

**Albany Area Metropolitan Planning Organization
Technical Advisory Committee Agenda**

**Thursday August 13, 2015
1:30 – 3:30 pm**

OCWCOG Albany Office – Upstairs Conference Room
1400 Queen Ave. SE, Albany

- I. **Call to Order & Agenda Review** Chair, Josh Wheeler
- II. **Public Comment** Josh Wheeler
- III. **STIP Enhance Process** (Attachment A) Amy Ramsdell, ODOT Area Manager
Action Requested: Discussion
- ODOT staff will discuss the 2018-2021 STIP Program, ODOT’s approach to leveraging project funds, and the non-highway enhance proposal process.
- IV. **Minutes of July 9th 2015 meeting** (Attachment B) Josh Wheeler
Action Requested: Approval of July 9, 2015 Minutes
- V. **Metropolitan Planning Video** Josh Wheeler
Action Requested: Discussion
- The Chair will share a brief video outlining the basic roles and responsibilities of MPOs. The video was shared at the NTI Introduction to Metropolitan Planning training.
- VI. **TIP – Prioritization Criteria** (Attachment C) Josh Wheeler, Theresa Conley
Action Requested: Discussion

The TAC is asked to discuss prioritization criteria for STP-funded projects to be included in the four-year TIP. Based on the July meeting, a copy of the CAMPO prioritization criteria is attached for review. Subsequent TAC meetings will be used to consider an application process for STP funds, review projects being considered within the Regional Transportation Plan, and to ultimately use the identified criteria to rank and select proposed projects. The Policy Board requests a draft TIP for review by January 2016, in order to coincide with the development of local Capital Improvement Programs.

Agenda continued on next page...

VII. Jurisdictional Updates

All

Action Requested: Discussion

This is an opportunity for AAMPO jurisdictions to share resources and provide local updates, including progress on projects funded with AAMPO Surface Transportation Program (STP) funds.

VIII. Upcoming Meetings

Josh Wheeler

Action Requested: Decision on whether to hold September meeting

Staff will be unavailable for the regularly scheduled September 10th meeting; however, if the TAC would like to meet, the COG can arrange for staffing to assist with the meeting.

IX. Adjourn

Josh Wheeler



Oregon

Department of Transportation

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

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Dan Fricke, Area Planner

(503) 986-2663

daniel.l.fricke@odot.state.or.us

Area 4: Amy Ramsdell, Area Manager

(541) 757-4167

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

Area 5: Frannie Brindle, Area Manager

(541) 736-9611

francis.brindle@odot.state.or.us

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)

ATTACHMENT C

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.

**ALBANY METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE MEETING
Thursday, July, 9th, 2015
OCWCOG Albany Office, Upstairs Conference Room
MINUTES**

TAC Members Attending: Chuck Knoll, Darrin Lane, Chris Bailey, Josh Wheeler, Lissa Davis, Georgia Edwards, and Valerie Grigg-Devis

Staff Attending: Theresa Conley, Charlie Mitchell, and Emma Chavez

Guests Attending: Mark Volmert and Nick Fortey

TOPIC	DISCUSSION	DECISION / CONCLUSION
I. Call to Order and Agenda Review	The Chair called the meeting to order at 1:30 pm. Introductions were conducted.	
II. Public Comment	There were no comments from members of the public.	
III. Minutes of April 9 th and May 14 th 2015 meeting	April 9, 2015 Minutes: Correction to the spelling of Crocker on page 3.	Consensus from the TAC to approve the April 9th, 2015 meeting minutes with correction. Consensus from the TAC to approve the May 14th, 2015 meeting minutes as written.
IV. Federal Transportation Funding	At the May TAC meeting, staff was asked to look into the possibility of the Policy Board submitting a letter to the Federal Delegation in regards to Federal Funding, and specifically the allocation of STP funds. Staff	

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	<p>contacted staff with the Association of Oregon Counties and ODOT. Staff was able to speak with Travis Brower, the ODOT Assistance Director for Federal Affairs, and shared feedback with the TAC.</p> <p>TAC members received a hard copy of a diagram of federal funding flows, which staff discussed. The diagram illustrated how funding flows differently to large and small MPOs. The only mandated STP and TAP allocations to local jurisdictions are those to large MPOs (over 200,000 population). Small MPOs receive STP funds according to the AOC/LOC/ODOT agreement, and not a federally required suballocation. This is the core funding to small MPOs in Oregon, and it comes through ODOT. Small MPOs do not receive TAP funds directly.</p> <p>Requesting that there be an increased sub allocation does not necessarily mean that all MPOs will have specific allocations, since there are no specific allocations to small MPOs. Staff cautions AAMPO on language when requesting additional funds and understanding of implications down the line.</p> <p>Staff briefly outlined highlights from the proposed DRIVE Act transportation bill reauthorization. Considerations included:</p> <ul style="list-style-type: none"> • Transportation Alternative Funds - sub allocations to large MPOs • Increases in STP sub allocations, but would not create a huge impact to small or large MPOs • Increased emphasis on resilience • Additional emphasis on NEPA streamlining <p>Staff is able to provide more information of the DRIVE Act to members per their request.</p>	
<p>V. MS4 Update</p>	<p>About a year ago, staff was asked to look into new MS4 requirements for jurisdictions within the MPO area. Jurisdictions would be required to</p>	

Draft Minutes

	<p>complete planning around stormwater management. Staff has been tracking this issue, and noted that DEQ staff may have contacted AAMPO members regarding these new requirements. Staff advised that, although this is outside of the purview of the MPO, members could use the MPO as a venue for coordinated planning if they so desired.</p>	
<p>VI. Transportation Improvement Program Development</p>	<p>The TIP is a four year list of federally-funded projects required for all MPOs. Projects in a TIP must correspond to the Regional Transportation Plan. For AAMPO, they are both due March 2016. The TAC has been asked to develop a project application and prioritization process for the TIP, and staff asked how members how they would like to proceed with the effort.</p> <p>Members discussed prioritization criteria and agreed to keep the criteria as simple as possible without any huge burden to collecting data. During development of the Interim TIP, AAMPO tested the CAMPO criteria process but opted to distribute funds as if the MPO was not formed. For a full TIP, it is requested that a criteria be utilized for the prioritization process.</p> <p>Members agreed for staff to email them the CAMPO criteria to review over the next month and bring back feedback to the next TAC meeting.</p>	
<p>VII. Jurisdictional Updates</p>	<p><u>ODOT</u></p> <ul style="list-style-type: none"> - Pioneer Mountain Eddyville project phase 3 will be completed this Fall. It is on schedule. Compaction and pavement will be done next Spring. - There are a record number of TGM grants submitted. One application from the AAMPO area; Benton County, requesting funds for a TSP update. Also, the I-5 Optimization Report are considered for funding. 	

	<p><u>OCWCOG</u></p> <ul style="list-style-type: none">- CED Director Charlie Mitchell stated that he attended one of the best MPO conference trainings. Josh Wheeler also attended. They received a CD that will be brought to a future meeting for viewing. <p><u>Linn County</u></p> <ul style="list-style-type: none">- The County applied for a waiver of the MS4 requirements.- Work is taking place on Old Salem Road; however, the bridge is done. <p><u>City of Jefferson</u></p> <ul style="list-style-type: none">- Hired a new Public Works Director who is currently working on MS4. <p><u>City of Albany</u></p> <ul style="list-style-type: none">- North Salem Road is on schedule. The oval-a-bout is working well.- Gibson Hill sidewalks are going in soon. <p><u>City of Tangent</u></p> <ul style="list-style-type: none">- Has an MS4 meeting scheduled for tomorrow.- A survey will be going out in regards to sidewalks on Tangent Dr <p><u>FHWA</u></p> <ul style="list-style-type: none">- Still working on performance measures.- There was a short term extension of MAP21; however, it is unknown what the next action will be. <p><u>City of Millersburg</u></p> <ul style="list-style-type: none">- A study of Old Salem Road has been completed. There is a proposal to decrease the speed limit from 55 to 50 mph. Also, there is a request to reduce the speed limit from 40 to 35 mph on Alexander.- Formation of a municipal utility will be on the November ballot.	
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	<ul style="list-style-type: none">- A developer has proposed a plan development process to develop small lots in Millersburg. <p><u>Benton County</u></p> <ul style="list-style-type: none">- Finished chip seal in North Albany area.- Outside of the MPO; the 53rd Street roundabout will be completed before the Benton County Fair.- The County is considering going out on the ballot for a new jail. <p><u>Regional Transportation Plan</u></p> <ul style="list-style-type: none">- Kick off meeting is scheduled to occur July 22nd.- Staff has conducted interviews with stake holders and is working with the consultant are working on a survey and the RTP website.	
Adjourn	Next Meeting August 13 th , 2015	

Policy on Allocation of STP Funds Approved by the Policy Board on April 15, 2005

A. Funding Allocation

It is the policy of CAMPO to:

1. Allocate the majority of its STP funds to preservation and maintenance of existing transportation system over a five year period.
2. Provide support and give due considerations to all jurisdictions' projects.

B. Eligibility

Eligible projects for STP funds are:

1. Transportation projects on roadways functionally classified as Collector or higher
2. Transportation Planning or Studies and Environmental projects
3. Transit and other alternative modes of transportation
4. Intelligent Transportation System (ITS) projects
5. Other transportation-related projects deemed appropriate by MPO Policy Board.

Definitions of Project Types¹

Modernization

Projects that add capacity to the transportation system by constructing new lanes, traffic lights, curb and gutter, sidewalks, bikeways and storm-water drainage or by widening the existing facilities.

Preservation

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

Funding Prioritization of Projects

Per CAMPO Policy Board's decision, the following set of adopted criteria is applied to all candidate projects to rank their funding priority:

¹ . CAMPO realizes that its adopted definitions of Modernization and Preservation may be different from those of ODOT's for the same category of projects

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

No.	Goal	Measures	Values
1	Transportation Capacity Improvement (34 Points)	Will the project improve the transportation system to support economic development?	Significantly = 5 Moderately = 3 Slightly = 1
		Will the project improve current or future traffic flow on this corridor?	Significantly = 5 Moderately = 3 Slightly = 1
		Will the project help improve transit services?	Significantly = 5 Moderately = 3 Slightly = 1
		Will the project help improve bicycle facilities?	Significantly = 5 Moderately = 3 Slightly = 1
		Will the project help improve pedestrian facilities?	Significantly = 5 Moderately = 3 Slightly = 1
		Will the project improve system connectivity to and/or reduce travel time for people and commerce?	Establish = 5 Improve = 3 Slight Change = 1
		Will the project accommodate for travel needs of existing or future trip generators?	Significantly = 4 Moderately = 2 Slightly = 1
		Total Points from this Goal	34
2	Extent of Coverage (20 Points)	Will benefits of the project be realized in the entire Urbanized Area?	P. Arterial = 10 M. Arterial = 5 Collector = 2
		Will the project impact a large number of users?	ADT Range*: A = 10 B = 5 C = 2
		Total Points from this Goal	20
3	Preservation and Maintenance of Existing Facilities (15 Points)	Will the project extend the life of a facility without construction of new facilities?	Significantly = 5 Moderately = 3 Slightly = 2
		Will the project upgrade or refurbish existing transit facilities or transit routes?	Significantly = 5 Moderately = 3 Slightly = 2
		Will the Project upgrade or refurbish existing bicycle and/or pedestrian facilities?	Significantly = 5 Moderately = 3 Slightly = 2

		Total Points from this Goal	15
4	Environmental Protection (12 Points)	Does the project have adverse impacts on the environment (water, air, habitat, etc.)?	Significantly = 1 Moderately = 2 Slightly = 3
		Will the project eliminate the need for an alternative solution with greater adverse impacts?	Significantly = 3 Moderately = 2 Slightly = 1
		Does the project improve the environmental impacts of existing conditions?	Significantly = 3 Moderately = 2 Slightly = 1
		How much effort will be required to mitigate the environmental impacts of the project?	Significantly = 1 Moderately = 2 Slightly = 3
		Total Points from this Goal	12
5	Safety Improvement (14 Points)	Will the project improve safety of motorists on this facility?	Significantly = 10 Moderately = 7 Slightly = 2
		Will the project improve safety of transit users, bicyclists and pedestrians?	Significantly = 9 Moderately = 7 Slightly = 2
		Total Points from this Goal	19
Grand Total			100

* ADT Range for
Goal 2, Criterion 2:
A = >10,000
B = 5,000 -10,000
C = < 5,000

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

B. Maintenance and Preservation Projects

No	Goal	Measures	Values
1	Pavement Condition (reservation and Maintenance of Existing Facilities)	Pavement Rating	Good = 10 Fair = 25 Poor = 50
		Total Points from this Goal	50
2	Extent of Coverage	Will the project upgrade or refurbish existing transit facilities or transit routes?	Yes = 5 No = 0
		Will the Project upgrade or refurbish existing bicycle and/or pedestrian facilities?	Yes = 5 No = 0
		Will benefits of the project be realized in the entire Urbanized Area?	P. Arterial = 20 M. Arterial = 10 Collector = 5
		Total Points from this Goal	30
3	Safety Improvement	Will the project improve safety of motorists on this facility?	Significantly = 10 Moderately = 5 Slightly = 2
		Will the project improve safety of transit users, bicyclists and pedestrians?	Significantly = 10 Moderately = 5 Slightly = 2
		Total Points from this Goal	20
Grand Total			100