne Mink, and James Feldmann

**Staff:** Catherine Rohan, Nick Meltzer, and Emma Chavez

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, and Roll Call		<p><b>Meeting called to order at 2:31 pm by Chair Commissioner Pat Malone.</b></p> <p><b>Introductions were conducted.</b></p> <p><b>Correction to the date of the next meeting was noted.</b></p>
2. Public Comment		<b>There were no public comments.</b>
3. Approval of February 24, 2021 Meeting Minutes	Councilor Ray Kopczynski moved to approve the February 24, 2021 meeting minutes. Councilor Dave Beyerl seconded. Members met consensus.	<b>Consensus to approve the February 24, 2021 meeting minutes as presented.</b>
4. STIP Revisions	<p>Staff Catherine Rohan reported that there are five STIP revisions that have come through since the last Board meeting. Rohan reviewed the STIP amendments with members noting that the first two are administrative modifications that do not need formal approval. However, adjustments 3-5 will need formal approval.</p> <p>1. Administrative Modification: 20184 US20 Geary St to Waverly Dr</p>	<b>Consensus to approve Adjustments 20221 and 20193, 22417 and 20584, and 22227.</b>

	<p>2. Administrative Modification: 21731 OR164 Jefferson Bridge</p> <ul style="list-style-type: none"> <li>• Councilor Kopczynski asked if the project will cause a traffic pattern change.</li> <li>• Councilor Beyerl asked if the financing will spread over three years, or if the project itself is being phased over three years.</li> <li>• Savannah Crawford answered that it will not change the traffic pattern and that the project will be phased over three years.</li> <li>•</li> </ul> <p>3. Adjustment: 20221 Albany and Corvallis Signal Improvements and 20193 NW Oregon (Southern Portion) curve warning upgrades</p> <p>4. Adjustment: 22417 OCWCOG TO Innovation Grant and 20584 OCWCOG Transportation Options Program</p> <p>5. Adjustment: 22227 Bus Barn Capital Set Aside</p> <p>Councilor Beyerl moved to approve Adjustment 20221 and 20193. Councilor Kopczynski seconded the motion. Motion carried.</p> <p>Councilor Kopczynski moved to approve Adjustment 22417 and 20584. Councilor Beyerl seconded. Motion carried.</p> <p>Councilor Kopczynski moved to approve Adjustment 22227. Councilor Beyerl seconded the motion. Motion carried.</p>	
<p>6. FY 2022 Unified Planning Work Program (UPWP)</p>	<p>Staff Nick Meltzer advised that the annual UPWP covers July 1<sup>st</sup> through June 30<sup>th</sup> of 2022. He went on to report that both the TAC and Board reviewed the draft document as well as State and Federal partners. Meltzer moved on to review the updated UPWP and advised that a formal approval is needed from the Board in order for staff to forward it to ODOT.</p> <p>Councilor Beyerl moved to approve FY 2022 UPWP. Councilor Kopczynski seconded the motion. Motion carried.</p>	<p><b>Consensus to approve the FY2022 UPWP as presented.</b></p>
<p>7. Bicycle and Pedestrian Plan (BPP) Update</p>	<p>Staff Rohan provided an update on the engagement of the BPP update. She reported that on April 26<sup>th</sup> the survey was closed as well as the mapping exercise. Staff received around 250 complete surveys</p>	

	<p>as well as many comments on the mapping exercise. IPRE and staff will be diving into the data soon and IPRE will be putting together an Issues and Opportunities Report. Also, last week; Staff hosted a webinar on the BPP. Those who attended were very engaged and had a lot of questions.</p> <p>Staff Meltzer went on to report that Rohan did a great job preparing for the open house. This was the COG’s first live virtual open house and while there was not a large attendance; there was attendance from folks around the region.</p>	
<p>8. Jurisdictional Updates/Other Business</p>	<p>City of Albany – Did not have any updates.</p> <p>Linn County – Did not have any updates.</p> <p>Benton County – Chair Malone reported that there has been a flurry of activity on the Albany to Corvallis bike path project due to potential new funding through Representative DeFazio’s and Representative Rayfield’s offices. There is a possibility of moving projects forward that have been talked about for some time now. Staff Meltzer reported that COG has been working with Benton County to support a project from previous work and also showing regional support through the MPOs and the CWACT. Staff has reached out to Representative Rayfield’s office and staff agrees that there is a strong possibility to move some projects forward. On the federal level, staff is tracking the legislation to be well prepared for it. Commissioner Malone thanked Staff Meltzer for his assistance.</p> <p>City of Jefferson – Councilor Walt Perry stated that the city is very excited about the bike and alternate transportation projects that may come up. Jefferson is trying to involve the school board and the entire city in a positive thinking mode. There is also plans for several new housing areas. Councilor Perry stated that all this work will improve traffic and transit and is an important facet.</p> <p>Salem to Albany Transit Study – Councilor Perry reported that he brought up the importance of the transit system running down Talbot</p>	

	<p>or coming down Hwy 164. That would allow for people to see the bus and will get people acknowledging that there is a transit system they could use. Chair Malone stated that at one of the first meetings he attended; he heard there may be a hybrid service with some service down the freeway and other service east of it. Chair Malone added that the study is in the phase where it can still be influenced through feedback.</p> <p>City of Tangent – Joe Samaniego stated that the city is working on Tangent Drive and they have been in discussions with the school and the crosswalk. It has been noted that the city may double in size in the next couple of weeks with new housing development coming in.</p>	
9. Other Business	<p>City of Albany – May have a new Board alternate soon.</p> <p>OMPOC – The OMPOC quarterly meeting is scheduled for this Friday starting at 9:00 am.</p> <p>OCWCOG – Staff Meltzer asked if members would like to hold an outdoor meeting. Some members stated that they are in favor of in-person outside meetings and it was also suggested to work towards having both in-person and virtual meetings. Staff to determine meeting type based on COVID 19 guidelines.</p>	
10. Adjournment	Next meeting: May 26 <sup>th</sup> 2021 at 2:30 pm	<b>Meeting adjourned at 3:20 pm.</b>



**Date:** June 16, 2021  
**To:** AAMPO Policy Board  
**From:** Catherine Rohan, Assistant Transportation Planner  
**Re:** **STIP and UPWP Revisions**

### Overview

This memo contains information about State Transportation Improvement Plan (STIP) revisions and revisions to the SFY22 Unified Planning Work Program (UPWP). STIP revision to project 20600 (Albany Area MPO Planning SFY22) and UPWP revisions are related and expanded upon below. Staff is seeking approval for all three STIP revisions as well as UPWP revisions.

### STIP Revisions

AAMPO staff have a number of State Transportation Improvement Program (STIP) revisions to inform the Policy Board of and request Policy Board approval on. To better facilitate this process, staff have created a summary table of the STIP revisions, as seen on page four of this memo. Additional information about each revision, as available, is attached at the end of this memo.

A more detailed explanation of the different types of revisions can be found on page 3 of AAMPO's Transportation Improvement Program document, found [HERE](#). A brief summary is provided below.

- **Amendment:** For major changes, requires Policy Board approval and a 30 day public comment period
- **Adjustment:** For less significant changes, requires Policy Board approval, no public comment period needed
- **Administrative modification:** For minor changes, does not require Policy Board approval or public comment period, brought to Policy Board for informational purposes only

### STIP Revision: 20600

The proposed amendment to 20600 (Albany Area MPO Planning SFY22), updates the amount of funding available under the project. This amendment would normally require Policy Board approval and a 30 day public comment period. Staff are requesting the public comment period be shortened to two weeks (6/11-6/25) because the project is on critical schedule.

State fiscal year 2022 will begin on July 1<sup>st</sup>; ODOT and AAMPO require an IGA reflecting the correct amount of planning funds being allocated to AAMPO in SFY2022 to be in place by July 2<sup>nd</sup> if AAMPO is to receive funds from ODOT in a timely manner. ODOT stipulates that funding amounts need to be consistent across the STIP and Unified Planning Work Program (UPWP) before the IGA can be executed. An amendment to 20600 will update the amount of planning funds to reflect fund savings and rollover from prior years, and additional funding from FHWA beyond initial estimations.

### UPWP Revision

In parallel to an amendment to 20600, staff are also requesting Policy Board approval to update the UPWP to reflect the same budgetary change. In SFY2020, AAMPO learned of approximately \$300,000 in unspent funds carried over dating back to SFY2013 when AAMPO was formed. Of these funds, the AAMPO Policy Board approved the spending of \$118,164 towards the preliminary design of a new Albany Transit Facility.



These funds were allocated this fiscal year, however due to COVID the project was delayed until this summer. Since budget reconciliation takes a full fiscal year for the MPOs and ODOT, the funding needed to be de-obligated and then re-obligated, in order to access it in July 2021. In order to insure consistency between the UPWP and STIP, per federal requirements, the UPWP requires a revision to the budget amounts listed in the previously approved document.

The following tables outline the updating funding amounts and increase in total budget for the upcoming fiscal year. The entire UPWP is not attached to this memo for simplicity, however it is available for review by request, and an updated version will be posted to AAMPO's website upon approval.

<b>TASK 300: INTER-REGIONAL TRANSPORTATION PLANNING</b>	
<b>Task Component</b>	
310: CAMPO Coordination	\$15,000
320: Transit Planning Coordination & Assistance	\$30,000
330: RTP Update Preperation	\$30,000
340: Albany Transit Facility Design	\$131,688
<b>Total \$206,688</b>	
<b>Percent of Effort 55%</b>	

Task	FY 22 Amount	FY21 Amount	Dollar Change	Percent Change
<b>TASK 100: Program Management</b>	<b>\$73,000</b>	<b>\$67,445</b>	<b>\$5,555</b>	<b>8%</b>
110: MPO Operation	\$35,000			
120: MPO Administration	\$23,000			
130: Annual Document Review	\$9,000			
140: MPO Education and Training	\$6,000			
<b>TASK 200: Long Range Transportation Planning</b>	<b>\$75,000</b>	<b>\$61,960</b>	<b>\$13,040</b>	<b>17%</b>
210: AAMPO Bicycle/Pedestrian Plan	\$25,000			
220: Jefferson Transportation System Plan	\$20,000			
230: Technical Assistance to Communities	\$15,000			
240: Mapping and Data Series	\$15,000			
<b>TASK 300: Inter-Regional Transportation Planning</b>	<b>\$206,688</b>	<b>\$47,292</b>	<b>\$159,396</b>	<b>77%</b>
310: CAMPO Coordination	\$15,000			
320: Transit Planning Coordination & Assistance	\$30,000			
330: RTP Update Preperation	\$30,000			
340: Albany Transit Facility Preliminary Design	\$131,688			
<b>TASK 400: Transportation Programming</b>	<b>\$22,567</b>	<b>\$11,433</b>	<b>\$11,134</b>	<b>49%</b>
410: TIP Amendments	\$10,171			
420: FY 2024-2027 STIP	\$12,000			
<b>TOTAL</b>	<b>\$377,255</b>	<b>\$188,130</b>	<b>\$189,125</b>	<b>50%</b>

\*\$245,567 is the ODOT estimate for funding as of February 2021, which in combination with \$131,688 of carryover funding dedicated to the design of the Albany Transit Facility, amounts to a total of \$377,255



<b>Task</b>	<b>Task Budget Total</b> (Personnel + Non-Payroll + Contracted Staff)	<b>PL Funds</b>	<b>FTA 5303</b> Funds	<b>PL Match Funds</b> (10.27% from ODOT)	<b>5303 Match</b> (Funds and In-kind)
Task 100: Program Management	\$73,000	\$65,503	\$0	\$7,497	\$0
Task 200: Long Range Transportation Planning	\$75,000	\$46,487	\$20,810	\$5,321	\$2,382
Task 300: Inter-Regional Transportation Planning	\$75,000	\$24,670	\$42,629	\$2,824	\$4,879
Task 340: Albany Transit Facility Preliminary Design	\$131,688		\$118,164		\$13,524
Task 400: Transportation Programming	\$22,567	\$20,248	\$0	\$2,317	\$0
<b>Total SFY22 Budget</b>	<b>\$377,255</b>	<b>\$156,908</b>	<b>\$181,603</b>	<b>\$17,959</b>	<b>\$20,785</b>



## STIP Revisions

Row	Revision Type	Project Key Number/s & Name/s	Description	Change
1	Adjustment	21568: SE Madison St.: SE 1st Ave. - Pacific Blvd. SE (Albany)	Install bike lanes, speed humps and green bicycle lanes at conflict points to improve bicycle safety.	<p>Exchange of funding source from Federal HWY Safety Improvement Program to State Funded Local Program, movement of all funds into construction phase, and construction phase advance from 2024 to 2021.</p> <p>[This is the typical procedure when a project goes through the ODOT fund exchange process. The project will likely maintain the same timeline; advancing and allocating all funds to construction simply allows ODOT to exchange all funds at once.]</p>
2	Adjustment	22004: Salem Avenue: Cox Creek bridge (Albany)	Repair bridge due to erosion near the bridge supports. Repair any cracks in the bridge supports	<p>Exchange of funding source from Federal Surface Transportation Block Grant to State Funded Local Program, movement of all funds into construction phase, and construction phase advance from 2024 to 2021 for delivery per executed agreement (attached).</p> <p>[This is the typical procedure when a project goes through the ODOT fund exchange process.]</p>
3	Amendment	20600: Albany Area MPO Planning SFY22	Albany area MPO planning funds for Federal fiscal year 2021. Projects will be selected in the future through the MPO process.	<p>Increase the amount of planning funds available to AAMPO under project K20600 to match funding levels in FFY22 UPWP. Funding is increasing from \$183,358.43 to \$377,255.62; additional funding for K20600 comes from three places:</p> <ul style="list-style-type: none"> <li>• Savings of \$40,750 under K20598 (Albany Area MPO Planning SFY20)</li> <li>• De-obligation of \$131,688 under K20599 (Albany Area MPO Planning SFY21) and re-obligation of those funds to K20600</li> <li>• Additional \$21,459 of funds provided by the Federal Highway Administration</li> </ul>



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

**Key Number:** 21568 2021-2024 STIP  
**Project Name:** SE Madison St.: SE 1st Ave. - Pacific Blvd. SE (DRAFT AMENDMENT PROJECT)  
 (Albany)

Project Overview			
Total Current Estimate	\$158,100.00	Description	Install bike lanes, speed humps and green bicycle lanes at conflict points to improve bicycle safety.
Responsible Region	2	Related Programs	
Project Status Date	9/19/2019	STIP Name	2021-2024 STIP
Project Status	UNAPPROVED	Administrator	LOCAL/SFLP
Monitor	PSEDOC	Applicant	CITY OF ALBANY
Bid Let Date	7/4/2024	MPO	Albany Area MPO
Target Date		Constructor	CONTRACTOR PAYMENTS
Award Date		Functional Class	URBAN LOCAL
Air Quality Approval Req.		Work Class	SAFETY AND TRAFFIC CONTROL
Air Quality Approval Date.		IGA #	34701
		Contract #	
Created On	9/19/2019	Created By	JOHN MAHER
Last Updated On	5/19/2021	Last Updated By	JOHN MAHER
Comment	Local pays match		

Locations													
Route	Highway	MP Begin	MP End	Length	Street	City	County	ACT	Bridge	Reg	State Repr Dist	State Sen Dist	US Cngr Dist
					SE Madison St.	ALBANY	LINN	CWACT		2	15	08	4

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
PE	0.00	0.00		0.00		0.00	2021	54,700.00	2021			CANCELED
CN	158,100.00	0.00		0.00		158,100.00	2021	103,400.00	2024			APPROVED
<b>Tot</b>	<b>158,100.00</b>	<b>0.00</b>		<b>0.00</b>		<b>158,100.00</b>		<b>158,100.00</b>				

Work Types					
Phase	Work Type	Percent of Phase	Work Type Amount	Opt Code	Option Desc
PE	SAFETY	0.00%	0.00	S	STATE PROJECT
	<b>PE Totals</b>	<b>0.00%</b>	<b>0.00</b>		
CN	SAFETY	100.00%	158,100.00	S	STATE PROJECT
	<b>CN Totals</b>	<b>100.00%</b>	<b>158,100.00</b>		
<b>Grand Totals</b>			<b>158,100.00</b>		



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

**Key Number:** 21568 2021-2024 STIP  
**Project Name:** SE Madison St.: SE 1st Ave. - Pacific Blvd. SE (DRAFT AMENDMENT PROJECT)  
 (Albany)

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
PE	ARTS Region 2	2021-2024 STIP	2021		54,700.00	50,444.34	0.00	4,255.66	
	<b>PE Totals</b>					<b>54,700.00</b>	<b>50,444.34</b>	<b>0.00</b>	<b>4,255.66</b>
CN	ARTS Region 2	2021-2024 STIP	2024		103,400.00	95,355.48	0.00	8,044.52	
	SFLP	2021-2024 STIP	2021		0.00	0.00	0.00	0.00	
	<b>CN Totals</b>					<b>103,400.00</b>	<b>95,355.48</b>	<b>0.00</b>	<b>8,044.52</b>
<b>Grand Totals</b>					<b>158,100.00</b>	<b>145,799.82</b>	<b>0.00</b>	<b>12,300.18</b>	

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
PE	ARTS Region 2	2021-2024 STIP	2021		0.00	0.00	0.00	0.00	
	<b>PE Totals</b>					<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
CN	ARTS Region 2	2021-2024 STIP	2024		0.00	0.00	0.00	0.00	
	SFLP	2021-2024 STIP	2021		158,100.00	0.00	145,799.82	12,300.18	
	<b>CN Totals</b>					<b>158,100.00</b>	<b>0.00</b>	<b>145,799.82</b>	<b>12,300.18</b>
<b>Grand Totals</b>					<b>158,100.00</b>	<b>0.00</b>	<b>145,799.82</b>	<b>12,300.18</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
PE	ZS30	HIGHWAY SAFETY IMP PROG FAST		0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	<b>PE Totals</b>				<b>0.00%</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>	<b>0.00</b>
CN	S060	SFLP - State Funded Local Program EFF USE OF LOCAL FED FUNDS		100.00%	158,100.00	0.00%	0.00	92.22%	145,799.82	7.78%	12,300.18
	<b>CN Totals</b>				<b>100.00%</b>	<b>158,100.00</b>		<b>0.00</b>	<b>145,799.82</b>		<b>12,300.18</b>
<b>Grand Totals</b>					<b>158,100.00</b>		<b>0.00</b>	<b>145,799.82</b>		<b>12,300.18</b>	

Amendments						
Status Date	Amendment Num.	Status	Project Change Type	S/C	Key Number	Change Reason
5/19/21	21-24-0829	DRAFT	SINGLE PROJECT ADJUSTMENT		21568	Move all funding to construction phase; advance construction phase to 2021 and convert funding to State Funded Local Program funding per executed local agency agreement.



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

**Key Number:** **21568** 2021-2024 STIP

**Project Name:** **SE Madison St.: SE 1st Ave. - Pacific Blvd. SE** (DRAFT AMENDMENT PROJECT)  
**(Albany)**

<b>Selection Criteria:</b> STIP	2021-2024 STIP	<b>Key Number</b>	21568	<b>Project ID</b>	43945
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**Statewide Transportation Improvement Program**  
**Amendment Project Summary**

**Key Number:** **22004** **2021-2024 STIP**

**Project Name:** **Salem Avenue: Cox Creek bridge (Albany)** **(DRAFT AMENDMENT PROJECT)**

Project Overview			
Total Current Estimate	\$823,100.00	Description	Repair bridge due to erosion near the bridge supports. Repair any cracks in the bridge supports.
Responsible Region	2	Related Programs	
Project Status Date	11/6/2019	STIP Name	2021-2024 STIP
Project Status	UNAPPROVED	Administrator	LOCAL/SFLP
Monitor	PSEDOC	Applicant	CITY OF ALBANY
Bid Let Date	7/4/2024	MPO	Albany Area MPO
Target Date		Constructor	CONTRACTOR PAYMENTS
Award Date		Functional Class	URBAN MINOR ARTERIAL
Air Quality Approval Req.		Work Class	STRUCTURES
Air Quality Approval Date.		IGA #	34625
		Contract #	
Created On	11/6/2019	Created By	RACHELLE NELSON
Last Updated On	6/11/2021	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
					Salem Avenue	ALBANY	LINN	CWACT	43C08	2	15	08	4

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
PE	0.00	0.00		0.00		0.00	2021	143,000.00	2021			CANCELED
UR	0.00	0.00		0.00		0.00	2024	5,600.00	2022			CANCELED
CN	823,100.00	0.00		0.00		823,100.00	2021	674,500.00	2024			APPROVED
<b>Tot</b>	<b>823,100.00</b>	<b>0.00</b>		<b>0.00</b>		<b>823,100.00</b>		<b>823,100.00</b>				

Work Types					
Phase	Work Type	Percent of Phase	Work Type Amount	Opt Code	Option Desc
PE	BRIDGE	0.00%	0.00	L	LOCAL PROJECT
	<b>PE Totals</b>	<b>0.00%</b>	<b>0.00</b>		
UR	BRIDGE	0.00%	0.00	L	LOCAL PROJECT
	<b>UR Totals</b>	<b>0.00%</b>	<b>0.00</b>		
CN	BRIDGE	100.00%	823,100.00	L	LOCAL PROJECT
	<b>CN Totals</b>	<b>100.00%</b>	<b>823,100.00</b>		
<b>Grand Totals</b>			<b>823,100.00</b>		



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

**Key Number:** **22004** **2021-2024 STIP**

**Project Name:** **Salem Avenue: Cox Creek bridge (Albany)** **(DRAFT AMENDMENT PROJECT)**

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
PE	SW LOCAL BRIDGE	2021-2024 STIP	2021		143,000.00	128,313.90	0.00	14,686.10	
	<b>PE Totals</b>				<b>143,000.00</b>	<b>128,313.90</b>	<b>0.00</b>	<b>14,686.10</b>	
UR	SW LOCAL BRIDGE	2021-2024 STIP	2024		5,600.00	5,024.88	0.00	575.12	
	<b>UR Totals</b>				<b>5,600.00</b>	<b>5,024.88</b>	<b>0.00</b>	<b>575.12</b>	
CN	SFLP	2021-2024 STIP	2021		0.00	0.00	0.00	0.00	
	SW LOCAL BRIDGE	2021-2024 STIP	2024		674,500.00	605,228.85	0.00	69,271.15	
	<b>CN Totals</b>				<b>674,500.00</b>	<b>605,228.85</b>	<b>0.00</b>	<b>69,271.15</b>	
<b>Grand Totals</b>					<b>823,100.00</b>	<b>738,567.63</b>	<b>0.00</b>	<b>84,532.37</b>	

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
PE	SW LOCAL BRIDGE	2021-2024 STIP	2021		0.00	0.00	0.00	0.00	
	<b>PE Totals</b>				<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	
UR	SW LOCAL BRIDGE	2021-2024 STIP	2024		0.00	0.00	0.00	0.00	
	<b>UR Totals</b>				<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	
CN	SFLP	2021-2024 STIP	2021		823,100.00	0.00	738,567.63	84,532.37	
	SW LOCAL BRIDGE	2021-2024 STIP	2024		0.00	0.00	0.00	0.00	
	<b>CN Totals</b>				<b>823,100.00</b>	<b>0.00</b>	<b>738,567.63</b>	<b>84,532.37</b>	
<b>Grand Totals</b>					<b>823,100.00</b>	<b>0.00</b>	<b>738,567.63</b>	<b>84,532.37</b>	



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

**Key Number:** **22004** **2021-2024 STIP**

**Project Name:** **Salem Avenue: Cox Creek bridge (Albany)** **(DRAFT AMENDMENT PROJECT)**

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	
PE	Z240	SURFACE TRANSP BLOCK GRYS-FLEX		0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	
	<b>PE Totals</b>				<b>0.00%</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>	<b>0.00</b>	
UR	Z240	SURFACE TRANSP BLOCK GRYS-FLEX		0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	
	<b>UR Totals</b>				<b>0.00%</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>	<b>0.00</b>	
CN	S060	SFLP - State Funded Local Program EFF USE OF LOCAL FED FUNDS		100.00%	823,100.00	0.00%	0.00	89.73%	738,567.63	10.27%	84,532.37	
	<b>CN Totals</b>				<b>100.00%</b>	<b>823,100.00</b>		<b>0.00</b>		<b>738,567.63</b>	<b>84,532.37</b>	
<b>Grand Totals</b>							<b>823,100.00</b>		<b>0.00</b>		<b>738,567.63</b>	<b>84,532.37</b>

Amendments						
Status Date	Amendment Num.	Status	Project Change Type	S/C	Key Number	Change Reason
6/11/21	21-24-0885	DRAFT	SINGLE PROJECT ADJUSTMENT		22004	Move all funding from preliminary engineering and utility relocation phases to the construction phase and convert funding to State Funded Local Program funds (SFLP) and advance construction phase to 2021 for delivery per executed agreement.
5/5/20	18-21-3577	DENIED	DRAFT TO CURRENT		22004	Advance the Preliminary Engineering phase to the 18-21 STIP per request by the local.

<b>Selection Criteria:</b> STIP	2021-2024 STIP	<b>Key Number</b>	22004	<b>Project ID</b>	44022
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**Statewide Transportation Improvement Program**  
**Amendment Project Summary**

**Key Number:** 20600 2021-2024 STIP

**Project Name:** Albany area MPO planning SFY22 (PENDING AMENDMENT PROJECT)

Project Overview			
Total Current Estimate	\$377,255.62	Description	Albany area MPO planning funds for Federal fiscal year 2021. Projects will be selected in the future through the MPO process.
Responsible Region	2	Related Programs	
Project Status Date	9/25/2019	STIP Name	2021-2024 STIP
Project Status	UNAPPROVED	Administrator	LOCAL
Monitor	PLAN	Applicant	AAMPO
Bid Let Date		MPO	Albany Area MPO
Target Date		Constructor	
Award Date		Functional Class	NO FUNCTIONAL CLASSIFICATION
Air Quality Approval Req.		Work Class	UNIQUE
Air Quality Approval Date.		IGA #	
		Contract #	
Created On	11/8/2016	Created By	AMANDA SANDVIG
Last Updated On	5/6/2021	Last Updated By	SHELLEY BOKOR

Locations													
Route	Highway	MP Begin	MP End	Length	Street	City	County	ACT	Bridge	Reg	State Repr Dist	State Sen Dist	US Cngr Dist
							LINN	CWACT		2	15	08	4
							BENTON	CWACT		2	15	08	5
							MARION	CWACT		2	23	12	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
PL	377,255.62	0.00		0.00		377,255.62	2021	183,358.43	2021			APPROVED
<b>Tot</b>	<b>377,255.62</b>	<b>0.00</b>		<b>0.00</b>		<b>377,255.62</b>		<b>183,358.43</b>				

Work Types					
Phase	Work Type	Percent of Phase	Work Type Amount	Opt Code	Option Desc
PL	PLANNG	100.00%	377,255.62	L	LOCAL PROJECT
	<b>PL Totals</b>	<b>100.00%</b>	<b>377,255.62</b>		
	<b>Grand Totals</b>		<b>377,255.62</b>		

**Key Number:** **20600** **2021-2024 STIP**

**Project Name:** **Albany area MPO planning SFY22** **(PENDING AMENDMENT PROJECT)**

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
PL	SW MPO PLANNING	2018-2021 STIP	2021		183,358.43	164,527.51	14,218.35	4,612.57	
	SW MPO PLANNING	2021-2024 STIP	2021		0.00	0.00	0.00	0.00	
	PL Totals					183,358.43	164,527.51	14,218.35	4,612.57
Grand Totals					183,358.43	164,527.51	14,218.35	4,612.57	

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
PL	SW MPO PLANNING	2018-2021 STIP	2021		0.00	0.00	0.00	0.00	
	SW MPO PLANNING	2021-2024 STIP	2021		377,255.62	338,511.47	17,958.82	20,785.33	
	PL Totals					377,255.62	338,511.47	17,958.82	20,785.33
Grand Totals					377,255.62	338,511.47	17,958.82	20,785.33	

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
PL	Z450	METROPOLITAN PLANNING FAST		46.35%	174,866.80	89.73%	156,907.98	10.27%	17,958.82	0.00%	0.00
	Z77D	METRO PL 5303 Funds FROM FTA		53.65%	202,388.82	89.73%	181,603.49	0.00%	0.00	10.27%	20,785.33
	PL Totals				100.00%	377,255.62		338,511.47		17,958.82	
Grand Totals					377,255.62		338,511.47		17,958.82		20,785.33

Amendments						
Status Date	Amendment Num.	Status	Project Change Type	S/C	Key Number	Change Reason
5/6/21	21-24-0781	PENDING	SINGLE PROJECT ADJUSTMENT		20600	Update project to match annual work plan and increase the project estimate by \$172,438.43, adding funds from statewide MPO planning savings.

<b>Selection Criteria:</b> STIP	2021-2024 STIP	<b>Key Number</b>	20600	<b>Project ID</b>	43891
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## OREGON METROPOLITAN PLANNING ORGANIZATION CONSORTIUM: 2021 TRANSPORTATION PRIORITIES

The Oregon MPO Consortium (OMPOC) is a partnership of Oregon's eight Metropolitan Planning Organizations (MPOs), working together on matters of mutual interest and statewide significance and representing approximately 70% of Oregon's population. OMPOC has long advocated for increased investment in active transportation and transit; a safe transportation system for all Oregonians; and lowering transportation related greenhouse gas emissions.

OMPOC supports congressional leaders and the Biden Administration's bold transportation and infrastructure bill and the clear acknowledgment that these types of investments can put people back to work, rebuild our economy, help reduce greenhouse gas emissions, and improve the quality of life for all Americans, particularly those harmed by previous policies and investments.

OMPOC feels that not only is the need obviously great, but that the time is right to turn many of the themes already reflected in the Moving Forward Act and President Biden's Build Back Better proposal from principles into policy and action. Themes aligning with OMPOC's transportation priorities are:

1. Robustly fund multimodal transportation projects and transportation planning
2. Use transportation investments to reduce greenhouse gas emissions from the transportation sector, improve safety on our roads, and improve the resiliency of our transportation system
3. Ensure that transportation investments support improved outcomes for everyone, particularly people of color, who have historically been underinvested in or harmed by transportation funding and policy
4. Invest locally and support local engagement, direction, and planning of the transportation system
5. Improve transit access, impact, and help build more transit projects across the country

OMPOC encourages the policies and actions below to address each priority.

### **1.) Robustly fund multimodal transportation projects and planning**

Oregon's MPOs demonstrate the power of transportation investment to help nurture, grow, and support communities and economic development and we have long supported efforts to increase transportation funding. Now, more than ever, those efforts are needed to help put people back to work, building a more efficient, affordable, greener, transportation system that helps everyone access the transportation system they need. We support all proposals on the table to increase transportation funding.

In particular, OMPOC supports policies that will:

- Implement increased long-term, stable funding that supports maintaining and upgrading the federal highway and transit system
- Fund multi-modal transportation projects, through formula funding and competitive grant programs such as RAISE and INFRA
- Simplify applications for discretionary grant programs by creating an online application and benefit-cost analysis (BCA) process so that small, rural and limited-capacity agencies can more easily access federal funds
- Provide dedicated funding for complex, multi-modal, hard to finance bridge projects such as the proposed Projects of National and Regional Significance grant program
- Incorporate innovative financing mechanisms, including Build America Bonds and the TIFIA program, recognizing that these provisions are helpful adjuncts to, but do not replace the need for, robust federal funding
- Support state and local efforts to pilot and implement innovative funding mechanisms such as congestion pricing and mileage-based user fees and federal transition away from the gas tax

- Increase the federal share of funding on transit projects and roadway projects in order to jumpstart building back better and put people back to work
- Dedicate funding to support the facilitation and transfer of orphan highways<sup>1</sup> to local ownership and to ensure that the condition of and infrastructure on these roads reflects their current use

### 2.) **Use transportation investments to reduce greenhouse gas emissions from the transportation sector, improve safety on our roads, and increase the resiliency of our transportation system**

Oregon's MPOs are focused on making our transportation system safer, more affordable, and more accessible. At the federal level, there are key areas where federal help is needed in order to reduce greenhouse gas emissions, increase the resiliency of our transportation system, and improve safety.

#### **Reduce Greenhouse Gas Emissions**

In the US and in Oregon, the transportation sector is the largest greenhouse gas contributor. Any meaningful action on climate change must involve the transportation system.

There are many meaningful policy actions that will help address climate change through transportation policy. In particular we support policies, add additional funding, to:

- Reinstate performance metrics that require the tracking of greenhouse gas emissions, as outlined in the Moving Forward Act, and develop new metrics to track vehicle miles travelled as key indicators of state progress in tackling climate change
- Increase investments that will reduce transportation related greenhouse gas emissions through alternative fuels and electrification of the transportation system including electric vehicles, micro mobility options, and zero emissions transit vehicle infrastructure

Based on Metro's Climate Smart Strategy, we know that the most important thing we can do to reduce greenhouse gas emissions created by our transportation system is to encourage more people to take transit and walk or bike, rather than drive. Those systems are only viable options for people when they are affordable, efficient, and available. Decades of underfunding our transit system and our active transportation system have made it difficult for many people to choose to walk, bike, or take transit. We urge Congress to work to increase the funding available for transit capital, transit operations and service, and walking and biking projects, in order to give people true climate-friendly options.

#### **Increase the Resiliency of Our Transportation System**

The last year has made it clear how vulnerable our state and local transportation system is to natural disasters. As the understanding and concern of a possible Cascadia subduction zone earthquake increases, we must prepare our system for withstanding and supporting recovery post-earthquake. We also need to fund and support responses to wildfires, landslides, flooding, and other natural disasters, and planning to increase our resiliency and improve recovery. There are many ways the federal system interacts with bridges, roadways and other infrastructure that are critical lifelines in case of natural disasters and other emergencies. We ask Congress to advance resiliency as a key outcome in federal grant programs, dedicate funding to support capital projects to improve resiliency, and acknowledge that resiliency needs differ across the country, from flooding and coastal degradation, to earthquake preparedness, to fire safety.

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<sup>1</sup> "Orphan highways" are roads that were once farm-to-market highways and state highways that connected population centers, but now serve as roadways that include businesses, transit, neighborhood centers, and main streets. As a result they are no longer safe for the day-to-day use they have, becoming a place with higher conflict between cars and active transportation users. Creating a new fund to prioritize making the roads better reflect their current, urban uses is vital to meeting climate, safety, and economic development.

Last year our region experienced unprecedented wildfires within close proximity to our urban areas. We recognized failures within our transportation system in the midst of the crisis as our notifications systems and evacuation routes were bombarded with desperate users. Research and experience also demonstrate that climate change and natural hazards have a disproportionate effect on historically marginalized communities, including Black, Indigenous and people of color (BIPOC), people with limited English proficiency, people with low income, youth, seniors, and people with disabilities, who typically have fewer resources and more exposure to environmental hazards, and are, therefore, the most vulnerable to displacement, adverse health effects, job loss, property damage and other effects.

We need dedicated funds for planning, interagency coordination, maintenance and capital improvements to strengthen current emergency routes and identified lifelines. This type of coordinated, multi-jurisdictional planning is complicated, expensive, and valuable because it helps jurisdictions identify and prioritize needs. Identified needs include the reconstruction of critical bridges, and shoring up critical connections across the region to help provide emergency medical treatment, food, water and services after natural disasters. These are big projects that emerge from multi-disciplinary collaboration of emergency management with transportation planning, engineering, operations, transit, port, and public works staff. Local jurisdictions and emergency management agencies need to integrate community resilience building into their planning efforts, which often requires funding beyond what is available. This also means including all communities in this work to ensure that a broad cross section of community voices are represented and provided meaningful opportunities to shape the outcomes.

We encourage the federal government to support these types of planning projects with resiliency planning grants, and to help fund the projects that are prioritized through these coordinated planning efforts to make our region's transportation system more resilient. Investing now will also help accelerate response and recovery times within the region and help ensure equitable outcomes.

### **Improve Safety**

The last ten years have seen a significant increase in the number of people being hit or killed on our roadways. We believe that the federal government should be a partner to local, regional, and state governments that are working to protect lives. OMPOC supports the American Jobs Plan investment of \$20 billion to improve road safety for all users, including increases to existing safety programs and a new Safe Streets for All program to fund state and local 'vision zero' and 'towards vision zero' plans and other improvements to reduce crashes and fatalities, especially for people walking and biking. With the number of people killed while walking or using mobility-assistive devices skyrocketing — increasing by 45 percent over the past decade — we must ensure adequate funding to address long standing need. In addition, we also support:

- An increase in Highway Safety Improvement Program (HSIP) dollars so that jurisdictions can undertake complex, multi-modal safety improvements
- Sub-allocation to local jurisdictions of Highway Safety Improvement Program dollars, to enable local jurisdictions to address safety needs, particularly as the rate of fatal and life-changing crashes on local roads continues to increase
- An update of the Manual on Uniform Traffic Control Devices to prioritize and reflect the safety and mobility needs of multimodal users on US roadways and streets

### **3.) Ensure that transportation investments support improved outcomes for everyone, particularly people of color and low income populations, who have historically been underinvested in or harmed by transportation funding and policy**

There is a growing awareness of the negative impacts of past transportation investments toward the BIPOC community and low income populations. The Moving Forward Act incorporates several concrete steps that the federal government can take to help transportation agencies consider the impact of projects on people of color and low income populations,

and to create better understanding of the impact that decades of underinvestment and harmful investments have had on communities of color and low income populations. We support the policies in the Moving Forward Act that will:

- Require racial justice analysis in tolling/pricing, grant applications, and the national freight and highway system. This analysis should include both wealth development opportunities resulting from contracting and property ownership as well as how investments improve outcomes for the system user.
- Increase apprenticeship funding and workforce training for the construction, maintenance, and operations of transportation systems
- Require grant applications to discuss alignment with needs of BIPOC communities; and
- Propose incentives in the Capital Investment Grant program for increased density and a range of affordable housing options near transit stations, in order to increase the availability of high quality, transit-accessible affordable housing
- Provide support for local anti-displacement efforts that, in tandem with Capital Investment Grant projects, address the impact of transit investment of households and minority-owned businesses.

The region also supports the American Job Plan proposal to allocate \$20 billion for a new program that will reconnect neighborhoods cut off by historic investments and ensure new projects increase opportunity, advance racial equity, and environmental justice, and promote affordable access.

#### **4.) Invest locally and support local engagement, direction, and planning of the transportation system**

Cities, counties and regional agencies are often uniquely suited to develop, engage with, or identify the transportation needs of the people they serve. Recent transportation authorization bills have acknowledged that a one-size fits all policy does not work across a country as vast and diverse as the United States, and that local funding with appropriate accountability is likely to result in transportation investments that are tailored to local needs and challenges.

We ask that any transportation authorization bill:

- Increase the proportion of sub-allocated formula funds to local and regional jurisdictions, including Congestion Mitigation Air Quality (CMAQ), Transportation Alternatives Program and some portion of Surface Transportation Block Grant Program (STBG) funds
- Support local and state flexibility in developing, piloting and implementing projects
- Provide federal financial assistance in bringing orphan highways up to a state of good repair and transferring ownership to support better safety, transit, and economic development outcomes
- Require local and regional support for proposed changes or designations to the National Highway System
- Maintain CMAQ's support for attainment areas, in order to ensure that these areas stay in attainment and do not jeopardize the health of current residents

#### **5.) Improve transit access, impact, and help build more transit projects**

As our metropolitan areas grow, we are more dependent on efficient, reliable, convenient ways for people to move. Increasing the accessibility, frequency, reliability, and speed of transit systems is a key priority as we work to expand the reach and access of transit as a viable option statewide. In addition, we know that increasing transit ridership is critical to reducing our dependence on fossil fuels and reducing transportation related greenhouse gas emissions. Transit is also an economic and social lifeline for many people of color, who are disproportionately likely to be dependent on transit and also have inadequate transit access. We call on Congress to make the following legislative changes to support a more comprehensive approach to improving transit systems, and ensure that federal funding keeps up with current need:

- Increase the maximum federal contribution to Small Starts projects, and expand Small Starts project eligibility to include systems improvements, rather than just specific bus lines

- Recognize the past performance of agencies in delivering Conservation Innovation Grants projects on time and on or under budget when making risk assessments and setting contingency levels for New and Small Starts projects
- Support multimodal projects that combine transit system improvements alongside significant safety and access improvements
- Support driver recruitment, training and retention
- Accelerate the transition away from diesel buses to upgrade facilities and infrastructure necessary to purchase, accommodate and maintain zero emission bus fleets
- Advance the future of mobility by leveraging innovative, transferable and technology agnostic solutions for extended payment, an improved travel experience for all customers, and data frameworks for assessing impacts, improvements and efficiencies in transportation

### **Tax Incentives and Transportation**

People make decisions based on convenience, safety, accessibility, and affordability. While the tax code itself often unfairly impacts people of color, tax incentives, particularly those applied at the employer level, can help make accessing different transportation options more affordable for everyone. OMPOC supports efforts to:

- Create parity between the employer-tax benefit for transit and parking
- Increase the current limit for the Bicycle Commuter Act, to better reflect the costs of bike commuting
- Make it more affordable for individuals to electrify their commute, whether that commute is by vehicle or by bike

OMPOC deeply thanks the Oregon delegation for their work on behalf of the region and the state of Oregon and we look forward to supporting you as best we can in our joint efforts for a more sustainable, more equitable, and more accessible transportation system.