

**ALBANY METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD DRAFT MEETING MINUTES
Wednesday, June 26, 2019
2:30 – 4:30 pm
Oregon Cascades West Council of Governments
Upstairs Conference Room / 1400 Queen Ave. SE, Albany**

DRAFT MINUTES

Members Attending: Dave Beyerl, Darrin Lane, Don Miller, John Huestis, and Pat Malone

Alternates Present: Gary Stockhoff, and James Feldmann

Guest Present: Barry Hoffman

Staff: Phil Warnock, Dana Nichols, and Emma Chavez

| TOPIC | DISCUSSION | DECISION / CONCLUSION |
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| 1. Call to Order, Agenda Review, and Introductions | | Meeting called to order at 2:35 pm by the Chair, Dave Beyerl. |
| 2. Public Comments | | There were no changes to the agenda. |
| 3. Minutes from April 24, 2019 Meeting | Edits on page 2 (comment, no change); and page 3 from James Feldmann. | Consensus to approve the April 24, 2019 meeting minutes with edits. |
| 4. Surface Transportation Block Grant (STBG) | <p>Dana Nichols advised that the TAC had been reviewing the FY18-21, and its fund exchange projects. In doing so, they realized that AAMPO did not have a financially constrained list of projects. At that point, AAMPO TAC and staff began organizing projects in order to complete projects. City of Albany projects remain and staff is working with city staff to make those work.</p> <p>AAMPO is working on figuring out how much funds are of the FY18-21 had to be moved to the FY21-24 TIP. AAMPO will only be able to program two years of STBG funds. In order to smooth things over in the future, the TAC recommended that staff develop a process for bringing updates to the Board on how much funds are in the STBG</p> | <p>Consensus by the Board to adopt the Policy on Allocation of Funds for FY21-2024.</p> <p>Consensus by the Board to remove STBG funds from the TIP.</p> <p>Consensus to continue discussing preservation versus modernization</p> |

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| | <p>account, and how projects are progressing along.</p> <p>Commissioner Pat Malone noted that members sit in many organizations, and a time table of when processes are due would be helpful. Nichols stated that she does intent to discuss an AAMPO binder such as the one CAMPO developed. Staff will discuss this under Discussion of Other Work Items.</p> <p>In looking at the next FY21-24 TIP cycle, the TAC had a couple of recommendations for the Board's review; the Policy on Allocation of STBG funds, and removing the STBG fund exchange projects out of the TIP.</p> <p>The reason for removing the STBG fund exchange projects out of the TIP is that CAMPO and AAMPO are the only MPOs that currently include it in their TIPs, by doing so they are tied to federal requirements, and are required to go through revision and amendment processes that they otherwise would not have to go through. The STBG would still be included in the TIP to receive those funds, but staff would manage those funds.</p> <p>Nichols asked James Feldmann to discuss his concerns on preservation versus modernization projects. Feldmann stated that AAMPOs policy is preservation over maintenance projects. He stated that AAMPO may want to reconsider this policy. Darrin Lane stated that AAMPOs practice allows for modernization projects to be submitted and if they are good projects, they can advance above preservation projects. Additionally, at the end of the process, the Policy Board approves the selection of projects. Lane went on to state that the TAC noted that it was too late in this cycle to make policy changes, however, this could be discussed prior to the next cycle. Gary Stockhoff added that the TAC discussed how some of the modernization criteria fell under the safety. He did note that it is still a good conversation to continue to have, especially with the new STIF funds coming available.</p> | <p>projects for the next TIP cycle, and provide a detailed description of modernization.</p> |
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| | <p>Members discussed and the Chair recommended that AAMPO move forward with the current Policy and continue discussion for the next cycle. Members met consensus.</p> <p>Nichols advised that the TAC requested a joint TAC and Board meeting at the end of the year to review the TIP process for the next cycle.</p> | |
| 5. Household Travel Survey | <p>Nichols reviewed attachment C with members. There is a statewide push to gather new data for the CALM model. The model uses the census data. That data is outdated. The issue is that it's fairly expensive, and there are discussions being held on how to fund the survey. The preliminary estimate for the data survey is between \$200 and \$450 per household.</p> <p>The initial step is putting together the scope of the project. OMPOC reported that it has funds set aside that they have not spent and are willing to contribute some of those funds towards the survey. Metro will also be contributing funds, and it seems the scoping is covered with those funds. The conversations on how to fund the actual survey will continue.</p> | |
| 6. Highway 20 Letter | <p>Nichols noted that at the last Board meeting, members discussed the Hwy 20 letter mailed to MPO staff. Initially, there was confusion about the letter, and how it mentioned a bridge several times. Clarification was received that they want to look at a greater scope, than just a bridge.</p> <p>Nichols stated that at its last Board meeting, CAMPO invited signors of the letter to attend, and make clarifications on the letter. The meeting was very well attended. It was discussed that the issue is not at the bridge, but will need to look at congestion, capacity, housing, etc. They noted that it's important to get a clear picture of the issues and opportunities to fix it.</p> <p>Feldmann advised that his boss, Terry Cole has a pot of planning funds for this type work. He stated that there are 20+ projects like the US20 project. He advised that He, and Cole reviewed the projects and</p> | <p>Consensus for staff to request a clarifying letter from the signors of the Hwy 20 letter.</p> <p>Consensus from no additional action from AAMPO until a clarifying letter is submitted to AAMPO.</p> |

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| | <p>looked at the priorities, and noted that US20 does not come above some of the other projects. Feldmann also stated that no one has mentioned the Benton County TSP project CC131; a US20 Corridor Improvement Study between Albany and Corvallis.</p> <p>Beyerl noted that when signors attended an earlier meeting of the AAMPO Policy Board, they indicated that the aim of the letter was for a capacity study, not just a bridge. He went on to state that a clarifying letter was requested from the signors, and one has yet to be received. Nichols advised that this conversation came up at the CAMPO Policy Board meeting, and staff discussed it internally. Staff felt that it would make sense for the MPOs to draft a joint letter from the Policy Boards in regards to their interests, and what they are willing to study, and submit the letter to ODOT to see if they can assist with developing a study. CAMPO seemed supporting of a project, but not a bridge specifically.</p> <p>Nichols stated that the MPO TACs are scheduled to meet in November. Staff has a list of interested parties that would attend. To this, Beyerl stated that he is not willing to go into a joint meeting, until a clarifying letter is received.</p> <p>Beyerl advised that without having received a clarifying letter in such a belated amount of time, AAMPO should not take any action until one is received. Lane agreed and also suggested that staff touch base with the signors of the letter to ask if they have an updated version with clarifications.</p> | |
| 7. TIP/STIP Amendments | Barry Hoffman advised that when the City of Albany, ATS, and Call-a-Ride apply for federal grants, they have to reference the STIP. If the amounts on the federal grants are significantly different than that in the STIP, an amendment is required to reflect the actual allocations. Hoffman moved on to review the updates. | Consensus by the Policy Board to approve the STIP/STIP Amendments. |
| 8. Discussion of Other Work Items | Scenario Planning – AAMPO continues to work with DLCD and ODOT on the Scenario Planning project. The funds were supposed were to end on June 30 th , however, we have received a 6 month extension. The project team has started gathering data around base level | Meeting adjourned at 10:17 am. |

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| | <p>numbers on various inputs that will go into modal that are based on the RTP. The TAC discussed reasonable sensibility tests that AAMPO could do. The final part of project includes scenario planning.</p> <p>STIP/TIP Process – John Huestis advised that ODOT finished scoping the 150% list. Next steps included reviewing the budget per project, and coming up with a 100% project list. The difference this year, he noted, is that the STIP re-evaluation just ended with the OTC. The OTC was getting frustrated with the monthly amount of adjustments needed. ODOT reviewed the 18-21 STIP and cleaned it up. In re-evaluating they realized that costs have gone up, since then also HB2017 that has additional funding and obligations, there is also the ADA endowment, therefore the program needed to be adjusted. Since the next STIP had just been scoped, ODOT had to re-evaluate it as well due to 18-21 projects being slipped into its cycle. Huestis noted that it has been a huge effort to do this process. Currently, many STIP adjustments are taking place. ODOT still needs to review the 100% list and leverage projects.</p> <p>TGM Applications – Nichols provided the applications for which AAMPO signed a letter of support for. She briefly reviewed those applications and letters of support. Nichols noted that in the future, it would be good have presentations from project applicants. Additionally, AAMPO may want to discuss the value of the letters of support, and whether AAMPO s rank the letters of support they provide.</p> <p>AAMPO Binders – CAMPO staff put together MPO binders for members. Nichols would like to know if members are interested in staff creating binders for them. Additionally, CAMPO rotates their meetings at their member jurisdiction locations and she questioned if members were interested in rotating. Members discussed and agreed that COG is central and that it's helpful to know where the meeting is at every month.</p> | |
| 9. Jurisdictional Updates | Malone advised that the Albany to Corvallis pathway continues to move forward. | |

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| | <p>ODOT – has a contract with DOJ to start working on its Hwy 20 Safety project. There will be an open house on the Van Buren bridge tomorrow. It will also be an online open house.</p> <p>Benton County – today, signed a contract with dial-a-bus the becomes effective July 1st. Modal is unique with many volunteer drivers.</p> | |
| 10. Adjournment | | Meeting adjourned at 3:51 pm. |

| Criteria | | | | Projects | | |
|---|---------------------------------------|---|--|-----------------------|--------------------|---------------|
| Goal | | Measures | Values | Millersburg Guardrail | Goldfish Farm Road | Tangent Drive |
| Preservation and Maintenance of Existing Facilities | 1a | Pavement rating, or general condition if a non-roadway facility. | Good = 10 Fair = 25 Poor = 50 | 50 | 50 | 50 |
| | | Maximum Allowable Points from this Goal | 50 | 50 | 50 | 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 | 5 | 5 | 0 |
| | 2b | Will the Project upgrade, refurbish, eliminate gaps in, or mitigate deficiencies in existing bicycle and/or pedestrian facilities? | Yes = 5 No = 0 | 0 | 5 | 5 |
| | 2c | Will benefits of the project be realized in the entire Urbanized Area? | Primary Arterial = 10 Minor Arterial = 5 Collector = 2 | 10 | 5 | 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 | 2 | 5 | 2 |
| | 2e | Will the project impact a large number of users? ADT Range for Goal 2(e): A = >10,000; B = 5,000 - 10,000; C = <5,000 = 2 pts | ADT Range A = 10 pt B = 5 pts C = 2 pts | 10 | 5 | 2 |
| | | Maximum Allowable Points from this Goal | 40 | 27 | 25 | 11 |
| 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 | 10 | 10 | 10 |
| | 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 | 5 | 15 | 15 |
| | | Maximum Allowable Points from this Goal | 30 | 15 | 25 | 25 |
| | Total Maximum Allowable Points | 120 | 92 | 100 | 86 | |

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|-----------------------------------|----------|-------------|-----------|--------------------|
| Total STBG Funding Request | \$99,000 | \$1,218,600 | \$884,750 | \$2,202,350 |
| TAC Funding Recommendation | \$99,000 | \$1,218,600 | \$884,750 | |

| | FFY22 | FFY23 | FFY24 |
|-----------------------|-------|-------|-------|
| Millersburg Guardrail | | | |
| Goldfish Farm Road | | | |
| Tangent Drive | | | |

**Application for Albany Area MPO FFY 2021 - 2024
Surface Transportation Block Grant (STBG) Program Funds**

APPLICATIONS ARE OPEN BETWEEN JULY 11-AUGUST 2, 2019

Submit to Dana Nichols (dnichols@ocwcog.org)

Applicant Information

Sponsoring Organization(s):

Contact Person & Title:

Contact Email:

Contact Phone Number:

Project Information

Please provide sufficient detail to facilitate project evaluation and selection according to the *Policy on Allocation of STBG 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 STBG 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?

7. Describe the pavement condition of the affected area, or general condition if a non-roadway facility. Include PCI information if available.

8. Will the project address a known safety issue? Please describe and include relevant safety data.

9. Please supply any additional relevant information.

Project Funding

Please provide estimates for total project cost, including phases beyond the current funding timeframe and phases not proposed for AMPO STBG funds.

10. Estimated Total Project Cost:

11. Total STBG Funding Request:

12. If the STBG funding request extends over multiple federal fiscal years, please outline the proposed project costs by federal fiscal year & project phase.

13. Outline funding anticipated from other funding sources, including match.

**Application for Albany Area MPO FFY 2021 - 2024
Surface Transportation Block Grant (STBG) Program Funds**

APPLICATIONS ARE OPEN BETWEEN JULY 11-AUGUST 2, 2019

Submit to Dana Nichols (dnichols@ocwcog.org)

Applicant Information

Sponsoring Organization(s): Linn County Road Department

Contact Person & Title: Chuck Knoll, County Engineer

Contact Email: cknoll@co.linn.or.us

Contact Phone Number: 541-967-3919

Project Information

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

1. Project Name: Tangent Drive Road Enhancement
2. Project Type: Modernization Preservation
3. Project Description. Describe the project and all phases, including those not proposed for AAMPO STBG funds. Describe the type of work, project location, termini, and length.

The project starts at the intersection of Tangent Drive with State Highway 99E and continues east to Meadow Wood Street, or 3,100 feet. The enhancements will include two, twelve-foot-wide travel lanes, two 5 foot wide bike lanes, curb, gutter, and a six-foot sidewalk along the south side of the road. A four to six-foot-wide vegetative strip will be located on each side of the road to separate sidewalks from vehicle traffic and provide stormwater collection, retention and treatment to comply with current environmental rules. A separate stormwater collection and treatment system with treatment being provided by a large vegetated swale or pond in property downgradient of Tangent Drive may also be installed.

4. Describe how the project will address gaps or deficiencies in the transportation system.

The installation of sidewalks and bike lanes is a traffic calming device which will potentially reduce the speed of motorists along this stretch of Tangent Drive. Currently, ODOT is in the process of installing a pedestrian crossing on Highway 99E at the intersection with Tangent Drive. This project will allow for the connectivity for pedestrians to walk or bike from the west side of town to the east side of town and to Tangent Elementary School, which is located 0.3 miles south of Tangent Drive. The City of Tangent has just completed construction of a pedestrian path that connects Tangent Elementary School to Tangent Drive. These existing improvements compliment this request for funding.

5. What is the Federal Functional Classification (for roadway projects)? Please reference <https://gis.odot.state.or.us/transgis/>. Rural Minor Collector
6. What is the Average Daily Traffic (ADT) on the affected roadways? 800

7. Describe the pavement condition of the affected area, or general condition if a non-roadway facility. Include PCI information if available.

Poor, Tangent Drive consists of an oil mat overlaid with 2 to 4 inches of asphalt. The current PCI rating is 47 which is an indication of its poor condition.

8. Will the project address a known safety issue? Please describe and include relevant safety data.

This is a two-lane roadway with narrow gravel shoulders adjacent to deep drainage ditches. This narrow road configuration presents unsafe conditions for pedestrians and bicycles. Four accidents with injuries have occurred during the past 10 years.

9. Please supply any additional relevant information.

There is a 24' long bridge located within the project limits that will need to be replaced in order to accommodate for the increase in road width. The County will replace this bridge as a separate but coordinated project using local funding from the Linn County Road Department or from state or federal funding from the ODOT local agency bridge improvement program.

Project Funding

Please provide estimates for total project cost, including phases beyond the current funding timeframe and phases not proposed for AMPO STBG funds.

10. Estimated Total Project Cost: \$ 986,000
11. Total STBG Funding Request: \$ 884,750 (89.73% of total project cost with 10.27% match)
12. If the STBG funding request extends over multiple federal fiscal years, please outline the proposed project costs by federal fiscal year & project phase.

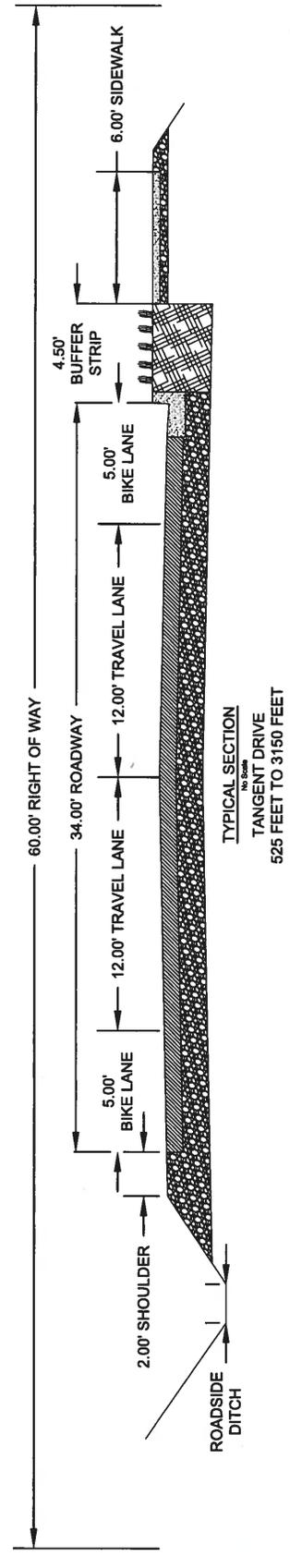
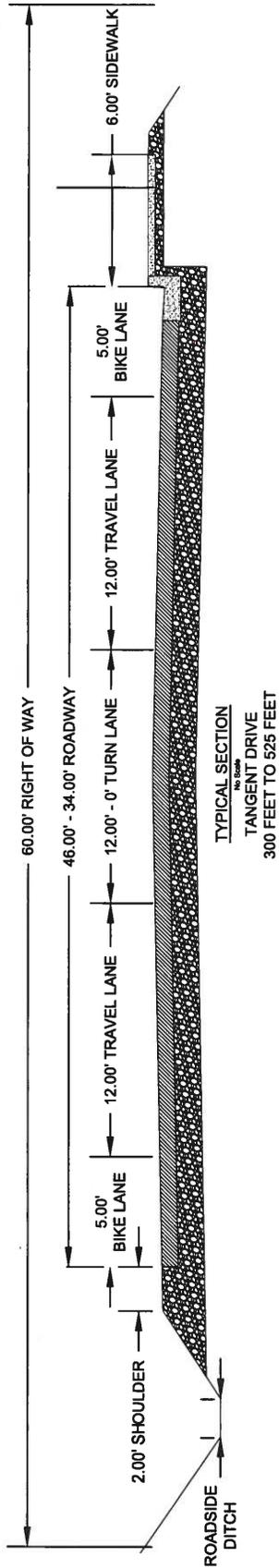
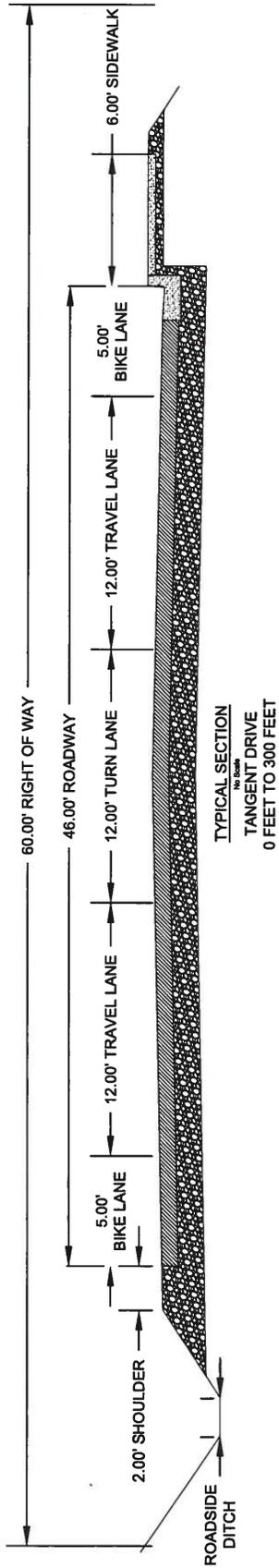
Some initial engineering design has already been completed for this project which should shorten the time required to complete the engineering design phase. Therefore, design could be completed as early as 2021 or 2022 with construction being completed the following year. Project cost for Preliminary Engineering is \$113,000. Cost for construction the following year is \$873,000.

13. Outline funding anticipated from other funding sources, including match.

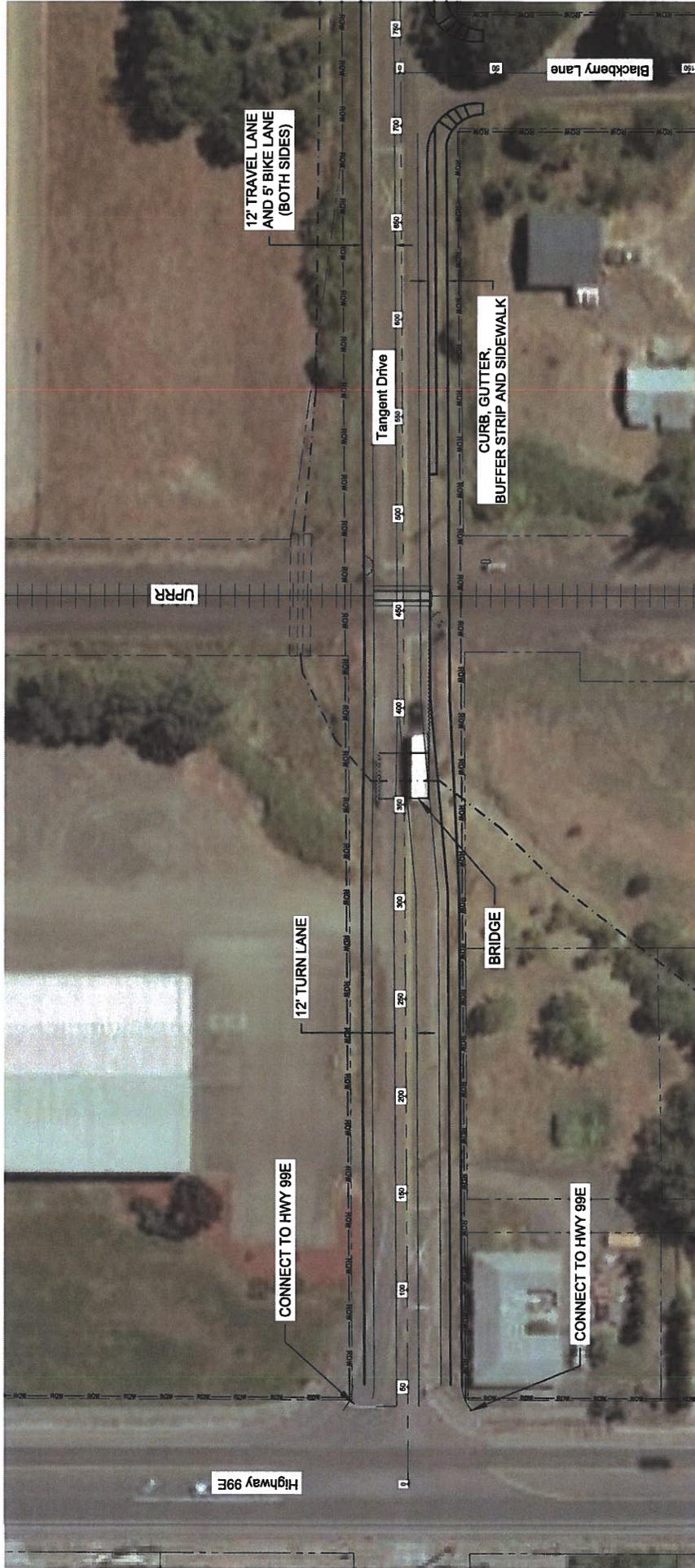
Linn County general funds will provide the required match for this project. Also, Linn County will complete the improvement of the small bridge located on Tangent Drive to be completed in coordination with this project using separate funding from this proposed project.

Tangent Drive Road Improvement Location Map

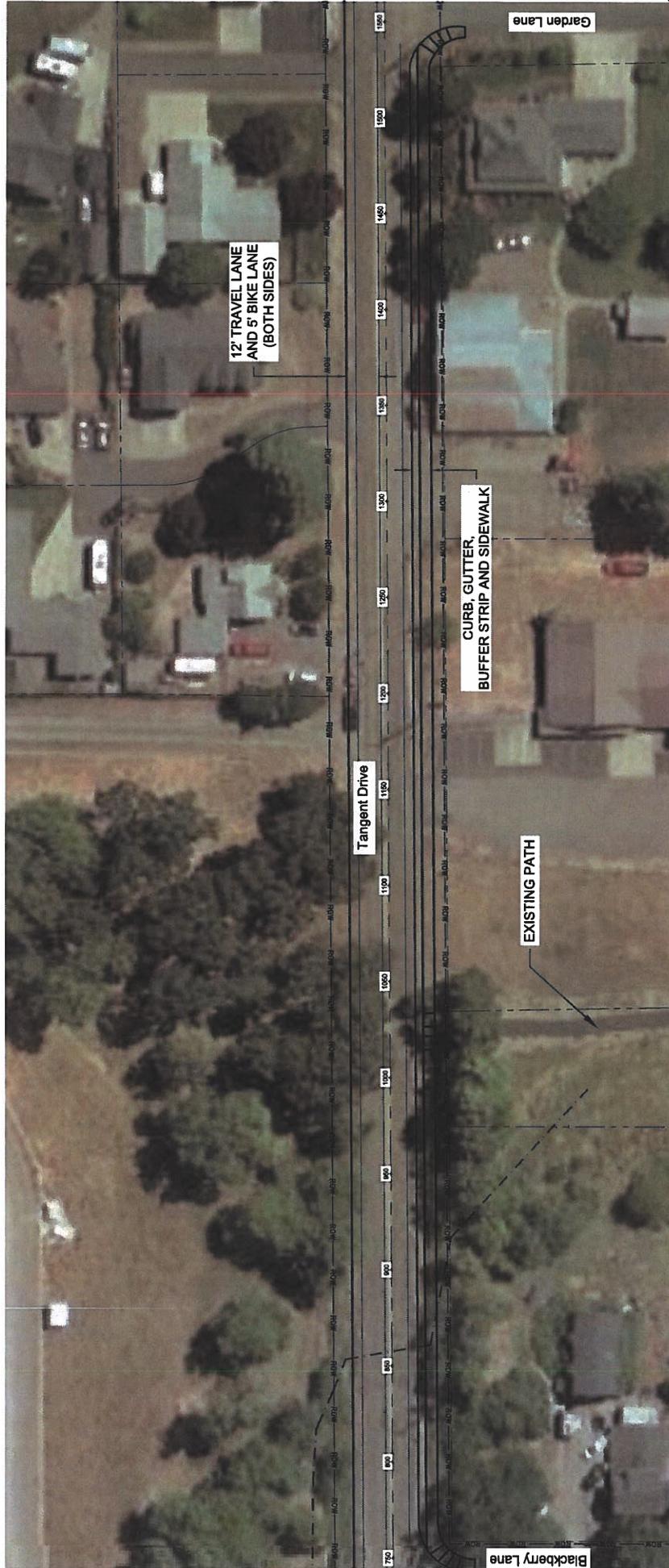




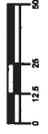
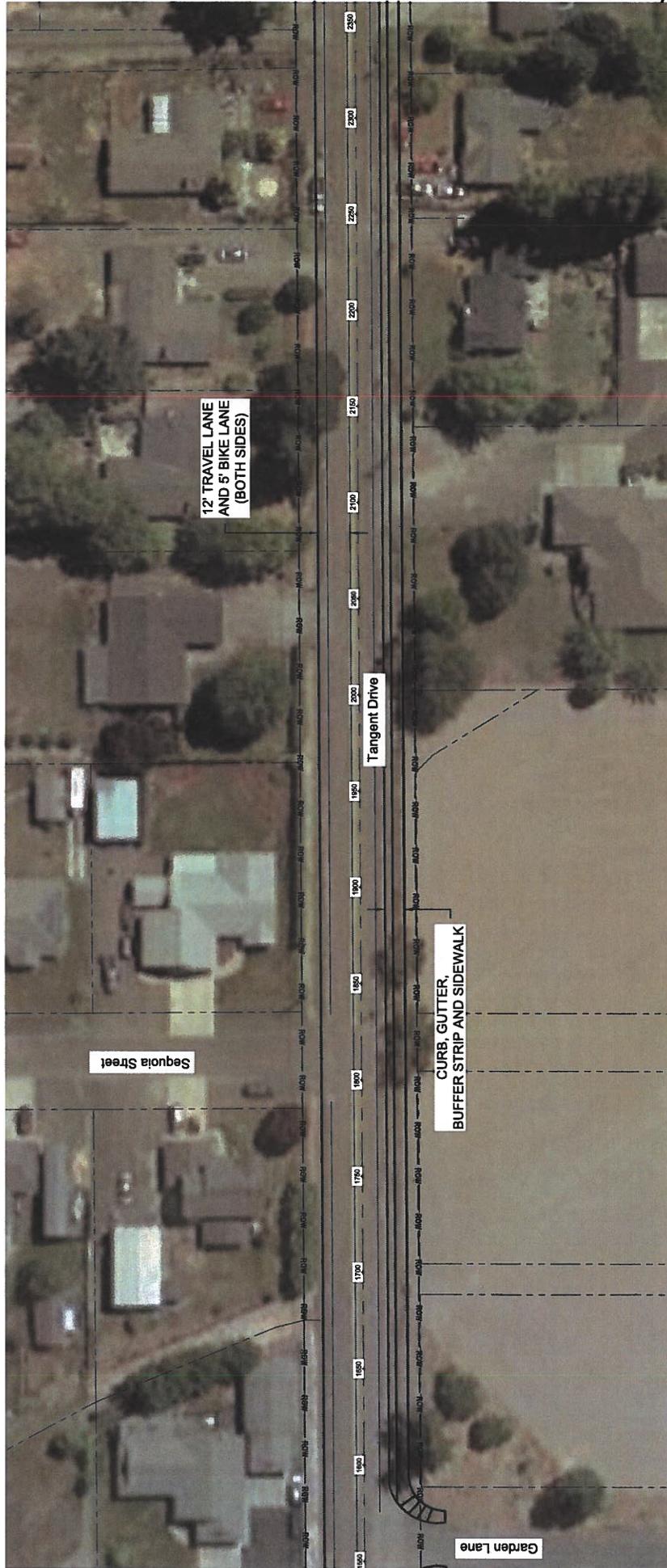
Tangent Drive Road Improvement Highway 99E to Meadow Wood Street 0 ft to 750 ft



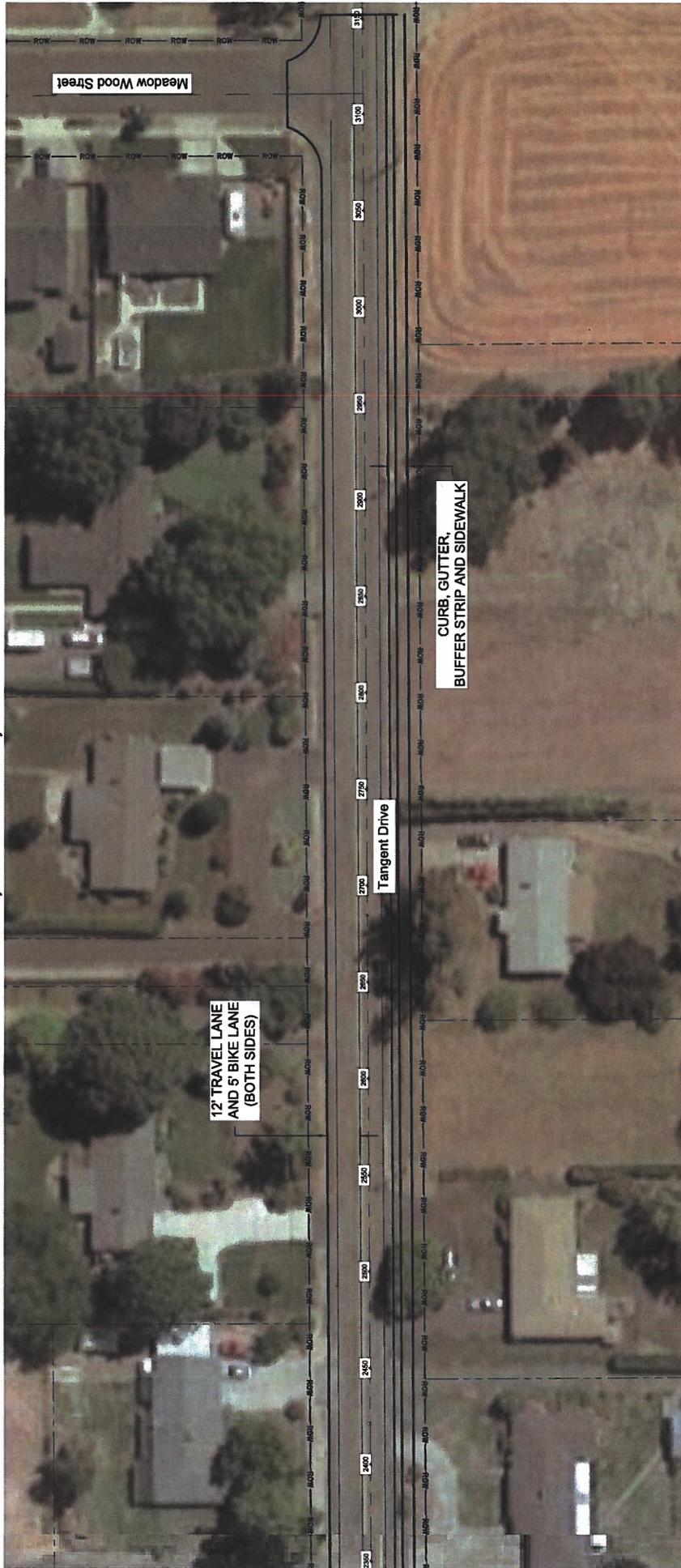
Tangent Drive Road Improvement Highway 99E to Meadow Wood Street 750 ft to 1,550 ft



Tangent Drive Road Improvement Highway 99E to Meadow Wood Street 1,550 ft to 2,350 ft



Tangent Drive Road Improvement Highway 99E to Meadow Wood Street 2,350 ft to 3,150 ft



TANGENT DRIVE ROAD ENHANCEMENT

Linn County

Engineer's Cost Estimate

July 26, 2019

Preliminary Engineering

| | | | |
|--|--|-----------|-------------------|
| Engineering Design | | \$ | 60,000.00 |
| Surveying | | \$ | 20,000.00 |
| Environmental | | \$ | 5,000.00 |
| Cultural Resources | | \$ | 5,000.00 |
| Archeological | | \$ | 5,000.00 |
| Hazardous Materials | | \$ | 5,000.00 |
| Geotechnical Engineering | | \$ | 5,000.00 |
| Contract Specifications | | \$ | 5,000.00 |
| Ad, Bid, Award | | \$ | 3,000.00 |
| Sub-total Preliminary Engineering | | \$ | 113,000.00 |

Right of Way

0 Files

\$

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TOTAL PRELIMINARY ENGINEERING \$ 113,000.00**Construction**

| Item | Bid Unit | Quantity | Unit Price | Total Price |
|---|----------|----------|--------------|----------------------|
| Mobilization | Lump Sum | 1 | \$ 64,089.20 | \$ 64,089.20 |
| Temporary Work Zone Traffic Control, Complete | Lump Sum | 1 | \$ 16,022.30 | \$ 16,022.30 |
| Erosion Control | Lump Sum | 1 | \$ 2,000.00 | \$ 2,000.00 |
| Pollution Control Plan | Lump Sum | 1 | \$ 500.00 | \$ 500.00 |
| Construction Survey Work | Lump Sum | 1 | \$ 9,613.38 | \$ 9,613.38 |
| Asphalt Pavement Saw Cutting | Ft. | 5,740 | \$ 1.50 | \$ 8,610.00 |
| Clearing and Grubbing | Lump Sum | 1 | \$ 6,408.92 | \$ 6,408.92 |
| General Excavation | Cu.Yd. | 2,516 | \$ 22.00 | \$ 55,352.00 |
| Subgrade Geotextile | Sq.Yd. | 3,189 | \$ 3.00 | \$ 9,567.00 |
| 12" Storm Pipe, 5Ft Depth | Ft. | 105 | \$ 60.00 | \$ 6,300.00 |
| Concrete Inlet | Ea. | 10 | \$ 2,100.00 | \$ 21,000.00 |
| Manhole | Ft. | 1 | \$ 2,500.00 | \$ 2,500.00 |
| Aggregate Base and Shoulders | Ton | 2,516 | \$ 24.00 | \$ 60,384.00 |
| Aggregate Subbase | Ton | 1,417 | \$ 22.00 | \$ 31,174.00 |
| Level 3, 1/2" ACP Mixture | Ton | 1,865 | \$ 75.00 | \$ 139,875.00 |
| Concrete Curbs and Gutter | Ft. | 2,832 | \$ 35.00 | \$ 99,120.00 |
| Concrete Walks and Driveways | Sq.Ft. | 14,160 | \$ 11.00 | \$ 155,760.00 |
| Extra for Concrete Ramp | Ea. | 4 | \$ 1,000.00 | \$ 4,000.00 |
| Longitudinal Pavement Markings - Paint | Ft. | 28,700 | \$ 0.50 | \$ 14,350.00 |
| Bike Stencil | Ea. | 6 | \$ 150.00 | \$ 900.00 |
| Stormwater Facility | Lump Sum | 1 | \$ 30,000.00 | \$ 30,000.00 |
| Sub-total of Items: | | | | \$ 737,525.80 |
| Contingencies @ 5%: | | | | \$ 36,876.00 |
| *Construction Items: | | | | \$ 98,668.00 |
| TOTAL CONSTRUCTION ESTIMATE: | | | | \$ 873,069.80 |

***Construction Items**

| | | | |
|---------------------------------|--|-----------|------------------|
| BOLI PW Fee | 0.001 of project amount, \$250 min | \$ | 738.00 |
| Construction Admin Work | 2.0% of Construction Items and Contingencies | \$ | 15,490.00 |
| QA Testing | | \$ | 5,000.00 |
| Construction Inspection | 10% of Construction Items and Contingencies | \$ | 77,440.00 |
| Total Construction Items | | \$ | 98,668.00 |

TOTAL PROJECT COST \$ 986,069.80Prepared by: Daineal Malone, PE
Reviewed by: C. R. Knoll, PE

July 26, 2019

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Submit to Dana Nichols (dnichols@ocwcog.org)

Applicant Information

Sponsoring Organization(s): Linn County Road Department

Contact Person & Title: Chuck Knoll, County Engineer

Contact Email: cknoll@co.linn.or.us

Contact Phone Number: 541-967-3919

Project Information

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

1. Project Name: Goldfish Farm Road Preservation and Safety Improvement

2. Project Type: Modernization Preservation

3. Project Description. Describe the project and all phases, including those not proposed for AAMPO STBG funds. Describe the type of work, project location, termini, and length.

The project starts ~130 feet north of the intersection of Goldfish Farm Road with Highway 20 and continues north for ~1,700 feet to the bridge crossing at Cox Creek. The existing narrow paved road will be widened to 60 feet for the first 940 feet to include two 12 ft wide travel lanes, 12 ft wide center lane, two 5 ft wide bike lanes, curb, gutter, and two six foot wide sidewalks on both sides of the road. The remaining 760 feet will taper to 48 feet with the removal of the center lane. A vegetative strip will be located on each side of the road where right of way allows so as to separate sidewalks from vehicle traffic and provide stormwater collection, retention and treatment to comply with current environmental rules. The bridge at Cox Creek will be replaced and widened to 48 feet under a separate project with separate funding.

4. Describe how the project will address gaps or deficiencies in the transportation system.

Goldfish Farm Road is a narrow paved road without sidewalks or bike lanes. The vehicle traffic on this road which connects a major shopping center with NE Albany prevents safe passage of pedestrians and bikers as well as the handicapped. The pavement is in poor condition. The bridge is in poor condition with a posted limit for trucks. Funding from ODOT has been obtained to replace the bridge so as to support heavy truck traffic and withstand an earthquake event. This project will allow for the connectivity of bicyclists and pedestrians. The installation of sidewalks and bike lanes also provide traffic calming to potentially reduce the speed of motorists. The center turn lane will also provide improved and safer access to existing businesses and properties without delaying traffic.

5. What is the Federal Functional Classification (for roadway projects)? Please reference <https://gis.odot.state.or.us/transgis/>. Urban Minor Arterial

6. What is the Average Daily Traffic (ADT) on the affected roadways? 5,000 to 10,000 vehicles per day

The last traffic count completed on the week of June 22, 2013 indicated 5,250 vehicles per day

7. Describe the pavement condition of the affected area, or general condition if a non-roadway facility. Include PCI information if available.

Fair. Goldfish Farm Road consists of an oil mat overlaid with 4 inches of asphalt. The PCI rating was 84 in 2018. Due to the amount of traffic on this road and its importance as an arterial, pavement preservation is expected to be required in about 2023 when it is proposed that improvements to Goldfish Farm Road and bridge replacement be constructed.

8. Will the project address a known safety issue? Please describe and include relevant safety data.

This is a two-lane roadway with narrow gravel shoulders adjacent to deep drainage ditches. This narrow road configuration presents unsafe conditions for pedestrians and bicycles. Two reportable accidents with injuries and two reportable accidents with property damage occurred in 2016 and 2017.

9. Please supply any additional relevant information.

There is a 53' long bridge located at the north end of the project which crosses Cox Creek that will be replaced in about 2023 as funded by ODOT's local agency bridge improvement program. Also, the segment of Goldfish Farm Road going north from the bridge to the intersection of Dogwood Lane is expected to be improved as the adjacent property is developed for residential housing by developers. Therefore, planning on improvement of this segment of Goldfish Farm Road located to the south of Cox Creek by 2023 will result in an improved roadway with bike lanes and sidewalk extending from HWY 20 to Knox Butte Road by 2023.

Project Funding

Please provide estimates for total project cost, including phases beyond the current funding timeframe and phases not proposed for AMPO STBG funds.

10. Estimated Total Project Cost: \$ 1,358,040
11. Total STBG Funding Request: \$ 1,218,600 (89.73% of total project cost with 10.27% match)
12. If the STBG funding request extends over multiple federal fiscal years, please outline the proposed project costs by federal fiscal year & project phase.

Design could be completed as early as 2021 or 2022 with construction being completed as early as 2023, the following year. Total project cost for Preliminary Engineering Design of improvements to Goldfish Farm Road is \$163,000. Cost for construction the following year is \$1,195,000.

13. Outline funding anticipated from other funding sources, including match.

Linn County general funds will provide the required match of \$139,440 for this project. Also, Linn County will complete the replacement of the bridge crossing Cox Creek estimated at \$1,700,000 under a separate project funded by ODOT's Local Agency Bridge Replacement Program. The combined improvements to Goldfish Farm Road including the bridge replacement are estimated at \$3,058,040 with \$1,218,600 (40%) provided by STBG funding.



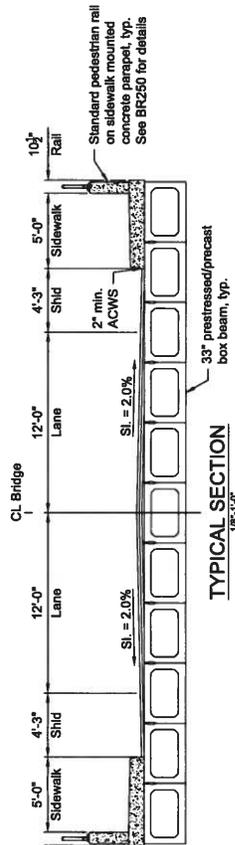
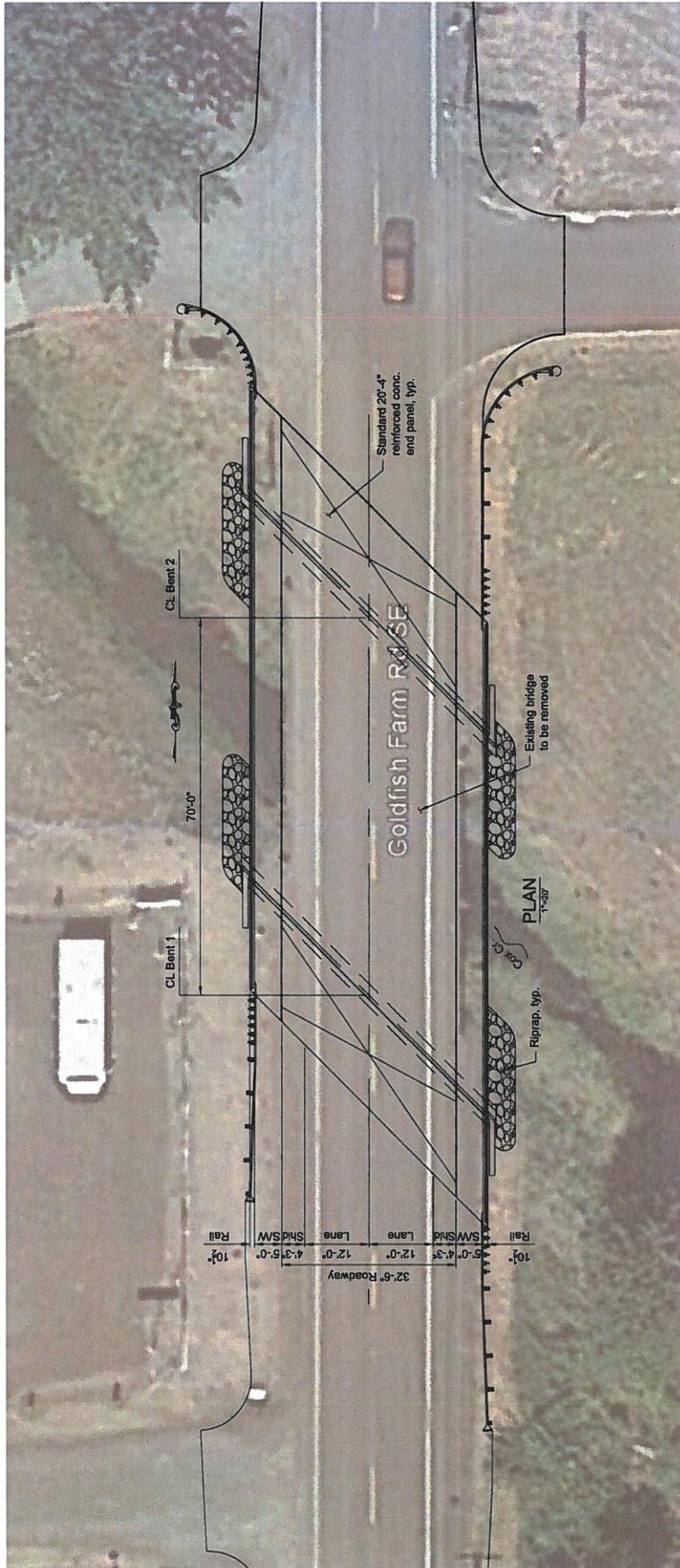
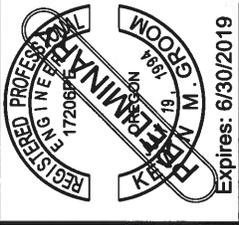
GOLD FISH FARM ROAD IMPROVEMENT Proposed for 2023





GOLDFISH FARM ROAD PROJECT LOCATION





WARNING
If this is done not
in accordance with
is not to scale

COX CREEK (GOLDFISH FARM ROAD)
BRIDGE REPLACEMENT
BK. NO. 12752A
SCALE: As Shown

2017 HBRR
FUNDING REQUEST
LINN COUNTY
AUGUST 2017

DATE: 06/04/17
PROJECT NO: HBRR FUNDING REQUESTS
DESIGNED BY: K. Groom
CHECKED BY: C. Knott

REVISED BY: K. Groom
REVIEWED BY: C. Knott

ROADMASTER
DARRIN L. LAKE, P.E.
COUNTY ENGINEER
CHARLES R. KNOLL, P.E.

COUNTY COMMISSION
ROBER NYQUIST
CHAIRMAN
JOHN LINDSEY
WILLIAM TUCKER

LINN COUNTY
ROAD DEPARTMENT
3010 FERRY STREET SW
ALBANY, OREGON 97322
PHONE: 503/325-2025
FAX: 503/325-2025
E-MAIL: Road@linn.gov



GOLD FISH FARM ROAD ENHANCEMENT

Linn County

Engineer's Cost Estimate

July 30, 2019

Preliminary Engineering

| | | | |
|--|--|----|----------------------|
| Engineering Design | | \$ | 60,000.00 |
| Surveying | | \$ | 20,000.00 |
| Environmental | | \$ | 5,000.00 |
| Cultural Resources | | \$ | 5,000.00 |
| Archeological | | \$ | 5,000.00 |
| Hazardous Materials | | \$ | 5,000.00 |
| Geotechnical Engineering | | \$ | 5,000.00 |
| Contract Specifications | | \$ | 5,000.00 |
| Ad, Bid, Award | | \$ | 3,000.00 |
| Sub-total Preliminary Engineering | | | \$ 113,000.00 |

| | | | |
|---------------------|---------|----|------------------|
| Right of Way | 1 Files | \$ | 50,000.00 |
|---------------------|---------|----|------------------|

| | | | |
|--------------------------------------|--|--|----------------------|
| TOTAL PRELIMINARY ENGINEERING | | | \$ 163,000.00 |
|--------------------------------------|--|--|----------------------|

Construction

| Item | Bid Unit | Quantity | Unit Price | Total Price |
|---|----------|----------|--------------|------------------------|
| Mobilization | Lump Sum | 1 | \$ 87,877.00 | \$ 87,877.00 |
| Temporary Work Zone Traffic Control, Complete | Lump Sum | 1 | \$ 21,969.25 | \$ 21,969.25 |
| Erosion Control | Lump Sum | 1 | \$ 2,000.00 | \$ 2,000.00 |
| Pollution Control Plan | Lump Sum | 1 | \$ 500.00 | \$ 500.00 |
| Construction Survey Work | Lump Sum | 1 | \$ 13,181.55 | \$ 13,181.55 |
| Asphalt Pavement Saw Cutting | Ft. | 100 | \$ 1.50 | \$ 150.00 |
| Clearing and Grubbing | Lump Sum | 1 | \$ 8,787.70 | \$ 8,787.70 |
| General Excavation | Cu.Yd. | 4,500 | \$ 22.00 | \$ 99,000.00 |
| Subgrade Geotextile | Sq.Yd. | 8,100 | \$ 3.00 | \$ 24,300.00 |
| 12" Storm Pipe, 5Ft Depth | Ft. | 2,000 | \$ 60.00 | \$ 120,000.00 |
| Concrete Inlet | Ea. | 10 | \$ 2,100.00 | \$ 21,000.00 |
| Manhole | Ea. | 2 | \$ 2,500.00 | \$ 5,000.00 |
| Aggregate Base and Shoulders | Ton | 2,010 | \$ 24.00 | \$ 48,240.00 |
| Aggregate Subbase | Ton | 4,030 | \$ 22.00 | \$ 88,660.00 |
| Level 3, 1/2" ACP Mixture | Ton | 2,684 | \$ 75.00 | \$ 201,300.00 |
| Concrete Curbs and Gutter | Ft. | 3,400 | \$ 35.00 | \$ 119,000.00 |
| Concrete Walks and Driveways | Sq.Ft. | 10,200 | \$ 11.00 | \$ 112,200.00 |
| Extra for Concrete Ramp | Ea. | 4 | \$ 1,000.00 | \$ 4,000.00 |
| Longitudinal Pavement Markings - Paint | Ft. | 6,040 | \$ 0.50 | \$ 3,020.00 |
| Bike Stencil | Ea. | 6 | \$ 150.00 | \$ 900.00 |
| Stormwater Facility | Lump Sum | 1 | \$ 30,000.00 | \$ 30,000.00 |
| Sub-total of Items: | | | | \$ 1,011,085.50 |
| Contingencies @ 5%: | | | | \$ 50,554.00 |
| *Construction Items: | | | | \$ 133,401.00 |
| TOTAL CONSTRUCTION ESTIMATE: | | | | \$ 1,195,040.50 |

***Construction Items**

| | | | |
|--------------------------|--|----|---------------|
| BOLI PW Fee | 0.001 of project amount, \$250 min | \$ | 1,011.00 |
| Construction Admin Work | 2.0% of Construction Items and Contingencies | \$ | 21,230.00 |
| QA Testing | | \$ | 5,000.00 |
| Construction Inspection | 10% of Construction Items and Contingencies | \$ | 106,160.00 |
| Total Construction Items | | | \$ 133,401.00 |

| | | | |
|---------------------------|--|--|------------------------|
| TOTAL PROJECT COST | | | \$ 1,358,040.50 |
|---------------------------|--|--|------------------------|

Prepared by: C. R. Knoll, PE

July 30, 2019

Reviewed by: Daineal Malone, PE

MEMORANDUM

Oregon Cascades West Council of Governments
Community & Economic Development
1400 Queen Avenue, Suite 205
Albany, Oregon 97322



To: AAMPO Policy Board
From: Dana Nichols, AAMPO Staff
Date: August 28, 2019
Re: Requests for changes to the TIP

1. Administrative Modification, Project Key Number 19930

REQUEST: Information only.

AAMPO Staff received a request from ODOT Region 2 STIP Coordinators to cancel the PE phase of the project and use remaining funds, \$490,670.91, to add a Planning phase for K19930, I-5: Delaney Rd to Albany. The overall project cost is not changing and this is a historical correction for ODOT. The project spans both the AAMPO and SKATS MPO boundaries.

Any revisions to the TIP must follow the procedures set forth by the approved document. In this case, the request is considered an “Administrative Modification” because it is a request to add or delete a phase other than construction. Administrative Modifications do not require approval of the MPO Policy Board, nor do they require the 30-day comment period.

| Notes/ Amendments | STIP Cycle | Sponsor | Key # | Project Name | Description | Phase | FFY |
|----------------------|---------------|---------|-------|------------------------------------|--|----------|------|
| Slip from 15-18 | 15-18 | ODOT | 19930 | I-5: Delaney Rd to Albany | Project Development (Preliminary Engineering) to add a third lane on 1-5 between Delaney Road and Albany. MP 248.41 to 228.00. Eligible for 92.22% federal reimbursement | PE to PL | 2019 |

2. TIP Amendment, Project Key Number 20183

REQUEST: Approve TIP amendment request, pending the receipt of public comment.

AAMPO Staff received a request from ODOT Region 2 STIP Coordinator to add \$452,700 to the Construction phase of K20183, OR99E @ Airport Road (Albany). The money will come from the K20225: All Roads Transportation Safety (ARTS) systemic ADA.

Any revisions to the TIP must follow the procedures set forth by the approved document. In this case, the request is considered a “TIP Amendment” because the change is the total project cost exceeds 20%. TIP Amendments require a 30-day public comment period and approval by the MPO Policy Board at a public meeting. The public comment period is currently active, running from August 21 – September 20. Standard noticing procedures have been followed with the public comment request listed on the AAMPO website and notice listed in the Albany Democrat Herald.

| Notes/ Amendments | STIP Cycle | Sponsor | Key # | Project Name | Description |
|----------------------|---------------|---------|-------|-------------------------------|---|
| | 18-21 | ODOT | 20183 | OR99E @ Airport Road (Albany) | Left turn lane on single major road approach. Urban Signalized intersection (NB Airport Rd). Install actuated advance warning dilemma zone protection system at high speed signals (microwave detection). |

| Phase | FFY | Fund 1 (Safety) | Fund 2 (State) | Fund 3 (Local) | Project Total |
|-------|------|--------------------------|----------------|----------------|--------------------|
| PE | 2019 | \$216,348 | \$0 | \$18,252 | \$1,407,300 |
| RW | 2020 | \$80,416 | \$0 | \$6,784 | \$1,860,000 |
| UR | 2020 | \$74,698 | \$0 | \$6,302 | |
| CN | 2021 | \$926,350 | \$0 | \$78,150 | |
| | | +\$452,700 (ARTS) | | | |

3. TIP Adjustment, Project Key Number 20184

REQUEST: Approve TIP adjustment request.

AAMPO Staff received a request from ODOT Region 2 STIP Coordinator to increase Preliminary Engineering (PE), Right of Way (ROW), and Construction (CN) funding for a project on US20, Geary St to Waverly Street in Albany. PE will increase from \$219,100 to \$238,900; ROW will increase from \$39,500 to \$128,000; CN will increase from \$972,500 to \$983,000. The total project cost will change from \$1,253,400 to \$1,372,200.

Any revisions to the TIP must follow the procedures set forth by the approved document. In this case, the request is considered a "TIP Adjustment" because the change is the total project cost exceeds 10%. TIP Adjustments require approval by the MPO Policy Board at a public meeting, but do not require a public comment period.

| Notes/ Amendments | STIP Cycle | Sponsor | Key # | Project Name | Description |
|----------------------|---------------|---------|-------|--|--|
| | 18-21 | ODOT | 20184 | US20: Geary St. to Waverly St (Albany) | Install lighting at intersection at Waverly, install raised medians (traffic separators) on US-20 between Waverly and Clay. Install advance guide signs (possibly sign bridge) on OR99E. |

| Phase | FFY | Phase Total | Project Total |
|-------|------|---------------------------------------|---|
| PE | 2018 | \$219,100 \$238,900 | \$1,253,400 \$1,372,200 |
| RW | 2019 | \$39,500 \$128,000 | |
| UR | 2019 | \$22,300 | |
| CN | 2021 | \$972,500 \$983,000 | |