

**Agenda**  
**Albany Area Metropolitan Planning Organization**  
**Policy Board**

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**Date:** Wednesday, September 28, 2016  
**Time:** 2:30 – 4:30 pm  
**Location:** Oregon Cascades West Council of Governments  
Upstairs Meeting Room / 1400 Queen Ave. SE, Albany  
**Contact:** Theresa Conley, AAMPO Program Manager, (541) 924-4548

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**1. 2:30 Call to Order and Agenda Review Roger Nyquist, AAMPO Chair**

**2. 2:35 Public Hearing (Attachment A) Roger Nyquist**  
*Action Requested: Approve amendment of TIP and RTP Framework to include Interstate 5: Delaney Rd to Albany*

The Policy Board will hold a public hearing to review and consider adoption of amendments to the Albany Area Metropolitan Planning Organization Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) Framework to include a new project: Interstate 5: Delaney Rd to Albany. The new project, Interstate 5: Delaney Rd to Albany, will allocate \$3,000,000 to study and complete preliminary design for a third lane on Interstate 5 between Salem and Albany. The project does not include construction.

**3. 2:45 Public Comment Roger Nyquist**

This is an opportunity for members of the public to provide comments on matters not related to the public hearing.

**4. 2:55 Minutes of August 24, 2016 Meeting (Attachment B) Roger Nyquist**  
*Action Requested: Approval of August 24, 2016 Meeting Minutes*

**5. 2:50 Regional Transportation Plan (Attachment C) Tarah Campi, OCWCOG**  
*Action Requested: No action required. Discussion only*

Staff will provide a brief update on the Regional Transportation Plan (RTP), including progress with two aspirational project lists to test in the Mosaic tool, progress on the Transit Development Plan, and discussions with local staff on Transportation Planning Rule expectations.

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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.

- 6. 3:00 RTP and TIP Amendment Protocols (Attachment C) Tarah Campi**  
*Action Requested: Confirm proposed process to update public involvement protocols for TIP and RTP amendments.*
- Staff recommends that AAMPO provide more clarity on public involvement protocols for major and minor TIP and RTP amendments. Under direction from the Board, staff would work with the Technical Advisory Committee to develop proposed updates for review at a future meeting.
- 7. 3:10 Corvallis-Albany Bikeway Update Josh Wheeler, Benton County**  
*Action Requested: No action required. Discussion only*
- Josh Wheeler, Benton County Public Works Director, will provide an update on activities related to the Corvallis-Albany Bikeway project.
- 8. 3:20 Informational Items**  
*Action Requested: Discussion only.*
- a. AAMPO FY15-16 Annual Report Tarah Campi
  - b. Local project updates All
- 9. 3:20 Adjourn Roger Nyquist**

## Upcoming Meetings and Events

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### AAMPO Policy Board

October 26, 2016 (2:30 – 4:30 pm)

### Oregon Legislative Transportation Listening Session

The Oregon Legislature's Joint Interim Committee on Transportation Preservation and Modernization plans to hold a listening session on Monday, October 24 at Linn-Benton Community College. More information to come.

### Oregon Public Transportation Plan - Public Comment Period

ODOT will be hosting a series of Open Houses to gather feedback on a draft Public Transportation Plan. A meeting is scheduled in Salem on October 18 from 1:00 – 3:00pm at the Chemeketa Center for Business and Industry, 626 High Street, NE, Salem. More information is available here - <https://www.oregon.gov/ODOT/TD/TP/Pages/optp.aspx>.

### ODOT Draft Americans with Disabilities Transition Plan

ODOT is accepting comments on a draft *Americans with Disabilities Title II Transition Plan*, through October 14, 2016. Learn more about the draft plan, and projects identified in the OCWCOG area, on the [project website](#).



## 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

August 22, 2016

**TO:** AAMPO Policy Board

**FROM:** Theresa Conley, AAMPO Manager

**SUBJECT:** Amendments to AAMPO FY15-18 TIP and RTP Framework

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### Action Requested

Following a public hearing, consider for approval amendments to the AAMPO FY15-18 Transportation Improvement Program (TIP) and AAMPO Regional Transportation Plan (RTP) Framework to add a new project: Interstate 5: Delaney Rd to Albany.

### Discussion

ODOT requests amendment of the TIP to add a new project, Interstate 5: Delaney Rd to Albany, located in Region 2, Area 3 and Area 4, Marion and Linn Counties (Development Only). This project is not currently in the adopted AAMPO TIP or RTP Framework. Due to federal requirements for consistency between the TIP and the RTP, both documents must be amended to include the project in order for the project to move forward.

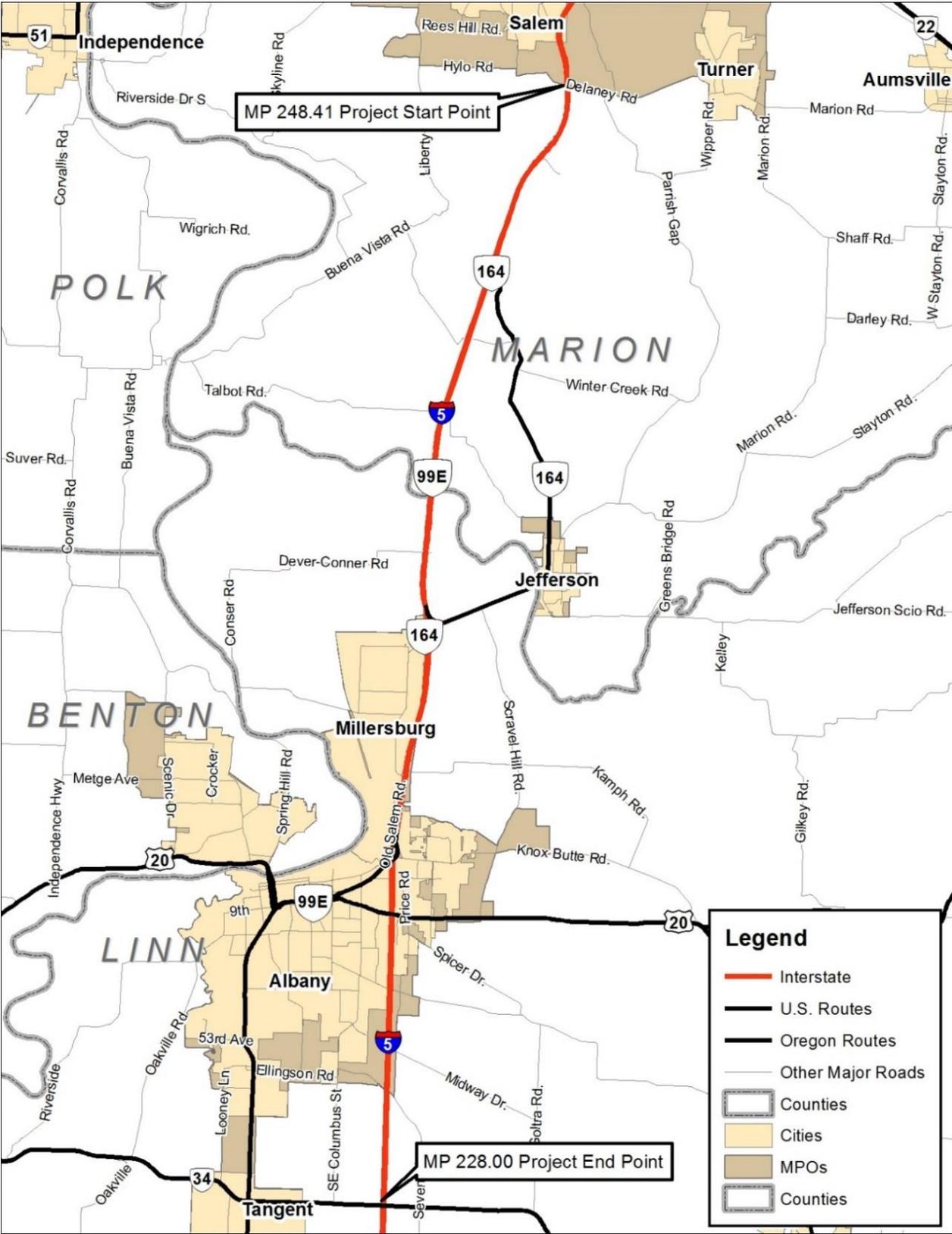
The project would allocate \$3 million in federal funds to study a third lane on Interstate 5 between Salem (MP 248.41, Delaney Rd) and Albany (MP 228, Hwy 20 Interchange). The work will begin at the northern terminus and extend as far south as funding allows. This project will fund preliminary engineering work to identify design options, potential project impacts, and estimated costs. This project does include construction. The work will be used to inform future funding discussions including potential federal grant applications. The project will have coordination with the ongoing I-5 Interchanges: Santiam-Viewcrest project. A project area map and copy of the TIP amendment are shown on pages 2-3 of this memo.

### Background

On August 24, 2016, the AAMPO Board received information regarding these proposed amendments to the AAMPO RTP Framework and TIP. Following that meeting, a 21-day public comment period was held. Notification was also sent to the AAMPO Interested Parties email list and local media on August 29, 2016. A notification was also posted on the AAMPO webpage. All of these notifications included basic project information, the time, date and location of the Public Hearing, and links to a Public Review Draft of the two proposed amendments. Additionally, a legal notice was posted in Albany Democrat Herald on September 6, 2016.

No public comments received during the public comment period. A public hearing is scheduled at the start of the September 28<sup>th</sup> AAMPO Policy Board meeting.

### Project Area Map



## TIP Amendment

Key Number	Sponsor	Project Name	Description	Phase	FFY	Fund 1	Fund 1 Share	Fund 2	Fund 2 Share	Phase Total	Project Total
ODOT											
19930	ODOT	I-5: Delaney Rd to Albany	Project Development to add a third lane on I-5 between Delaney Road and Albany. MP 248.41 to 228.00. Eligible for 92.22% federal reimbursement.	PE	2017	Fix-it / Z460	\$2,691,900	ODOT Match	\$308,100	\$3,000,000	
											<b>\$3,000,000</b>

**ALBANY METROPOLITAN PLANNING ORGANIZATION  
POLICY BOARD MEETING MINUTES**

**Wednesday, August 24, 2016**

**2:30 – 4:30 pm**

Oregon Cascades West Council of Governments  
Upstairs Conference Room / 1400 Queen Ave. SE, Albany

**Policy Board Members Attending:** Annabelle Jaramillo, Frannie Brindle, Dave Beyerl, Gary Powell, and Roger Nyquist

**Members Absent:** Darrin Lane

**Alternates Present:** Georgia Edwards, Ray Kopczynski, Walt Perry, and Valerie Grigg Devis

**Staff Attending:** Theresa Conley and Emma Chavez

**Guests:** Chris Bailey, Josh Wheeler, and Savannah Crawford

TOPIC	DISCUSSION	DECISION / CONCLUSION
I. Call to Order and Agenda Review		<b>The meeting was called to order at 2:35</b>
II. Public Comment		<b>There were no public comments.</b>
III. Minutes of June 22, 2016 Meeting Minutes		<b>Consensus from the Policy Board to approve the June 22, 2016 meeting minutes as written.</b>
IV. Linn-Benton Loop Governance Agreement	Staff advised that the governance agreement has been revised based on feedback from the Loop funding partners. OSU has been removed as a governing body, leaving AAMPO, CAMPO and LBCC as the sole members of the governing body and the City of Albany as the Operator. As the Operator, the City of Albany is also a signatory of the IGA.	<b>Consensus from the Policy Board to adopt the Linn-Benton Loop Governance Agreement as presented.</b>

	<p>The Board is asked to consider approval of the revised Intergovernmental Agreement to establish governance for the Linn-Benton Loop transit service.</p>	
<p>V. ODOT/MPO/Transit Coordination IGA</p>	<p>Amendments to the ODOT/MPO/Transit Coordination Intergovernmental Agreement have been made. Those include; update to staff contact information and the addition of Section 13.c, which incorporates language that AAMPO or the COG may be hired as a consultant for ODOT projects when there is availability.</p> <p>This is a required document outlining roles and responsibilities in carrying out MPO planning processes. The Policy Board is asked to consider approval of amendments to the IGA.</p>	<p><b>Consensus by the Policy Board to approve amendments to the ODOT/MPO/Transit Coordination Intergovernmental Agreement as presented.</b></p>
<p>VI. Highway 20 Safety Study</p>	<p>Scott Mansur of DKS provided an update on the Highway 20 Safety Study, Corvallis City Limits to Springhill Road. Mansur noted that the goal of the project is to look at low cost systemic and hot-spot safety improvements along Hwy 20. The study has included review of background documents, data collection and an existing safety conditions analysis. A Technical Advisory Committee and Stakeholder Advisory Committee were convened and public open houses were held for community input. Based on all this work, DKS has developed safety improvement recommendations and countermeasures. Mansur reviewed the following recommended improvements include the following:</p> <p>Improvements to signs, signals, and pavement markings</p> <ul style="list-style-type: none"> <li>• Center two-way, left-turn lane from Merloy Avenue south to Conifer Boulevard</li> <li>• Install center TWLTL between Scenic Drive and Blossom Lane</li> <li>• Improvements to Granger Avenue and Independence Highway Intersections</li> </ul>	

	<ul style="list-style-type: none"> <li>• Potential roadway network connections between Merloy Avenue and Conifer Boulevard</li> <li>• Potential roadway network connections east of Scenic Drive</li> <li>• Shared Use Path from Corvallis to Albany: \$7,000,000</li> <li>• Improvements to Us20: \$3,000,000             <ul style="list-style-type: none"> <li>○ Shoulder widening, particularly east of Independence Highway</li> <li>○ Intersection improvements (signing) at Granger Avenue and independence Highway</li> </ul> </li> </ul> <p>The following three projects ranked the highest through community feedback:</p> <ol style="list-style-type: none"> <li>1. Granger Avenue and Independence Highway Connector Road and Intersection Improvements.</li> <li>2. Center TWLTL between Conifer Boulevard and Merloy Avenue.</li> <li>3. System-wide Improvements to Signs, Signals, and Pavement Markings</li> </ol> <p>Terry Cole noted that funds are available for two of the projects; safety funds for Granger Avenue and leverage funds for Merloy Avenue. Both projects will need to be added into local TSP's and also to the State Transportation Improvement Plan (STIP). A final US 20 Highway Safety final Study is anticipated to be finalized in September of 2016.</p>	
<p>VII. I-5: Delaney Rd – Albany Project</p>	<p>Savanna Crawford with ODOT provided information on the I-5, Delaney Road to Albany project. ODOT has received \$3 million through FAST ACT for a study of a third lane from Salem (Delaney Road) to Albany (Highway 20 Interchange). The project would complete preliminary engineering and does not include construction; the project will help identify the needs for when funds do become available. Crawford advised that the Salem ODOT office will take the lead in this study.</p>	<p><b>Consensus from the Policy Board to release public review draft of proposed amendment to the AAMPO Transportation Improvement Program</b></p>

	<p>Staff questioned whether or not the study area is set. Crawford advised that mile points are noted; however, it is uncertain how far funds will take them. Within six months, ODOT will have a better idea of this.</p> <p>Member questioned if any efforts were being taken to address I-5 closures and the need for alternate routes. It was noted that while these funds are specific to freight routes; a third lane on I-5 may assist to keep a lane open when/if an accident/incident occurs, eliviating the need for an alternate route.</p> <p>Member questioned whether other funding sources had been identified to complete the project if needed. Crawford stated that additional funds have not been identified. To this, the Chair noted that it would be beneficial for the third lane to run down to the I-5 and Highway 34 interchange and that Linn County would be open to discuss assisting in the costs to extend the study to that intersection.</p> <p>This project must be amended into the AAMPO TIP and RTP. The Policy Board was requested to release a public review draft of proposed amendments to the TIP and RTP.</p>	<p><b>and Regional Transportation Plan.</b></p>
<p>VIII. RTP Update</p>	<p>Staff reports that the AAMPO TAC is beginning to work with the Mosaic tool to test two aspirational 20-year project lists. The Policy Board was requested to answer the following two questions:</p> <ol style="list-style-type: none"> <li>1. Confirm the two Mosaic themes for further development and testing. Staff reviewed the two themes; Improve Capacity and Managing Congestion on Existing Corridors</li> <li>2. Confirm the Mosaic study area as confined to the AAMPO planning area. Staff advised that the TAC recommends that the Mosaic cost/benefit analysis focus on the AAMPO area and not</li> </ol>	<p><b>Consensus from the Policy Board to continue with the following two Mosaic themes for further development and testing:</b></p> <ol style="list-style-type: none"> <li><b>1. Improve Capacity</b></li> <li><b>2. Managing Congestion on Existing Corridors</b></li> </ol>

	<p>the broader region covering Corvallis, Albany, Lebanon Model (CALM)</p> <p>For information purposes, staff also provided a brief review findings regarding a conceptual Millersburg Bridge connection. The CALM travel demand model was used to complete a high-level analysis of how a new Millersburg Interchange and a Millersburg Bridge would impact future travel patterns. Overall, the river crossing was projected to shifts trips off the Hwy 20 bridges and onto the new river crossing, relieving congestion on Ellsworth St and Lyon St and decreasing traffic on Salem Ave. The crossing also provides some relief to the Knox Butte Rd/I-5 Ramp links. Traffic would increase in northern Millersburg, particularly on Old Salem Road.</p>	<p><b>Consensus from the Policy Board for the Mosaic study area to be confined to that of the AAMPO planning area.</b></p>
<p>IX. DLCDC Greenhouse Gas Reduction Target Committee</p>	<p>The Land Conservation and Development Commission (LCDC) had requested that the Department of Land Conservation and Development (DLCD) form an advisory committee to review how scenario planning and greenhouse gas reduction efforts are being implemented by MPOs. Staff is representing AAMPO on the committee and would like feedback on the following questions:</p> <ul style="list-style-type: none"> <li>• Should there be one greenhouse gas target statewide, should there be one target for the Portland MPO and one for the rest of the state, or should each MPO set its own targets?</li> <li>• Should the new MPOs be included in the new GHG reduction target-setting?</li> </ul> <p>After discussion, members agreed that all MPOs are diverse and that it would be helpful to look at a greenhouse gas reduction hybrid option that considers regional differences. The issue under discussion is difficult to confine to an MPO boundary. It is more appropriate to discuss and plan for GHG reduction at a regional level that better takes into consideration geographic and natural features, regional development patterns, and the</p>	

	<p>regional travelshed. Air quality and environmental issues are unique to different regions throughout the state, and it would be appropriate for the target-setting process to reflect that.</p> <p>For new MPOs, the Chair requested that it not be forgotten that greenhouse gas reduction targets were stated as voluntary work and not mandated and that there not be any consequences for not setting targets.</p> <p>City of Jefferson members noted that while there are benefits to being part of an MPO, there are also some down falls such as the MS4 stormwater requirements they may now need to comply with. In the past, they have been except from these requirements but as an MPO member this is now a requirement they will need to comply with. Members discussed options that the city might be able to take to apply for an exemption.</p>	
<p>X. Administrative TIP Amendments</p>	<p>Staff provided information on several administrative amendments that do not require Board action. The amendments were at the request of Linn County for project #18698 Old Salem Rd: Truax Creek Bridge Replacement. One amendment removed the utility phase and reallocated the \$6,000 to construction phase. The other amendment slipped the construction phase to 2017.</p>	
<p>XI. Other Business</p>	<p>Oregon Legislature’s Joint Interim Committee on Transportation Preservation and Modernization is scheduling a meeting on Monday, October 24 at LBCC. Time is yet to be determined. This committee is charged with crafting a transportation package for the legislature to consider in its 2017 session.</p>	
<p>XII. Adjourn</p>	<p>Meeting adjourned at 4:30 pm.</p>	



## Albany Area Metropolitan Planning Organization

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Benton County • Oregon Department of Transportation

September 22, 2016

**TO:** AAMPO Policy Board  
**FROM:** Theresa Conley, AAMPO Manager  
**SUBJECT:** Regional Transportation Plan Update

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### Action Requested

No action requested – discussion only.

### Discussion

#### **Development of 20-Year Aspirational Project List**

In August, the AAMPO Policy Board confirmed two ‘aspirational’ project list themes for further development and testing in the ‘Mosaic’ tool. ‘Mosaic’ will be used to test comprehensive benefits and costs of these two different investment strategies. The results will be brought to the MPO this fall, to inform the development of a 20-year aspirational (unfunded) project list. The Mosaic results will be considered along with future travel demand modeling results, safety data, public input, and other traditional data sources.

The two project list themes are:

Improve Capacity: This list of projects would focus on a new bridge crossing between Millersburg and North Albany and would include supporting projects to achieve that connection. The objective of testing this theme would be to better understand if a new bridge will address forecasted congestion issues between I-5 and Hwy 20 in North Albany, including addressing river crossing capacity.

Managing Congestion on Existing Corridors: Looks at improving performance of major regional corridors with technology, intersection improvements, and regional transit service. The theme focuses on improving connections to better access jobs, services, and other key destinations.

Staff is currently working with the Technical Advisory Committee (TAC) to develop these project lists. The lists may be multi-modal, provided that the projects work towards the objective of that list. For example, the ‘Improve Capacity’ theme seeks to test the benefits and/or impacts of a new bridge connection linking I-5 with Highway 20; therefore, projects in that list will likely center around highway and interchange improvements. The ‘Managing Congestion on Existing Corridors’ list seeks to test how technology, intersection improvements and promotion of transit or alternative modes may alleviate congestion. This second list is more likely to include multi-modal projects.

The Mosaic tool will not dictate the final ‘aspirational’ project list – it is just a way to test comprehensive benefits and costs of different investment strategies.

### **Albany Area Transit Development Plan**

A Transit Subgroup has been formed by the Technical Advisory Committee. The intent of this subgroup is to assist in the development of the Albany Area Transit Development Plan and bring high level transit recommendations back to the larger Technical Committee. The Transit Subgroup is currently identifying priority corridors and destinations for transit service, which will inform two scenarios for the future Albany Transit Service. The results of this discussion will be brought to the Board at a future meeting.

The consultant team is making final revisions to the Future Transit Conditions and Transit Funding analyses. These analyses will inform recommendations for short-term, mid-term, and long-term transit system improvements. At the request of the Transit Subgroup, the consultant team is enhancing its discussion of regional transit connections such as the Linn-Benton Loop and Linn Shuttle, within these reports. A key part of will be identifying ways to better coordinate with Albany Transit.

Additional information, including a discussion of proposed Albany Transit System improvements, will be brought to the Board at a future meeting.

### **Transportation Planning Rule – Meetings with Staff**

Staff is setting up meetings with Technical Advisory Committee members to discuss expectations for the Regional Transportation Plan to comply with Oregon Transportation Planning Rule (TPR). While the TPR requirements parallel federal requirements, they more strongly emphasize reduction of reliance on the automobile and coordination with land use planning. The TPR also requires that MPO jurisdictions adopt the state-complaint regional plan.

Information will be brought to the Board on this topic at an upcoming meeting, once these informational meetings with staff have been completed. Staff will outline the state requirements, discuss feedback from local staff, and recommend steps the MPO can take to ensure a successful outcome.



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September 22, 2016

**TO:** AAMPO Policy Board  
**FROM:** Theresa Conley, AAMPO Manager  
**SUBJECT:** **Public Involvement Protocols for RTP and TIP Amendments**

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**Action Requested**

Confirm proposed process to update public involvement protocols for amendments to the AAMPO Regional Transportation Plan and Transportation Improvement Program.

**Discussion**

Public involvement is a key part of all MPO planning and programming activities, including development and amendment of the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). The RTP outlines policies and prioritizes transportation projects over a 20-year period. The TIP programs funding for specific projects in the short-term.

As AAMPO develops its first RTP, it will be important to clarify processes for amending the RTP to add projects, refine financial information, incorporate new planning objectives, or other make other changes. Many MPOs differentiate minor amendments and major amendments, which require differing levels of public notification and outreach.

Staff requests to work with the Technical Committee to clarify public outreach protocols for major and minor amendments to the Regional Transportation Plan. In conjunction with this, and to create consistency among AAMPO's procedures, staff recommends a review of public outreach protocols for amendments to the TIP. The Public Participation Plan would subsequently be revised to reflect any changes to public involvement processes.