



## 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, August 24, 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:** Billy McGregor, [bmcgregor@ocwcog.org](mailto:bmcgregor@ocwcog.org)

### AGENDA

- |   |      |   |                               |
|---|------|---|-------------------------------|
| 1)  | 2:30 | <b>Call to Order, Agenda Review, and Roll Call</b>  | <b>Chair,<br/>Darrin Lane</b> |
| 2)  | 2:40 | <b>Public Comments</b>  | <b>Chair</b>                  |
| 3)  | 2:45 | <b>Approve minutes of June 22, 2022 Meeting (Attachment A)</b>  | <b>Chair</b>                  |
| <i>ACTION: Decision on minutes</i>  |      |   |                               |
| 4)  | 2:50 | <b>STIP Full Amendment: Memorandum (Attachment B)</b><br>Staff evaluated changes to STIP K22651 and determined it qualifies as a “Full Amendment” under the <b>Update to AAMPO MTIP Revision Policy</b> (dated Aug 24, 21) and will require a 30-day period for public comment before decision can be finalized.  | <b>Staff</b>                  |
| <i>Action: Decision (approval/disapproval) pending public comment period.</i> |      |   |                               |
| 5)  | 3:00 | <b>AAMPO MTIP: Evaluation Criteria (Attachment C)</b><br>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. TAC and Policy Board have previously examined the proposal to align project evaluation criteria cooperatively between AAMPO and CAMPO. | <b>Staff</b>                  |
| <i>ACTION: Decision (approval/disapproval)</i>                                |      |   |                               |
| 6)  | 3:20 | <b>AAMPO RTP: Regionally Significant Corridors (Attachment D)</b><br>Based on previous discussion with TAC and Policy Board the AAMPO has provided a Revised Regionally Significant Corridor Map as approved of by the TAC.   | <b>Staff</b>                  |
| <i>Action: Decision (approval/disapproval)</i>                                |      |   |                               |
| 7)  | 3:40 | <b>I-5 Improvements Future Funding (Attachment E)</b>   | <b>Staff</b>                  |
| <i>Action: Discussion and Information</i>                                     |      |   |                               |

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

- 8) **4:00 Jurisdictional Updates/Other Business** **All**
- Policy Board Demographic Survey – Update for Title VI Accomplishment Report
  - Bike/Ped Update - The top 25% priority projects list has been finalized and maps are being created. This is the last step needed to finalize the draft plan, which will be ready for review by the TAC and Policy Board in September.
  - Information on Fund Exchange Program being phased out/finished - [Bend MPO TAC - YouTube](#).
- 9) **4:30 Adjournment** **Chair**  
 Next meeting: September 28, 2022

### 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

**ALBANY METROPOLITAN PLANNING ORGANIZATION  
POLICY BOARD REMOTE MEETING  
Wednesday, June 26, 2022  
2:30 – 4:30 pm  
Zoom Conference Call**

**DRAFT MINUTES**

<b>Board Members</b>	<b>Jurisdiction</b>	<b>Attendance</b>
Councilor Dave Beyerl	City of Jefferson	Yes
Councilor John Sullivan	City of Millersburg	Yes
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
<b>Alternates</b>	<b>Jurisdiction</b>	<b>Attendance</b>
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

Ex-Officio		
Mark Bernard	ODOT Transit Division	Yes

**Guests:** Chris Bailey and Barry Hoffman

**Staff Present:** Jenny Glass and Emma Chavez

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, and Roll Call		<b>Meeting called to order at 2:32 pm by Chair Darrin Lane</b>
2. Public Comments		<b>There were no public comments.</b>
3. Approve minutes of April 27, 2022	Correction to the spelling of James Feldmann's last name.	<b>Consensus to approve the minutes of April 27, 2022, with correction.</b>
4. STIP Revision	<p>Staff Jenny Glass notified members of STIP revision received for SFY23 as noted below:</p> <p><b>Full amendment</b></p> <p>30 day public comment period initiated 5/27/2022, will run through 6/27/2022 (as required by ODOT)</p> <p><b>Key #21841</b> Albany area MPO planning SFY23</p> <p><b>Project Description</b></p> <p>Albany area MPO planning funds for Federal fiscal year 2022. Projects will be selected in the future through the MPO process.</p> <p><b>Revision Information</b></p> <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</p>	<b>Consensus to recommend approval by the Policy Board for STIP Full Amendment for project Key #21841.</b>

	<p>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" data-bbox="598 332 1203 678"> <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 &amp; 5303 Savings</td> <td>\$195,372.00</td> </tr> <tr> <td>FTA/FHWA additional funds</td> <td>\$19,172.00</td> </tr> <tr> <td><b>Total Additional Funding</b></td> <td><b>\$346,232.00</b></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><b>NEW TOTAL</b></td> <td><b>\$552,277.00</b></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	<b>Total Additional Funding</b>	<b>\$346,232.00</b>	Previous Total	\$206,045.00	Additional Funding	\$346,232.00	<b>NEW TOTAL</b>	<b>\$552,277.00</b>	
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<p>5. AAMPO 2024-2027 MTIP: Evaluation Criteria</p>	<p>The TAC held a discussion about the evaluation criteria and agreed that they would like to align with the CAMPO process and evaluation criteria. Members received CAMPOs evaluation criteria in their packet as Attachment C for their review.</p> <p>Gary Stockhoff noted that there are two categories: one for preservation, and one for modernization. The biggest discussion was ensuring fairness in funding for all jurisdictions.</p> <p>Councilor Ray Kopczynski asked about the status of the Bicycle and Pedestrian Plan (BPP). Staff noted that Steph Nappa is working on the project and will provide and update at a later date.</p> <p>Chair Darrin Lane noted that the MPO gets a certain amount of funding on a cycle and all the members have the option for applying for those funds. In this case, it's road and not transit project. He went on to note that this is the criteria for making that evaluation.</p> <p>Councilor Kopczynski asked if the criteria has changed and if it affects past project. Darrin Lane answered that it hasn't, and it doesn't.</p>																	

	<p>James Feldmann noted that in reference to the BPP, this MTIP cycle will draw on projects from both local and MPO Plans.</p> <p>Chair Lane reiterated that ultimately, a jurisdiction must apply for the funds.</p> <p>Chair Lane asked if there was a good representation of AAMPO jurisdictions at the last TAC meeting and was if there was strong consensus for the proposed criteria. Staff Glass clarified that the AAMPO TAC requested that AAMPO follow the CAMPO criteria.</p> <p>Chair Lane noted that he was involved in previous discussions of the criteria. He noted that he does not see an issue with CAMPOs criteria.</p> <p>Members agreed for AAMPO to continue moving forward.</p> <p>Chair Lane noted that if the criteria become too complicated, it too could also cause issues with approving projects.</p>	
6. Jurisdictional Updates	<p>Metropolitan Transportation Improvement Program (MTIP) Schedule – Glass advice that Staff needs to get the transit projects for the MTIP and that she will be reaching out to Barry Hoffman for those projects.</p> <p>AAMPO Planner – COG has an accepted offer for the AAMPO planning position.</p> <p>Summer Meeting Planning – Glass asked if AAMPO would like to cancel the July meeting and meeting virtually in August. Members agreed that if there are no agenda items, the July meeting may be canceled.</p> <p>Linn County – The Intermodal Modal Facility work continues. There had been some issues with the petroleum line and some redesign needed to be completed.</p> <p>City of Albany – no update.</p> <p>City of Millersburg – no update.</p>	

	<p>City of Jefferson – TSP will go for adoption at tomorrow night’s Council meeting.</p> <p>Benton County – Gibson Hill Road is underway. Came in at 30% overestimates.</p> <p>Committer Pat Malone asked about the safety work on Hwy 20 and what the timetable is.</p> <p>Crawford advised that the safety improvements are going well. Phase 2; Conifer to Merloy will kick off next year.</p> <p>ODOT – Has been contacted by many jurisdictions in regard to the US 20 East closure. If there are concerns/questions, feel free to reach out to Savannah Crawford. US 20 East – looking at a 2-week full closure in August or September. Working with county and parks departments.</p>	
7. Adjournment	Next meeting Wednesday, August 24 <sup>th</sup> .	<b>Meeting adjourned at 3:09 pm.</b>

# 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:** August 24, 2022  
**To:** AAMPO Policy Board  
**From:** Billy McGregor, AAMPO Transportation Planner  
**Re:** Statewide Transportation Improvement Program (STIP) Revisions

### Action Requested

Decision by the Policy Board regarding revision to project 22651: 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	<p>Full amendment</p> <p>Seeks to separate one project into two.</p> <p>30 day public comment period initiated 8/10/2022, will run through 9/6/2022 (as required by ODOT)</p>	<p>22651</p> <p>Albany area MPO planning SFY23</p>	<p>Albany area MPO planning funds for Federal fiscal year 2022. Projects will be selected in the future through the MPO process.</p>	<p>Create a new project K22651.</p> <p>Split funds in the amount of \$105,984.00 from project K20517 to create a separate project, K22651.</p> <p>Both project's have the same description of "Enhanced mobility small urban program funding to improve transportation services to the special needs, seniors, and other transit-dependent populations in rural areas."</p>

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# FFY 2024-2027 Albany Area MPO Discretionary Funds

Surface Transportation Block Grant (STBG)  
Program

## Application Instructions

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**DRAFT**

**Staff Contact:**

Billy McGregor, Transportation Planner  
[bmcgregor@ocwcog.org](mailto:bmcgregor@ocwcog.org); 541-223-7040  
Albany Area Metropolitan Planning Organization  
1400 SE Queen Ave, Suite 205  
Albany OR, 97322  
[www.albanyareampo.org/](http://www.albanyareampo.org/)



## Overview

The Albany Area Metropolitan Planning Organization (AAMPO) is requesting project proposals for use of Surface Transportation Block Grant (STBG) funds for federal fiscal years (FFY) 2024-2027. There is an estimated \$3.7 million in federal funding available for construction and scoping projects in the AAMPO region. STBG funding is distributed annually with approximately \$1 million available each year. Priorities for the use of STBG funds are outlined in this document.

Projects will be accepted until 5:00 PM (PST), October 14, 2022. Application materials should be submitted electronically to [bmcgregor@ocwcoq.org](mailto:bmcgregor@ocwcoq.org).

## Project Eligibility

Projects must be located within the Albany Area MPO boundary; be consistent with [2043 AAMPO Regional Transportation Plan](#) (RTP) a local transportation plan or other long-range planning document; and meet general eligibility requirements for use of federal aid dollars under Title 23 of the U.S. Code (see eligibility link in the box below for more information).

The STBG program is a flexible funding source that may be used for a variety of programs and projects within the Albany Area MPO boundary, including those outlined below:

- Roadway projects (generally should be located on an arterial or collector)
- Capital costs for transit projects, purchased service
- Signal & technology projects
- Bicycle and pedestrian improvements, including trails
- Safety projects
- Planning and scoping projects
- Travel options programs (including Safe Routes to Schools)

### **To confirm project eligibility, see:**

**Section E --ELIGIBILITY (pages 12 through 16)**

[https://www.fhwa.dot.gov/specialfunding/stp/bil\\_stbg\\_implementation\\_guidance-05\\_25\\_22.pdf](https://www.fhwa.dot.gov/specialfunding/stp/bil_stbg_implementation_guidance-05_25_22.pdf)

Projects will first be evaluated and ranked by AAMPO staff and the Technical Advisory Committee. Project lists will be made public for comment before final approval by the AAMPO Policy Board. While the Albany Area MPO Policy Board is responsible for selecting projects for these funds, final eligibility may be determined in consultation with FHWA, FTA, and ODOT.

### ***ODOT STBG Fund Exchange Program***

AAMPO has historically utilized ODOT's STBG State Fund Exchange Program which provides additional flexibility in how STBG dollars can be spent locally. It is expected that ODOT's Fund Exchange Program **WILL NOT** be available for STBG dollars associated with the funding cycles of the MPO's 2024-2027 Metropolitan Transportation Improvement Program (MTIP) and ODOT's 2024-2027 Statewide Transportation Improvement Program (STIP). Conversations are currently underway that will decide the future of this program. MPO staff will keep potential applicants apprised of progress on this topic.

If it remains available, applicants awarded funding may choose to use the Fund Exchange Program during this funding cycle. Local match is not required if the applicant uses the Fund Exchange Program, however, there is an exchange rate of .90 cents per dollar associated with the program<sup>1</sup>. To be eligible for State Fund Exchange projects must be located within the public Right-of-Way. Other eligibility requirements apply as well.

### ***Eligible Sponsors***

Applicable to the Albany Area MPO, eligible sponsors for projects requesting funds are limited to: local governments, transit agencies, natural resource or public land agencies, school districts, local educational agencies, schools, tribal governments, ODOT, other local or regional governmental entity with responsibility for oversight of transportation or recreational trails.

### ***Program Requirements***

**Project Size:** There is no set min./max. award, however, due to the unknown availability of ODOTs fund exchange program and the assumption that 2024-2027 funds will remain federal, a minimum request of \$50,000 for non-construction projects and \$100,000 for construction projects is recommended for requests that include any 2024-2027 dollars.

**Cost Estimate Sheet:** TBD – A short cost estimate sheet may be requested as part of applications.

**Matching Funds:** All projects require a local match paid by the applicant or by partner organizations. The **minimum local match is 10.27 percent** of eligible project costs. Note, if available, the ODOT STBG Fund Exchange Program does not require a match, although an exchange rate applies.

**Annual Update:** Applicants awarded STBG funds may be asked to submit a brief update annually for review by the AAMPO Policy Board. The update should include the status of the funded project and, if applicable, how it is performing relative to the purpose/need originally described in the project application.

### ***Scoping Studies***

Up to 10% of STBG funds may be used to conduct scoping studies for long range, complex projects identified by AAMPO members. Projects will be evaluated for funding on a case-by-case basis.

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<sup>1</sup> Previous exchange rate was .94 cents per dollar.

## Project Selection Process & Evaluation Criteria

Each project application will be screened for STBG Program eligibility by MPO staff, and an initial project scoring will be applied based on how well the information provided appears to support the established criteria (see table below for criteria). The Technical Advisory Committee (TAC) will then be given the opportunity to review all applications and finalize the criteria-based scoring through a consensus process. **The evaluation criteria is used as a tool to assess project proposals, however, other factors are also considered as part of the selection process (e.g. funding available/requested, timeframe, benefits not captured in criteria, feasibility of project scope).** Given the select criteria topics and the broad range of projects that are STBG eligible, it is expected that not all projects will score well despite having clear benefits. As mentioned above, the criteria scoring is simply a tool that the TAC uses in developing their funding recommendation. Applicants will be given the opportunity to present projects to the TAC and Policy Board. The AAMPO Policy Board will make the final funding determination.

### Evaluation Criteria

The following criteria will be used for STBG project evaluation as part of the FFY2024-2027 Metropolitan Transportation Improvement Program (MTIP) process. Projects will be sorted into Preservation and Modernization, and then combined into one overall funding list. **Applicants for funding must demonstrate how well their proposed project meets the evaluation criteria identified below.**

**Table 1: Evaluation Criteria for Preservation Projects**

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

**Table 2: Evaluation Criteria for Modernization Projects**

<b>MODERNIZATION</b>	
<b>Project Readiness</b> (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)
<b>Bicycle/Pedestrian/Transit</b> (30 points total)	Improves bicycle facilities (8 pts) Improves pedestrian facilities (8 pts) Improves bus stop (7 pts) Project along transit stop (7 pts)
<b>Safety</b> (25 points total)	Addresses documented safety issue and/or identified high crash location (18 pts) Upgrades signal system to improve efficiency (7 pts)
<b>Intercommunity Impact</b> (15 pts)	Project identifies benefits to multiple communities (10 pts) Improves freight operations (5 pts)
<b>Total</b>	100 pts

**Schedule**

Planned schedule and summary of actions is listed below.

Sept 1, 2022	Start project solicitation process.
Oct 14, 2022	Application period closes; AAMPO staff begins application evaluation.
Oct 20, 2022	TAC application workshop (optional for applicants). Opportunity to present applications. With TAC concurrence, applicants may submit minor changes to applications by email to AAMPO staff.
Nov 17, 2022	TAC to review applications, evaluate projects, and make funding recommendation to the Policy Board.
Dec XX, 2022	TBD - Applicant presentations to Policy Board. Policy Board awards funds. Final date pending Policy Board decision.

**Opportunities for Public Comment**

Details on Policy Board and TAC meetings can be found at the AAMPO website:

[www.albanyareampo.org](http://www.albanyareampo.org). Any questions or additional information can be requested through staff at the contact information listed above.

The public process will consist of a virtual open house that contains a map and description of each project. The virtual open house will be available in both English and Spanish languages. It will be advertised through handouts at established group meetings as well as community destinations. The virtual open house will also be noticed in the newspaper. All handouts and announcements regarding the virtual open house will be bi-lingual.

## Instructions to Apply

*Prospective applicants should refer to the “Project Eligibility” section of this document (pages 2 and 3) and use the link provided to determine if their project is an eligible activity. If unclear, please contact AAMPO staff for additional information.*

The Albany Area MPO does not use a prescribed form for STBG project applications. The information below outlines a list of suggested topics to cover in your application.

### **Contact Information**

Provide contact information for project applicant. Contact should be someone from the sponsor agency that will be able to answer questions regarding the submitted application.

### **Project Name and Description**

Provide a short project description. Suggested topics to cover include project need, problem to be addressed, expected outcomes and other relevant information that describes the project. Include information about work to be funded, such as what will be built, services provided, equipment to be purchased, or planning efforts that will be paid for with requested funds. Maps, photos, and other graphics are not required but will be accepted as part of the application.

### **Presence in RTP, TSP, or other Planning Document**

Make a note on whether your project is identified in an existing plan or program; include plan name and page number (or other identifying information). Note that this is generally for information only, as not all projects will need to be in an existing plan/program. However, projects need to align with goals and policies contained in the 2043 AAMPO Regional Transportation Plan.

### **Project Scoring Criteria & Other Project Benefits**

Applicants for funding must demonstrate how their proposed project meets the evaluation criteria identified on page 4. The evaluation criteria was adopted by the Policy Board in 2019 and updated in 2022. It is up to the applicant to demonstrate how well the project supports each criterion, and including measurable objectives is encouraged, if applicable (e.g.: linear feet of new ped/bike facility, crash data, transit ridership, etc.).

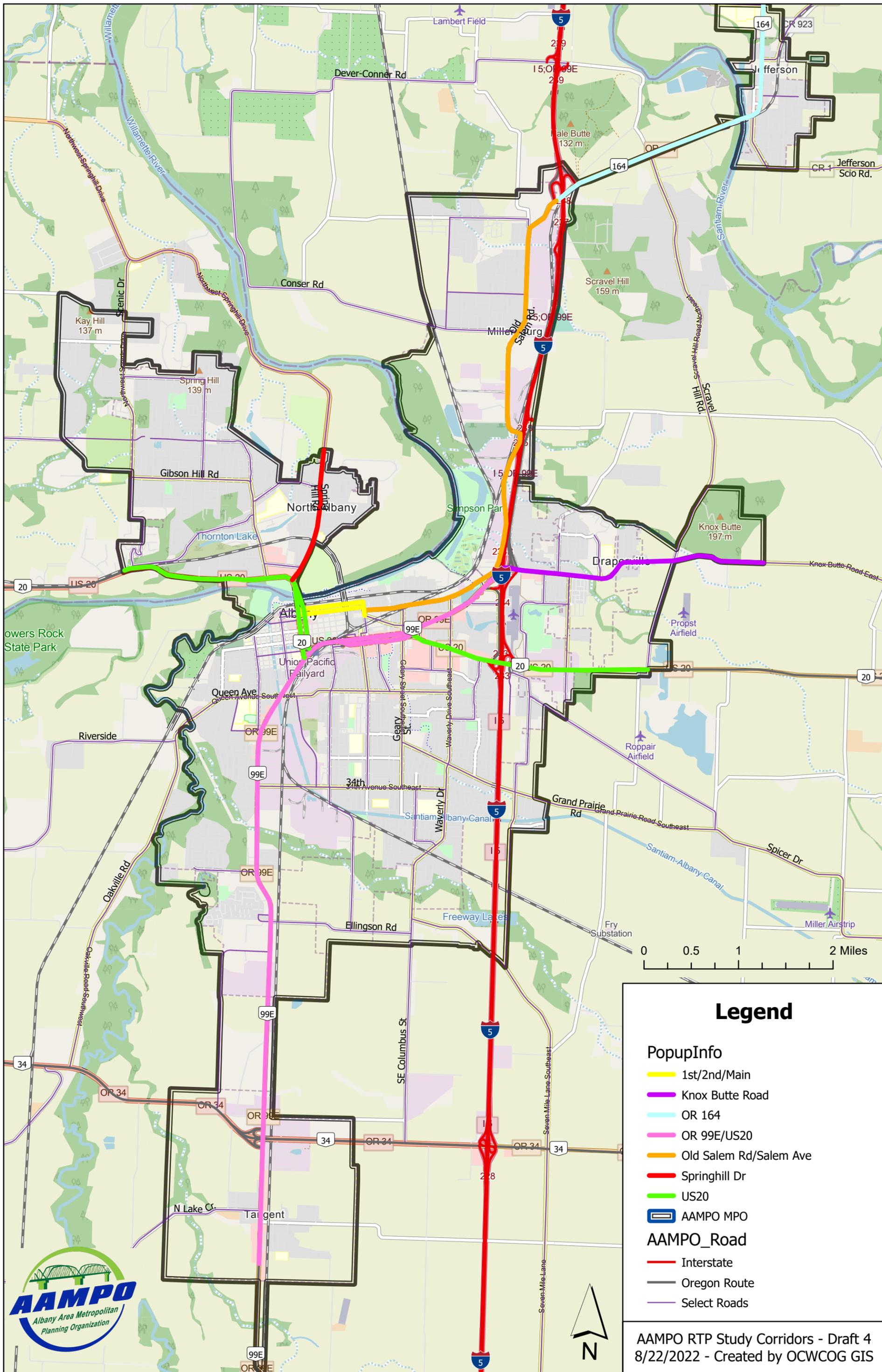
### **Cost Estimate & Funding Requested**

Provide an estimate for total project cost and amount of STBG funds being requested. Information about other committed funds, including match, may be useful to include as well. Match must come from non-federal sources. If a soft match is to be used, please note and consult with MPO staff for eligibility. **More on cost estimate sheet may be added here.**

Cost overages are not the responsibility of the MPO. Federal fiscal year begins October 1 and ends September 30.

### **Submit Application**

Email your completed application to [bmgregor@ocwcog.org](mailto:bmgregor@ocwcog.org).



### Legend

**PopupInfo**

- 1st/2nd/Main
- Knox Butte Road
- OR 164
- OR 99E/US20
- Old Salem Rd/Salem Ave
- Springhill Dr
- US20

**AAMPO\_MPO**

- AAMPO MPO

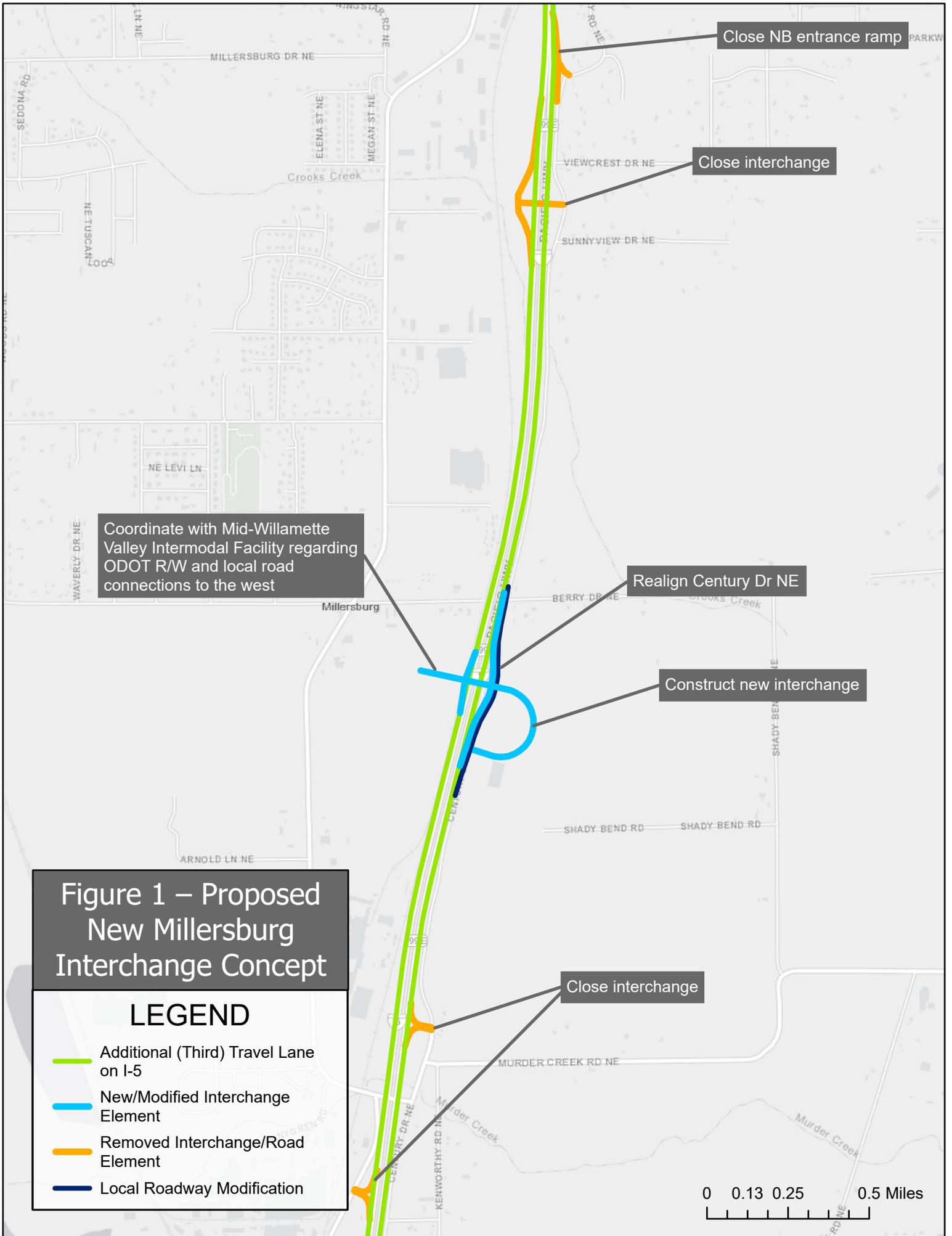
**AAMPO\_Road**

- Interstate
- Oregon Route
- Select Roads

AAMPO RTP Study Corridors - Draft 4  
8/22/2022 - Created by OCWCOG GIS



IMPROVEMENTS	PHASING	GEOMETRY
<p><b>Phase 1: Delaney Road to OR 164 (North)</b></p> <ul style="list-style-type: none"> <li>• Add a third southbound travel lane</li> <li>• Add a third/fourth northbound travel lane (fourth to existing three lane section)</li> </ul>		
<p><b>Phase 2: OR 164 (South) to OR 99E with New Millersburg Interchange</b></p> <ul style="list-style-type: none"> <li>• Add a third travel lane in each direction</li> <li>• Consolidate existing ramps into new interchange at Millersburg</li> </ul>		
<p><b>Phase 3: OR 164 (North) to Santiam River Bridge</b></p> <ul style="list-style-type: none"> <li>• Add a third travel lane in each direction</li> </ul>		
<p><b>Phase 4: Santiam River Bridge to OR 164 (South)</b></p> <ul style="list-style-type: none"> <li>• Add a third travel lane in each direction</li> </ul>		
<p><b>Phase 5: OR 99E/Knox Butte Road to US 20</b></p> <ul style="list-style-type: none"> <li>• Add a third travel lane in each direction</li> </ul>		
<p><b>Phase 6: US 20 to OR 34</b></p> <ul style="list-style-type: none"> <li>• Add a third travel lane in each direction</li> </ul>		
<p><b>Phase 7: OR 99E/Knox Butte Road and US 20 Interchange Reconfigurations</b></p> <ul style="list-style-type: none"> <li>• Reconfigure interchanges at OR 99E/Knox Butte Road and at US 20</li> <li>• Add an auxiliary lane in each direction</li> </ul>		



Coordinate with Mid-Willamette Valley Intermodal Facility regarding ODOT R/W and local road connections to the west

Close NB entrance ramp

Close interchange

Realign Century Dr NE

Construct new interchange

Close interchange

**Figure 1 – Proposed New Millersburg Interchange Concept**

**LEGEND**

- Additional (Third) Travel Lane on I-5
- New/Modified Interchange Element
- Removed Interchange/Road Element
- Local Roadway Modification

0 0.13 0.25 0.5 Miles

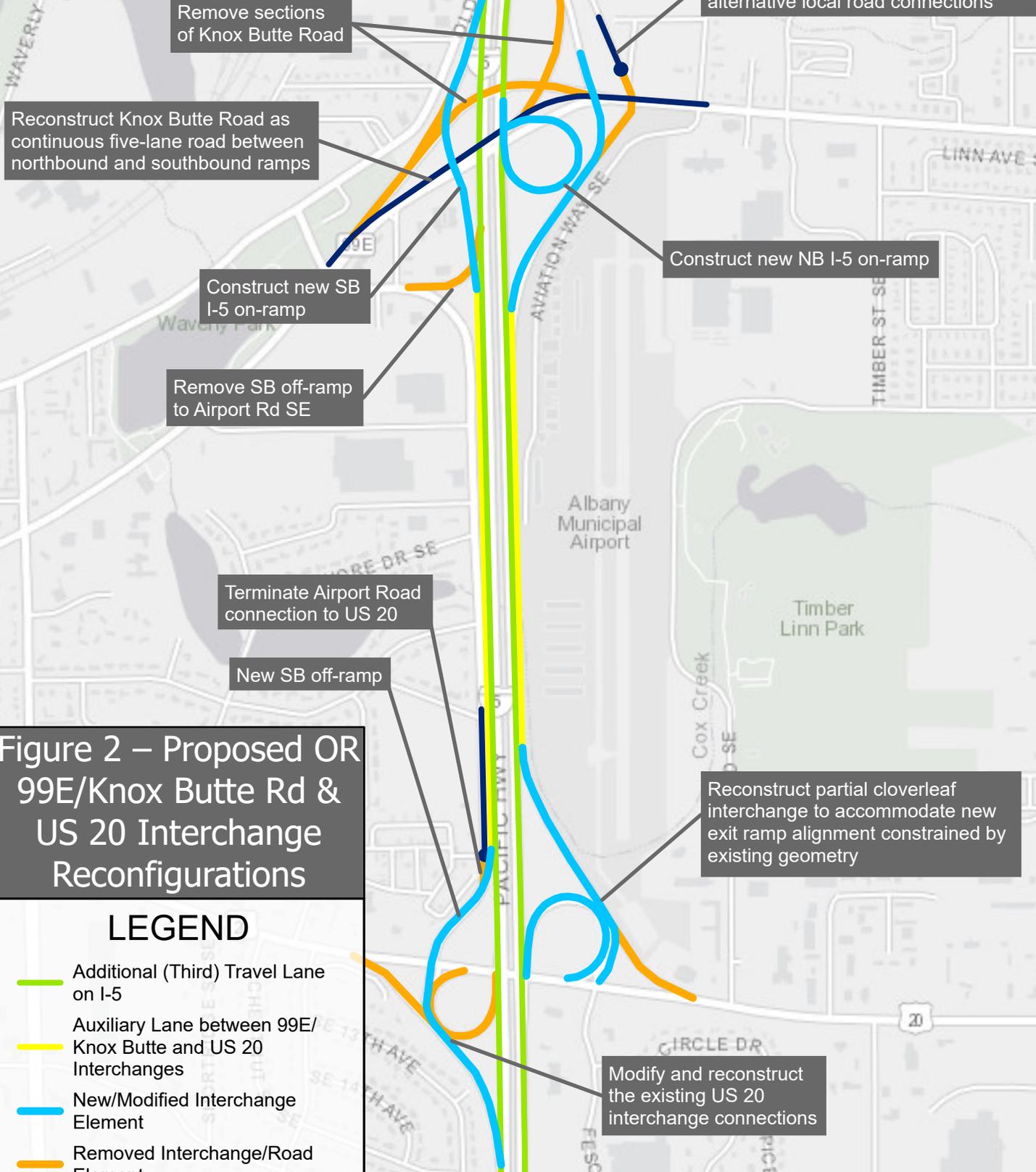


Figure 2 – Proposed OR 99E/Knox Butte Rd & US 20 Interchange Reconfigurations

**LEGEND**

-  Additional (Third) Travel Lane on I-5
-  Auxiliary Lane between 99E/ Knox Butte and US 20 Interchanges
-  New/Modified Interchange Element
-  Removed Interchange/Road Element
-  Local Roadway Modification

