

ALBANY AREA METROPOLITAN PLANNING ORGANIZATION

FY 2015 - 2016

UNIFIED PLANNING WORK PROGRAM

Adopted by the AAMPO Policy Board on April 8, 2015

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

Title VI of the Civil Rights Act of 1964 states:

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

The Albany Area MPO is committed to complying with the requirements of Title VI in all of its programs and activities. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the Albany Area MPO. A complainant may also file a complaint directly with the Federal Transit Administration by addressing the complaint to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 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, and the Oregon Department of Transportation as well as the support and involvement of AAMPO jurisdictions and stakeholders.

Resolution Number 2015-1

**FOR THE PURPOSE OF APPROVING THE FY 2015-2016 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 FY2015-2016 AAMPO Interim Work Program and its associated budget.

PASSED AND APPROVED THIS 8th **DAY OF** April 2015, **BY THE ALBANY
AREA METROPOLITAN PLANNING ORGANIZATION.**

SIGNED:



ROGER NYQUIST
Albany Area Metropolitan Planning Organization
Policy Board Chair

ALBANY AREA MPO MEMBERSHIP

Policy Board

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Dave Beyerl	City of Jefferson
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Nick Fortey	Ex-Officio, Federal Highway Administration (FHWA)
Mary Camarata	Ex-Officio, Oregon Department of Environmental Quality (DEQ)
John Russell	Ex-Officio, Oregon Department of State Lands (DSL)
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 2015-2016 Unified Planning Work Program (UPWP) demonstrates how AAMPO will fulfill these requirements between July 1, 2015 and June 30, 2016.

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.

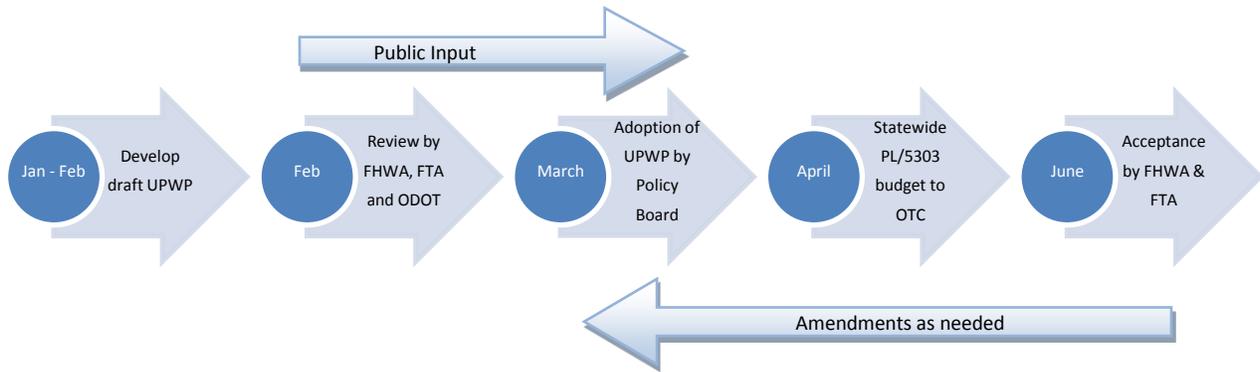
Funding Sources

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

AAMPO's FY13-14 and FY14-15 work programs primarily focused on establishing a foundation for regional collaboration and completing federally required documents. With AAMPO now up and running, the FY15-16 Work Program shifts the focus of its planning activities towards more long range planning. Key tasks within the FY15-16 Work Program include development of a 20-year Regional Transportation Plan and 4-year Metropolitan Transportation Improvement Program which will be developed in concert with that long-range plan. In addition, there will be continued emphasis on regional collaboration, particularly around inter-city travel and public transportation.

FY14-15 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
- Adopted Public Participation Plan
- Adopted Title VI/Non-discrimination Plan and completed first Title VI Annual Report
- Maintained AAMPO webpage and began development of new website
- Completed quarterly reports and billing
- Developed MPO logo
- Developed and began implementation of MPO Manager training program

Long Range Planning

- Developed scope of work and began development of Regional Transportation Plan and Transit Development Plan.
- Provided support for development of CALM travel demand model.
- Provided information to the MPO regarding implications of performance measure requirements
- Received approval for Federal Aid Urban Boundary updates

Transit and Short Range Planning

- Assisted with regional transit coordination efforts including coordination of Linn-Benton Loop stakeholder meetings and development of draft intergovernmental agreement to establish governance for Linn-Benton Loop
- Ongoing consultation with ATS and other public transportation providers

Transportation Programming (TIP)

- Maintained AAMPO Interim TIP
- Completed ongoing tracking of STP funds
- Published annual listing of obligated projects

Ongoing Planning Efforts

- Development of the AAMPO Regional Transportation Plan / Transportation System Plan and related Transit Development Plan began in FY14-15 and will continue through FY16-17.
- AAMPO and the Corvallis Area MPO (CAMPO) continue to assist with the establishment of a stable governance structure and viable long-term funding the Linn-Benton Loop (Loop) transit service. This coordination work began during FY13-14, AAMPO’s first year as an MPO, and is anticipated to continue at least through FY15-16.

FY15-16 Program Goals

Primary goals for FY15-16 will include:

- Completion of the Regional Transportation Plan Framework by March 2016.
- Adoption of a Transportation Improvement Program by March 2016
- Advancement toward a performance-based planning and programming process
- Continued regional coordination regarding inter-city travel, with an emphasis on public transportation

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	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)	FFY14 list completed January 2015	FFY15 list to be approved January 2016
Other Documents	Current Status	Next Update
Title VI / Non-discrimination Plan	Adopted August 2014	As needed or with update of planning documents

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.
- 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. FY2016-17 Operational Budget
- 1.2.b. Development and adoption of FY2016-2017 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, FY2016 -17 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. Develop a process for members of the public to submit a general complaint regarding any MPO planning or programming activity, in addition to the process for submitting Title VI / Non-discrimination complaints.
- 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 the Albany Area MPO Citizen's Handbook, AAMPO Fact Sheet, AAMPO maps and other informational material on the AAMPO website
- 1.3.h. 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.
- 1.3.i. During development of the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 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 FY15-16:

- 1.4.a. Completion of Title VI Accomplishments Report for FY14-15, 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 2015.
- 1.4.b. Review and update 2014 AAMPO Demographic Profile as data becomes available, including demographic data regarding participants in, and beneficiaries of, MPO planning and programming efforts. To be completed by the end of FY15-16.
- 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 2016 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. 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.c. 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.d. 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 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 anticipated by March 2016 and completion of the full RTP/RTSP 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 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. Existing Conditions Analysis - Review Technical Memo #4
- 2.1.b. Environmental Considerations Analysis – Review Technical Memo #6
- 2.1.c. Future Transportation Conditions Analysis – Review Technical Memos #7 and #8
- 2.1.d. Transportation Solutions Analysis – Review Technical Memos #10 and #11

- 2.1.e. Facilitate, in coordination with consultant, three Policy Board briefings, five Ad-Hoc TAC meetings, one CWACT briefing and two Community Meeting series.
- 2.1.f. Attendance at bi-weekly Project Management Team phone calls and one PMT Work session
- 2.1.g. Prepare draft Regional Transportation Plan Framework
- 2.1.h. Public review and adoption of Regional Transportation Plan Framework, including community workshop event and Policy Board public hearing.
- 2.1.i. Technical assistance and coordination with the ODOT Transportation and Data Analysis Unit (TPAU) and local jurisdictions regarding upkeep and usage of the CALM travel demand model. The CALM (Corvallis Albany Lebanon Millersburg Model) was primarily developed during FY14-15 and FY13-14. This task would relate to additional assistance needed during the development of the RTP.

Budget: \$10,000

Percent of Total Budget: 4.6%

Timeframe: Ongoing

Deliverables: Adoption of an RTP Framework document and significant progress on the RTSP, including seven technical memoranda, four Policy Board briefings, five Ad-Hoc TAC meetings, one CWACT briefing and one Community Meeting series. 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, \$21,538 of which is anticipated to be spent during FY15-16. Third, \$30,000 of MPO PL/5303 funds will be spent over three years; \$16,475 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:	3 rd and 4 th 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. With an effective date expected in the spring of 2015, it is anticipated that the majority of AAMPO’s work in this area will be completed in late FY15-16 and early FY16-17. 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.

Budget: \$65,000
Percent of Total Budget: 29.7%
Timeframe: Ongoing during FY15-16
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. Existing Transit Conditions Analysis - Review Technical Memo #5
- 3.1.b. Future Transit Conditions & Needs Analysis – Review Technical Memo #9
- 3.1.c. Transit Funding Assumptions – Review Technical Memo #12
- 3.1.d. Transit Solutions Analysis – Review Technical Memo #14

Budget:	\$6,457 (See Task 2.1 for accompanying RTP budget)
Percent of Total Budget:	2.9%
Timeframe:	Ongoing
Deliverables:	Adoption of an RTP Framework document and significant progress on the RTSP and TDP, including five TDP technical memoranda. 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.

This is a continuation work begun in FY13-14 and FY14-15, when MPO staff prepared a study identifying short and long-term funding and governance options for the Loop and developed a draft intergovernmental agreement (IGA) to establish governance for the Loop. This IGA will undergo legal review during the 3rd quarter of FY14-15 and consideration for approval will likely continue into FY15-16. Additional activities anticipated in FY15-16 as part of this ongoing coordination effort include the tasks listed below. 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. Continued work on the IGA to establish governance for the Loop, including development of draft documents and meeting facilitation as necessary
- 3.3.b. Facilitation of discussions regarding long-term funding options for the Linn-Benton Loop.
- 3.32.c. Provision of technical support to in order to complete tasks 3.2.a. and 3.2.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 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.

3.4.a. Linn County

AAMPO will work with Linn County to update the county’s currently adopted Coordinated Public Transit-Human Services Transportation Plan. A large part of Linn County’s population lives, works and/or accesses human services in the Albany urbanized area. Participation by AAMPO staff will include a leadership role on the technical advisory committee to the Coordinated Plan. The plan is anticipated to be completed by June 2016. AAMPO’s primary role will 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. In addition, significant data collection and public involvement is required for both planning efforts; therefore, Linn county and AAMPO will coordinate share information and reduce duplication of effort.

3.4.b. Benton-Lincoln Counties

AAMPO will work with Benton and Lincoln Counties to update their jointly adopted Coordinated Public Transit-Human Services Transportation Plan. This plan will encompass portions of the AAMPO planning area located in Benton County (North Albany) and the public transit services that connect the Albany and Corvallis urban areas. Participation by AAMPO staff will include a leadership role on the technical advisory committee to the Coordinated Plan. The plan is anticipated to be completed by June 2016. AAMPO’s primary role will 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. In addition, significant data collection and public involvement is required for both planning efforts; therefore, Benton/Lincoln Counties and AAMPO will coordinate to share information and reduce duplication of effort.

Budget:	\$5,523
Percent of Total Budget:	2.5%
Timeframe:	Ongoing throughout FY15-16, 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). MPOs formed following the 2010 Census, such as AAMPO, must have a full TIP adopted by March 2016. This task will allow for the development of a full TIP, to replace the current Interim TIP adopted by AAMPO in 2013. This task also includes ongoing management of the Interim TIP, and subsequently, the TIP.

- 4.1.a. Develop project evaluation and selection process for AAMPO STP funding
- 4.1.b. Implement project selection process for Federal Fiscal Year 2015-2018 (FFY15-18) STP funds (allocated during calendar years 2016-2018), including project application and review, public involvement and approval by the Policy Board.
- 4.1.c. Maintenance of the Interim Transportation Improvement Program.
- 4.1.d. Development and adoption of FFY15-18 TIP
- 4.1.e. During development of the Transportation Improvement Program (TIP), MPO staff will provide special public notice through the AAMPO website, emails to interested parties and notice in local media.

Budget: \$17,329
Percent of Total Budget: 7.9%

Timeframe: TIP maintenance will occur throughout the fiscal year. Development of the 2015-2018 MTIP will begin in the 4th Quarter of FY14-15 or 1st quarter of FY15-16 and complete with adoption in the 3rd quarter, building on work completed as part of the RTP/RTSP development

Deliverables: Adopted four-year MTIP, ongoing TIP management

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 FFY2015 (October 1, 2014 – September 30, 2015) 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 2016 (3rd Quarter)

Deliverables: List of projects, posted on the AAMPO website

TABLE 1: AAMPO FY15-16 EXPENSES

	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

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

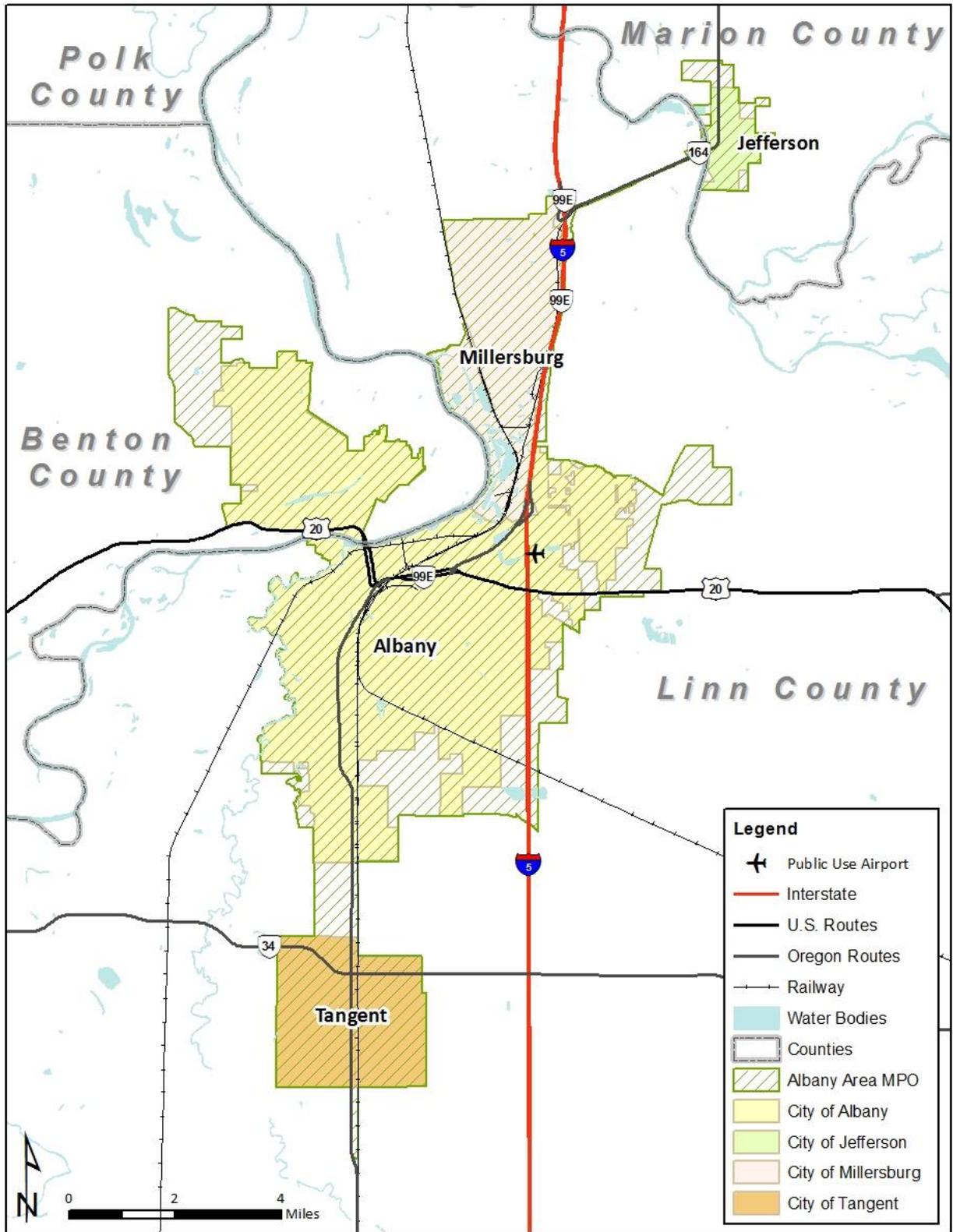
	FHWA PL Funds	PL Match ¹ Funds	Total PL	FTA 5303 Funds	5303 Match ² (In-kind)	Total 5303 (Funds and In-kind)	Total Funds and In-Kind	TOTAL FUNDS
Task 1: MPO Program Management	\$76,716	\$8,780	\$85,496	\$0	\$0	\$0	\$85,496	
Task 2: Long Range Planning	\$72,472	\$8,295	\$80,767	\$0	\$0	\$0	\$80,767	
Task 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

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

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

APPENDIX D: SELF CERTIFICATION

Metropolitan Transportation Planning Self-Certification For the Albany Area Metropolitan Planning Organization (AAMPO) Fiscal Year 2015-2016

The following is to demonstrate and resolve that the Albany Area Metropolitan Planning Organization's transportation planning process meets all applicable requirements of Self Certification Process as specified in 23 CFR 450.334.

1. Albany Area Metropolitan Planning Organization (AAMPO) (Ref: 23 USC 134(b) and 23 CFR 450.306)

The Albany Area Metropolitan Planning Organization (AAMPO) was designated by the Oregon Governor on February 6, 2013 as the MPO for the Albany Urbanized Area. AAMPO membership includes the cities of Albany, Jefferson, Millersburg, and Tangent as well as Linn and Benton Counties and the Oregon Department of Transportation. The AAMPO is overseen by a Policy Board composed of representatives from each member jurisdiction. Technical assistance and support is provided by a Technical Advisory Committee also composed of representatives from member jurisdictions. Staffing, including fiscal and administrative support, is provided through a contract with the Oregon Cascades West Council of Governments.

Representatives of the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Oregon Department of Land Conservation and Development (DLCD), Oregon Department of Environmental Quality (DEQ), and Oregon Division of State Land (DSL) are Ex-Officio members of the AAMPO TAC.

2. Geographic Scope (Ref: 23 USC 134(c) and 23 CFR 450.308)

As designated, the AAMPO Planning Area covers the Albany Urbanized Area along with adjacent areas anticipated to become urbanized over the 20 year planning horizon. Geographically, this includes the cities of Albany, Jefferson, Millersburg, and Tangent as well as adjacent parts of Marion, Linn, and Benton Counties. Marion County declined to participate in the AAMPO, although parts of Marion County consisting of the City of Jefferson urban growth boundary are included within the AAMPO Planning Area.

3. Agreements (Ref: 23 USC 134(d) and 23 CFR 450.310)

a. Agreements among participating agencies relative to the metropolitan transportation planning process

- Intergovernmental Agreement for the Purpose of Establishing the Albany Area Metropolitan Planning Organization and Specifying MPO Cooperation with the State Department of Transportation signed on January 3, 2013 by ODOT and the parties in the Albany Area MPO

b. Agreements between the State and MPO

- Annual agreement between ODOT and AAMPO for FHWA planning funds and FTA Section 5303 funds
- Agreement between ODOT, AAMPO, and the City of Albany (public transit provider) outlining the roles and responsibilities for planning projects.

c. Agreements between the MPO and other entities

- Intergovernmental/Interagency Agreement between AAMPO and the Oregon Cascades West Council of Governments (OCWCOG) establishing OCWCOG as the administrative and fiscal agent for AAMPO from July 16, 2013 to June 30, 2015 (agreement to be updated by June 30, 2015).

4. Responsibilities, Cooperation and Coordination for a Cooperative Planning Process (Ref: 23 CFR 450.312)

AAMPO works in cooperation with the State and its member jurisdictions to carry out the metropolitan planning process. This includes the Albany Transit Service, which is operated by the City of Albany. Therefore, this cooperative process includes the State and ATS participation in the decision-making processes of AAMPO TAC and Policy Board. Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Oregon Department of Land Conservation and Development (DLCD), Oregon Department of Environmental Quality (DEQ), and Oregon Division of State Land (DSL) designate staff to serve as ex-officio members of the TAC.

ODOT regional planning staff works closely with AAMPO staff on all AAMPO planning efforts. Additionally, ODOT's Transportation Planning Analysis Unit (TPAU) provides Travel Demand Modeling services to the MPO.

The City of Albany provides the required local match for the MPO's Section 5303 Funds in the form of in-kind match.

The metropolitan planning process includes:

- Development and maintenance of the Regional Transportation Plan (RTP)
- Development and Maintenance of a Transportation Improvement Program (TIP)
- Review of specific transportation and development proposals for consistency with the RTP
- Coordination of transportation decisions among local jurisdictions, state agencies, and the City of Albany / ATS
- Development of an annual work plan
- Development of an annual report identifying federal funding obligated within the MPO during the prior fiscal year

5. Metropolitan Transportation Planning Products

a. Unified Planning Work Program (Ref: 23 CFR 450.314)

- All of the tasks in the FY14-15 UPWP, with the exception of the Metropolitan Transportation Plan (MTP), are being implemented on schedule. The development of the MTP was delayed in order for ODOT to finalize its consultant contract.

b. Metropolitan Transportation Plan (Ref: 23 USC 134(g) and 23 CFR 450.322)

- AAMPO is required to have a MTP by March 2016. AAMPO is coordinating with ODOT on the development of a Regional Transportation Plan Framework to be adopted by that deadline.

c. Metropolitan Transportation Improvement Program (MTIP) (Ref: 23 USC 134(h) and 23 CFR 450.23 & 26)

- AAMPO adopted an Interim TIP in September 2013, in corporation with ODOT, local transit providers.
- AAMPO is required to have a full MTIP by March 2016. Work on the MTIP will begin coincident with the development of the MTP.
- AAMPO will coordinate its prioritization process and its list of transportation project priorities for ODOT modernization projects with the Cascades West Area Commission on Transportation (CWACT) and Mid-Willamette Valley Area Commission on Transportation (MWACT).

6. Planning Emphasis Areas

FHWA, in consultation with FTA, develops Planning Emphasis Areas (PEAs) which outline specific policy, procedural and technical topics that MPOs and State DOTs should consider as they implement their annual Work Programs. PEAs address a mix of planning issues and priority topics identified during on-going reviews of metropolitan and statewide planning processes as requiring additional work. PEAs should be considered in addition to the eight planning factors outlined in SAFETEA-LU and, subsequently, MAP-21.

PEAs for Federal Fiscal Year 2015 were released in a joint memo from FHWA and FTA on April 23, 2014. A matrix outlining how the Albany Area MPO's work program addresses the FFY2015 PEAs and the broader MAP-21 Planning Factors is included as an Appendix to the work program.

7. Public Involvement

The AAMPO Public Plan was adopted on July 23, 2014 after a 45-day public comment period. This plan directs public outreach during all MPO planning and programming activities, and helps to ensure that outreach activities allow for early, timely and complete information public notice, as well as full public access to key decisions and continuing involvement of the public in all MPO planning and program activities. The plan also lists specific actions the MPO shall take during the development of specific planning and programming documents. Key actions that AAMPO takes to ensure effective public outreach include:

- All AAMPO Policy Board and Technical Advisory Committee meeting dates, meeting agendas and minutes are posted on AAMPO's website, along with membership lists for those bodies: <http://www.ocwcog.org/AAMPO>.
- The Policy Board meeting agendas include opportunity for the public to directly address the Policy Board members on transportation issues.
- Meetings of the Policy Board are advertised in the local newspaper and on the AAMPO website.
- Planning documents are posted on the website, which includes at a minimum: a map of the AAMPO Planning Area, the Public Participation Plan, the AAMPO Title VI/Non-Discrimination Plan, the Interim TIP, the Unified Planning Work Program and the Annual Listing of Obligated Projects.
- Contact information is provided on the website in order to facilitate direct communication with MPO staff
- AAMPO staff regularly attends meetings of local transportation advisory groups and stakeholders to provide information to local stakeholders about the MPO planning process and the role of AAMPO in regional transportation planning.
- The MPO maintains an 'Interested Parties' email list, which receives all meeting agendas and announcements regarding public involvement opportunities and major planning processes is emailed to this list of Interested Parties.

8. Title VI (Ref: Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by the State of Oregon under 42 USC 2000d-1 and 49 USC part 21)

The AAMPO Title VI/ Non-Discrimination Plan was adopted on August 27, 2014 following a 45-day public comment period. In accordance with Title VI of the Civil Rights Act of 1964, this Title VI / Non-Discrimination Plan reflects AAMPO's commitment to ensuring that no person shall - on the ground of race, color, national origin, age, or disability - be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any of the MPO's programs or activities. To ensure this, AAMPO is implementing the following actions:

- Adoption of a policy statement
- Designate a Title VI Coordinator
- Comply with the USDOT Standard Assurances
- Maintain and implement a Public Participation Plan
- Demonstrate consideration of Limited English Proficiency, including completion of a Language Assistance Plan and Four Factor Analysis.
- Demonstrate consideration of Environmental Justice during all MPO activities and MPO-funded projects
- Gather and maintain statistical data to ensure ongoing efficacy of outreach efforts to underserved or minority communities. This data is included in the Language Assistance Plan and is posted on the AAMPO website.
- Provide Title VI notice to the public in planning documents. AAMPO also includes a notice at the bottom of all meeting agendas indicating that OCWCOG facilities are accessible to persons with disabilities. The notice also includes a phone number to call for special accommodations; this includes access to a Spanish-speaking interpreter.

- Establish a public complaint process which complaint forms posted publicly on the AAMPO website with several options for submittal. The MPO also has a process for maintaining a record of Title VI complaints, although no complaints have been received to date.
- Complete employee trainings regarding Title VI and Non-Discrimination best practices
- Complete required Title VI reporting and compliance documentation

Additionally, AAMPO has contracted with the Oregon Cascades West Council of Governments (OCWCOG) for staffing, administrative and fiscal support. OCWCOG is an affirmative action/equal opportunity employer that does not discriminate on the basis of race, color, age, creed, national origin, religion, gender, or marital status.

9. Disadvantages Business Enterprises (DBE) (Ref: Section 1101(b) of Pub. L. 109-59, 49 CFR part 26)
AAMPO does not currently have an adopted DBE policy. Given the minimal contracting undertaken by the MPO, it is not anticipated that a formal DBE policy will be adopted in the next few fiscal years.

10. Americans with Disabilities ACT (ADA) (Ref: Americans with Disabilities Act of 1990, Pub. L. 101-366, 104 Stat. 327, as amended, and 49 CFR 27, 37, and 38)
AAMPO public meetings are held in places accessible to people with disabilities. The AAMPO office is located in an accessible building. The AAMPO website is ADA compliant. The Albany Transit system is in full compliance with the requirements of ADA. As AAMPO develops its first MTP and MTIP, the MPO will work with the member jurisdictions to identify opportunities for increasing accessibility throughout the Albany Urbanized Area and to ensure that new transportation facilities within the AAMPO area are constructed to ADA standards.

11. Air Quality (Ref: 40 CFR 51; OAR 340-2-710 through 340-20-1080)

a. Regional Air Quality Status of the MPO Area

The Albany Urbanized Area is not and has never been in violation of EPA's National Ambient Air Quality Standards (NAAQS). Therefore, the area is not designated nonattainment for any of the Air Quality Criteria Pollutants.

b. Conformity Status of the MPO Plan and TIP

According to the Clean Air Act Amendment (CAAA) of 1990, the Albany Urbanized Area is not required to demonstrate Air Quality Conformity of its transportation plans, programs and projects to the State Implementation Plan (SIP).

12. Lobbying Prohibition (Ref. 49 CFR 20)

AAMPO's metropolitan transportation planning process is in compliance with the requirements of USC 49 CFR part 20 that prohibits the use of federal transportation dollars on lobbying and influencing certain activities.

13. Employment & Business Opportunity Discrimination (Ref. 49 USC 5332); Older Americans Act (Ref. 42 USC 6101); Gender Discrimination (Ref. Section 324 of title 23 USC); and Discrimination Against Individuals with Disabilities (Ref. 29 USC 794 & 49 CFR part 27)

AAMPO has contracted with the Oregon Cascades West Council of Governments (OCWCOG) for staffing, administrative and fiscal support. OCWCOG is an affirmative action / equal opportunity employer that does not discriminate on the basis of race, color, age, creed, national origin, religion, gender, or marital status. AAMPO includes a notice at the bottom of all meeting agendas indicating that OCWCOG facilities are accessible to persons with disabilities. The notice also includes a phone number to call for special accommodations; this includes access to a Spanish-speaking interpreter.

AAMPO has adopted a Title VI/Non-Discrimination Plan which, in accordance with Title VI of the Civil Rights Act of 1964, reflects AAMPO's commitment to ensuring that no person shall - on the ground of race, color, national origin, age, or disability - be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any of the MPO's programs or activities. This plan is described in more detail under the above description of Title VI.

Below are excerpts from federal code stating the requirements pertaining to each of these types of discrimination.

- **Employment & Business Opportunity Discrimination** (Ref. 49 USC 5332);
Federal code states: *A person may not be excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance under this chapter because of race, color, creed, national origin, sex, or age.*
- **Older Americans Act** (Ref. 42 USC 6101)
Federal code states: *It is the purpose of this chapter to prohibit discrimination on the basis of age in programs or activities receiving Federal financial assistance.*
- **Gender Discrimination** (Ref. Section 324 of title 23 USC)
Federal code states: *No person shall on the ground of sex be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal assistance under this title or carried on under this title.*
- **Discrimination Against Individuals with Disabilities** (Ref. 29 USC 794 & 49 CFR part 27)
Federal code states: *No otherwise qualified individual with a disability in the United States, as defined in section 705 (20) of this title, shall, solely by reason of her or his disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance or under any program or activity conducted by any Executive agency or by the United States Postal Service.*

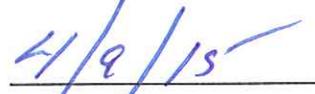
IN ACCORDANCE WITH 23 CFR 450.334, THE OREGON DEPARTMENT OF TRANSPORTATION AND THE ALBANY AREA METROPOLITAN PLANNING ORGANIZATION (AAMPO) HEREBY CERTIFY THAT THE METROPOLITAN TRANSPORTATION PLANNING PROCESS IS BEING CARRIED OUT IN ACCORDANCE WITH ALL APPLICABLE REQUIREMENTS INCLUDING:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450 (c);
- (2) Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Certified by the Policy Board of the Albany Area Metropolitan Planning Organization



Roger Nyquist, Chair



Date

APPENDIX E: PLANNING EMPHASIS AREAS

FHWA, in consultation with FTA, develops Planning Emphasis Areas (PEAs) which outline specific policy, procedural and technical topics that MPOs and State DOTs should consider as they implement their annual Work Programs. PEAs address a mix of planning issues and priority topics identified during on-going reviews of metropolitan and statewide planning processes as requiring additional work.

PEAs should be considered in addition to the eight planning factors outlined in SAFETEA-LU and, subsequently, MAP-21. These eight planning factors are: Economic Vitality, Safety of Transportation System, Security of Transportation System, Accessibility and Mobility for People and Freight, Environmental Protection and Enhancement, Integration & Connectivity of Transportation System, Efficient System Management and Operation, and Preservation of Existing the Transportation System.

PEAs for Federal Fiscal Year 2015 were released in a joint memo from FHWA and FTA on April 23, 2014 and include the following:

Models of Regional Planning Cooperation:

This Emphasis area seeks to promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning. Cooperative efforts can consider linkages between the transportation plans and programs, corridor studies, projects, data, and system performance measures and targets across MPO and State boundaries. Efforts may include coordinated planning process and products, especially among neighboring urbanized areas.

Ladders of Opportunity:

This Emphasis Area seeks to improve access to essential services by addressing transportation connectivity gaps. Essential services include housing, employment, health care, schools/education, and recreation.

MAP-21 Implementation:

The third emphasis area promotes a transition to Performance Based Planning and Programming. This includes the development and use of transportation performance measures, target setting, performance reporting, and transportation investments that support the achievement of performance targets. These components will ensure the achievement of transportation system performance outcomes.

Below is a matrix outlining how the Albany Area MPO's FY15-16 UPWP addresses the FFY2015 PEAs as well as the broader MAP-21 Planning Factors.

Coordination of FY15-16 UPWP with FHWA Planning Emphasis Areas and MAP-21 Planning Factors

	Planning Emphasis Areas			MAP-21 Planning Factors							
	MAP-21 Implementation	Models of Regional Planning Cooperation	Ladders of Opportunity	Economic Vitality	Safety of Transportation System	Security of Transportation System	Accessibility and mobility for people and freight	Environmental protection & enhancement	Integration & connectivity of transportation system	Efficient system management and operation	Preservation of existing transportation system
Task 1: MPO Program Management											
1.1 Administrative tasks											
1.2 UPWP											
1.3 Public Participation Plan			X								
1.4 Title VI / Non-discrimination Plan			X								
1.5 Intergovernmental Coordination	X	X	X	X				X	X		
Task 2: Long Range Planning											
2.1 RTP/RTSP	X	X	X	X	X	X	X	X	X	X	X
2.2 US 20 Safety Study		X			X	X			X	X	
2.3 City of Millersburg TSP	X	X	X	X	X	X	X	X	X	X	X
2.4 Linn County TSP	X	X	X	X	X	X	X	X	X	X	X
2.5 Performance Measures	X				X	X				X	X
Task 3: Transit Planning & Support											
3.1 Transit Development Plan	X	X	X	X	X	X	X	X	X	X	X
3.2 ATS & Loop Planning Support			X				X	X	X		
3.3 Regional Transit Coordination		X					X	X	X	X	X
3.4 Coordinated Plans		X	X		X	X	X		X	X	X
3.5 Albany Multimodal Station		X	X	X			X		X	X	X
3.6 Travel Training Assistance		X	X				X		X	X	
Task 4: Transportation Programming											
4.1 TIP	X			X	X	X	X	X	X	X	X
4.2 STP Fund Management											
4.3 Annual List of Obligated Projects											

APPENDIX F: ACRONYMS

3-C: Continuing, cooperative and comprehensive planning process that is required of MPOs

5303: FTA Metropolitan Planning funds used for planning in an MPO area.

5339: FTA Formula Capital Program for transit capital improvements (e.g. bus purchases).

5307: FTA Formula Grant Program. Funding is available on the basis of a statutory formula to all urbanized areas in the country. The funding can be used for capital projects and operating assistance.

5310: FTA Competitive Grant Program. Funding for transportation services for the elderly and persons with disabilities. Funds can continue to be used for capital costs or for capital costs of contracting for services.

AAMPO: Albany Area Metropolitan Planning Organization.

ACT: Area Commission on Transportation. Regional entities responsible for coordinating transportation planning throughout Oregon; ODOT requires local ACTS to establish a relationship with MPOs in their area and to coordinate in the prioritization of projects in their respective planning efforts.

ATS: Albany Transit System

CAMPO: Corvallis Area Metropolitan Planning Organization, including the cities of Corvallis, Philomath and Adair Village as well as Benton County.

CWACT: Cascades West Area Commission on Transportation. Area Commissions on Transportation are advisory bodies chartered by the Oregon Transportation Commission. CWACT covers Linn, Lincoln and Benton Counties.

DLCD: Oregon Department of Land Conservation and Development

DEQ: Oregon Department of Environmental Quality

DSL: Oregon Department of State Lands

FAUB: Federal Aid Urban Boundary. FAUBs establish the dividing line between urban and rural Federal Functional Classifications. The FAUB includes the Urbanized Area with consideration also given to major traffic generators, major bus routes, interchanges, bridges and continuity of roadway classification.

FFC: Federal Functional Classification. Roadways within the MPO area classified as Collectors and Arterials and considered on the 'federal functional classification map'.

FHWA: Federal Highway Administration

FTA: Federal Transit Administration

IGA: Intergovernmental Agreement. A formally adopted agreement between units of government that articulates the respective roles, duties and responsibilities of the agencies party to the agreement.

ODOT: Oregon Department of Transportation

MAP-21: Moving Ahead for Progress in the 21st Century Act (MAP-21) is the federal transportation act that is currently in effect.

MPO: Metropolitan Planning Organization. When cities reach a population of 50,000 and also meet other population density requirements, MPOs are designated for those areas by the governor of the state.

MTP (RTP): Metropolitan Transportation Plan. Also called RTP or Regional Transportation Plan. The 20-year transportation plan for defining transportation improvement strategies and policies for the MPO area. The MTP must be coordinated with State, County and City jurisdictions.

MWACT: Mid-Willamette Valley Area Commission on Transportation. Area Commissions on Transportation are advisory bodies chartered by the Oregon Transportation Commission. MWACT covers Marion, Polk and Yamhill Counties.

NAAQS: National Ambient Air Quality Standards. The Clean Air Act, which was last amended in 1990, requires EPA to set National Ambient Air Quality Standards (40 CFR part 50) for pollutants considered harmful to public health and the environment.

OCWCOG: Oregon Cascades West Council of Governments. Created under ORS 190.010, OCWCOG provides a variety of services to 25 member governments within Linn, Benton and Lincoln Counties.

OTC: Oregon Transportation Commission. The Board of Directors for the Oregon Department of Transportation (ODOT).

PEA: Planning Emphasis Area. FHWA, in consultation with FTA, develops Planning Emphasis Areas outlining specific policy, procedural and technical topics that MPOs should consider as they implement their annual Work Programs.

PMT: Project Management Team. This group will provide direct oversight of the AAMPO RTP process, and will consist of staff from AAMPO, ODOT, AAMPO member jurisdictions, and the Consultant team.

PL: FHWA Metropolitan Planning Funds, which comprise the majority of MPO funding.

PPP: Public Participation Plan. A federally required plan outlining an MPO's public outreach efforts.

RTP/RTSP: A combined Regional Transportation Plan (federally required) and Regional Transportation System Plan (required by the State of Oregon in compliance with TPR)

SAFETEA-LU: Safe, Accountable, Flexible, Efficient Transportation Equity Act. A Legacy for Users (SAFETEA-LU) is the federal transportation act that was in effect from 2005 through 2012.

STIP: Statewide Transportation Improvement Program. The statewide transportation improvement program (STIP) is a federally-required document that identifies all federally funded projects in the state. The STIP is a staged, multiyear, statewide, intermodal program of transportation projects which is consistent with the statewide transportation plan and planning processes and metropolitan plans, TIPs and processes. Projects must be included in the STIP before applicants can use the federal funds awarded to their projects. In order for an MPO project to be included in the STIP, it must first be included in a metropolitan transportation plan and the TIP.

STF: Surface Transportation Funds. An Oregon program intended to benefit seniors and people with disabilities. Primarily formula bases and allocated to STF agencies (counties, tribes or transit districts). STF agencies also coordinate 5310 funds.

STP: Surface Transportation Program. One of the major federal funding programs. Funding may be used for planning, roadway construction, transit capital projects, carpool projects, etc.

TAC: Technical Advisory Committee

TDP: Transit Development Plan

TIP (MTIP): Transportation Improvement Program or Metropolitan Transportation Improvement Program. A document prepared by an MPO listing federally-funded surface transportation projects programmed in the MPO area over a 4-year period. Projects in the TIP should be identified in the MTP.

TPR: Transportation Planning Rule. The Administrative Rule that was enacted to implement Statewide Planning Goal 12 (Oregon's statewide transportation planning goal). This rule requires that all cities, counties and MPOs develop a 20-year transportation plan that outlines how investments are to be made to provide an integrated transportation system plan. MPOs are required to prepare an MTP and all local jurisdictions within a MPO are required to prepare TSPs that are consistent with the MTP.

TPAU: Transportation Planning and Analysis Unit. TPAU is a division within ODOT that provides transportation modeling services and technical assistance to jurisdictions throughout the state.

TSP: Transportation System Plan. A 20-year plan for transportation facilities that are planned, developed, operated and maintained in a coordinated manner to supply continuity of movement between modes, and within and between geographic and jurisdictional areas.

UPWP: Unified Planning Work Program. A federally required annual report describing the MPO's transportation work program and budget, and detailing the various local, state and federal funding sources that will be used.