

Rule	Guidance
<p>Multiple funding sources are mixed together in MAT, so remove references to specific funding sources in OAR (other than constitutional lottery funding eligibility)</p> <p>What is eligible for funding?</p> <ul style="list-style-type: none"> - “Transportation Projects” as defined in statute = capital projects - Projects must meet constitutional eligibility criteria for lottery funds (e.g. must be for “public use”, useful life expectancy greater than 20 year life of bonds) - “Capital Maintenance”? – requested by RAC, have requested interpretation from DOJ <p>What is priority for funding?</p> <ul style="list-style-type: none"> - “Commuter routes” was focus of CO, but isn’t required focus of MAT and wasn’t a limitation favored by RAC. Recommend incorporating reference to commuter routes into “critical link” definition and eligibility or scoring guidance. - “Critical links” - previously defined by RAC based on modification of Oregon Bicycle & Pedestrian Plan (OBPP) definition. Recommend making this priority for funding. - “Regional paths” – previously defined by RAC based on modification of OBPP definition. Recommend making this priority for funding. <p>Solicitation</p> <ul style="list-style-type: none"> - ODOT will announce upcoming solicitation on July 1st of odd number years 	<p>Parks administered portions of trail funding is separate from Multimodal Active Transportation Fund and not addressed by this OAR or guidance</p> <p>What is priority for funding?</p> <ul style="list-style-type: none"> - Hard surface, accessible trails. (Parks can do soft surface trails with their \$4M) - Can be on or off public r/w - Prefer primarily off road right-of-way facilities that may have some on-road elements (e.g. crossings, sections parallel to street) <p>Project selection</p> <ul style="list-style-type: none"> - Additional points for “critical links” or “regional trails” - Project readiness: additional points for projects that are farther along in project development and can be completed within 3 years. - Additional points for meeting a safety criteria? - Additional points for meeting an equity criteria? - Additional points for leveraging other investments or providing > 30% match? - Additional points for serving multiple users (e.g. multiuse path vs bicycle or footpath)? <p>IGA structure & language</p> <ul style="list-style-type: none"> - What is ODOT’s oversight & stewardship responsibility for these funds? - Do we need new ADA language for trails? Can we just use “local” IGA template that requires delivery agency to address ADA - ODOT standards are available as a resource but no other oversight (no inspection)? - Design standards –should meet ODOT ped/bike design guide and AASHTO. If it

<p>Who is eligible to apply?</p> <ul style="list-style-type: none"> - Per statute: Public bodies and private entities - Public bodies means any state, local, special government bodies (public corporation, school districts, intergovernmental bodies, non-gov't body created by statute ordinance or resolution) - "Private entity" means any entity that is not a public body, including but not limited to a corporation, partnership, company, nonprofit organization or other legal entity or natural person. - Specify in rule that Tribes are also eligible - Clarify that projects must be for "public purpose" <p>Timing</p> <ul style="list-style-type: none"> - Lottery funds must be spent within 3 years of bond sale (typically lines up with OTC decision). Some flexibility on this due to mix of funds in CO. - Allow "up to 5 years" for delivery. - Clock starts at IGA execution - ODOT will have DOJ review IGA template language in advance and provide IGA within 90 days of OTC decision. <p>Project Selection/Scoring Criteria</p> <ul style="list-style-type: none"> - Project readiness <p>Who Reviews & Selects?</p> <ul style="list-style-type: none"> - OBPAAC is Final Review Committee - Do we want to mention ACTs or Regional Solutions Team anymore? <p>Eligibility Validation</p> <ul style="list-style-type: none"> - ODOT confirm that entity is eligible to apply (e.g. roadway authority has signed off on project on its facility) 	<p>does not meet this guidance, then locals need to provide design decision documentation for ODOT agreement.</p> <p>Staffing – CO program manager or bike/ped program manager and LAL?</p> <ul style="list-style-type: none"> -
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<ul style="list-style-type: none"> - ODOT confirm that project meets eligibility requirements <p>IGA</p> <ul style="list-style-type: none"> - project canceled if IGA not executed within 180 days <p>Match</p> <ul style="list-style-type: none"> - <p>Administration (Katie Thiel is investigating)</p> <ul style="list-style-type: none"> - Does timing of transfer of funds need to be in OAR? - Does 1% admin come out of CO fund prior to 7% split out? - Does ped/bike admin come out of 1%, or just CO? 	