

Agenda
Albany Area Metropolitan Planning Organization
Policy Board

Date: Wednesday, August 26, 2015
Time: 2:30 – 4:30 pm
Location: Oregon Cascades West Council of Governments
Upstairs Meeting Room / 1400 Queen Ave. SE, Albany
Contact: Theresa Conley, AAMPO Coordinator (541) 924-4548

I. Call to Order and Introductions **Roger Nyquist, AAMPO Chair**

II. Agenda Review **Roger Nyquist**

III. Public Comment **Roger Nyquist**

IV. Minutes of July 22, 2015 Meeting (Attachment A) **Roger Nyquist**

Action Requested: Approval of July 22, 2015 Meeting Minutes

V. ODOT Stakeholder Survey (Attachments B and C) **Mary McGowan**
ODOT Senior Transportation Planner

ODOT is seeking feedback on the effectiveness of its consultation efforts for statewide planning and programming efforts such as the STIP, the Oregon Bicycle and Pedestrian Plan, and the Oregon Highway Plan. ODOT staff will provide information about the survey and answer questions. Board members are encouraged to provide input via the survey to better ensure their input is captured with the collective results.

Action Requested: Informational

VI. STIP Non-Highway Enhance Process (Attachment D) **Amy Ramsdell**
ODOT Area Manager

ODOT staff will discuss the 2018-2021 STIP Program, ODOT's approach to leveraging project funds, and the non-highway enhance proposal process.

Action Requested: Informational

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 72 hours prior to the meeting. Emma can be reached at 541-967-8551 (TTY/TTD 711) or echavez@ocwocg.org.

VII. OMPOC Update (Attachment E)

Theresa Conley, AAMPO Staff

Staff will share information from the July OMPOC meeting including the proposed OMPOC staffing proposal and work program. The Board is asked to review the proposal in preparation for a decision at the next OMPOC meeting. Two representatives from each MPO can vote on OMPOC decision items.

Action Requested: Decision on whether to support the OMPOC Staffing Proposal as drafted

VIII. Regional Transportation Plan - Public Involvement

Theresa Conley

As a follow up to the July 22nd RTP Kickoff meeting, staff will discuss and seek guidance from the Board on specific public involvement activities planned for the RTP process. Activities include but are not limited to: a public survey, two public meeting series, outreach to key stakeholders and community groups, and development of a project website.

Action Requested: Provide direction regarding public involvement activities

IX. Other Business

Theresa Conley

- a. AAMPO FY14-15 Fourth Quarter Report
- b. ODOT Policy Plan and Strategy Consolidation project
- c. OCWCOG Health and Transportation Workshop
- d. Next Meeting: September 23rd

Action Requested: Informational

X. Jurisdictional Updates

Roger Nyquist

This is an opportunity for MPO members to provide local updates and share information.

Action Requested: Informational

XI. Adjournment

Roger Nyquist

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

**Wednesday, July 22nd, 2015
2:30 – 4:30 pm**

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

Policy Board Members Attending: Amy Ramsdell, Annabelle Jaramillo, Floyd Collins, Dave Beyerl, and Gary Powell

Alternates: Walt Perry

Policy Board Members Absent: Darrin Lane and Roger Nyquist

RTP TAC Members: Georgia Edwards, Chris Bailey, Lissa Davis, Valerie Grigg-Devis, Mark Volmert Jon Goldman, Ted Frazier, Ken Bronson, Jean Palmateer, and Steve Dickey

Staff Attending: Theresa Conley, Charlie Mitchell and Emma Chavez

Guests: Theresa Carr (CH2M Hill), Julie Fischer (Cogito), Chris Maciejewski (DKS), Garth Appanaitis (DKS), Scott Chapman (Nelson Nygaard),

TOPIC	DISCUSSION	DECISION / CONCLUSION
I. Call to Order and Introduction	The Chair called the meeting to order at 2:32 pm. Self introductions were conducted.	
II. Agenda Review		No changes to the agenda were made.
III. Public Comment		There were no comments from the public.
IV. Minutes of June 24, 2015 Meeting		Consensus from the Policy Board to approve the June

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		24, 2015 meeting minutes as written.						
V. Appointment of Alternate to OMPOC Board	Staff advised that OMPOC has two voting seats for each MPO. Darrin Lane and Roger Nyquist are AAMPO’s voting members. It has been suggested that an alternate be appointed in the case one of the members is not able to make it to an OMPOC meeting. Annabelle Jaramillo is currently a voting member for CAMPO and is willing to serve as the AAMPO alternate as well.	Consensus from the Policy Board for Annabelle Jaramillo to serve as the AAMPO Alternate at OMPOC meetings.						
VI. Approval to Amend AAMPO Interim TIP	<p>The Board was asked to consider two amendments to the AAMPO Interim TIP. Both amendments incorporate new projects into the TIP that are already programed by local entities. As a Federal requirement, the projects must be included in both the MPO TIP and statewide STIP.</p> <ol style="list-style-type: none"> 1. City of Albany – 5310 E&D Transit Capital (2015-17) (Key #19621) This project would pay for preventative maintenance for the Albany Call-A-Ride, per the Linn County 2015-2017 5310 allocation process that occurred earlier this year. The project total is \$26,072. This includes \$23,394 of Linn County 5310 fund to be spent over two years, amounting to \$11,697 each year. The required local match of \$2,678 brings the total project amount to \$26,072. 2. Cascades West COG Transportation Options Program (2015-17) (Key# TBD) This amendment will combine three projects into one - #18716 (Rideshare), #17785 (TDM), and #17609 (Transit Innovative Projects). Additionally, it will incorporate the CWCOG share of the Region 2 FFY16 operation and maintenance funds allocated to support regional transportation options programs. <table border="0" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: left;"><u>Key #</u></th> <th style="text-align: left;"><u>Federal Funds</u></th> <th style="text-align: left;"><u>Total Funds</u></th> </tr> </thead> <tbody> <tr> <td>Key #18716</td> <td>\$46,150</td> <td>\$46,150</td> </tr> </tbody> </table>	<u>Key #</u>	<u>Federal Funds</u>	<u>Total Funds</u>	Key #18716	\$46,150	\$46,150	Consensus from the Policy Board to amend the Interim TIP with the following projects: City of Albany – 5310 E&D Transit Capital (2015-17) and Cascades West COG Transportation Options Program (2015-17).
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<p>VII. Regional Transportation Plan (RTP) Overview</p>	<p>Staff advised that the AAMPO Policy Board is the guiding group for this project. At this time; the consultants are discussing different aspects of the project.</p> <p>The RTP is a federal requirement for all MPOs government. The document should cover a twenty year forecast period, and should be consistent with current federal transportation policies. The AAMPO RTP will also comply with Oregon Transportation Planning Rule requirements, with a key part of that being an emphasis on reducing reliance on automobiles. The TPR-compliant part of the document (called the Regional Transportation System Plan or RTSP) must be approved by local jurisdictions. A Transit Development Plan (TDP) will also be completed.</p> <p>Staff reviewed the RTP process, noting the two phases of the project:</p> <ol style="list-style-type: none"> 1. RTP Framework will be the first work product, with a federal target date of March 2016. The RTP Framework will serve as the Regional Transportation Plan for the purpose of meeting Federal requirements, and will provide a foundation for a continued conversation about transportation needs in the AAMPO area. 2. RTP/RTSP and TDP During the second phase, the MPO will begin working with the Mosaic tool. This tool was recently developed by ODOT to assist in least-cost and value-based planning. The benefit of this tool will be in helping the TAC and Board to look at groupings of projects from a birds-eye view to see the overall benefits and drawbacks of different combinations. 	<p>Staff will verify if member jurisdictions need to place the RTP on their ballots for voting. Staff will get back to members jurisdictions with the answer.</p>												

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	<p>The TDP will also be part of the second phase – The TDP will assess existing and future transit needs and identify transit improvements along the same 2040 planning horizon as the RTP.</p> <p>There are five key sounding boards for the project: the AAMPO Policy Board, Project Management Team, RTP TAC, General Public, and Stakeholders. Staff reviewed the roles and responsibilities for each of the key roles. The Policy Board is the decision-making body of the MPO and reviews, evaluates and considers final documents for adoption by the MPO.</p> <p>AAMPO Board and RTP TAC members asked for additional information regarding the following:</p> <ul style="list-style-type: none"> • The role of local jurisdictions in review, approval or adoption of the RTSP • Coordination between the development of the RTP project list and the project list in the 4-year Transportation Improvement Program (TIP). Board members requested that the TIP project list be developed by December, 2015 in order to coordinate with the CIP development processes of local jurisdictions. <p>Tentative Schedule for RTP TAC and Board Meetings: #1 - July 2015 #2 - October 2015 #3 - January 2016 RTP Framework Hearing - March 2016 #4 - June 2016 #5 - October 2016 #6 - March 2017 RTP Adoption - July 2017</p>	
<p>VIII. Introduction to Transportation Planning</p>	<p>Chris Maciejewski provided a detailed presentation regarding the process to develop an RTP/RTSP. He also provided additional</p>	

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	<p>information regarding state and federal requirements. Chris reviewed with members the steps to develop the plan, the process of each step and the timeline. He discussed requirements for performance measures, targets and system reporting. He discussed how the RTP goals should align with the performance measures. Scott Chapman discussed the development process and data collection processes for the TDP.</p>	
<p>IX. Draft Public Involvement Strategy</p>	<p>Theresa Conley and Julie Fischer discussed the public involvement effort for the RTP/RTSP process. The project team is working hard to get the right people involved. They are committed to making the process meaningful, accountable, inclusive, transparent, realistic, and outcome oriented. To do this, staff has reached out to many stakeholder groups, including GAPS, Latino organizations, and DSAC. Staff will continue to schedule stakeholder interviews and will create an executive summary of the feedback received.</p> <p>Julie Fisher provided information regarding the Draft Public Involvement Strategy. Julie briefly reviewed the following key public involvement tasks:</p> <ul style="list-style-type: none"> • Project website • Interested parties list and email updates • Presentations to public committees and boards • Direct outreach with accessible visuals to people who don't attend meetings • Stakeholder meetings • Advisory Group meetings • Community meetings at two key decision points • Media contacts and communications • Public comments and responses <p>The following topics were discussed:</p>	

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	<ul style="list-style-type: none"> • A good planning process includes outreach that can help eliminate conflicts later on • Outreach to low income and minority groups - There will be outreach to people at Albany Helping Hands; Translation of documents is being looked at; Staff is following up with current LBCC student body president and will look into setting up a booth of information at the college; some demographic information can be gathered by the survey, on a voluntary basis. Open house meetings will be held in different locations to include the outside areas • Outreach methods - Staff will look into the possibility of utilizing social media; however, the COG is currently working on its communications plan and use of social media must align with this effort. Hard copies of the documents will be available to the public 	
<p>X. Goals & Policies Discussion</p>	<p>Theresa Conley presented provided an overview of draft goals and policies included in a Technical Memorandum provided to attendees. The AAMPO RTP goals and policies will provide a foundation for transportation plans, projects and programs completed within the MPO planning area. Each goal and policy in the memo was developed by staff in concert with local plans, especially Transportation System Plans for cities and counties within the MPO planning area. Continual coordination between local jurisdictions and the MPO is critical to achieving these regional goals, as the local and regional circulation patterns are intertwined.</p> <p>Theresa Carr reviewed the goals and with members. Members were then asked to connect to the WIFI and google slido.com/aampo to rate each goal. The results were reviewed with members.</p>	
<p>XI. Public Comment</p>		<p>There were no public comments.</p>

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XII. Closing Remarks and Next Steps	Staff thanked everyone for attending. Follow up discussions will take place to further refine goals. Staff will continue to hold joint meetings of the Policy Board and TAC when it makes sense to do so.	
XIII. Adjourn	Meeting adjourned at 4:50 pm.	



Oregon

Kate Brown, Governor

Attachment B

Department of Transportation
Transportation Planning Unit
Mill Creek Office Building
555 13th Street NE, Suite 2
Salem, OR, 97301-4178
Phone: (503) 986-4121
Fax: (503) 986-4174

August 12, 2015

The Oregon Department of Transportation would like your feedback on the effectiveness of its consultation practices. A short survey has been developed and is available at the link provided below. The survey evaluates ODOT's local consultation practices regarding the following processes:

- Conferring with affected local officials and other interested parties in accordance with established rules, plans, policies, procedures or programs;
- Considering the input of local officials and other interested parties before taking action;
- Periodically informing local officials and other interested parties about actions taken, as per the federal and statewide planning regulations; and
- Implementing federal and state regulations regarding public involvement.

The survey can be accessed online at: <https://www.surveymonkey.com/r/LocalConsultationSurvey>. Please complete the survey by October 16th, 2015.

Your participation will help ODOT determine the agency's effectiveness in implementing federal and statewide planning and public involvement regulations, per Federal Regulations¹ and the Oregon Transportation Commission (OTC) [Public Involvement Policy](#). These regulations are designed to ensure effective communication between ODOT, local officials and other interested parties participating in statewide transportation planning and Statewide Transportation Improvement Program (STIP) processes.

The questions in this survey ask about your experiences with statewide transportation planning and programming activities. Transportation planning refers to your participation in activities, such as updating the *Oregon Transportation Plan* or any of its component mode and topic plans, including the *Oregon Bicycle and Pedestrian Plan* and the *Oregon Public Transportation Plan*. The survey also includes questions about your involvement in developing the STIP, reflecting on the processes used to prioritize and program projects.

You are also welcome to make any additional comments about the effectiveness of ODOT's consultation practices. An overview of ODOT's practices can be accessed [here](#). Please forward any feedback to Mary.M.McGowan@odot.state.or.us by October 16th, 2015

The collective results, will be kept anonymous, and reported to the Oregon Transportation Commission (OTC) and the Federal Highway Administration (FHWA). If you have questions about the survey instrument or evaluation, please contact Mary McGowan, ODOT Sr. Transportation Planner, at (503) 986-4224. We appreciate your efforts in completing this online survey.

Amanda Pietz
ODOT Planning Unit Manager

¹ Federal regulations requiring an assessment of local consultation practices include: [23 USC 135\(f\)\(2\)\(B\) through \(g\)\(2\)\(B\)](#), [23 CFR 450.210\(b\)\(1\)](#).

Attachment C

Documentation of Local Official Consultation Oregon Department of Transportation

August 2015

Overview

Federal and state planning and public involvement regulations require the Oregon Department of Transportation (ODOT) to document and implement a consultation process with local elected officials. The review will assess the effectiveness of consultation practices for statewide transportation planning processes and the development of the State Transportation Improvement Program (STIP). ODOT solicits feedback from local officials and others at least every five years for a 60-day period and invites them to review this document (Documentation of Local Official Consultation).

Consultation Processes

ODOT is involved with advisory committees, develops plans and policies, and complies with regulations, agency directives, and practices that demonstrate the Department's commitment to consultation and coordination with local governments to inform Agency decision-making. For example, the Oregon Transportation Commission (OTC) established the Area Commissions on Transportation (ACTs) to enhance opportunities for local stakeholders to participate in the early stages of the transportation project selection process. In addition, the Agency's Transportation Data Section provides accurate transportation data and services to local governments, assisting with local transportation planning and programming activities. A brief description of the various types of ODOT's consultation processes are found below. The table at the end of this document provides a list of many of the key elements and where they may be obtained.

Local Consultation Survey and Documentation of Practices

Every five years, ODOT administers a survey to local elected and/or appointed officials throughout Oregon cities, counties, port districts, and transit districts; soliciting feedback regarding the effectiveness of consultation for statewide transportation planning processes and development of the STIP. Through this process ODOT also seeks review of a broader set of existing local official consultation practices. The survey responses can be used to compare to previous results or to gauge the general opinions of the state. Survey responses will help ODOT understand if the Agency's current communication processes are working effectively to engage local officials and define opportunities for improvement. The results will be presented to the OTC and Federal Highway Administration (FHWA).

Advisory Committees

ODOT consults with a variety of stakeholders through advisory committees, many of which focus on specific programs and activities. Some committees were established by state statute, and others appointed by the OTC or the ODOT Director to meet the purposes of laws and policies. Examples include ACTs, the Oregon Local Program Committee (formerly Local Officials Advisory Committee), program specific advisory committees, and committees formed to advise the Department on specific statewide planning documents or projects.

Area Commissions on Transportation

The Oregon Transportation Commission (OTC) established the Area Commissions on Transportation (ACTs) as advisory bodies to improve communication and interaction between the OTC and local stakeholders who represent transportation interests throughout communities. The OTC has adopted policy to guide the formation and operation of the ACTs. At this time, twelve ACTs represent all geographic areas around the state.

Oregon Local Program Committee

The Oregon Local Program Committee (OLPC) is a partnership between counties, cities, ODOT, FHWA, and the Oregon Metropolitan Planning Organization Consortium (OMPOC). The purpose of this program oversight group is to improve policy, process and oversight in the delivery of the Local Federal Aid Program and other local street and road programs and projects administered through ODOT.

Program Specific Advisory Committees

Consultation often takes place through local agency membership on program specific advisory committees. These committees focus on issues with a narrower scope and have membership requirements specific to the character of their work. Many of them report directly to the OTC. Examples of program specific committees include the Oregon Freight Advisory Committee, Public Transportation Advisory Committee, Oregon Bicycle and Pedestrian Advisory Committee, and the Traffic Records Coordinating Committee.

Project Specific Advisory Committees

The STIP Process Stakeholder Advisory Committee is an example of a committee formed for a specific purpose. The OTC convened the committee to provide recommendations for improvement to the STIP process, including decision-making and opportunities for input. Membership consists of representatives from stakeholder groups, including freight, public transit, cities, counties, state agencies, Metropolitan Planning Organizations (MPOs), ACTs and private interests.

Advisory Committees for Multimodal, Modal and Topic Plans

During plan development, ODOT normally involves one or more advisory committees that include local government representation. The 2006 Oregon Transportation Plan, for example, included a steering committee and three policy committees. All four committees had local government representation and they played a key role in identifying the local portion of the state transportation needs. Oregon is unique in that it includes the local, as well as, privately owned transportation needs, as part of the overall state transportation needs. Adopted plans include a summary of the stakeholder involvement.

Adopted Transportation Plans

Statewide Multimodal, Modal and Topic Plans

ODOT statewide plans reinforce the value of consultation with local governments. Some plans include formal actions or policies, while others describe the methods by which the state has and/or will engage local governments. Plans are informed by Policy Advisory Committees, these are composed of elected

officials and other interested stakeholders, representing public, private, and advocacy interests, and are engaged throughout the effort.

The *2006 Oregon Transportation Plan (OTP)* is the state's long-range multimodal transportation plan. The OTP is ODOT's overarching policy document and is supported by mode and topic plans, such as *The Oregon Highway Plan and Bicycle and Pedestrian Plan*. The OTP establishes goals, policies, strategies, and initiatives that address the core challenges and opportunities facing Oregon. Goal 7 of the OTP, "Coordination, Communication, and Cooperation", has policies and related strategies that deal specifically with consultation. Specifically, Policy 7.3 and its associated strategies highlight consultation expectations throughout numerous agency activities.

Guidelines, Manuals and Handbooks

ODOT has a number of Guidance documents and Handbooks for Implementing Planning Requirements. These resources provide guidance to staff, local governments and consultants on policy implementation and help build positive relationships with ODOT's local partners. A few examples of documents that fall into this category include guidance for the jurisdictional exchange of roads, interchange area management, transportation system planning, development review, and STIP development.

Transferring Roads gives guidance on how to transfer a state highway to a local jurisdiction and a local roadway to the state's jurisdiction. Its purpose is to clarify the issues and process so that ODOT and local governments can consider the relevant issues and more easily move through the transfer process.

2013 Interchange Area Management Guidelines are designed to assist ODOT planners, local jurisdictions, and the consultant community in the preparation of Interchange Area Management Plans (IAMPs). The Guidelines are intended to serve as an educational and consistency tool, to describe the elements of an IAMP, what an IAMP should accomplish and how to meet expectations and objectives.

2008 Transportation System Planning Guidelines, is a resource document, that was developed to assist staff, local jurisdictions and the consultant community to prepare and update county and local transportation system plans. The guidelines are designed to help jurisdictions develop plans that meet local needs and comply with state rules, requirements and regulations, including applicable elements of the Transportation Planning Rule (TPR) and the 2006 OTP.

ODOT Development Review Guidelines help agency staff understand the local land use process and provide guidance on working effectively with local partners.

STIP User's Guide includes more detailed information about the processes and procedures for developing the STIP.

Regulations and Policies

Oregon Administrative Rules

Oregon has adopted several administrative rules to promote development of a safe and efficient transportation system. The *Oregon Administrative Rules (OARs)* set out processes for coordinating with local governments and include the *State Agency Coordination Rule (SAC)*, *Transportation Planning Rule (TPR)*, and the *Access Management Rule*.

State Agency Coordination Rule

The *State Agency Coordination Rule (SAC)* establishes procedures to assure that ODOT land use programs (e.g., disposal of surplus right of way) are carried out in compliance with statewide planning goals and in a manner compatible with local comprehensive plans.

Transportation Planning Rule

The *Transportation Planning Rule (TPR)*, which is found in OAR 660 Division 12 requires affected state agencies and local governments to coordinate the preparation of local transportation system plans with state transportation plans.

Laws and Governor's Executive Orders

The Oregon Legislature and the Governor have also worked to ensure coordination and consultation with local stakeholders. Local government coordination requirements and/or membership are specifically defined in law or Executive Order for several of the Department's advisory committees. Such committees as the Government-to-Government Relations, the Governor's Economic Revitalization Team, the Historic Columbia River Highway Advisory Committee, and the Oregon Transportation Safety Committee all fall into this category.

Policies

In addition to policies incorporated into plans and other documents, the OTC adopts stand-alone policies that describe coordination with local governments. Two examples are the *Policy on Formation and Operation of the Area Commissions on Transportation* and the *OTC Public Involvement Policy*. The ACT policy was developed to answer questions about the purpose, formation and function of the ACTs and to encourage consistency statewide while balancing local needs for flexibility and uniqueness. The *OTC Public Involvement Policy* requires the agency to develop statewide transportation plans and the STIP in consultation with local officials including transit and port districts.

Transportation Data

ODOT supports local jurisdictions with a wide selection of transportation data systems and programs that include crash analysis and reporting, traffic counts, mapping and road inventory products, and the Highway Performance Monitoring System (HPMS). ODOT acts as liaison between local agencies and the appropriate federal agencies to track and maintain transportation data, resulting in data extracts, reports, and interactive Geographic Information System (GIS) products for local agencies. The data is used in part to distribute and prioritize road funding for local agencies and supports analysis of ground transportation, community development and law enforcement.

Listing of key Policies and Procedures

The following table identifies many of ODOT's key policies and procedures for consulting with local government stakeholders and is tabulated based on the type of obligation, statute, adopted plan, etc. While this list is extensive, it is not necessarily all-inclusive and represents a moment in time. When available, electronic links are provided to assist in obtaining more information.

Consultation Practice	Oregon Revised Statute or Executive Order	OTC Plan Policy Appointment or Program	Administrative Rule	Advisory Group	Internal and Local Government Resource	Links to Location/Availability
1997 Oregon Public Transportation Plan*		X				http://www.oregon.gov/ODOT/TD/TP/OPTP.shtml
1999 Oregon Highway Plan		X				http://www.oregon.gov/ODOT/TD/TP/docs/OHP/1999_OHP.pdf
2005 Oregon Bicycle and Pedestrian Plan*		X				http://www.oregon.gov/ODOT/HWY/BIKEPED/docs/or_bicycle_ped_plan.pdf
2006 Oregon Transportation Plan		X				http://www.oregon.gov/odot/td/tp/pages/otp.aspx
2011 Oregon Freight Plan		X				http://www.oregon.gov/ODOT/TD/TP/pages/ofp.aspx#cat1
2011 Transportation Safety Action Plan*		X				http://www.oregon.gov/ODOT/TS/docs/tsap_revised_03-20-12.pdf
2014 Oregon State Rail Plan		X				http://www.oregon.gov/ODOT/TD/TP/RailPlan/Adopted_Oregon_SRP.pdf
2015 Oregon Transportation Options Plan		X				http://www.oregon.gov/odot/td/tp/pages/toplan.aspx
Area Commission on Transportation (ACTs)		X		X		http://www.oregon.gov/ODOT/COMM/act_main.shtml
Access Management Manual and Development Review Guidelines (Implements OAR 734-051)					X	http://www.oregon.gov/ODOT/hwy/accessmgt/accessmanagementmanual.shtml http://www.oregon.gov/ODOT/TD/TP/docs/plans/devrevchapters.pdf
Access Management Rules (OAR 734-051)			X			http://www.oregon.gov/odot/hwy/accessmgt/Pages/technicalbulletins.aspx
Economic Revitalization Team (Executive Order EO-09-10)	X					http://archivedwebsites.sos.state.or.us/Governor_Kulongoski_2011/governor.oregon.gov/Gov/ERT/index.shtml
Historic Columbia River Highway Advisory Committee (ORS 366.553)	X			X		http://www.oregon.gov/oprd/hcd/Pages/hcrhac.aspx
Interchange Area Management Guidelines					X	http://www.oregon.gov/ODOT/TD/TP/docs/plans/IAMP_Guidelines_Update_4-13.pdf
Local Program Leadership Team				X		http://www.oregon.gov/ODOT/HWY/LGS/Pages/LPLT.aspx
Oregon Bicycle and Pedestrian Committee (ORS 366.112)	X			X		http://www.oregon.gov/ODOT/HWY/BIKEPED/obpac.shtml
Oregon Freight Advisory Committee (ORS 366.212)	X			X		http://www.oregon.gov/ODOT/TD/TP/pages/ofac.aspx
Oregon Highway Plan Mobility Standards Guidelines					X	http://www.oregon.gov/ODOT/TD/TP/pages/ohp2011.aspx
Oregon Local Program Committee				X	X	http://www.oregon.gov/ODOT/HWY/LGS/lpoc.shtml
Oregon Rail Advisory Committee		X		X		http://www.oregon.gov/odot/rail/railadvisorycommittee.shtml
Oregon Traffic Control Devices Committee		X		X		http://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/traffic_control_devices_committee.shtml

Consultation Practice	Oregon Revised Statute or Executive Order	OTC Plan Policy Appointment or Program	Administrative Rule	Advisory Group	Internal and Local Government Resource	Links to Location/Availability
Oregon Traffic Control Devices Committee		X		X		http://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/traffic_control_devices_committee.shtml
Oregon Transportation Commission (ORS 184.610 to 184.666)	X					http://www.oregon.gov/ODOT/COMM/otc_main.shtml
Oregon Transportation Commission (OTC) Public Involvement Policy		X				http://www.oregon.gov/ODOT/COMM/docs/OTCpolicy11_PIP.pdf
Oregon Transportation Safety Committee (ORS 802.300)	X			X		http://www.oregon.gov/ODOT/TS/gac.shtml#About_the_OTSC
Policy on Formation and Operation of the Area Commissions on Transportation		X			X	http://www.oregon.gov/ODOT/COMM/docs/acts/ACTPolicy0603.pdf
Public Transportation Advisory Committee		X		X		http://www.oregon.gov/odot/pt/pages/stakeholders/ptac.aspx
Relationship of State Agencies with Indian Tribes (ORS 182.162-168) (Executive Order EO-96-30)	X					http://www.leg.state.or.us/cis/
Scenic Byways Program Advisory Committee (OAR 734-032-000 through 0070)		X	X	X		http://egov.oregon.gov/ODOT/HWY/SCENICBYWAYS/advisory_members.shtml
State Agency Coordination Program (OAR 731-015-000 through 135)			X			http://arcweb.sos.state.or.us/pages/rules/oars_700/oar_731/731_015.html
STIP Stakeholder Committee		X		X		http://www.oregon.gov/ODOT/TD/TP/pages/stip_ssc.aspx
Transportation and Growth Management Advisory Committee				X		http://www.oregon.gov/LCD/TGM/index.shtml
Transportation Data					X	http://www.oregon.gov/ODOT/TD/TDATA/publications.shtml
Transportation Planning Rule (OAR 660-12-0000 through 0070)			X			http://arcweb.sos.state.or.us/pages/rules/oars_600/oar_660/660_012.html
Transportation System Planning Guidelines 2008					X	http://www.oregon.gov/ODOT/TD/TP/Plans/Guidelines.pdf



Oregon

Department of Transportation

Region 2 Headquarters
455 Airport Road SE Building B
Salem, Oregon 97301-5395
Telephone (503) 986-2600
Fax (503) 986-2630

DATE: July 30, 2015

TO: ODOT Area Managers and Enhance Eligible Jurisdictions and Agencies

FROM: Sonny Chickering, Region 2 Manager

RE: FY 2018 – FY 2021 STIP Process

On July 16, 2015, the Oregon Transportation Commission (OTC) approved funding and a revised process for the FY 2018 – 2021 State Transportation Improvement Program (STIP). Since FY 2018 was funded through the last STIP process, this new program actually covers FY 2019 – 2021. The approved program does feature a variety of changes from our past processes. The STIP process for FY 2018 – 2021 will be more focused on our Fix-it activities than the previous process and will include several new funding categories. Please refer to the attached talking points (**Attachment A**), from Travis Brower, Chief of Staff to ODOT Director Matt Garrett, for a summary of the new STIP funding structure.

Aside from the ConnectOregon program, the five primary funding sources requiring Region 2 project priority recommendations to the OTC are (1) the Fix-it program for preservation and repair of existing highway assets, (2) the All-Roads Transportation Safety (ARTS) program, (3) a new Enhance “Non-Highway” program for which local jurisdictions and agencies may propose, focused on funding bicycle, pedestrian, and other eligible Enhance “Non-Highway” program projects, (4) a new State Highway “Leverage” program, primarily focused on adding enhance-type elements, as identified by Region 2 staff, to Fix-it program projects, and (5) a new Active Transportation “Leverage” program, focused on adding active transportation project elements to Fix-it projects – Region 2 will include it’s \$1.8 million share of the \$6 million available statewide for the Active Transportation Leverage program as part of its overall State Highway Leverage program funding threshold. The project selection processes are already established for the Fix-it program and ARTS.

The OTC has provided each ODOT Region with the flexibility to establish a process and program parameters for identifying and selecting Enhance Non-Highway, State Highway Leverage, and Active Transportation Leverage projects that best fit each Region’s unique characteristics. This memo and its attachments are being sent to Region 2 ACT and MPO members and staff as a “homework” package to review in preparation for assisting Region 2 staff in the development of the 2018 – 2021 STIP over the next couple of months.

In addition to encouraging local jurisdictions to submit proposals for the Enhance Non-Highway funds, Region 2 is also requesting local input on the projects we have identified for funding under the new State Highway Leverage and Active Transportation Leverage programs. These proposed projects are included as **Attachment B**. Specifically, we are interested in understanding the degree to which these proposed projects have local support and whether there are any ideas for other projects or additional project leveraging and coordination that might be associated with these proposed projects. The Region 2 process and parameters for implementing the Enhance Non-Highway, State Highway Leverage, and Active Transportation Leverage programs are outlined below:

- Enhance Non-Highway process and program parameters:
 - Approximately \$9.25 million will be made available to Region 2 for FY 19, 20, and 21
 - The minimum match will continue to be 10.27%
 - Program projects will be selected for recommendation to the OTC through a modified Enhance process using the proposal materials made available online in January 2015 (materials may be adapted as needed to support reduced program focus)
 - The Enhance Non-Highway program focus is bicycle, pedestrian, and other non-highway projects (ADA projects and bus replacements will be addressed through a separate statewide process)
 - Due to the higher percentage of administrative costs typically associated with federal aid construction projects, proposals involving federal-aid implementation oversight must meet a minimum funding request threshold of \$500,000 – project planning and other eligible non-construction activities are not subject to the \$500,000 limitation (contact the Region Enhance Coordinator with questions about proposal eligibility)
 - Region 2 encourages coordination with prospective proposers during a pre-proposal consultation period from July to October 2015
 - Due to the overall limitation on funding, proposals are limited to five per Area in Region 2's four Areas
 - Proposal submission priorities must be determined by each ACT, with input from the MPO's for projects within their boundaries – MPO input shall be considered in accordance with local ACT/MPO agreements
 - Proposals are due November 20, 2015
 - Projects will be selected through a Region-wide review and recommendation process
 - Due to the limited amount of funding available for the Enhance Non-Highway program in Region 2 and to help ensure that the strongest projects are recommended, there is no guarantee of projects or dollar values by Area
 - The Region 2 Super ACT will review all proposals and create the 150% Enhance Non-Highway scoping list by mid-January 2016
 - Region 2 will scope the 150% Enhance Non-Highway proposals with the assistance of the proposers between February and June 2016
 - The Super ACT will develop the 100% Enhance Non-Highway project recommendations by July 2016
 - Region 2 will submit the 100% Enhance Non-Highway project recommendations to OTC in August 2016
 - The post-September 2016 process will follow previously published STIP timelines

- State Highway Leverage and Active Transportation Leverage process and program parameters:
 - Approximately \$17.3 million will be made available to Region 2 for FY 19, 20, and 21 (\$15.5M State Highway Leverage and \$1.8M Active Transportation Leverage)
 - State Highway Leverage and Active Transportation Leverage projects will be selected and recommended to the OTC by Region 2 staff, with input from ACTs and MPOs

- The State Highway Leverage and Active Transportation Leverage program focus is to identify projects or project elements that can “leverage” higher overall investment value by adding capacity/new facility elements to Fix-it projects – stand-alone safety, ITS, and bottleneck reduction projects may also be considered
- Region 2 will prepare “homework” packets for each ACT and MPO that include the 150% list Fix-it projects identified for each Area (provided in **Attachment C**), the initial Region 2 recommendations for State Highway Leverage and Active Transportation Leverage projects, and a request for input about these recommendations from ACT and MPO members
- Homework packets will be distributed in July 2015 – input will be gathered from ACTs and MPOs between August and October 2015
- Region 2’s State Highway Leverage and Active Transportation Leverage 150% project recommendation decisions will be shared with ACTs and MPOs in October and November 2015
- Region 2 will conduct the 150% Fix-it and “Leverage” project list scoping between December 2015 and June 2016
- Region 2 will share its 100% Fix-it and “Leverage” project recommendation decisions with ACTs and MPOs in July and August 2016
- Region will submit the 100% Fix-it and “Leverage” recommendations to OTC August 2016
- The post-September 2016 process will follow previously published STIP timelines

The OTC has also authorized a \$15 million bus replacement program and a \$6 million program to support improvements that implement the Americans with Disabilities Act (ADA). The Bus Replacement program and the ADA program processes will be conducted on a statewide basis and are still being developed. Further information will be released when it is available. An overall STIP funding eligibility matrix is being developed and will be provided by mid-August.

ODOT will also be working to coordinate these new STIP program processes with the upcoming ConnectOregon process. Our principle concern will be to make sure that the Connect staff and Modal Committee review and recommendation process outcomes are shared with the ACTs and MPOs in a timely manner to ensure that the Connect recommendations may be considered in advance of developing the 100% project recommendations for the Enhance Non-Highway and State Highway Leverage and Active Transportation Leverage programs. Additional guidance relating the Enhance Non-Highway and State Highway Leverage and Active Transportation Leverage program processes and the Connect program process (and timelines) will be provided as soon as the final parameters for the Connect process are developed.

In addition to the materials provided with this memo, please be aware that ODOT’s All-Roads Transportation Safety program (ARTS) project selection process is also currently underway. While this process is separate from the Fix-it, Enhance Non-Highway, and Leverage processes, additional opportunities to bundle and leverage proposed ARTS project activities with Fix-it, Non-Highway Enhance, and Leverage project proposals may exist. We encourage you to make note of these possible opportunities and reference them as you provide our staff with input on

the Fix-it and Leverage proposals or as you put together your Enhance Non-Highway proposals. The ARTS 150% project proposal lists can be accessed via the following link:

http://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/Pages/ARTS_R2.aspx

The new Region 2 timeline for the FY 2018 – 2021 STIP process is provided in **Attachment D** to this memo. As these processes move forward, the Region 2 Enhance Coordinator will be available to address all issues related to the Non-Highway Enhance proposal process, guidance, project eligibility, and forms. The Area Managers (along with Area Planners Dan Fricke in Area 3 and Bill Johnston in Area 1) will be the Area points of contact about project proposal issues, the scoping process, and the ACT/MPO review and recommendation process.

The STIP Program contacts remain as provided in January 2015:

Region 2 STIP Enhance Process Coordinator:

Terry Cole

(503) 986-2674

terry.d.cole@odot.state.or.us

Contact Process Coordinator with questions about Enhance proposal process and form

Region 2 Area Contacts:

Area 1:

Tim Potter, Area Manager

(503) 986-2764

james.t.potter@odot.state.or.us

Bill Johnston, Area Planner

(503) 325-5281

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Area 3: Tim Potter, Area Manager

(503) 986-2764

james.t.potter@odot.state.or.us

Dan Fricke, Area Planner

(503) 986-2663

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Area 4: Amy Ramsdell, Area Manager

(541) 757-4167

amy.s.ramsdell@odot.state.or.us

Area 5: Frannie Brindle, Area Manager

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Contact Area Managers (or the Area Planners in Areas 1 and 3) with questions about project proposals (Non-Highway and Leverage) and ACT/MPO process and coordination

ATTACHMENT B

**Region 2 State Transportation Leverage and Active Transportation Program
150% Recommendation List**

Project Name	Project Description	Project Location	Area	Project Type	Initial Cost Estimate
US 101 Urban Upgrade	Upgrade sidewalks, parking, bike facilities, and ADA compliance to enable future or concurrent pavement preservation project	Garibaldi	1	State Highway Leverage	\$ 5,500,000
OR 47 Urban Upgrade	Upgrade sidewalks, parking, bike facilities, and ADA compliance to enable future or concurrent pavement preservation project	Carlton	3	State Highway Leverage	\$ 3,000,000
US 101 Urban Upgrade	Upgrade sidewalks, parking, bike facilities, and ADA compliance to enable future or concurrent pavement preservation project	Depoe Bay	4	State Highway Leverage	\$ 3,000,000
OR 99 Urban Upgrade	Upgrade sidewalks, parking, bike facilities, and ADA compliance to enable future or concurrent pavement preservation project	Cottage Grove	5	State Highway Leverage	\$ 3,000,000
OR99E:Hubbard	Construct SB add lane, improve sidewalks, parking, bike, and ADA compliance	Marion	3	State Highway Leverage	\$ 3,000,000
US 20: MP 3.95 (Merloy Ave)	Install Left Turn Lane	Corvallis/Benton County	4	Safety	\$ 2,000,000
OR99E:Harrisburg	Upgrade sidewalks, parking, bike facilities, and ADA compliance to enable future or concurrent pavement preservation project	Harrisburg	3	Active Trans. Leverage	\$ 2,000,000
OR99:Junction City to Eugene	Install median safety cable barrier	Lane County	5	Safety	\$ 3,000,000
Various Highways	Improve key pedestrian crossings and install Rapid Flashing Beacons	TBD	All	Safety	\$ 1,000,000
			TOTAL		\$ 25,500,000

100% Funding Threshold (including Active Transportation Leverage)

\$ 17,300,000

150% Funding Threshold

\$ 25,950,000

Type	Project Name	Description	County	Route	Beg MP	End MP	Estimate	Comments
PRESRV	OR99W: Monmouth - NE Elliot Circle Road (vicinity of Lewisburg)	Single Lift Inlay and localized ACPR	Benton	OR 99W	63.95	79.77	\$ 9,500,000	Pavement condition rapidly deteriorating in this section
PRESRV	US 20: Philomath Couplet	Reconstruct 50.14 thru 50.71 and inlay work elsewhere. ADA upgrades.	Benton	US 20	49.87	50.79	\$ 6,000,000	ODOT to contribute max \$ amount for project in partnership with Philomath making \$10 M contribution
OPERAT	OR 99W: Corvallis - Tyler to SW B Street	The stormwater system in Corvallis collapses and often plugs during the winter. Replace with new drainage.	Benton	OR 99W	83.30	84.00	\$ 2,000,000	Roadbed 1 and 2
PR-IM	I-5: North Jefferson-North Albany	Single Lift Inlay and localized ACPR	Linn	I-5	234.65 240.44	244.44 241.32	\$ 7,200,000	PE funded by 15-18 STIP. Project is shelf ready. Roadbed 1 and 2.
OPS-SLD	US 101: Landslide Repair	Constant slide movement occurs, and needs to be patched frequently between these mile points. The 3 locations are the Moolack, Spencer Creek and Johnson Creek slides.	Lincoln	US 101	133.00	135.60	\$ 2,000,000	Project will improve existing conditions, but not "fix" the slide. There is PE funding in the 2015-18 STIP, but not complete scoping. This project provides construction funding to implement a fix.
OPS-ITS	I-5 VMS Replacement	Existing VMS (Variable Message Sign) boards manufactured by US Traffic which is no longer in business. We can no longer maintain them. Replace with new Daktronics signs. Three locations: Lake Creek Drive, Perkins Road and Arndt Road	Marion & Linn	I-5	214.53 261.88 280.70	214.53 261.88 280.70	\$ 360,000	This project includes Area 3 and 4
OPS-SSI	Hwy 101: Bay street signal replacement (Depoe Bay)	Direct buried wire is failing and the signal is old. This project will rebuild signal.	Lincoln	US 101	127.55	127.55	\$ 680,000	This project received PE funding in the 2015-18 STIP & has already been scoped. No further scoping as necessary.
BRIDGE	US 101: Cape Perpetua Half Viaduct Cathode Protection	Replace bridge	Lincoln	US 101	166.46		\$ 560,500	
BRIDGE	Yaquina Bay Bridge Cathode Protection	Paint structure; place cathode protection (spray coating); install electrical control cabinet, repair cracked steel members	Lincoln	US 101	141.68		\$ 13,598,600	Scope completed in early 2015, no further scoping needed.
BRIDGE	Format. A.k.a. Luckiamute River, Highway 1W: Bridge No 06653A. Project name updated per STIP	Pressure wash steel girders, floor beams and connections. Remove pack rust and caulk. Repair fracture critical cut in floor beams. Add two rails.	Benton	OR 34	7.06		\$ 438,300	
BRIDGE	OR99 E: Willamette River (Harrisburg) Bridge Vertical Clearance	Replace steel bracing; paint bridge	Benton	OR 99E	29.09		\$ 2,584,500	
BRIDGE	OR229: Siletz River (Fuller) Bridge Painting	Paint structure; removed pack rust. Rehab bearings.	Lincoln	OR229	23.10		\$ 2,627,700	
BRIDGE	OR229: Siletz River (Ojalla) Bridge Painting	Paint structure; removed pack rust. Replace rivets and bolts.	Lincoln	OR 229	20.66		\$ 2,608,000	

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BRIDGE	OR 99W:Luckiamute River Bridge Strengthening	Deck overlay, external post tensioning, epoxy crack injection and concrete girder repair. Rail work, including thrie beam retrofits plus transitions.	Benton	OR 99W	68.13		\$ 493,000	Both roadbeds for OR 99W only. Funded with Agency Priority funds from 15-18 STIP
BIKPED	District 4 East ADA Improvements	Substandard ADA curb ramps need to be upgraded at several locations.	Linn	OR34 OR99W OR34 OR99E	" 0.010 83.2 17.89 028.48"	" 0.07 83.93 18.13 28.81 "	\$ 245,000	Both road beds for OR 99W only funded with agency priority funds from 15 – 18 STIP
CULVRT	US 101: Thiel Creek Culvert	Replace culvert	Lincoln	US 101	145.90	145.90	\$ 2,788,800	Project scoped as part of 12-15 STIP
Total Area 4 Fix-it							\$ 53,684,400	

Type	Project Name	Description	County	Route	Beg MP	End MP	Estimate	Comments
PRESRV	OR569: Terry St - Pacific Hwy.	Single Lift Inlay + Localized ACPR	Lane	OR 569	3.10	12.25	\$ 13,000,000	
PRESRV	OR58: Goshen - Pheasant Lane	Single Lift Inlay + Localized ACPR	Lane	OR 58	0.30	6.50	\$ 3,400,000	
OPS-SLD	OR58: Rockfall Remediation MP 53.3 - 55.9	Look at tree removal, scaling, and/or rock screening as possible solutions to rock fall problem. Three locations are: MP 53.3 (north side of hwy, area known as "Graffiti Rock"); MP 54.2 (north side of hwy, area know as "Single Rock"); MP 55.9 (north side of hwy just west of the Salt Creek tunnel)	Lane	OR 58	53.30 54.20 55.90	53.30 54.20 55.90	\$ 3,700,000	There is PE for this project in the 15-18 STIP (shelf project). This project would provide construction funding for a fix. This project has already been scoped so no further scoping needed.
OPERAT	OR58 @ MP 33.5 Culvert Replacement	Existing culvert has a 16" slip liner. Needs to be replaced with a 48" pipe	Lane	OR 58	33.54	33.54	\$ 250,000	
OPS-SLD	OR126 Roadway Fill Erosion Repair	Erosion of the roadway fill leads to cracking and settling of the pavement. Requires frequent maintenance	Lane	OR 126	51.00	52.00	\$ 500,000	
BRIDGE	US101: Cape Creek Bridge Repair & Cathodic Protection	Place cathodic protection; repair electrical system; strengthen cross beams.	Lane	US 101	178.35		\$ 14,762,500	Project name updated per STIP format. AKA Cape Creek, Hwy 9: Bridge No.01113
BRIDGE	US101: Big Creek Bridge Rail Retrofit	Replace bridge rail. Repair concrete cracking.	Lane	US 101	175.02		\$ 499,500	Project name updated per STIP format. AKA Big Creek, Hwy 9 at MP 175.02: Bridge No.01180
BRIDGE	OR569: Willamette R & River Ave WB Bridge Deck Overlay	Seismic retrofit (Phase 2). Add cross frames between two bridges; replace all bearings with base-isolation bearings, retrofit the end bents. Replace existing west bound curb and rail. Replace deck from end spans plus deck overhangs. Place deck seal. Replace expansion joints. Paint 9,000 SF bridge.	Lane	OR 569	9.59		\$ 12,287,500	Project name updated per STIP format. AKA Willamette River & River Ave, Hwy 69 WB: Bridge No.08638. roadbed 2
BRIDGE	I-105 over Future Hwy 62 Deck Overlay & Rail Retrofit	Deck overlay; Retrofit bridge rail - 3 Tube; replace expansion joints	Lane	I-105	0.63		\$ 1,466,800	Project name updated per STIP format. AKA Hwy 227 over Future Hwy 62: Bridge No.09572
BRIDGE	OR569: Willamette R & River Ave EB Bridge Deck Overlay	Seismic retrofit (Phase 2). Added cross frames between two bridges; replace bearings with base-isolation bearings, retrofit the end bents. Replace existing west bound curb and rail. Replace deck from end spans plus deck overhangs. Place deck seal. Replace expansion joints. Paint 9,000 SF bridge.	Lane	OR 569	9.59		\$ 5,208,200	Project name updated per STIP format. AKA Willamette River & River Ave, Hwy 69 EB: Bridge No.08638A
CULVRT	OR58: Fix-it Corridor Culverts	Repair or replace culverts based on condition and funding level (approx. \$7M)	Lane	OR 58	40.00	55.00	\$ 7,000,000	Specific culverts to scope will be identified at a later time

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OPS-ITS	Eugene - Springfield Sensors/Cameras Phase 2	Install cameras and traffic sensors connected to the NWTOC for operations and traffic data for planning: OR569 at OR99W, Barger, W. 11th and I-105 at 6th (OR99W).	Lane	OR 569 OR 569 OR 569 I-105	6.58 5.62 3.10 0.08	6.58 5.62 3.10 0.08	\$ 550,000	
Total Area 5 Fix-It:							\$ 62,624,500	

Type	Project Name	Description	County	Route	Beg MP	End MP	Estimate	Comments
PRESRV	OR 47: Carlton Section	Reconstruct	Yamhill	OR 47	37.80	38.10	\$ 1,500,000	city/county coordination
PRESRV	OR 221: Michigan City Ln - Edgewater St (W Salem)	Inlay + localized ACPR ADA Upgrades	Polk	OR 221	17.55	20.78	\$ 3,000,000	
PRESRV	OR 99E: OR 551 - Dimmick Lane	Single Lift inlay + localized ACPR	Marion	OR 99E	27.09	30.65	\$ 3,000,000	
PRESRV	OR 18: Ash Rd - McDougall Jct.	Inlay/overlay	Yamhill	OR 18	50.10	52.71	\$ 3,400,000	Only PE funded currently under this Key Number
PRESRV	OR 99W: Monmouth - NE Elliot Circle Rd	Single Lift inlay + localized ACPR	Polk	OR 99W	63.95	79.77	\$ 9,500,000	
PRESRV	OR 22: Rickreall Intchg. - Independence Highway	Single Lift Inlay	Polk	OR 221	15.00	20.30	\$ 6,200,000	
SAFETY	US 30 (Astoria) and OR 99W (McMinnville) Corridor Signalized Intersection Improvements	Basic systemic signalized intersection improvement package and signal controller upgrades, pedestrian pushbuttons and countdown timers on all signals in these corridors	Yamhill	US 30 OR 99W	97.96 37.25	98.41 37.75	\$ 854,000	Both roadbeds. Funded with 15-18 STIP funds. McMinnville site will just have funds going to city so no scoping required
SAFETY	OR 221 (Salem) Signal and Pedestrian Crossing Improvements	Basic systemic signalized intersection improvement package and left-turn phasing at all intersections; 5 new activated pedestrian warning beacons	Polk	OR 221	18.15	20.57	\$ 500,000	funded with 15-18 STIP funds
OPS-ITS	I-5 @ Exit 260 VMS	Install new VMS on I-5 SB north of Exit 260	Marion	I-5	261.00	261.00	\$ 500,000	
OPS-ITS	I-5 VMS Replacement	Existing VMS boards were manufactured by US Traffic which is no longer in business. We can no longer maintain them. Replace with new Daktronics signs. Three locations: Lake Creek Drive, Perkins Road and Arndt Road	Marion	I-5	214.53 261.88 280.70	214.53 261.88 280.70	\$ 360,000	
OPS-SSI	OR 22: Independence Junction Illumination	Old poles and direct buried wire. Replace entire system with new poles and electrical	Polk	OR 22	20.31	20.46	\$ 300,000	
BRIDGE	Salt Creek (Ash Swale) Hwy 153. Bridge	Replace bridge	Yamhill	OR 153	5.88		\$ 7,057,400	Project name updated per STIP format. AKA Salt Creek (Ash Swale), Hwy 153: Bridge No. 05041
BRIDGE	South Yamhill River, McMinnville Spur Bridge Repair	Replace bridge	Yamhill	OR 18	46.75		\$ 17,092,900	Project name updated per STIP format. AKA South Yamhill River, Hwy 483 McMinnville Spur: Bridge No. 06758. Only PE funded currently. Previously scoped in 2008 (10133B03) at \$36.7m. PDT will rescope at kick-off
BRIDGE	OR 22 Willamette River (Marion Street): Bridge Structural Repair	Concrete deck replacement; remove debris around pier bents; upgrade seismic features	Marion/ Polk	OR 22	25.91		\$ 12,309,800	Project name update per STIP format. AKA Willamette R, Hwy 30 WB and Hwy 72 Conn (Marion Street): Bridge No. 07253B, roadbed 2
PR-IM	I-5: N Jefferson - N Albany	Single lift inlay	Marion	I-5	234.65 240.44	244.44 241.32	\$ 7,200,000	PE is in 15-18 STIP as a shelf project. Roadbed 2

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PR-IM	I-5: Kuebler - Battle Creek	Single lift inlay. Consider paving Commercial Street Connection 2 (001OT)(2 lane miles)	Marion	I-5	249.38 249.90	251.42 251.42	\$ 2,400,000	Roadbed 1 and 2
PR-IM	I-5: Woodburn - Salem	Single lift inlay (lanes only +3 feet)	Marion	I-5	259.10	271.50	\$ 13,400,000	Roadbed 1 and 2
BIKPED	District 3 West ADA Improvements	Substandard ADA curb ramps need to be upgraded	Polk/ Yamhill	OR 223 OR 51 OR 51 OR 194 OR 18B	3.07 2.14 6.23 7.17 7.00	3.40 2.35 6.34 7.53 7.18	\$ 120,000	Both roadbeds for 191 only. Funded with Agency Priority funds from 15-18 STIP
CULVRT	OR 99W: Ash Swale Creek Branch Culvert	Culvert replacement	Polk	OR 99W	52.82	52.82	\$ 2,976,700	Project scoped as part of 12-15 STIP (construction funds removed in 2015 to fund statewide priority corridor in Region 3)
CULVRT	OR 22: Bad Banks Creek Culvert	Replace culvert (#06761)	Marion	OR 22	36.80	36.81	\$ 500,000	Project scoped as part of 02-05 STIP but never funded for construction due to cost
SAFETY	OR 551 @ Ehlen Road	Install LTLS on Ehlen (signal intersect.) & restrict county road access to Ehlen near signal	Marion	OR 551	3.48	3.49	\$ 6,985,000	Project last scoped in 2008 so new updated scoping needed (may just need desk scoping)
Total Area 3 Fix-it							\$ 99,155,800	

Type	Project Name	Description	County	Route	Begin MP	End MP	Estimate	Comment
PRESRV	US101: Ecola Creek - Arch Cape Tunnel	Multi-lift paving project	Clatsop	US 101	28.70	35.68	\$ 6,300,000	8 mi., from Cannon Beach south to Arch Cape.
SAFETY	US30 (Astoria) and OR99W (McMinnville): Corridor Signalized Intersection Improvements	Signal improvement package. Includes signal controller upgrades, pedestrian pushbuttons, count-down timers. For all signals in these two downtown corridors.	Clatsop + Yamhill	US 30 + OR99W	97.96 37.25	98.41 37.75	\$ 854,000	Downtown signals only (on one-way couplets) for both cities. Funds identified in 15-18 STIP.
OPS-SLD	US101: Rockfall Remediation Tillamook County	Rock and debris fall onto the highway at these locations. Possible solutions: tree removal, scaling, and/or rock screening	Tillamook	US 101	38.25 54.20	38.25 54.20	\$ 700,000	MP 38 is 1 mi. S. of Clatsop Co. line, near Falcon Cove and Short Sand Cr. MP 54 is 1 mi. N. of Garibaldi, just S. of Barview.
OPS-SLD	OR202 @ MP 6.6 (Bakanen Slide)	Continual sliding at this location. Frequent maintenance required. Highway is now outside ODOT right of way.	Clatsop	OR 202	6.60	6.60	\$ 678,000	Approx. 6 miles SE of Astoria. Project was previously scoped. Design (DAP) complete. No further scoping required.
BRIDGE	US101B: Lewis & Clark River Bridge Deck Replacement	Deck replacement. Remove and replace FRP deck grid.	Clatsop	US 101B	4.78		\$ 1,042,100	2 miles SW of Astoria.
BRIDGE	OR6: Wilson River (Mills) Bridge Painting	Paint structure; remove pack rust; heat straighten portal. Replace rivets and bolts.	Tillamook	OR 6	5.78		\$ 1,589,200	5.8 miles E. of Tillamook.
BRIDGE	OR47: Nehalem River @ MP 61.28 Bridge Painting & Repairs	Paint structure; remove rust; straighten trusses; replace rivets and bolts.	Columbia	OR 47	61.28		\$ 977,700	Located within the City of Vernonia.
BRIDGE	US101: Neahkahnie Mountain (Chasm) Bridge Strengthening	Concrete FRP strengthening; girder repair; epoxy injection to seal cracks.	Tillamook	US 101	40.71		\$ 444,000	2 mi. N. of Manzanita.
BRIDGE	US101: Ecola Creek Bridge Repair	Install cathodic protection (galvanic anodes); replace substandard bridge rail.	Clatsop	US 101	28.70		\$ 265,100	Near Cannon Beach.
BRIDGE	US30: Clatskanie River Bridge Scour Repair	Provide scour protection.	Columbia	US 30	61.21		\$ 500,000	Within the City of Clatskanie.
BRIDGE	US101:Columbia R (Astoria-Megler) Br Approaches Painting	Paint structure; replace rivets and bolts.	Clatsop	US 101	2.41		\$ 10,214,250	Astoria
BRIDGE	US101:Columbia R (Astoria-Megler) Br Deck Overlay	Deck overlay; replace expansion joints.	Clatsop	US 101	2.41		\$ 5,935,850	Astoria
FISH	US101 @ Killam Creek MP 70.77	Replace existing culvert with single-span bridge with concrete deck	Tillamook	US 101	70.77	70.77	\$ 5,718,600	4 mi. S. of Tillamook. Project scoped for 15-18 STIP (1518F01)
FISH	OR 6 @ Fox Creek MP 14.52	Replace culvert with single-span steel bridge with concrete deck	Tillamook	OR 6	14.52	14.52	\$ 5,736,500	14.5 mi. E. of Tillamook. Project scoped for 15-18 STIP (1518F02)
FISH	OR 47 @ Unnamed Tributary to West Fork Dairy Creek MP 74.49	Replace existing culvert with single-span bridge with steel deck	Washington	OR 47	74.49	74.49	\$ 2,245,900	2.5 mi. N. of US 26. Project scoped for 15-18 STIP (1518F03)

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FISH	US 26 @ Mendenhall Creek MP 45.63	Replace culvert with single-span bridge with concrete deck and remove culvert	Washington	US 26	45.63	45.63	\$ 3,604,800	Near intersection with OR 47. Project scoped for 15-18 STIP (1518F04)
FISH	US 30 @ Graham Creek MP 65.16	Replace culvert with new box culvert	Columbia	US 30	65.16	65.16	\$ 1,671,200	3.5 mi. W. of Clatskanie. Project scoped for 15-18 STIP (1518F05)
FISH	OR 202 @ MP 10.76	Replace culvert with single-span bridge	Clatsop	OR 202	10.76	10.76	\$ 3,671,500	8 mi. SE of Astoria. Project scoped for 15-18 STIP (1518F06)
CULVRT	OR6: Zigzag Creek Culvert	Replace failing culvert	Tillamook	OR 6	9.93	9.93	\$ 4,823,600	10 mi. E. of Tillamook. Scoped for 12-15 STIP. Const funds reallocated for statewide priority corridor in R3
CULVRT	US101 @ Asbury Creek	Replace failing culvert with new bridge structure	Clatsop	US 101	34.70	34.80	\$ 3,377,451	Arch Cape area. Project scoped for 10-13 STIP. Const funds reallocated for statewide priority corridor in R3
Total Area 3 Fix-it							\$ 60,349,751	

ATTACHMENT D

***Region 2 2018 – 2021 STIP Process Timeline
July 31, 2015***

- **July – October 2015** Region sends out Area “homework” packets and meets with ACTs to go over revised process, timelines, and gather input about possible State Highway Leverage projects
- **July – October 2015** Enhance Non-Highway pre-proposal consultations
- **November 2015** Enhance Non-Highway proposals due/share final Region 2 State Highway Leverage program recommendations with ACTs
- **Nov 2105 – Jan 2016** Super ACT creates 150% list for Enhance Non-Highway
- **Dec 2015 – June 2016** Conduct Fix-it/State Highway Leverage projects 150% list scoping
- **Feb – June 2016** Conduct Enhance Non-Highway 150% list scoping
- **July 2016** Super ACT develops 100% Enhance Non-Highway list for OTC/Region 2 shares Fix-it/State Highway Leverage 100% decisions w/ACTs
- **August 2016** Region 2 submits Enhance Non-Highway and Fix-it/State Highway Leverage recommendations to OTC
- **October 2016** OTC makes 2019 – 2021 STIP decisions
- **Oct 2016 – Feb 2017** Conduct air quality conformity determinations.
- **January 2017** OTC releases Draft 2019 – 2021 STIP for public review.

Date: July 16, 2015

To: Oregon MPO Consortium Board

From: Oregon MPO Managers

Subject: Draft OMPOC General Work Scope

Action Recommended: OMPOC Board discussion and comments

Purpose

In March of this year, the OTC approved dedicated funding to support the Oregon MPOC Consortium (OMPOC) with administrative and professional capacity. The attached draft general scope and 2015-16 work plan was prepared by the MPO managers in response to OMPOC board direction and addresses a number of topics and issues raised by the board.

Following discussion and comments by the board at the July 24 meeting, staff will prepare a final scope and 2015-16 work program for review by the OMPOC Board and their respective MPO boards. The OMPOC board will be asked to adopt a final scope and work program at the fall OMPOC meeting.

Background

In 2015, the Oregon MPO Consortium Board requested that a portion of Oregon's federal metropolitan planning (PL) funds be taken "off-the-top" for the purposes of supporting the operations and objectives of OMPOC as well as collaborative efforts among the MPOs. The agreed upon amount of funding, for a trial period (including the ODOT local match) is \$83,584 annually. Funding of the "OMPOC Program" begins July 2015.

The draft OMPOC Program Description and FY15-16 Work Plan was developed over the course of four meetings of the MPO managers and reflects the managers' goal to create a program that would increase the capacity of OMPOC, support collaboration and efficiencies and among the MPOs, and allow MPOs to pursue topics of mutual interest.

As proposed, the OMPOC Program provides for:

1. A fiscal and administrative agent;
2. Support for organizing OMPOC meetings and assisting the OMPOC Chair;
3. Development of an annual or bi-annual OMPOC work program;
4. A key contact person(s) to communicate with state and federal partners; and,
5. Technical support to enhance collaboration between the Oregon MPOs.

The proposed FY15-16 Work Plan outlines specific tasks to implement the program in the short-term. When developing the plan, an emphasis was placed on finding tasks that would demonstrate the value of the OMPOC program, increase the capacity of OMPOC to effectively represent the MPOs on key issues, build collaboration and efficiencies

among the MPOs, and enhance the ability of Oregon's MPOs to pursue forward-thinking opportunities. It is envisioned that this document will move forward each year and develop into a strategic plan for OMPOC.

Attachment

1. Draft OMPOC Program Scope and FY15-16 Work Plan

DISCUSSION DRAFT

OMPOC Program - General Description & Objectives

In 2015, the OMPOC Board requested and ODOT agreed to take a portion of Oregon's federal metropolitan planning (PL) funds "off-the-top" for the purpose of supporting the operation and objectives of OMPOC (the Oregon MPO Consortium) as well as to assist with collaboration between the MPOs in order for the MPOs to work more efficiently and collaboratively. Funding of the "OMPOC program" (program) begins in July 2015.

The program would include:

1. A fiscal and administrative agent;
2. Support for organizing OMPOC meetings and assisting the OMPOC Chair;
3. Development of an annual or bi-annual OMPOC work program;
4. A key contact person or persons to communicate with legislators, legislative staff, Oregon Department of Transportation (ODOT) and other state agencies, Federal Highway (FHWA) and Federal Transit Administration (FTA) on transportation issues; and
5. Technical support to enhance collaboration between the Oregon MPOs.

The following tasks or objectives provide additional details about the program as it is currently envisioned. This is followed by a proposed work plan for the initial year (FY 2015-2016)

Fiscal & Administrative Agent:

- The administrative agent would have a contract with ODOT to administer the PL funds and ODOT's match. The agent would establish separate agreement(s) as appropriate with MPOs or consultants for the completion of individual tasks in the annual work plan.
- LCOG is interested and has the capacity to take this on during the initial years of the program.
- The Fiscal and Administrative Agent should preferably be housed in same location as the OMPOC Support Staff.

OMPOC Support Staff:

- Will coordinate OMPOC meeting logistics, prepare materials, manage the OMPOC website, provide training and support for OMPOC members including coaching to bring new members up to speed and encourage leadership on the OMPOC board. May also coordinate an annual MPO Summit and other one-time events.

Annual or bi-annual OMPOC work program:

- A work program will be developed by the MPO Managers and the OMPOC Work Program Manager to identify the tasks for the year. This may be either an annual or biannual work program. The work plan may include items that are multi-year tasks.

Key Contacts:

- The purpose of a key contact person(s) is to create an effective Salem presence on behalf of OMPOC.
- The program should provide a key contact person, or persons representing both a small and large MPO, that act as a conduit to state/federal legislators and issues and will have regular one-on-one meetings with legislators and/or their staff as well as federal & state agency staff in support of the OMPOC work program. Key contacts will provide information on issues that are of high priority to Oregon MPOs.
- ~~Due to~~In recognition of restrictions ~~on over the~~ uses of federal planning funds for lobbying, the role of key contact(s) shall be limited to sharing of OMPOC information and adopted positions of the OMPOC board. The key contact(s) shall not use any of these funds to lobby on any issue and shall only provide relevant information and the policy perspective of OMPOC. Unallowable activities include federal, state, or local electioneering and support of such entities as campaign organizations and political action committees; lobbying elected officials with the intent of influencing legislation, or utilizing local officials to do so; and, conducting legislative liaison activities in support of unallowable lobbying activities.
- Appropriate liaisons with additional entities (such as the Oregon Transportation Forum, Transportation for America, etc.) should be established and maintained via this program.
- A key contact person should also coordinate with ODOT staff, ODOT committees (e.g. the Oregon Modeling Steering Committee and its Modeling Program subcommittee) and provide an OMPOC connection for planning and technical issues and data topics that benefit and are of importance to MPOs.

Technical Collaboration between and for MPOs:

- The program should focus on issues/tasks of mutual interest among the MPOs. ~~These~~There should be a consensus on the merit of these issues and tasks as being should be non-divisive and valuable to all MPOs, ~~especially the small MPOs~~, in order to demonstrate the value of the program.
- The program should:

1. Build capacities and efficiencies, such as sharing best practices in planning, data analysis, safety planning, performance-based planning, public involvement, etc.
2. Facilitate peer exchange / sharing of new ideas.
3. Help put Oregon MPOs on the leading edge of planning and policy and facilitate the use of innovative tools.
4. Coordinate and/or partner with the Transportation Research and Education Center (TREC) and National Institute for Transportation and Communities (NTIC), or similar research organization on transportation research, deployments, or similar projects that are of interest and benefit to MPOs.
5. Coordinate with the Oregon Model Steering Committee (**OMSC**) and the Modeling Program Sub-committee (**MPC**) on technical, modeling and data needs that benefit from collaboration, benefit multiple MPOs and might be added to the OMPOC work program.
6. Coordinate, as appropriate, with related organizations such as the League of Oregon Cities, Association of Oregon Counties, etc.

Draft FY15-16 OMPOC Work Program

I. OMPOC Coordination

1. Maintain the OMPOC website.
2. Develop an annual work program (and extended multi-year work vision, as appropriate) and submit to the OMPOC board for approval.
3. Coordinate 3-4 OMPOC Elected Official meetings (meeting agendas supporting materials).
4. Serve as primary contact and support for the current OMPOC Chair for all OMPOC issues.
5. Upon direction of the OMPOC board, coordinate a MPO Summit, with invitations to all MPO board members.
6. If directed, coordinate a broader event, such as one developed in collaboration with the League of Oregon Cities, etc.
7. Develop OMPOC policy positions on topics of statewide MPO interests (new MPO formation, endorsements, etc.)

II. Coordination with State and Federal Agencies & Legislators and National Organizations

1. Track, analyze and report on legislation of relevance to Oregon's MPOs.
2. Track state commission meetings for items of relevance to Oregon's MPOs and coordinate representation by MPOs, as appropriate.
3. Directly represent or coordinate representation at meetings of relevance to MPOs.
4. Assist in developing the relationship between Area Commissions on Transportation (ACTs) and their corresponding MPOs, in particular the role of MPO representation as part of ACTs and MPO prioritization of projects during the STIP project selection process.
5. Schedule a time for OMPOC to meet with the Oregon Transportation Commission.
6. Lead a review process and potential development of recommended actions with federal, state and MPO stakeholders on the role of ACTs and MPOs in TIP related activities.
7. Advocate for ODOT and other entities' planning, research, and related work of benefit to Oregon MPOs.
8. Support the coordination between MPO staff for ODOT planning work or research that benefit multiple MPOs.
9. Support the development of OMPOC policy actions/recommendations on topics of mutual interest.

10. Partnering with U.S. DOT (FHWA & FTA) on items of mutual concern/benefit
11. Facilitate communication and staff relationship building with FHWA, FTA, EPA and other relevant federal agency staff
12. Prepare guidance or summaries of best practices on topics which may include: Transportation Safety, Performance Measures, Active Travel, Public Involvement
13. Track AMPO and NARC activities and provide informational snapshots for MPO managers on relevant topics.
14. Provide regular notice of training, collaboration, conferencing, and other related opportunities

III. Resource Development

The Work Program will include a budget for a MPO Resource Development clearinghouse for all Oregon MPOs. This will include several functions:

- Research and assist with single or multi-MPO grant opportunities.
- Provide regular notices of possible resource (grant, etc.) opportunities.
- Be available as appropriate to assist in the pursuit of said opportunities

IV. Technical Support for MPOs

Short-term (1 year)

1. Coordinate updates to OMPOC materials (e.g. the “Greater Regions” brochures & maps) for general use and for the 2017 Oregon Legislature
2. Develop a model framework for a Title VI analysis methodology
3. Work with OMSC and MPC on selecting one or more technical collaborations that are top priorities for multiple MPOs

Medium-term (2-3 years)

4. Assist with rollout of a statewide Data Portal platform that can be used by all the MPOs, including preparation of data reports and data analysis; potential state-wide licensing of software platform, coordination and sharing of content and development efforts, etc. High interest among MPOs in crash data sets, traffic counts, and corridor travel times analysis.
5. Coordinate a Best Practices summit on Planning for Transportation Safety

Other Technical Collaboration Project (as time allows)

6. Assist with TIP/STIP coordination, including mapping of projects, fund management, and methods to improve project delivery.

Prepared by the MPO Managers: Theresa Conley (AAMPO), Mike Jaffe (SKATS MPO), Ali Bonakdar (CAMPO), Tyler Deke (Bend MPO), Paul Thompson (CL MPO), Tom Kloster & Ted Leybold (Metro), Dan Moore (RVMPO & MRMPO)