



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

Policy Board Meeting
Wednesday, June 22, 2022
2:30 pm to 4:30 pm
Via Zoom by clicking [HERE](#)
Phone: 1-669-900-9128
Meeting ID: 840 1335 8608
Password: 2022

Contact: Emma Chavez, echavez@ocwcog.org

AGENDA

- | | | | |
|----|------|--|-------------------------------|
| 1) | 2:30 | Call to Order, Agenda Review, and Roll Call | Chair,
Darrin Lane |
| 2) | 2:40 | Public Comments | Chair |
| 3) | 2:45 | Approve minutes of April 27, 2022 Meeting (Attachment A) | Chair |
| | | <i>ACTION: Decision on minutes</i> | |
| 4) | 2:50 | STIP Revision (Attachment B)
Revision to project 21841: Albany area MPO planning SFY23 | Staff |
| | | <i>ACTION: Decision on revision (approval/non-approval)</i> | |
| 5) | 3:00 | AAMPO MTIP: Evaluation Criteria (Attachment C)
Staff are beginning to work on AAMPO's 2024-2027 Metropolitan Transportation Improvement Program (MTIP), which lays out projects to be funded over a 4-year period. Staff are interested in revisiting project evaluation criteria AAMPO has previously used and are proposing alignment of AAMPO and CAMPO project evaluation criteria | Staff |
| | | <i>ACTION: Discussion and feedback regarding AAMPO project evaluation criteria and alignment of AAMPO and CAMPO project evaluation criteria</i> | |
| 6) | 3:50 | Jurisdictional Updates/Other Business <ul style="list-style-type: none">• Proposed summer meeting schedule:
July- cancel
August- virtual
September- in-person• AAMPO staffing update | All |
| 7) | 4:10 | Adjournment
Next meeting: August 24 | Chair |

ATTENDANCE (FOR QUORUM PURPOSES)

Board Members	Jurisdiction	Attendance
Councilor Dave Beyerl	City of Jefferson	
Councilor John Sullivan	City of Millersburg	
Councilor Ray Kopczynski (Vice Chair)	City of Albany	
Councilor Greg Jones	City of Tangent	
Commissioner Roger Nyquist	Linn County	
Commissioner Pat Malone	Benton County	
Darrin Lane (Chair)	Citizen Representative	
Savannah Crawford	Oregon Department of Transportation	
Alternates	Jurisdiction	Attendance
Walt Perry	City of Jefferson	
Janelle Booth	City of Millersburg	
Chris Cerklewski	City of Albany	
Joe Samaniego	City of Tangent	
Wayne Mink	Linn County	
Gary Stockhoff	Benton County	
James Feldmann	Oregon Department of Transportation	

Quorum Requirement: MPO business may be conducted provided a quorum of the Policy Board is in attendance. A quorum consists of at least four members of the Policy Board or their alternates. The Policy Board members may participate telephonically or by other means of electronic communication as provided in Section 6.D (Special or Emergency Meetings).

– AAMPO Policy Board Bylaws, Section 6: Meeting, Subsection E: Quorum

Meeting facilities are accessible to persons with disabilities. If you will need any special accommodations, please contact Emma Chavez at least 72 hours prior to the meeting. Emma can be reached at 541-924-8405.

TTY/TTD 711

**ALBANY METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD REMOTE MEETING
Wednesday, April 27, 2022
2:30 – 4:30 pm
Zoom Conference Call**

DRAFT MINUTES

Board Members	Jurisdiction	Attendance
Councilor Dave Beyerl	City of Jefferson	Yes
Councilor John Sullivan	City of Millersburg	
Councilor Ray Kopczynski	City of Albany	Yes
Councilor Greg Jones	City of Tangent	
Commissioner Rodger Nyquist	Linn County	
Commissioner Pat Malone	Benton County	Yes
Darrin Lane	Citizen Representative	Yes
Savannah Crawford	Oregon Department of Transportation	Yes
Alternates	Jurisdiction	Attendance
Walt Perry	City of Jefferson	Yes
Janelle Booth	City of Millersburg	
Chris Cerklewski	City of Albany	
Joe Samaniego	City of Tangent	Yes
Wayne Mink	Linn County	
Gary Stockhoff	Benton County	Yes
James Feldmann	Oregon Department of Transportation	Yes

Staff Present: Jenny Glass, Emma Chavez, and Sarah Lindsey

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, and Roll Call		<p>Meeting called to order at 2:32 pm by Chair Darrin Lane</p> <p>Roll call was conducted by Staff Emma Chavez.</p>
2. Public Comments		There were no public comments.
3. Approve minutes of March 23, 2022	<p>Commissioner Pat Malone - Minor correction top page 4, listing of who was here and last three listed as alternates, should be listed as staff.</p> <p>Councilor Walt Perry - Line item 7 needs to be corrected heard to heard</p>	Consensus to approve the minutes of March 23, 2022 with suggested edits.
4. STIP Revision	<p>Chair Darrin Lane- asked who would be doing the STIP Revision</p> <p>Staff Emma Chavez- I can take that- we are going to go ahead and review the STIP Agenda, to get approval from the Policy Board, this is a full amendment and must go to the board for approval. It is prior to the public comment period closing on May 5th, but the policy board can approve it pending any comments and we can move it to ODOT. This is updating the funds for FY2023, a portion are roll over funds from the prior Albany Transit Facility project.</p> <p>Chair Darrin Lane- So these are funds that are dedicated to the city, or will they go to a different project?</p> <p>Staff Emma- we can use them; we just have to get it approved.</p> <p>Chair Darrin Lane - The new fund is \$236,000 and now it is \$531,877?</p> <p>Staff Jenny- James do you have any info; do you know about the funds?</p> <p>ODOT- James Feldman - I can look at the numbers and double check.</p> <p>Councilor Walt Perry - That was supposed to be the unused funds from FY2022, was \$186,000.</p>	Staff will investigate the questions that were brought up and will report back to the Board.

	<p>Chair Darrin Lane- if Albany had a project, would they roll the funds over for that project? Why are they lumped in with whole bunch of other funds?</p> <p>Staff Emma- We will investigate that and document out the details, so that you have info. The rollover dollars and the ATS rollover and what is missing is this additional form.</p> <p>Chair Darrin Lane - Is this something that is going to hold anything up?</p> <p>Staff Jenny- I am going to look at that right now. The project adding funds, the amended funds, it does not really say the deadline for the funds.</p> <p>ODOT- James Feldman - May be misleading showing 531,000. Jenny shared email to show the initial amount and where funds are going, how much each has in each fund.</p> <p>Chair Darrin Lane - Confusing with the Albany project, does it show the roll over?</p> <p>Councilor Dave Beyerl - It does not match up, the numbers are different from the other form, in favor of waiting.</p> <p>ODOT- James Feldman - this is just the PL funds being added to a specific project, but we can wait.</p> <p>Chair Darrin Lane - I would like the correct number as in the document for approval.</p> <p>Staff Jenny- we will get it corrected and have that at our next meeting.</p> <p>Chair Darrin Lane - If you can explain it, that would be great.</p>	
<p>5. AAMPO RTP: Continuity of Work</p>	<p>Staff Jenny - You see the memo; we are thinking about the staff transition and how it will affect the RTP and how to mitigate any consequences. We spoke to federal partners about if it is not done in time. If projects require revisions, they could be help up if we are past</p>	<p>Staff to develop a list of projects that may be delayed if the RTP Update is also delayed.</p>

	<p>the deadline. We are making a list of which projects those would be and being transparent with you. We have posted for AAMPO position and as you know Nick is not here until September. See if he can be a part of the hiring process, we will be a little delayed with RTP.</p> <p>Commissioner Pat Malone - with Nick not being here and causing some delay. Are there funds available for hiring consulting help? Like if things are not moving along like they should be.</p> <p>Staff Jenny- we looked at how much it cost last time. It would still take 3-4 months, the cost and time would be very prohibitive, especially since will take that same amount of time.</p> <p>Chair Darrin Lane - when do you think you would have candidates available? Are applications coming in?</p> <p>Staff Jenny- yes, I am hopeful we can get someone hired in a month.</p> <p>Chair Darrin Lane - who will you have for the hiring process?</p> <p>Staff Jenny- we would like you there, but we are making a list of who we will have help with the hiring process.</p> <p>Savannah- Regarding project delayed, do you know when you will have the list ready? Anything that affects ODOT, can you let us know asap?</p> <p>Staff Jenny- Yes</p> <p>Chair Darrin Lane - Are you anticipating Plangineering to keep the process moving along?</p> <p>Staff Jenny- As long as we are on time, they will be on time.</p> <p>Chair Darrin Lane - they are not doing the bulk of the work, just small amount. Would be a federal highway issue? To determine which projects will be delayed.</p> <p>Staff Jenny- Jasmine said it is the revisions to projects in the STIP that</p>	
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	<p>would cause delays. No formal extension process for the RTP, but they were impressed we asked a year in advance due to staffing situation. But they said no formal extension process and the main consequence was the projects being stalled.</p> <p>ODOT- James Feldman - Not every project would be delayed, just those that require revision.</p> <p>Staff Jenny- send some good candidates our way, we will do our best to stay on time.</p> <p>Chair Darrin Lane - We must deal with things we can control and mitigate what we can't control.</p>	
6. AAMPO RTP: Regionally Significant Corridors	<p>Staff Jenny - we have had some great conversation on what to focus on, in your packet. There are a lot of corridors on the map, so we need to discuss the feasibility of studying all the corridors. CAMPO did 5, and it does not have to be 5, asking board to pick 6-8 corridors. We can open it up to discussion.</p> <p>Chair Darrin Lane - is there a correlation between how many corridors and how long it will take?</p> <p>ODOT- James Feldman - There is a certain amount of money to utilize, the more corridors, the less for each project. Not necessarily longer, just more work.</p> <p>Chair Darrin Lane - is this our existing list or a draft list?</p> <p>Staff Jenny- draft list TAC came up with that they would like to focus on and are important to the region. You can see the discussion points for justification. We thought about prioritizing but wanted to let you look at it and whittle it down. We also wanted you to have the opportunity to include existing projects in the corridors project.</p> <p>Chair Darrin Lane - they all look like good candidates.</p> <p>Commissioner Pat Malone - it looks like a fairly long list, makes sense to prioritize in order, they all seem important. But this way we are not spread out so thin on these projects.</p>	

Chair Darrin Lane - if I were doing a quick rush, I would want to consider Knox Butte and HWY 20, there is a lot going on already, unless there is something specific to address. How important are they to the project?

Councilor Ray Kopczynski - 1-12 which ones are you talking about?

Chair Darrin Lane - #4 and I think that Knox Butte is the least current problem we can address. Not to say there are not projects we want to do. What is the correlation there? Significant Corridors?

James- If you need to study it, is it excluding anything?

Councilor Ray Kopczynski - I see the issue with HWY 20

Savannah - I like the corridor project, helpful, need to focus on what is financially constrained? May be low priority, as a maybe project. If we get funding, we can utilize it for them, let's look at what is going to be funded sooner, rather than later.

Councilor Walt Perry - One of the big points- significant increase in traffic- housing development and some commercial. They are becoming bypasses, a lot of traffic from I-5, becoming commercially attractive. This was the thinking from some of the TAC members.

Chair Darrin Lane - Looking at Knox Butte for example, specific projects that necessitate research, more projects we are going to see less funding for each project.

Savannah Crawford - Oregon Department of Transportation - May be good to go to HWY development for assistance.

Councilor Walt Perry - Was not so much the freeway, the big impact on Albany is our freeway, I-5. What overlays is 99E, these routes are over congested. Especially with truck traffic, development transit type traffic, become user friendly. Knox Butte is no longer a country drive; it is now a route. Trucks- big rigs are looking for shortcuts. I-5, 99E, traffic is going over 20, what are we going to do when everything

	<p>becomes bumper to bumper traffic. 20 years from now is too late to fix them.</p> <p>Chair Darrin Lane - Planning does not give us the funds to fix it.</p> <p>Councilor Walt Perry - we need to get everything down in writing.</p> <p>Chair Darrin Lane - Have we got any prioritization from TAC?</p> <p>Councilor Walt Perry - Not really, so much to do, that we were hoping the policy board would decide which direction we should go?</p> <p>Councilor Ray Kopczynski - I would defer to Chris or Ron Irish to see what is going to have the most effect. May not be for 20 years, but should be prioritization process to get them finalized, semi-realistic goals. 1-2% population increase may not seem like a lot, but it is a big difference. I would like to see a little prioritization from TAC and which roads are most important.</p> <p>Chair Darrin Lane - it would be nice to have them prioritized, they will still need to be prioritized so we get them done.</p> <p>ODOT- James Feldman - I think the planning that is a good opening for the STIP and if you want to add them. I-5 is not there, we have the projects defined there, it has already been studied. It is more important to get them studied.</p> <p>Chair Darrin Lane - Do you think the TAC has this figured out?</p> <p>Chair Darrin Lane - Does this kind of lend itself that HWY 20 has been studied so many times?</p> <p>ODOT- James Feldman - I think where we have not defined projects, we need to study them.</p> <p>Councilor Walt Perry - Agrees, it is the one factor we have not been able to concentrate on. Land Use. Places where there was no traffic before are going to become collectors. We are going to have to be very vigilant, where these things have been sited to be.</p>	
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	<p>Chair Darrin Lane - I think that the Albany project does have TAC guidance, please prioritize this list. Taking into consideration corridors you have identified we have not studied.</p> <p>Staff Jenny- I agree, James also mentioned the high crash rates.</p> <p>ODOT- James Feldman - Congestion, crashes, etc., yes.</p> <p>Councilor Walt Perry - Looking at the intermodal system, they are tied in.</p> <p>Chair Darrin Lane - Unfortunately, walking and biking probably won't solve this after all these years?</p> <p>ODOT – James Feldman - Can the AAMPO staff come up with the areas we should focus on? Whether it is crashes, congestion, etc.</p> <p>Staff Jenny- I will talk to Emma and see what we can do.</p> <p>Chair Darrin Lane - Would it help if we got ODOT to assist with traffic info?</p> <p>ODOT- James Feldman - I will be happy to help.</p> <p>Chair Darrin Lane - Next TAC meeting, dual members? James? Joe?</p> <p>Councilor Joe Samaniego - Yes, I am on both. I am worried about the number of aspirational projects, especially with the lack of staff.</p> <p>Staff Jenny- Will talk with James and get it ready for the next meeting.</p>	
<p>7. AAMPO RTP: Goals + Objectives</p>	<p>Staff Jenny - We presented goals and objectives to the TAC and are now bringing them for your input. Nothing was changed at the TAC meeting before Catherine left, pulled from previous TSP.</p> <p>Staff Jenny- Waiting on finalizing the traffic stops. TAC thought it was thorough.</p>	<p>Consensus to approve the AAMPO RTP Goals and Objectives as presented.</p>

	<p>Councilor Ray Kopczynski – I have constituents asking about it.</p> <p>Chair Darrin Lane - No comments, like to approve it?</p> <p>Staff Jenny- looking for consensus in draft goals and objectives.</p> <p>Citizen Representative Darrin Lane - consensus they are approved.</p>	
<p>8. Jurisdictional Updates/Other Business</p>	<p>Chair Darrin Lane - Any feedback on keeping meetings virtual?</p> <p>Councilor Ray Kopczynski - No issue</p> <p>Commissioner Pat Malone - In favor of some in person meetings, possible every other meeting. Virtual meetings do seem to be more efficient in time and resources, but I think there are benefits to virtual. Maybe after the summer can look and see what would be most beneficial. Whether it is quarterly? In next meeting or two should schedule an in-person meeting.</p> <p>Councilor Joe Samaniego - I think once a quarter to meet in person and set up the rest as virtual, and have virtual available if in person. That would be good idea for those who may not make it to in person meetings.</p> <p>Councilor Walt Perry - I recommended we align TAC to quarterly basis, with joint sessions, because we do have a relationship with CAMPO. It would be good to see people in person Would support quarterly if meeting in person. Oppose in person quarterly meetings?</p> <p>All approved.</p> <p>Staff Jenny - Yes, we can figure out when we want to have first in person quarterly.</p> <p>Savannah Crawford - ODOT – the online open house for the Van Buren Bridge is closing on May 2nd. ODOT is asking public about new design features and how to commemorate old bridge. US 20 is on schedule, should see contractor work on center island Feb- March.</p>	<p>Consensus to approve meeting in person quarterly.</p>

	<p>Councilor Walt Perry - The TSP for Jefferson is going through final stages. Very happy to have new insight connecting Jefferson with the rest of community. Still an island, but hoping to connect more, just internal things like housing. There are concerns of new housing developments, population, secondary roads, and density.</p> <p>Chair Darrin Lane - Millersburg grew so fast, and there is some friction between previous Millersburg population and the new.</p> <p>Councilor Joe Samaniego - We were called in about quick build projects, like crosswalks in front of elementary school. Had you ever heard of pop-up crosswalks? Going to start working with Tangent school district on that.</p> <p>Chair Darrin Lane - Would like to hear more about the Tangent project, maybe a presentation afterwards?</p> <p>Councilor Ray Kopczynski – Fluoridation was discussed at a recent city council meeting. There are many questions by people who do not have expertise.</p> <p>Commissioner Pat Malone - Asked Crawford about the Independence to Granger construction and tentative completion of the project. Also, what is ODOT's role in the multimodal path. Crawford replied that the Independence to Granger intersection is currently under construction, but she did not have the end date for it. Phase two will begin in February/March of 2023. The bike path on Independence and Granger, there are small improvements scheduled to take place. They are not building the bike path but accommodating for future improvement.</p> <p>Chair Darrin Lane - The intermodal facility has been delayed due to the petroleum line. It is anticipated that Kinder-Morgan will have their relocation done, possibly by end of August. Then the last part of the tracks will be put in place. Could see operations as early as the first of September if everything goes within schedule. The city of Millersburg</p>	
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	is talking to some large industrial folks. National Carbone Technologies will build next to the intermodal facility who would also be using the railroad.	
9. Adjournment	Next meeting Wednesday, May 25, 2022.	Meeting adjourned at 3:46 pm.

MEMORANDUM

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



Date: June 22, 2022
To: AAMPO Policy Board
From: Jenny Glass, Community and Economic Development Director
Re: Statewide Transportation Improvement Program (STIP) Revisions

Action Requested

Policy board approval of revision to project 21841: Albany area MPO planning SFY23

Overview

The purpose of this memorandum is to provide an update on recent revisions to the Statewide Transportation Improvement Program (STIP) relevant to the Albany Area Metropolitan Planning Organization (AAMPO). A summary table of recent revisions can be found on the following page.

Background on the STIP and MTIP

The STIP is the Oregon Department of Transportation's capital improvement plan for state and federally-funded transportation projects. The current STIP (FY2021-2024) went into effect October 1, 2020 and expires September 30, 2024. AAMPO acts as the regional coordinator to the STIP helping ensure that revisions and other adjustments are processed appropriately. AAMPO also maintains a Metropolitan Transportation Improvement Program (MTIP) which is consistent with the STIP.

Revision Types

There are three types of STIP and MTIP revisions processed by AAMPO, listed below. Additional details on STIP and MTIP amendments can be found in the AAMPO MTIP policy [HERE](#).

- **Full Amendments:** Require the greatest level of scrutiny and are brought to the Policy Board for discussion and approval. The TAC makes a recommendation to the Policy Board regarding approval of the amendment and also determines what level public outreach is necessary. At a minimum, the item will be reviewed by the TAC and placed on the next Policy Board agenda, which comes with notification requirements. Additional items for consideration include provision of a public comment period (two weeks), holding a public meeting, and any other actions deemed advisable by the TAC.
- **Administrative Amendment:** Require less scrutiny and are usually familiar to local staff members. Administrative amendments are brought to the TAC for discussion and approval. The Policy Board is notified of Administrative Amendments at their next regularly scheduled meeting.
- **Adjustment:** For minor changes, AAMPO staff has the authority to approve adjustments. Adjustments do not require committee approval or public notice.

STIP Revisions

Row	Revision Type	Project Key Number/s & Name/s	Project Description	Revision Information																
1	Full amendment 30 day public comment period initiated 5/27/2022, will run through 6/27/2022 (as required by ODOT)	21841 Albany area MPO planning SFY23	Albany area MPO planning funds for Federal fiscal year 2022. Projects will be selected in the future through the MPO process.	<p>Revision to adjust fund level to \$552,277.</p> <p>A portion of the additional funds are roll over funds from the prior year's Albany Transit Facility project, which ATS did not use in 2022 and would like to use in 2023 (\$131,688). Another portion of roll over funds was savings from unused Planning and 5303 funds (\$195,372). Other additional funds came from increases in FTA and FHWA MPO contributions (\$19,172).</p> <p>Original funding level for this project in the STIP is \$206,045.</p> <table border="1"> <thead> <tr> <th>Funding Source</th> <th>Amount</th> </tr> </thead> <tbody> <tr> <td>Albany Transit Facility</td> <td>\$131,688.00</td> </tr> <tr> <td>PL & 5303 Savings</td> <td>\$195,372.00</td> </tr> <tr> <td>FTA/FHWA additional funds</td> <td>\$19,172.00</td> </tr> <tr> <td>Total Additional Funding</td> <td>\$346,232.00</td> </tr> <tr> <td>Previous Total</td> <td>\$206,045.00</td> </tr> <tr> <td>Additional Funding</td> <td>\$346,232.00</td> </tr> <tr> <td>NEW TOTAL</td> <td>\$552,277.00</td> </tr> </tbody> </table>	Funding Source	Amount	Albany Transit Facility	\$131,688.00	PL & 5303 Savings	\$195,372.00	FTA/FHWA additional funds	\$19,172.00	Total Additional Funding	\$346,232.00	Previous Total	\$206,045.00	Additional Funding	\$346,232.00	NEW TOTAL	\$552,277.00
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MEMORANDUM

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Date: June 22, 2022
To: AAMPO Policy Board
From: Jenny Glass, Community and Economic Development Director
Re: **AAMPO MTIP: Evaluation Criteria**

Request

Input and feedback on AAMPO's Metropolitan Transportation Improvement Program (MTIP) project evaluation criteria. Feedback on alignment with CAMPO MTIP project evaluation criteria, which is being recommended by the TAC.

Background

Staff have begun working on AAMPO's 2024-2027 MTIP. The MTIP is a listing of surface transportation projects proposed for federal, state, and local funding within a metropolitan area. An MPO is required to prepare a MTIP as a short-range programming document to complement the MPO's long-range Regional Transportation Plan (RTP). MTIPs contain projects with committed or reasonably certain funds.

MTIPs and projects for non-metropolitan areas of the state are combined in the state transportation improvement program (STIP). AAMPO's 2024-2027 MTIP is expected to be completed in January 2023 (see timeline on last page of memo).

AAMPO has existing project evaluation criteria used during the 15-18 and 18-21 MTIP processes, the criteria are listed below. Project evaluation criteria are not included in AAMPO's 21-24 MTIP. CAMPO's project evaluation criteria, also listed below, are newer, having been revised for the 2021-2024 MTIP. This version reflects recent changes discussed by the TAC for CAMPO's 2024-2027 MTIP.

AAMPO Evaluation Criteria - from AAMPO 15-18 and 18-21 MTIPs

The project evaluation criteria listed below are used during the development of AAMPO's 15-18 and 18-21 MTIP. No project evaluation criteria are included in AAMPO's 21-24 MTIP. All project types (preservations, modernization, etc.) are evaluated under the same set of criteria.

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

CAMPO Project Evaluation Criteria - from CAMPO 21-24 MTIP

The project criteria CAMPO uses to evaluate a project depend on the project type (Preservation or Modernization). CAMPO also opts to set aside up to 10% of the MPO's annual STBG allotment for scoping studies. Scoping study projects are evaluated for funding on a case-by-case basis. Scoping studies help identify state and federal regulatory requirements to complete a project and thereby help applicants deliver projects on track and budget.

Edits based on June 8, TAC discussion

PRESERVATION	
Pavement Condition (30 pts)	Fair (30 pts) Poor (15 pts) Good (5 pts)
Bicycle/Pedestrian/Transit Improvement (30 pts)	Improves bicycle facilities (10 pts) Improves pedestrian facilities (10 pts) Project along transit route (10 pts)
Safety Improvement (20 pts)	Addresses documented safety issue and/or identified high crash location (20 pts)
Project Leverage (20 pts)	Funding this project will leverage other larger opportunities to increase overall project impact (10 pts) Improves freight operations (10 pts)
Total	100 pts

MODERNIZATION	
Project Readiness (30 points total)	A scoping study is completed (8 pts) Project is in within existing ROW (8 pts) No extensive environmental permits required (7 pts) Match funding is already identified (7 pts)
Bicycle/Pedestrian/Transit (30 points total)	Improves bicycle facilities (8 pts) Improves pedestrian facilities (8 pts) Improves bus stop (7 pts) Project along transit stop (7 pts)
Safety (25 points total)	Addresses documented safety issue and/or identified high crash location (18 pts) Upgrades signal system to improve efficiency (7 pts)
Intercommunity Impact (15 pts)	Project identifies benefits to multiple communities (10 pts) Improves freight operations (5 pts)
Total	100 pts

FY 2024-2027 MTIP/STIP Development Schedule			
Year	Month	AAMPO Tasks/Deadlines	ODOT Tasks/Deadlines
2022	April	* Request transit 5307 and 5310 projects from transit agencies, work to draft projects	Finalization of Scoping; Project Selection
	May	* Confirm evaluation criteria	Finalization of Scoping; Project Selection
	June	* Create project solicitation form * If needed: Confirm evaluation criteria	Finalization of Scoping; Project Selection
	July	* Cushion month	Finalization of Scoping; Project Selection
	August	* Cushion month	STIP-FP open for Draft STIP entry
	September	* Call for projects from TAC * Send transit projects, MPO annual planning projects, and STBG bucket projects to ODOT for entry into draft STIP	STIP-FP open for Draft STIP entry
	October	* Present evaluated list of projects to TAC. May eval prior or with group * Compile prioritized project list and post for public review	STIP-FP open for Draft STIP entry
	November	* Review public comments with TAC, edit project list as appropriate * TAC approval to send prioritized list to Policy Board * Policy Board approval of prioritized project list	STIP-FP locked down for changes
	December	* Draft MTIP document * Review MTIP document with TAC and Policy Board	Financial Constraint Occur Draft STIP Prepared for OTC
	2023	January	* Policy Board approval of MTIP Document
February		* Cushion month	STIP/MTIP (including AQCD) Public Comment Period
March		* Send projects from MTIP to ODOT / work with ODOT on project entry if needed	Minor adjustments or project removals to Draft STIP/MTIP based on public input;

		redemonstrate financial constraint
April		STIP-FP locked down for changes
May		
June		Final MTIPs Approved
July		OTC adopts final 24-27 ST MTIPs signed by Governor STIP to FHWA/FTA
August		
September		USDOT approval of final 24-27 STIP