

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

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**Date:** Wednesday, October 26, 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. Call to Order and Agenda Review** **Roger Nyquist, AAMPO Chair**

**2. Public Comment** **Roger Nyquist**

**3. Minutes of September 28, 2016 Meeting** (Attachment A) **Roger Nyquist**  
*Action Requested: Approval of June 22, 2016 Meeting Minutes*

**4. OMPOC Transportation Funding Priorities** (Attachment B) **Theresa Conley**  
*Action Requested: Approve support for OMPOC transportation package priorities*

At the October meeting, the Oregon MPO Consortium (OMPOC) discussed priorities for a 2017 state transportation funding package. Based on findings from the Governor’s Vision Panel, the Oregon Transportation Forum, and the Joint Committee on Transportation Preservation and Modernization, a document was prepared listing potential priorities for consensus among the MPOs. The Board is asked to consider supporting the document listing OMPOC priorities for a state transportation funding package.

**5. Federal Performance Based Planning Requirements** **Theresa Conley**  
*Action Requested: No action required. Discussion only.*

Staff will provide an update on performance-based planning requirements established by the prior federal transportation bill, MAP-21. The final rules are currently being established and will require states and MPOs to track pavement condition, bridge condition and congestion on the NHS. It also requires tracking of fatal and serious crashes on all roadways and development of a transit asset management plan.

**6. November / December Meetings** **Roger Nyquist**  
*Action Requested: Determine meeting schedule for November and December*

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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.

The November and December meetings fall close to holidays and the Board is asked to consider rescheduling a Nov/Dec meeting for early December.

**7. OCWCOG Program Updates**

**Tarah Campi, Katie Best**

*Action Requested: No action required. Discussion only.*

- a. Travel Training – COG has been providing training to RideLine clients who are interested and able to ride ATS buses alone. The goal is to provide them with more independence. Staff can provide a brief overview of the program in the Albany area.
- b. Safe Routes to School – COG received funding for Safe Routes to School programming in Albany, Jefferson, Sweet Home, Harrisburg and Lebanon. Staff can provide an overview of work planned.

**8. Information Sharing**

**Roger Nyquist**

*Action Requested: No action required. Discussion only.*

This is an opportunity for MPO members to provide local updates and share information.

**9. Adjourn**

**Roger Nyquist**

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

**Wednesday, September 28, 2016**

**2:30 – 4:30 pm**

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

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

**Members Absent:** Floyd Collins and Gary Powell

**Alternates Present:** Georgia Edwards and Ray Kopczynski

**Staff Attending:** Fred Abousleman, Tarah Campi, and Emma Chavez

**Guests:** Josh Wheeler and Mark Siddall

TOPIC	DISCUSSION	DECISION / CONCLUSION
I. Call to Order and Agenda Review		<b>The meeting was called to order at 2:34</b>
II. Public Hearing	<p>The Chair opened up the meeting to a Public Hearing to review and consider adoption of amendments to the Albany Area MPO Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) Framework to include a new project.</p> <p>The project; Interstate 5: Delaney Rd to Albany will allocate \$3 million to study and complete preliminary design for a third lane on I5 between Salem and Albany. The project does not include construction.</p> <p>With no comments from the public, the Chair asked for a formal vote from the AAMPO Policy Board to approve amending the TIP and RTP Framework to include the I-5: Delaney Rd to Albany project. The Policy Board approved amendments by unanimous vote.</p>	<p><b>There were no public comments.</b></p> <p><b>By unanimous vote, the Policy Board to approve amending the TIP and RTP Framework to include the I-5: Delaney Rd to Albany project.</b></p>

<p>III. Public Comment</p>		<p><b>There were no public comments.</b></p>
<p>IV. Minutes of August 24, 2016 Meeting Minutes</p>		<p><b>Consensus from the Policy Board to approve the August 24, 2016 meeting minutes as written.</b></p>
<p>V. Regional Transportation Plan</p>	<p>Tarah Campi introduced herself as a Community Economic Development Planner filling in for AAMPO Manager, Theresa Conley.</p> <p>In August, the Policy Board confirmed two aspirational project list themes for further development and testing in the Mosaic tool. The project lists are: <i>Improve Capacity</i> and <i>Managing Congestion on Existing Corridors</i>. The aspirational list itself and Mosaic tool are not intended to confine the list and outcomes, but rather to analyze the costs and benefits and provide a tool for looking at the themes.</p> <p>Also, the TAC has developed a Transit Subgroup to assist in the development of the Albany Area Transit Plan and bring high level transit recommendations back to the larger TAC. The Consultant team is making final revisions to the Future Transit Conditions and Transit Funding analyses. The analysis will inform recommendations for short-term, mid-term, and long-term transit system improvements. Additional updates of their work will be given at future Policy Board meetings.</p> <p>Staff is also setting up meetings with individual TAC members in their jurisdictions regarding expectations for the Regional transportation Plan to comply with the Oregon Transportation Planning Rule (TPR). The TPR emphasize reduction of reliance on the automobile and coordination with land use planning. TPR also requires that MPO jurisdictions adopt the state-complaint regional plan.</p>	
<p>VI. RTP and TIP Amendment Protocols</p>	<p>Staff is requesting to work with the TAC to clarify public outreach protocols for major and minor amendments to the RTP. Staff</p>	<p><b>Consensus from the Policy Board for staff to work</b></p>

	<p>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 as well.</p>	<p><b>with the TAC to clarify public outreach protocols.</b></p>
<p>VII. Corvallis-Albany Bikeway Update</p>	<p>Josh Wheeler, Benton County Public Works Director gave an update on the Corvallis-Albany Bikeway.</p> <p>Wheeler indicated that over ten years ago, the project was considered a rail corridor project. During the process however, the rail road indicated that they did not want it there. The project went to the Planning Commission and received a no vote due to land use conflicts.</p> <p>In late 2015, a survey was conducted to determine if a need for a pathway exists. Benton County conducted online and telephone surveys regarding a possible bike and ped path between Corvallis and Albany. The results indicated that a large amount of people would utilize the trail, however, it would be mostly used for recreation.</p> <p>The County felt that the project has a benefit to the community and the Board of Commissioners voted to direct staff to proceed forward with a consultant for Phase 1 of a public process. Benton County has hired Barney and Worth to complete a Public Involvement Process that will analyze all possible path locations. Barney and Worth has conducted additional interviews and those results will be shared with the Board of Commissioners at their October 4<sup>th</sup> meeting. In general, those comments are good.</p> <p>Moving forward; Benton County will request to finalize Phase 1 and will receive direction from the Board of Commissioners on whether or not to move forward to Phase 2. Phase 2 would convene TAC and</p>	

	<p>Stakeholder groups together to decide on all the possible bikeway locations.</p> <p>The Chair stated that when the project first came up he questioned whether a pathway by the river would be feasible, yet it hadn't been one of the recommendations. Wheeler noted that the County wants to vet with the public all possible locations and this suggestion can be included. He stated that their goal is not only to build a project that has merit but also to rebuild relationships.</p> <p>Staff questioned the name change from Trail to Bikeway. Wheeler stated that this was due to a focus on the usage of the facility. The term 'bikeway' better captures its function in the community and recreational purpose.</p> <p>On a separate note, the Chair noted that he is still unsure how Hwy 20 can become safer. Frannie Brindle stated that this would need to be addressed from the Regional Transportation Planning. Wheeler noted that the section of the Hwy is in neither the AAMPO nor CAMPO area but that it could be included in the Benton County TSP, as it is currently being updated. Roger indicated that a capacity study would be helpful.</p>	
<p>VIII. Informational Items</p>	<p>a) AAMPO FY15-16 Annual Report The annual report will be submitted to FHWA. Any comments may be submitted to Theresa Conley.</p> <p>b) Local project updates ODOT – Pioneer Mountain Eddyville is due to be open by October 9<sup>th</sup>. Paving is taking place at both ends. The new alignment cuts off 4.7 miles. Road closures still in place until the end of October. There will be more blasting next year to complete the straightening of the road. Play on the Grade is planned for this Saturday, October 1<sup>st</sup> at</p>	

	<p>noon. Also, Sheep Creep is completed and opened. On Monday, August 21, 2017 a Solar Eclipse will pass through this area. Newport and Lincoln City are expecting to bring in a lot of people. Local communities are concerned of what this will do to traffic. ODOT will be in contact and is planning on assistance. Hwy 34 guard rail from I-5 to NE Colorado Lake Dr. is in development. ODOT is doing outreach with adjacent land owners and then will meet with emergency responders in mid October.</p> <p>Linn County – 7 Mile Lane and Hwy 34 project is well underway. Night paving is taking place and luminaires are being placed. Paving is being finished at Quartzville Road by Foster. Widening of shoulders, new parking areas and restrooms are being placed. The County continues to wrap up overlays.</p>	
IX. Adjourn	Meeting adjourned at 3:25 pm.	

**POTENTIAL POINTS OF COMMON GROUND FOR OMPOC SUPPORT  
IN 2017 TRANSPORTATION PACKAGE**

The Oregon MPO Consortium (OMPOC) calls for the Oregon Legislature to be truly visionary for all of Oregon in crafting a transportation package in 2017. It is important that the efforts not only provide significant support for the state's transportation system in the near term, but also create a solid and lasting foundation for ongoing support.

OMPOC feels that not only is the need obviously great, but that the time is right to raise additional sustainable revenue to support all modes of transportation in Oregon. Consideration needs to be given to a full spectrum of measures, not just traditional highway or gas tax approaches. Revenue sources that support transit capital and operations, bicycle and pedestrian improvements, special needs transportation, passenger rail improvements, and more – as well as highway and road improvements, operations, and maintenance – must all be part of the mix.

**Points for Consideration:**

To accomplish even a subset of the initiatives listed below, it is clear that new revenue is essential. There are established funding sources that ***need to be increased***, such as the gas tax. Be bold – do as many other states in the nation have already done in recent years, front-load a significant increase of at least 15 to 20 cents per gallon to the state gas tax to address the tremendous backlog in need just in the area of maintaining and preserving our existing transportation assets alone. A slow incremental increase in the gas tax may only end up finding the state falling further behind. Furthermore, immediately index the state gas tax to inflation.

*In the previous paragraph, in place of “at least 15 to 20 cents per gallon,” there was discussion of a specific proposal, as follows. Please ascertain individual MPO Board support as appropriate.*

*“30 cents per gallon, to support:*

- 10 cents per gallon for seismic resiliency and hardening tied to predetermined list of projects; either sunset or transfer to other needs when seismic needs are met*
- 10 cents per gallon for rebuilding of lost purchasing power*
- 5 cents per gallon for city/county funding split by population or road miles for preservation/maintenance or other local need*
- 3 cents per gallon for ODOT for projects of state or regional significance*
- 2 cents per gallon to provide for match for major federally funded projects to support significant economic development*

*Index for inflation or a predictable amount and corporate average fuel economy (CAFÉ) changes.”*

1. **Prioritize Safety and Universal Access.** It is important to prioritize safety and universal access to the transportation system above and beyond reducing congestion or any other consideration. We would like to see cost effective investments that focus on increasing mobility of people in an equitable manner. There should be more of an emphasis on, and support for, the Mayor's Challenge, Vision Zero, complete streets, mobility hubs, and ADA improvements.
2. **Transit funding.** We would like to see increased support for stabilizing and fully funding transit operations as well as for providing funds for new system build out and paratransit services. It should

also include funding for expanding accessible services, especially with the aging population in Oregon. Such funding should also recognize transit's contributions to roadway congestion reduction.

3. **Support increasing investment in programs, such as Safe Routes to School, which create safe walking and biking access to schools.** Not only is continued support for programs such as Safe Routes to School essential, we would also like to suggest expanding such programs to include middle school and high school students to reflect the needs of our local communities.
4. **Support for Freight Rail.** There should be more emphasis in supporting freight rail. Freight rail presents significant opportunities for improving the movement of freight in Oregon, which is vital to Oregon's economy, while at the same time providing congestion relief on the state's highways.
5. **Support for Passenger Rail.** There should be more emphasis in supporting passenger rail. It is an essential component of moving Oregon's transportation system efficiently into the future as the state, and the west coast corridor, grows. Passenger rail is also a vital part of economic development throughout our region.
6. **Support investments in community bicycle and pedestrian improvements.** It would greatly benefit local communities if the funding eligibility for bicycle and pedestrian infrastructure could be expanded beyond existing "in the right of way" constraints to also include projects that are adjacent to and beyond the right of way.
7. **Jurisdictional transfers.** This topic needs to be explored by local jurisdictions along with the state to ensure that the level of funding would be adequate to make the arrangements work from the local perspective. Adequate funding is critical; funding needs to cover costs to modernize and maintain the facilities in question. We suggest considering dedicating 1 cent per gallon of the state gas tax to funding jurisdictional transfers.
8. **Inter-city Transit.** Intra-city transit is often the focus of transit discussions at the state level, but inter-city transit improvements are just as often overlooked. There is a need for the metropolitan areas across the state to expand, operate, and maintain robust inter-city and inter-metro transit services. Inter-city transit investments will be cost effective and help achieve the state's greenhouse gas reduction goals.
9. **Transit Student Youth Pass.** Funding for a comprehensive transit student youth pass is a proven and cost effective approach to serving the transportation needs of this demographic, supporting increases in graduation rates, reducing reliance on the automobile, creating a safer and more secure transportation option for students, and creating the potential for life-long transit users.
10. **Improve Efficiency and Coordination in the Provision of Special Transportation Services.** The state estimates that between the Oregon Department of Transportation, the Department of Human Services, and the Oregon Health Authority, hundreds of millions of dollars are spent annually providing special transportation services, with significant opportunities for improving coordination and efficiency among providers. The opportunities for improving the efficiency, cost-effectiveness, and service to the end users in this area should be emphasized in the Legislature's deliberations.
11. **Environmental Stewardship: Provide Funding to Address Air Quality Concerns and Achieve Greenhouse Gas Reduction Goals.** Environmental Stewardship should be a leading element to direct transportation investments and priorities across Oregon. Given that the transportation sector is responsible for more than one-third of the greenhouse gas emissions in Oregon, it is not emphasized enough. Federal funding provided through the Congestion Mitigation and Air Quality (CMAQ) program to address transportation-related air quality issues is insufficient. We ask that the

legislature create a matching fund to provide state dollars on a one-to-one basis to augment the federal funding for addressing air quality concerns in the state.

12. **Direct more Funding and Authority to Local Communities.** There are diverse needs and priorities. Let local communities choose more often where to invest as long as there is proven efficiency, such as prioritizing projects that accomplish multiple goals. ODOT should provide more flexibility in design standards and more local authority in the process for establishing speed limits to be able to accomplish local safety and mobility goals.
13. **Prioritize Seismic Preparedness.** Funding for seismic upgrades for lifeline transportation routes should be a priority. In addition to these infrastructure improvements, it is vital that the Oregon Department of Transportation communicate with emergency response professionals which routes have been designated as high priority seismic lifeline transportation routes.
14. Pave the way for true and rapid innovations in transportation revenue generation such as implementing Pay-As-You-Drive concepts. The state should prioritize and accelerate a program for full implementation of pay by the mile for high efficiency vehicles. Indeed, new federal legislation (the Fixing America's Surface Transportation, or FAST, Act) provides incentives for states to do so.