

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

**Thursday July 9, 2015
1:30 – 3:30 pm**

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

- I. Call to Order & Agenda Review** Chair, Josh Wheeler
- II. Public Comment** Josh Wheeler
- III. Minutes of April and May meetings** (Attachments A and B) Josh Wheeler
Action Requested: Approval of April 9, 2015 and May 14, 2015 Minutes
- IV. Federal Transportation Funding** Theresa Conley
Action Requested: Discussion

Staff will discuss the allocation of federal transportation funds within Oregon, including how changes to funding levels, mandatory set-asides, or mandatory sub-allocations might affect AAMPO jurisdictions. This is a follow-up to conversation at the May meeting.

- V. MS4 Update** (Attachment C) Theresa Conley
Action Requested: Discussion

The TAC has requested that AAMPO staff provide information, as it comes available, regarding MS4 stormwater management requirements for AAMPO jurisdictions. The Oregon DEQ is currently contacting newly affected communities, which includes all AAMPO jurisdictions except Benton County. Benton County has been involved since the formation of the Corvallis Area MPO. AAMPO staff will briefly outline MS4 regulations and provide TAC members an opportunity to discuss further if needed. (MS4 refers to regulated small Municipal Separate Storm Sewer Systems.)

- VI. Transportation Improvement Program Development** Theresa Conley, Josh Wheeler
Action Requested: Discussion

The TAC is asked to discuss project types to be considered or prioritized for Surface Transportation Program (STP) funding in the TIP. Common ‘project types’ include: Safety, Multi-modal, Preservation, Transit, Modernization, Transportation Demand Management,

etc. Some MPOs also develop funding targets or thresholds for one or more of these categories. Outcomes of this conversation will guide development of the MPO's four-year TIP and the application process for an estimated \$2,653,000 of STP funds to be allocated over those four years.

VII. Jurisdictional Updates

All

Action Requested: Discussion

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

VIII. Adjourn

Josh Wheeler

Upcoming Meetings:

AAMPO Regional Transportation Plan Kickoff Meeting – July 22 at 2:30 pm

Next AAMPO TAC meeting – August 13th at 1:30 pm

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

TAC Members Attending: Chuck Knoll, Josh Wheeler, Georgia Edwards, Mark Shepard, and Valerie Grigg Devis

TAC Members Absent: Darrin Lane and Gregg Gorthy

Staff Attending: Theresa Conley and Emma Chavez

Guests Attending: Zoe Kellett, Nick Fortey, Dan Fricke, and Chris Bailey

TOPIC	DISCUSSION	DECISION / CONCLUSION
I. Meeting called to order at 1:30 pm	The Chair called the meeting to order at 1:30 pm. Introductions were conducted.	
II. Public Comment	There were no comments from members of the public.	
III. Minutes of February 12 th 2015 meeting		Consensus by the TAC to approve the meeting minutes as written.
IV. Regional Transportation Plan Update	<p>Preliminary work has begun on the AAMPO Regional Transportation Plan (RTP). Staff provided an update on development of the project schedule, Public Involvement Strategy, identification of key intersections and corridors, and coordination with the Linn County and Millersburg Transportation System Plan (TSP) processes.</p> <p>Staff advised that key conversation items amongst the project management team have been taking place. Members were asked to contact staff with any additional Ad Hoc TAC and Stake Holder representatives</p>	Staff will follow on with the Project Management Team regarding recommended changes to the Key Intersection and Key Corridor lists.

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	<p>that comes to mind. Members suggested for staff to contact the following: Freight members, such as the Target Distribution Center and local truck companies; as well as Jim Cox with the high speed rail.</p> <p>Members received a map of the key intersections and requested the following additions:</p> <ul style="list-style-type: none"> • Scenic and Hwy 20 • Know Butte Intersection • Columbus and Hwy 34 <p>Members also receive a map of the key corridors and requested the following additions:</p> <ul style="list-style-type: none"> • Clover Ridge Road <p>Staff mentioned that the RTP will be coordinated amongst all planning projects currently taking place. A copy of the project schedule is available upon request. It was also mentioned that the RTP’s public involvement will meet Title VI Plan requirements. The first Ad Hoc TAC committee meeting is proposed to be a joint ‘kick off’ meeting with the Board and has a target date of early June.</p>	
<p>V. Transportation Improvement Program Development</p>	<p>AAMPO currently has an Interim Transportation Improvement Program (TIP) and is required to have a full TIP adopted by March 2016. Staff provided a power point presentation on the TIP development.</p> <p>Staff requested input from members on the proposed timesheet and what information would like presented in the future. Members agreed that the timeline was reasonable. A suggestion was provided that it would be helpful, as a starting point, if staff provided the list of local project priorities that was developed previously. Members were also requested to provide input on the application process. They gave the following recommendations:</p>	<p>Staff will begin work on the TIP structure and will bring a list of local projects developed previously to the next TAC meeting.</p>

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	<ul style="list-style-type: none"> • Project selection should reflect key planning factors and goals • It should be criteria driven • Note that quantification doesn't always work <p>Staff will look into what the structure will look like, the methodology for project prioritization and a timeline.</p>	
<p>VI. Local Project Updates</p>	<p>TAC members are asked to share updates regarding local projects within the MPO area, including those funded with AAMPO Surface Transportation Program (STP) funds.</p> <p><u>City of Albany</u> The train station pathway project is being managed by ODOT. It will be going out to bid soon. It will connect underneath the 99E overpass, will pass on the north side of 99E and will connect back at the multi modal side of the train station. The city is working on sidewalk projects at North Albany Rd and Gibson Hill. Will be working on the roundabout project soon on Springhill. Will be working with Benton County on another project on Croker Rd.</p> <p><u>Linn County</u> Working on Old Salem Rd bridge project. There are many paving projects in Albany area. Intersection on Hwy 34 and Seven Mile Lane will be constructed this summer. Will more than likely be doing improvements on Columbus and Seven Mile Lane this year or next year. The county has started the design process on Riverside Drive. The county is looking into widening the road to make a bicycle and pedestrian lane. There was an article on the paper about the project. The county is hoping to have the construction completed by next summer.</p>	
<p>VII. Informational Items</p>	<p><u>Greenhouse Gas Target Rule Review</u></p>	

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	<p>In 2011, the LCDC adopted GHG emission reduction targets to guide scenario planning by the state’s MPO areas. LCDC committed itself to review the targets in 2015 and decide whether amendments to the targets were warranted. LCDC is currently looking into this.</p> <p><u>Oregon Active Transportation Conference</u> Theresa advised members that she attended the summit as part of an effort to attend modal summits and conferences</p> <p><u>Meeting with Salem-Keizer Transit</u> AAMPO has been in communication with Salem-Keizer Transit trying to work on improving connectivity. Their staff will be invited to an AAMPO meeting in the future.</p> <p><u>NTI Metropolitan Transportation Planning training in Seattle, June 22-24</u> Members received a handout of training coming up. The TAC recommended to the Policy Board for AAMPO to pay for meals and lodging for jurisdictional members to attend the training.</p> <p><u>Future Agenda Items</u> Northwest Connector (Lee Lazaro) AAMPO website mock-up TIP development</p>	
Adjourn	Next Meeting May, 14 th at 1:30 pm.	

**ALBANY METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE MEETING
Thursday, May 14th, 2015
OCWCOG Albany Office, Upstairs Conference Room
MINUTES**

TAC Members Attending: Chuck Knoll and Josh Wheeler

TAC Members Absent: Georgia Edwards, Valerie Grigg Devis, Chris Bailey, Darrin Lane, and Gregg Gorthy

Staff Attending: Theresa Conley and Emma Chavez

Guests Attending: Jon Goldman, Mark Volmert, Zoe Kellett, and Lee Lazaro

TOPIC	DISCUSSION	DECISION / CONCLUSION
I. Call to Order and Agenda Review	<p>The Chair called the meeting to order at 1:30 pm. Introductions were conducted.</p> <p>The Chair added a discussion regarding federal transportation funding as Agenda item VII.</p>	
II. Public Comment	There were no comments from members of the public.	
III. Minutes of February 12 th 2015 meeting		A quorum was not met and the minutes were tabled for next month's meeting.
IV. North by Northwest Connector	Lee Lazaro, Benton County STF Coordinator gave a presentation on the North by Northwest Connector Alliance. Members of the Connector Alliance include Columbia County Rider, Sunset Empire Transit District, Tillamook County Transit District, Lincoln County Transit, and Benton County Rural Transit.	

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	<p>The Connector Alliance is a collaborative effort with goals including: to increase connectivity, to brand the regional transit service across the five-county area as a single service, to improve coordination, and to promote tourism. The overarching purpose of the project is to reduce greenhouse gases and fossil fuel dependence through increased transit use by visitors and commuters.</p> <p>A website has been created for this project. The website provides a trip planner. It also includes additional travel options for commuters. Lee advised that they will be adding a link to the Corvallis Transit Services (CTS) and would also like to add links to the Albany Transit System (ATS) and the Linn Shuttle. Lee stated that to become part of the network, there is a \$10,000 fee per year. AAMPO staff suggested that having different levels of partnership may be beneficial.</p>	
<p>V. TIP Development – Preliminary Discussion</p>	<p>Members received attachments of the interim process and a sample list of projects as reference.</p> <p>Staff advised that, during the prior STP application process, the MPO sought to keep the application process simple and to ensure equitable distribution of funds. It was suggested that projects be rotated amongst the smaller jurisdictions to help ensure equitable distribution. Staff requested direction from the TAC on how the interim process worked, and what should change or remain the same during the development of the 4-year TIP.</p> <p>Staff discussed how this process will differ from the previous process:</p> <p>Last time:</p> <ul style="list-style-type: none"> • Target amounts based on what jurisdictions received previously 	<p>Next steps:</p> <ul style="list-style-type: none"> – June meeting agenda to include discussion of process and criteria. – July meeting agenda to include discussion of regional projects. <p>TAC members to email Theresa changes to the project application.</p>

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	<p>(Benton, Linn, Marion, Albany): City of Albany (\$595,000 each year), Benton County (\$6,000 each year), Linn County (\$31,000 each year), Marion County (\$31,000 each year)</p> <ul style="list-style-type: none"> • 2 years’ worth of funds • Interim process, did not have to be tied to the RTP. More flexible <p>This time:</p> <ul style="list-style-type: none"> • Projects must be tied to the Regional Transportation Plan • 4-year TIP • All jurisdictions eligible to apply • No jurisdiction target amounts • MAP-21 requirements for performance based planning (still a bit unclear, but should be indicated in prioritization process) <p>Members discussed potential criteria, including prioritization of fix-it or enhancement projects. Members discussed the ability to use subjectivity during the prioritization process. Members discussed having a list for project coordination that is not part of the funding list.</p> <p>Next steps:</p> <ul style="list-style-type: none"> – June meeting agenda to include discussion of process and criteria – July meeting agenda to include discussion of regional projects <p>Staff also requested for TAC members to email feedback/changes to the project application.</p>	
<p>VI. Jurisdictional Updates</p>	<p><u>Linn County</u> – Chuck provided a Linn County list of projects in the AAMPO area and briefly reviewed them.</p> <p><u>Benton County</u> – North Albany Road is currently under construction. Putting in a mini roundabout at Quarry and Springhill. At Crocker Lane</p>	

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	<p>the developer is looking at putting a residential subdivision which requires urban improvements. In connection with that, the county would receive ten acres of land for a park that is currently forested land. During the summer the County will also be working on other small projects on County roads within the city of Albany.</p> <p><u>CWACT</u> – The Oregon Transportation Commission (OTC) has met twice with all the ACT Chairs to discuss the 2018-2021 STIP. They are assuming a 10% reduction of federal funds which would reduce enhancement projects.</p>	
<p>VII. Informational Items</p>	<p><u>MAP-21 Data Discussion - MPO staff meeting with ODOT and FHWA</u>- ODOT continues to work with MPO staff on performance based planning requirements. At the most recent meeting, they discussed data coordination. Staff will continue to keep members informed.</p> <p><u>TGM Application for OCWCOG Health and Transportation Forum</u> - The Oregon Health Authority (OHA) approached Benton County and CAMPO to hold a Health and Transportation Forum. OCWCOG in partnership with Linn County and Benton County submitted an application for funding to hold the forum.</p> <p><u>MPO Training – Update on reimbursement for attendance</u> - The AAMPO Policy Board supported sending two members to the training in Seattle. Josh and Darrin will be attending the training. Members will receive reimbursement.</p> <p><u>Federal Transportation Funding</u> – Chair Josh Wheeler advised that local elected officials went to the capitol to lobby for long term transportation funding. Cities, CAMPO and Benton County are submitting letters to</p>	

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	<p>Congressman DeFazio in support. Josh suggested that AAMPO may want to do submit a letter of support. Members discussed talking with ODOT or AOC, or inviting representative to an MPO meeting, prior to submitting a letter, in order to fully understand the flow of federal funding and implications of different proposed funding strategies.</p>	
Adjourn	<p>Next Meeting June 11th, 2015.</p>	

General Overview of the Stormwater Phase II Small MS4 Program Requirements

STORMWATER PROBLEMS

Stormwater runoff occurs when precipitation from rain and snowmelt events flows over land or impervious surfaces without soaking into the ground. When this runoff flows over paved streets, parking lots, and building rooftops, it accumulates trash, chemicals, sediment or other pollutants which are conveyed through municipal separate storm sewer systems, or MS4s, or directly to nearby waterbodies with little or no treatment. The volume and velocity of stormwater can also impact waterbodies. MS4 owners can use stormwater controls to reduce these stormwater impacts on their waters.

PROGRAM OVERVIEW

The EPA's existing Phase II Stormwater Rule, which was finalized in 1999, regulates operators of small municipal separate storm sewer systems, or MS4s, that are located within the boundaries of a Bureau of the Census-defined "urbanized area" based on the latest decennial Census. The Bureau of Census recently released its 2010 Census and this Census changes the boundaries of the urbanized area. Currently unregulated MS4s that are located within the new urbanized area boundaries are now subject to regulation, although waivers are available in some circumstances.

Owners/operators of these regulated small MS4s are required to develop programs to reduce the discharge of pollutants to the "maximum extent practicable" (MEP) to protect water quality. The Phase II Stormwater Rule defines a small MS4's stormwater management program as a program comprising six elements that, when implemented together, are expected to result in significant reductions of pollutants discharged into receiving water bodies.

These six MS4 program elements, termed "minimum control measures," are outlined below. For more information on each of these required control measures, see www.epa.gov/npdes/stormwater/swfinal



Public Education and Outreach: Distributing educational materials and performing outreach to inform citizens about the impacts polluted stormwater runoff discharges can have on water quality.



Public Participation/Involvement: Providing opportunities for citizens to participate in program development and implementation, including effectively publicizing public hearings and/or encouraging citizen representatives on a stormwater management panel.



Illicit Discharge Detection and Elimination: Developing and implementing a plan to detect and eliminate illicit discharges to the storm sewer system (includes developing a system map and informing the community about hazards associated with illegal discharges and improper disposal of waste).

What's an MS4?

The term Municipal Separate Storm Sewer System, or MS4, includes some storm sewer systems owned/operated by local governments, State departments of transportation, universities, local sewer districts, hospitals, military bases, and prisons. It can include a system of underground pipes, roads with drainage systems, curbs, gutters, storm drains, and ditches.



What's an urbanized area?

An urbanized area is a densely settled territory with a population of at least 50,000 people.





Construction Site Runoff Control: Developing, implementing, and enforcing an erosion and sediment control program for construction activities that disturb 1 or more acres of land (controls could include silt fences and temporary stormwater detention ponds).



Post-Construction Runoff Control: Developing, implementing, and enforcing a program to address discharges of post-construction stormwater runoff from new development and redevelopment areas. Applicable controls could include preventative actions such as protecting sensitive areas (e.g., wetlands) or the use of structural controls such as grassed swales or porous pavement.



Pollution Prevention/Good Housekeeping: Developing and implementing a program with the goal of preventing or reducing pollutant runoff from municipal operations. The program must include municipal staff training on pollution prevention measures and activities to reduce the amount of pollutants in stormwater (e.g., regular street sweeping, reduction in the use of pesticides or street salt, or frequent catch-basin cleaning).

WAIVERS

There are two waiver options available to operators of automatically designated small MS4s if discharges do not cause, or have the potential to cause, water quality impairment.

The first waiver applies to systems that:

- ✓ Serves a population of less than 1,000 people within the urbanized area;
- ✓ Are not contributing substantially to the pollutant loadings of a physically interconnected regulated MS4; and
- ✓ Demonstrate that stormwater controls are not needed based on wasteload allocations that are part of an EPA approved or established total maximum daily load, or TMDL, that addresses the pollutant(s) of concern. If the system discharges any pollutants identified as a cause of impairment of any waterbody to which it discharges.

The second waiver applies to systems that:

- ✓ Serves a population of less than 10,000 people;
- ✓ Demonstrates that stormwater controls are not needed based on wasteload allocations that are part of an EPA approved or established TMDL that addresses the pollutant(s) of concern or an equivalent analysis; and
- ✓ It is determined that future discharges from the small MS4 do not have the potential to result in exceedances of water quality standards.

A total maximum daily load, or TMDL, is a water quality assessment that determines the source(s) of pollutants of concern for a particular waterbody, consider the maximum amount of pollutants the waterbody can assimilate, and then allocate to each source a set level of pollutants that it is allowed to discharge (i.e. a “wasteload allocation”).



AVAILABLE RESOURCES

There are many tools available to help MS4s as they implement their stormwater programs in an effective and cost-efficient manner.

The stormwater website includes fact sheets, case studies, guidance documents, the National Menu of BMPs – a compilation of over 120 fact sheets on stormwater best management practices, measurable goals guidance, and other helpful information and is available at:



- www.epa.gov/npdes/stormwater/municipal

There are also a number of webcasts available that describe the basic elements of the stormwater program as well as provide examples of how communities are meeting their stormwater requirements. Scroll down to the “stormwater” section:

- www.epa.gov/npdes/training

Specific introductory webcasts you may find useful include:

- [Stormwater 101: The Basics](#)
- [Using Outreach and Public Involvement to Meet Your Stormwater Phase II Goals Webcast](#)
- [Developing Your IDDE Program \(IDDE 101\)](#)
- [Stormwater Phase II: Developing an Effective Municipal Stormwater Management Program For Construction Sites \(Construction 101\)](#)
- [Post-Construction Overview and Introduction to Smart Growth and Low Impact Development \(Post Construction 101\)](#)
- [Killing Two Birds with One Stone: Building a Local Program to Maintain Your Stormwater Practices and Prevent Pollution from Municipal Operations](#)



For Additional Information

Contacts

State and EPA Headquarters and Regions Contacts:
<http://www.epa.gov/npdes/stormwater/contacts>

EPA Websites

EPA's Stormwater Program:
<http://www.epa.gov/npdes/stormwater>

Urbanized Area Information:
<http://www.epa.gov/npdes/stormwater/urbanmaps>