



## 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

### Technical Advisory Committee Agenda

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**Date:** Thursday, May 9, 2019  
**Time:** 1:00 to 3:30 pm  
**Location:** OCWCOG Albany Office, Upstairs Conference Room  
1400 Queen Ave SE, Albany OR  
**Contact:** Dana Nichols, Transportation Planner  
**Teleconference:** 541-497-7311, pin #841

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1. 1:00      **Call to Order, Agenda Review, and Introductions**      **Georgia Edwards**
2. 1:05      **Public Comment**      **Georgia Edwards**
- 1:10      **Minutes from April 11, 2019 Meeting (Attachment A)**      **Georgia Edwards**  
                  **Action Requested: Approve Minutes**
3. 1:15      **FY2021-2024 STIP (Attachment B)**      **Dana Nichols**  
                  **Action Requested: Discussion**
4. 1:30      **Scenario Planning Project**      **Cody Meyer**  
                  Cody Meyer with the Department of Land Conservation and Development  
                  (DLCD) will provide an update on AAMPO's Scenario Planning project.  
                  **Action Requested: Information/Discussion**
5. 3:25      **Discussion of Upcoming Work Items**      **Dana Nichols**
6. 3:30      **Adjourn**

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The meeting location is accessible to persons with disabilities. Sign language, interpreter services or other accommodations can also be provided by contacting Emma Chavez at least 48 hours prior to the meeting. Emma can be reached at 541-967-8551 (TTY/TTD 711) or [echavez@ocwcog.org](mailto:echavez@ocwcog.org).

**ALBANY AREA METROPOLITAN PLANNING ORGANIZATION  
TECHNICAL ADVISORY COMMITTEE (TAC)  
MINUTES  
Thursday, April 11, 2019**

**Members Present:** Janelle Booth, Chris Bailey, Walt Perry, Chuck Knoll, James Feldmann, and Georgia Edwards

**Guest Present:** Cody Meyer, and Brian Hurley

**Staff Present:** Dana Nichols, and Emma Chavez

**1. Call to Order and Agenda Review**

The Chair, Georgia Edwards called the meeting to order at 1:30 pm. There were no changes to the agenda.

Introductions were conducted.

**2. Public Comment**

There were no public comments.

**3. Review Minutes from February 14, 2019 TAC meeting and March 14, 2019 Joint TAC meeting**

**DECISION: Chuck Knoll moved to approve the minutes. Walt Perry seconded. There was consensus to approve the minutes as written.**

**4. Unified Planning Work Program**

Staff Dana Nichols advised that a recommendation to the Policy Board is needed. Members received a summary of comments from the public, TAC, and Policy Board members for review. Nichols advised that a federal review of the document was held on March 1<sup>st</sup>. She went on to review the updates made to the UPWP based on the federal review. James Feldmann questioned if there is a way to note how the comments have been addressed. Nichols noted that she has a tracking sheet that she will make available to members.

Nichols stated that under the Public Transportation Agency Plan, there is a requirement to develop a public Transportation Safety Plan. There was confusion at the ODOT level as to who would play for the work, and after discussion, it was decided that AAMPO would work on the Plan for the City of Albany. Chris Baily noted that it will become part of the cities triennial review, and that it is for agencies that receive 5307 funds.

Chuck Knoll stated that Linn County is moving forward with their ADA Systems Plan.

**Decision: The TAC met Consensus to recommend the FY20 Unified Planning Work Program (UPWP) to the Policy Board as presented.**

**5. Scenario Planning Project**

Nichols advised that consultants Cody Meyer and Brian Hurley are attending to provide an update on the project.

Hurley stated that what they want to accomplish at this meeting is to verify that the numbers are accurate. Meyer stated that the numbers are a Regional average. Hurley noted that the

2040 numbers come from the Regional Transportation Plan (RTP), and travel model. The scenario planning work is based on the Statewide Transportation Strategy. Those numbers will be used to run the base case analysis. Outputs will come out of the base case analysis and consultants will review those with members.

Meyer noted that 2010 is the base year for the RTP. He noted that there are 2005 number noted because of the State greenhouse gas reductions rule. 2005 will need to be recreated to measure that output. However, there was not a lot of change between 2005 and 2010.

Meyer advised that the modal does not have road networks and that districts must be created. Census block groups, TAZs, and landuse were used to create strategic districts. Cities can be pulled out to create their own district.

Meyer advised members that they will want to think about what they will want to test. Hurley noted that consultants and staff identified that all arterial operations programs is something the MPO would like to test.

#### TRANSPORTATION OPTIONS:

- Look at bike/light vehicle diversion
- Community service does not capture walking and biking to school
- Verify availability of Uber and think of future scenarios
- Check with COG TDM program

#### TRANSIT:

- Does the Linn Benton Shuttle need to be included
- How to incorporate hourly transit service from Albany to Corvallis, and Albany to Lebanon
- Have an electric and gas busses scenario and compare

#### PARKING:

- Look into location and pricing of parking

#### PRICING:

- Add scenario on local gas tax
- Look into separate fees for County and Citywide
- Consultants to verify cost of annual vehicle registration fee
- Test household transportation costs, and equity impacts with complimentary programs

#### VEHICLE AND FUELS:

- Consider visitor/tourist traffic

Nichols advised that the homework for members will be to think about the kinds of outcomes they want to see for AAMPO. Meyer added that consultants will need ideas of areas of concern, and what it would be the strategies to be used.

**6. Discussion of Upcoming Work Items**

- Development of 2021-2024 STIP – Nichols advised that staff will be discussing the next STIP cycle with the Policy Board at their next meeting. She advised that because the TAC will need to focus their next meeting on scenario analysis, the STIP discussion will not take place until the June meeting. Knoll wanted to know when the applications are due and he stated that he wants to have a discussion on the funds that are available. Nichols asked if members would like to hold a longer meeting in May to touch base on the STIP. Members agreed.

**7. Jurisdictional Updates**

Due to time constraints, this agenda item was not addressed.

**8. Adjournment**

Meeting adjourned at 3:33 pm.



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**TO:** AAMPO Technical Advisory Committee  
**FROM:** Dana Nichols, AAMPO Staff  
**DATE:** May 9, 2019  
**SUBJECT:** **Development of FY 21-24 Transportation Improvement Program (TIP)**

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MPOs are required to develop and maintain a Transportation Improvement Programs (TIP) - a detailed short-term, fiscally constrained program to implement the MPO's regional transportation plan. The TIP covers a four-year period and must contain the following types of projects within the MPO area:

- Federally funded highway, transit, bicycle, pedestrian and other transportation projects
- Regionally significant projects regardless of funding source

Once approved by the MPO, the TIP is approved by the Governor and incorporated without modification into the Statewide Transportation Improvement Program (STIP). Because the TIP becomes part of the STIP, the frequency and cycle of the update must be compatible with the STIP development and approval process. Below is a proposed process for the AAMPO TIP to coincide with development of ODOT's FY21-24 STIP.

At the last MPO STIP meeting, FHWA discussed the need to explain how selected projects meet federal performance measures. Some MPOs have incorporated a question into their application process, placing the burden on the applicant. The TAC may wish to discuss whether or not the application should be changed to include a performance measure question, or if there's another method by which this requirement will be addressed.

### Proposed Process

\*Subject to change

	<b>AAMPO Action</b>	<b>ODOT Action</b>
Jan '19		<ul style="list-style-type: none"> <li>• Draft STIP developed with 'bucket' of AAMPO STBGP funds.</li> <li>• MTIP/STIP Meeting with MPOs</li> </ul>
April '19	<ul style="list-style-type: none"> <li>• Policy Board: Introduction to 21-24 MTIP/STIP Process</li> <li>• TAC: Review criteria and STBGP allocation</li> </ul>	<ul style="list-style-type: none"> <li>• MTIP/STIP Meeting with MPOs</li> </ul>

May '19	<ul style="list-style-type: none"> <li>• Policy Board: Finalize STBGP Allocation Policy for FY 21-24 TIP</li> <li>• STBGP applications are publically available</li> </ul>	
June '19	<ul style="list-style-type: none"> <li>• TAC: Reviews and makes recommendation regarding STBGP applications.</li> <li>• Albany Transit prepares projections</li> <li>• Policy Board reviews draft TIP, including recommended project list</li> </ul>	
July '19		<ul style="list-style-type: none"> <li>• ODOT begins to develop STIP</li> </ul>
Aug '19	<ul style="list-style-type: none"> <li>• FY21-24 Draft TIP approved by Policy Board</li> </ul>	<ul style="list-style-type: none"> <li>• MTIP/STIP Meeting with MPOs</li> </ul>
Sept '19	<ul style="list-style-type: none"> <li>• Staff provides project list to ODOT for incorporation into STIP</li> </ul>	
Feb '20		<ul style="list-style-type: none"> <li>• OTC releases Draft 21-24 STIP for public review</li> </ul>
May '20		<ul style="list-style-type: none"> <li>• OTC Review public comments</li> </ul>
June '20		<ul style="list-style-type: none"> <li>• OTC approves final 21-24 STIP</li> </ul>
Sept '20		<ul style="list-style-type: none"> <li>• USDOT approval of final 21-24 STIP</li> </ul>

### Other Funding Categories in the STIP

- **Fix-It** programs fund projects that fix or preserve the state's transportation system, including bridges, pavement, culverts, traffic signals, and others. ODOT uses data about the conditions of assets to choose the highest priority projects. In recent STIPs the Commission has allocated most funding to Fix-It programs.
- **Enhance** programs fund projects that enhance or expand the transportation system. Area Commissions on Transportation recommend high-priority investments from state and local transportation plans in many of the Enhance programs.
- **Safety** programs reduce deaths and injuries on Oregon's roads. This includes the All Roads Transportation Safety program, which selects projects through a data-driven process to ensure resources have maximum impact on improving the safety of Oregon's state highways and local roads.
- **Non-highway** programs fund bicycle and pedestrian projects and public transportation. Area Commissions on Transportation often help recommend these projects to the Commission.
- **Local government** programs direct funding to local governments so they can fund priority projects.



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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.”*

### Policy on Allocation of STBGP Funds

As reaffirmed on January 25, 2017

#### A. Funding Allocation

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

1. Allocate the majority of Surface Transportation Block Grant Program (STBGP) 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 STBGP Funds* should be reviewed and reaffirmed with the development of each AAMPO Transportation Improvement Program.

#### C. Project Eligibility

Eligibility requirements for AAMPO STBGP 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 STBGP 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 STBGP funds:

**Criteria for Funding Prioritization of Transportation Projects  
Under the Surface Transportation Block Grant Program (STBGP) Funds**

<b>Criteria</b>			
<b>Goal</b>		<b>Measures</b>	<b>Values</b>
<b>Preservation and Maintenance of Existing Facilities</b>	1a	Pavement rating, or general condition if a non-roadway facility.	Good = 10 Fair = 25 Poor = 50
	<b>Maximum Allowable Points from this Goal</b>		<b>50</b>
<b>Extent of Coverage</b>	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
	<b>Maximum Allowable Points from this Goal</b>		<b>40</b>
<b>Safety Improvement</b>	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
	<b>Maximum Allowable Points from this Goal</b>		<b>30</b>
		<b>Total Maximum Allowable Points</b>	<b>120</b>

\* ADT Range for Goal 2(e):

A = >10,000

B = 5,000 -10,000

C = < 5,000



## Albany Area Metropolitan Planning Organization

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January 26, 2017

To All Interested Parties:

The Albany Area Metropolitan Planning Organization (AAMPO) is accepting applications for Federal Fiscal Year 2019, 2020, and 2021 Surface Transportation Block Grant Program (STBGP) funds. Allocations of approximately \$670,000 will be considered for each year, totaling approximately \$2,010,000 over the three years. STP funds are allocated to AAMPO on an annual basis, however, and actual funding levels may shift from year to year. Funds will be made available by ODOT during calendar years 2020, 2021, and 2022 and will be programmed in the FFY18-21 AAMPO Transportation Improvement Program.

Applicants must be a tax-funded public agency that can enter into a contract with ODOT, with some restrictions, to be eligible to receive funding. Private entities or non-profit organizations may apply as co-applicants, in partnership with a public agency. Application guidance and information about project eligibility is included below. Applications will be evaluated based on the MPO's *Policy on Allocation of STBGP Funds*.

**Completed applications must be received by 5:00 pm on February 28<sup>th</sup>, 2017.** Applications may be submitted electronically to [tconley@ocwcog.org](mailto:tconley@ocwcog.org) or in hard copy to: c/o Theresa Conley, OCWCOG, 1400 Queen Ave SE Suite 205, Albany OR 97322.

The application form is attached to this announcement. It is also available on the AAMPO website at <http://www.ocwcog.org/aampo> or by e-mail from [tconley@ocwcog.org](mailto:tconley@ocwcog.org).

### **Application Guidance**

It is the policy of AAMPO to:

1. Allocate the majority of STBGP 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.

The following project types may be considered for STBGP funds.

1. Preservation and Maintenance: Projects that improve or maintain the existing transportation system's operation, productivity, safety or useful life without expansion of capacity.
2. 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.

Eligibility requirements for FFY19-21 AAMPO STBGP 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.

For additional information, please contact Theresa Conley at (541) 924-4548 or [tconley@ocwcog.org](mailto:tconley@ocwcog.org).

Sincerely,

Theresa Conley  
AAMPO Manager

# Application for Albany Area MPO FFY 2019 - 2021 Surface Transportation Block Grant Program (STBGP) Funds

APPLICATIONS DUE BY 5:00 PM February 28, 2017

Submit to Theresa Conley ([tconley@ocwcog.org](mailto:tconley@ocwcog.org))

## Applicant Information

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Sponsoring Organization(s):

Contact Person & Title:

Contact Email:

Contact Phone Number:

## Project Information

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Please provide sufficient detail to facilitate project evaluation and selection according to the *Policy on Allocation of STBGP Funds* as approved by the AAMPO Policy Board.

1. Project Name:
2. Project Type:                      Modernization                      Preservation
3. Project Description. Describe the project and all phases, including those not proposed for AAMPO STBGP funds. Describe the type of work, project location, termini and length.
4. Describe how the project will address gaps or deficiencies in the transportation system.
5. What is the Federal Functional Classification (for roadway projects)? Please reference <https://gis.odot.state.or.us/transgis/>.
6. What is the Average Daily Traffic (ADT) on the affected roadways?

