

Agenda
Albany Area Metropolitan Planning Organization
Policy Board

Date: Wednesday, September 23, 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 August 26, 2015 Meeting** (Attachment A) **Roger Nyquist**

Action Requested: Approval of August 26, 2015 Meeting Minutes

- V. STIP Enhance Prioritization of AAMPO Area Projects** (Attachment B) **Staff**

AAMPO jurisdictions are eligible to apply for FY19-21 ODOT Non-Highway Enhance funds through their respective Area Commissions on Transportation (CWACT or MWACT). The CWACT-AAMPO Coordination Protocol states that AAMPO can prioritize projects within the MPO boundary and submit this ranking to the ACT. Attachment B includes the TAC's recommendation as well as brief summaries of each project. Five full project applications will move forward from each ACT.

Action Requested: Decision on prioritization of AAMPO Area project proposals. Project rankings will be provided to CWACT per the Coordination Protocol.

- VI. Draft AAMPO STP Project Prioritization Criteria** (Attachment C) **Staff**

The Technical Advisory Committee has developed, for the Board's consideration, a draft Policy on the allocation of Surface Transportation Program (STP) funds. According to the AAMPO formation agreement, this policy must be adopted by full consensus of Board members in attendance. Once this policy is established, a project application and selection process will

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.

occur for the four-year Transportation Improvement Program (TIP). The draft project list and TIP will be developed by January 2016, in order to coincide with the development of local Capital Improvement Programs.

Action Requested: Review, and consider for approval, draft Policy on Allocation of STP funds

VII. AAMPO Interim TIP Amendments (Attachment D)

Staff

Several administrative amendments were made to the AAMPO Interim TIP, as outlined in Attachment D. No action is required by the Board.

Action Requested: Informational

VIII. Jurisdictional Updates

Roger Nyquist

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

Action Requested: Informational

IX. Adjournment

Roger Nyquist

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

**Wednesday, August 26th, 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, Roger Nyquist and Gary Powell
Alternates: Walt Perry, Georgia Edwards and Valerie Grigg Devis
Members Absent: Darrin Lane, Dave Beyerl, and Floyd Collins
Staff Attending: Theresa Conley, and Emma Chavez
Guests: Josh Wheeler, Chris Bailey, Amanda Pietz and Mary McGowan

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 July 22, 2015 Meeting		Consensus from the Policy Board to approve the July 22, 2015 meeting minutes as written.
V. ODOT Stakeholder	ODOT Senior Transportation Planner, Mary McGowan presented the	

<p>Survey</p>	<p>following information on the ODOT Stakeholder Survey.</p> <p>ODOT is seeking feedback from local jurisdictions, MPOs and ACTs on their effectiveness of implementing federal and statewide planning and public involvement regulations. To receive your feedback, a survey has been created and can be found in the ODOT website. ODOT staff are also meeting with local jurisdictions to gather feedback on the Oregon Transportation Plan and the STIP process.</p> <p>The purpose of this outreach is to ensure effective communication between ODOT, local officials and other interested parties participating in the statewide transportation planning and STIP process. The deadline for the survey to be completed and feedback to be submitted is October 16, 2015.</p> <p>The collective results will be kept anonymous. Once the results are compiled, a report will be created and distributed for additional feedback.</p>	
<p>VI. STIP Non-Highway Enhance Process</p>	<p>Amy Ramsdell indicated that the AAMPO TAC has been made aware of the STIP process and schedule. Members have been requested to submit their project proposals to AAMPO staff by Monday, August 31st.</p> <p>The OTC has put a process in place for MPOs and ACTs for submitting proposals. Region 2 will receive approximately \$9 million. Initially, ODOT advised that only five proposals could be accepted per ACT with a minimum construction amount of \$500,000. However, it has been clarified that the \$500,000 should be used as a recommendation and not a requirement. Additionally, proposals not involving construction will not be subject to the threshold of five projects per ACT.</p> <p>ODOT and COG staff worked on a timeline for the STIP process. The MPOs will need to review and rank projects prior to ACT selection. The</p>	

	<p>timeline is tight but members will be given 45 days to put together full proposals to be submitted by the November 20 deadline.</p> <p>Members received an attachment with ODOTs recommended 150% state transportation leverage and active transportation program list. To create the list, ODOT took into considering urban areas in need of preservation, safety projects that are just below the funding threshold and projects in the 15-18 STIP that are in need of additional funding. They are asking for input on the list from local MPOs and ACTs.</p>	
<p>VII. OMPOC Update</p>	<p>In March 2015, the OTC approved dedicating funding off the top to support OMPOC with an administrative position. The purpose of this position is to support the operations and objectives of OMPOC as well as collaborate efforts among the MPOs.</p> <p>OMPOC agreed for the position to be funded with \$83,584 annually, which included ODOT’s local match. This funding began in July 2015. Staff reviewed the FY15-16 Work Program with members. The AAMPO Policy Board was requested to provide a decision on whether to support the OMPOC staffing proposal as drafted.</p>	<p>Consensus from the Policy Board to support the OMPOC Staffing Proposal as written.</p>
<p>VIII. Regional Transportation Plan – Public Involvement</p>	<p>A kickoff meeting of the RTP took place on July 22. Staff advised members of the following public involvement activities.</p> <ul style="list-style-type: none"> • Public Survey The survey was recently rolled out. The Chair requested for the survey to be brought back to the board for feedback. Members discussed the survey and their concerns. Staff noted changes to be made. Members agreed to move questions 7 and 8 to 1 and 2 to clarify the purpose of the survey. • Meeting with stakeholders Staff has met with many stakeholders and put together a summary of feedback received. The summary is available to 	<p>Consensus from the Policy Board to move questions 7 and 8 to 1 and 2 on the Public Survey.</p>

	<p>members per request.</p> <ul style="list-style-type: none"> • RTP website The website is up and running. • Public Meetings At the August TAC meeting, staff received input on meeting locations to hold public meetings. Meetings are scheduled to begin in November. 	
<p>IX. Other Business</p>	<p>a) AAMPO FY14-15 Fourth Quarter Report Staff reviewed the report with members.</p> <p>b) ODOT Policy Plan and Strategy Consolidation project Theresa was asked to sit in one of the advisory groups. It's an internal effort to try and bring all the plans under one umbrella. Members were requested to provide any concerns or input to Theresa.</p> <p>c) OCWCOG Health and Transportation Workshop Theresa was asked to assist Linn and Benton Counties with coordinating a Health and Transportation Workshop. The speaker will discuss topics of health and transportation. It will be a two day workshop. The first day will be for the community and the second day for staff and practitioners. These meetings are currently scheduled for December 8th and 9th.</p> <p>d) Next Meeting: September 23rd</p> <p>Theresa notified members that she will be vacationing in Africa for three weeks. She will return in time for the September 23rd meeting.</p>	
<p>X. Jurisdictional Updates</p>	<p>ODOT – Hwy 34 Updates: left turn lane is completed. The bike path is scheduled to be completed towards the end October of this year. Also at</p>	

	<p>the end of the legislative session there was money set aside for highway safety projects. ODOT is looking to place median between Columbus West to 99E, and pick up west of that interchange to Oakville Road. Also, center rumble strips will be placed at Peoria Road going to Lebanon city limits near the Denny School Road intersection.</p> <p>Tangent – thanked ODOT for putting in loops.</p> <p>Benton County – will be receiving TGM Grant funds for a TSP update.</p>	
<p>XI. Adjournment</p>	<p>Meeting adjourned at 4:04 pm.</p>	



Albany Area Metropolitan Planning Organization

City of Albany • City of Jefferson • City of Millersburg • City of Tangent • Linn County •
Benton County • Oregon Department of Transportation

September 16, 2015

TO: AAMPO Policy Board

FROM: Theresa Conley, AAMPO Coordinator

SUBJECT: Prioritization of STIP Non-Highway Enhance Projects

Action Requested

Approve project prioritization for AAMPO area projects proposed for funding in the CWACT STIP Non-Highway Enhance process.

Background

AAMPO jurisdictions are eligible to apply for FY19-21 ODOT Non-Highway Enhance funds through their respective Area Commissions on Transportation (CWACT or MWACT). The CWACT-AAMPO Coordination Protocol states that the MPO can prioritize projects within the MPO boundary and submit this ranking to the ACT. The prioritization order must be retained during the CWACT prioritization process, although the projects may shift up or down in the overall CWACT ranking. ODOT has provided a target of five projects to move forward from each ACT. Full project applications are due to ODOT by November 20th.

At their September 10th meeting, AAMPO TAC reviewed AAMPO area project proposals and developed the following recommended prioritization for the Board's consideration:

1. SR2S Improvements – Sunrise Elementary (City of Albany)
2. Linn-Benton Community College Public Transportation HUB (LBCC)
3. SF2S Sidewalks (City of Jefferson)

SR2S IMPROVEMENTS FOR SUNRISE ELEMENTARY SCHOOL

PURPOSE AND NEED / PROBLEM STATEMENT

Sunrise Elementary School is located within an older established neighborhood that lacks adequate pedestrian facilities. Gaps in sidewalk and unimproved crossings at busy streets result in safety problems for students walking to school. The school has a very high student turnover each year, with a high percentage of minority low/moderate income students. This project will fill in sidewalk gaps along student walk routes and improve busy street crossings through enhanced crosswalk marking, curb extensions, and RRFB installation.

ESTIMATED COST RANGE

- **\$300,000 to \$350,000**

UP TO 5 SUPPORTING GRAPHICS/IMAGES, INCLUDING LOCATION MAP & PHOTOS



Geary St. at 24th Ave.

SUPPORTING GRAPHICS/IMAGES, INCLUDING LOCATION MAP & PHOTOS

(A TOTAL OF 3 TO 5 IMAGES CAN BE USED THROUGHOUT THE SLIDES.)



19th Ave.



Main St.



20th Ave. west of Thurston St.

3

QUESTIONS?

CONTACT INFORMATION

Ron Irish, Transportation Systems Analyst

City of Albany

(541) 917-7656 ron.irish@cityofalbany.net

PUBLIC TRANSPORTATION HUB AT LINN-BENTON COMMUNITY COLLEGE

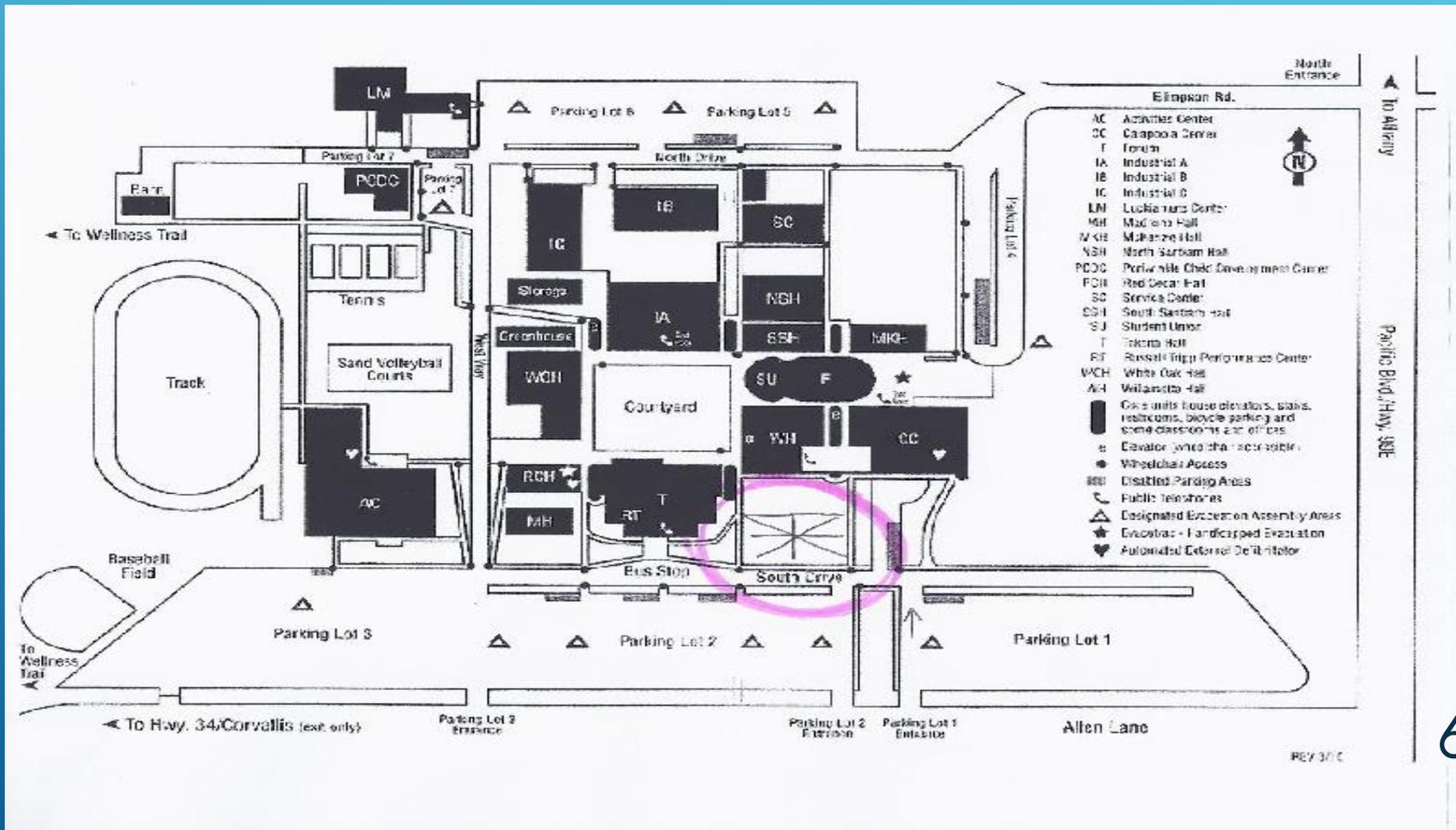
PURPOSE AND NEED / PROBLEM STATEMENT

The proposed project will develop a transportation hub for the Linn-Benton Loop, Linn-Benton Loop Express, Albany Transit System, the Linn Shuttle and Linn Shuttle Express on the Linn-Benton Community College Albany campus. The project will develop a facility that better accommodates the current and growing number of riders coming to the college and transferring among the different transportation systems. The facility design will allow for expanded use by existing transportation systems and/or additional transportation partners. As the college expands programs on the Albany campus, adds facilities in Lebanon, and increases enrollment, there is a desire to add vehicles and routes. The current design of the bus stop area at the college is not able to safely and effectively accommodate anticipated future growth. The proposed hub would allow for growth in regional transit along the Highway 34 and 99E corridors.

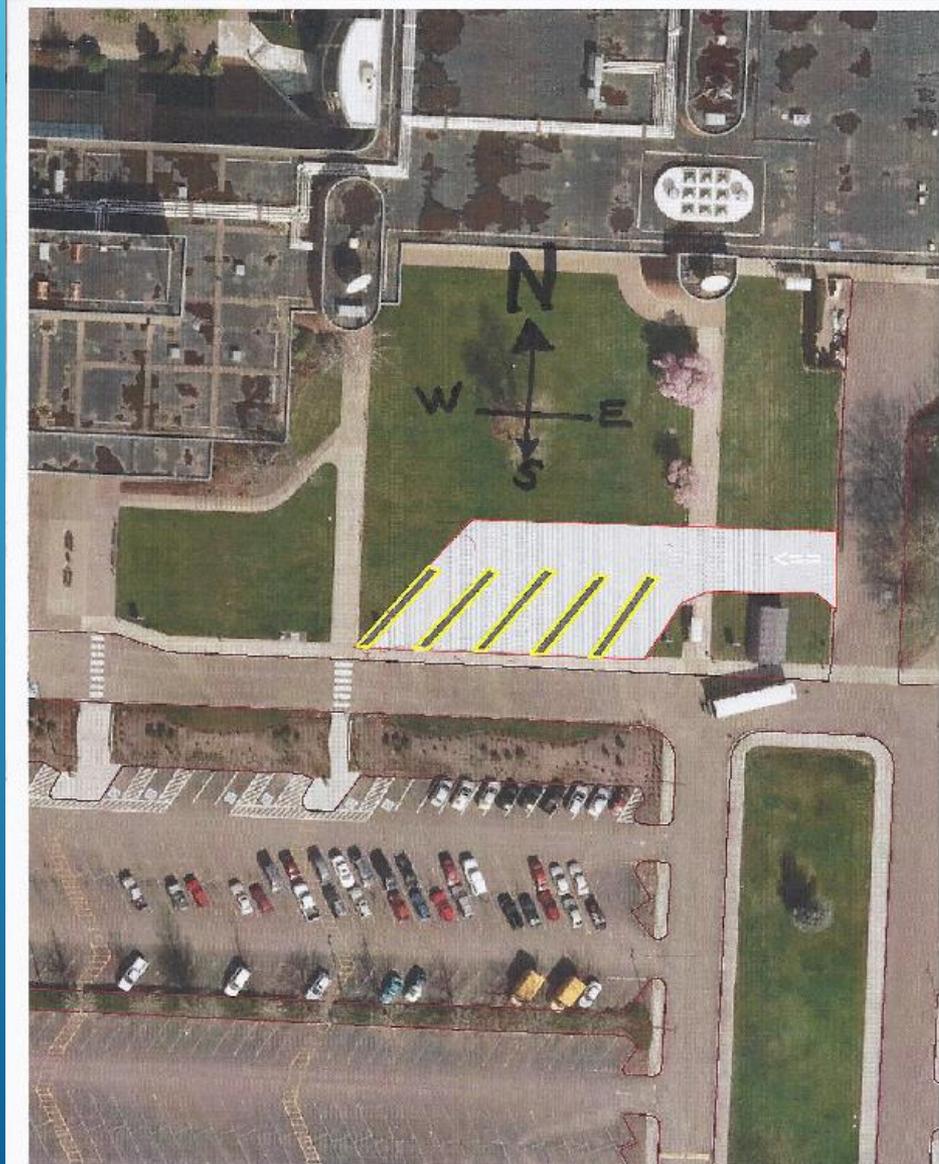
ESTIMATED COST RANGE

- \$300,000 - \$400,000

LOCATION OF PROPOSED TRANSPORTATION HUB ON LBCC ALBANY CAMPUS



CONCEPT LAYOUT OF PROPOSED TRANSPORTATION HUB ON LBCC ALBANY CAMPUS



QUESTIONS?

CONTACT INFORMATION

**Bruce Clemetsen, Vice President for Student
Affairs**

Linn-Benton Community College

541-917-4806

clemetb@linnbenton.edu

“SAFE ROUTES TO SCHOOL” - JEFFERSON

LACK OF SIDEWALKS ON SOUTH MAIN STREET

A majority of Jefferson’s population lives south of US Hwy 99 E in residential districts off Main Street. There are no sidewalks on Main Street from Greenwood Street to Grice Loop, the southeast City boundary., a distance of 0.8 miles.

> \$500,000.00

- This stretch of Main Street has not been developed with curb, gutter, sidewalk, or storm drainage systems**

UP TO 5 SUPPORTING GRAPHICS/IMAGES, INCLUDING LOCATION MAP & PHOTOS

- ▶ Aerial view of South Main Street



QUESTIONS?

CONTACT INFORMATION

Lissa Davis, Planner

City of Jefferson

541.327.2768 ext. 303

Jeffersonplanner@peak.org



Albany Area Metropolitan Planning Organization

City of Albany • City of Jefferson • City of Millersburg • City of Tangent • Linn County •
Benton County • Oregon Department of Transportation

September 16, 2015

TO: AAMPO Policy Board

FROM: Theresa Conley, AAMPO Coordinator

SUBJECT: Draft STP Allocation Policy

Action Requested

The Policy Board is asked to review and consider for approval a draft Surface Transportation Program (STP) policy, as shown on page 2 and 3 of this memo.

Section 6.2 of the AAMPO formation IGA states that: *“Policy Board decisions that create criteria that will be used to prioritize and/or rank transportation projects located within the MPO boundary must be made by a unanimous vote of all Policy Board members present.”*

Background

The STP allocation policy will drive project selection for the AAMPO Transportation Improvement Program (TIP). Once a policy is established, a project application and selection process will occur for calendar year 2016 - 2019 STP funds (Federal funds from FFY 2015-2018). Projects should be selected and included in a draft TIP by January 2016, in order to coincide with the development of local Capital Improvement Programs.

In developing the draft policy, Technical Advisory members considered the following factors:

- A simple process that complies with federal requirements
- A policy that could be reviewed during each TIP cycle
- Equitable and fair distribution of funds, including to smaller jurisdictions
- The importance of preservation and maintenance projects

The TIP is the detailed near-term program that implements the MPO’s regional transportation plan. The TIP must contain all capital and non-capital surface transportation projects programmed for federal funds in the MPO area scheduled during the time frame.

Policy on Allocation of STP Funds

A. Funding Allocation

It is the policy of the Albany Area Metropolitan Planning Organization (AAMPO) to:

1. Allocate the majority of Surface Transportation Program (STP) funds in each adopted Transportation Improvement Program to preservation and maintenance of the existing transportation system.
2. Provide support and give due considerations to all jurisdictions' projects, using an equitable review process.

B. Renewal of Policy

This *Policy on Allocation of STP Funds* should be reviewed and reaffirmed with the development of each AAMPO Transportation Improvement Program.

C. Project Eligibility

Eligibility requirements for AAMPO STP funds include the following:

1. Project must be within the AAMPO planning area
2. Project must be included in or consistent with the approved AAMPO Regional Transportation Plan.
3. Project must be eligible under current Federal guidelines as stated in 23 USC 133.
4. Roadway projects must occur on roadways functionally classified as collector or higher.
5. The project sponsor must demonstrate readiness and capacity to complete project, including the ability to provide the required match, ability to acquire sufficient funds to complete project, and ability to utilize the funds in the fiscal year requested.

D. Definitions of Project Types

The following project types may be considered for STP funds. AAMPO realizes that its adopted definitions of Preservation and Modernization may be different from those of ODOT's for the same category of projects.

Preservation and Maintenance: Projects that improve or maintain the existing transportation system's operation, productivity, safety or useful life without expansion of capacity.

Modernization: Projects that add capacity to the transportation system in order to meet preservation and maintenance goals; this includes constructing new lanes, traffic lights, curb and gutter, sidewalks, bikeways and storm-water drainage, and widening the existing facilities.

E. Funding Prioritization of Projects

The following set of criteria shall be applied to all candidate projects to rank their funding priority for STP funds:

**Criteria for Funding Prioritization of Transportation Projects
Under the Surface Transportation Program (STP) Funds**

Criteria		
Goal	Measures	Values
Preservation and Maintenance of Existing Facilities	1a Pavement rating, or general condition if a non-roadway facility.	Good = 10 Fair = 25 Poor = 50
	Maximum Allowable Points from this Goal	50
Extent of Coverage	2a Will the project upgrade, refurbish, eliminate gaps in, or mitigate deficiencies in existing transit facilities or transit routes?	Yes = 5 No = 0
	2b Will the Project upgrade, refurbish, eliminate gaps in, or mitigate deficiencies in existing bicycle and/or pedestrian facilities?	Yes = 5 No = 0
	2c Will benefits of the project be realized in the entire Urbanized Area?	Primary Arterial = 10 Minor Arterial = 5 Collector = 2
	2d Will the project improve current or future traffic flow? Consider current Level of Service, Average Daily Traffic and Functional Classification.	Significantly = 10 Moderately = 5 Slightly = 2
	2e Will the project impact a large number of users?	ADT Range A = 10 pt B = 5 pts C = 2 pts
	Maximum Allowable Points from this Goal	40
Safety Improvement	3a Does the project address a known safety issue for motorists? Consider safety data available from Regional Transportation Plan, ODOT, and local sources.	Significantly = 15 Moderately = 10 Slightly = 5
	3b Does the project address a known safety issue for transit users, bicyclists and pedestrians? Consider safety data available from Regional Transportation Plan, ODOT, and local sources.	Significantly = 15 Moderately = 10 Slightly = 5
	Maximum Allowable Points from this Goal	30
	Total Maximum Allowable Points	120

* ADT Range for Goal 2(e):

A = >10,000

B = 5,000 -10,000

C = < 5,000



Albany Area Metropolitan Planning Organization

City of Albany • City of Jefferson • City of Millersburg • City of Tangent • Linn County •
Benton County • Oregon Department of Transportation

September 16, 2015

TO: AAMPO Policy Board

FROM: Theresa Conley, AAMPO Coordinator

SUBJECT: AAMPO Interim Transportation Improvement Program - Amendments

This memorandum outlines several administrative amendments to the AAMPO Interim TIP. No action is required by the Board.

Linn County 5310 FTA Enhanced Mobility Program funds for 2015 and 2016

AAMPO was asked to include two Linn County 5310 projects in the TIP because some activity will occur within the AAMPO area. These funds support mobility management and 'purchase service' for special transportation services.

Key #19637	\$137,664 total (\$110,130 federal, \$13,767 local match)
Key #19635	\$137,664 total (\$110,130 federal, \$13,767 local match)

City of Albany FFY15 5307 transit projects.

Four Albany Transit projects were amended to include the full FFY15 5307 allocation. When the projects were first programmed in the TIP, the FTA had only released an 8/12 allocation.

Key #19516	FY15 Loop Operations (CAMPO 5307). Amended to include \$44,000 additional federal funds. New project total is \$264,000, including \$132,000 local match.
Key #19521	FY15 ATS Operations. Amended to include \$264,556 additional federal funds. New project total is \$895,512, including \$447,756 local match.
Key #19522	FY15 ATS Preventative Maintenance. Amended to include \$7,000 federal funds. New project total is \$52,000, including \$10,400 local match.
Key #19526	FY15 First 10% ATS ADA Paratransit operating funds. Amended to include \$30,173 federal funds. New project total is \$113,148, including \$22,630 local match.

Continued on next page

Cascades West COG Transportation Options Program (2015-17)

This funding is managed by OCWCOG for its Rideshare and Transportation Demand Management programs. The funds are used throughout the entire OCWCOG with an undetermined portion to be used within the Albany Area MPO boundary. AAMPO was asked to include these already-programmed funds in the TIP because some activity will occur within the AAMPO area.

Key #19638 \$213,970 total (\$205,729 federal and \$6,241 local match. \$46,150 of federal funds are dedicated to Rideshare and require no match.)