

APPROVED MINUTES

**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		The meeting was called to order at 2:35
II. Public Comment		There were no public comments.
III. Minutes of June 22, 2016 Meeting Minutes		Consensus from the Policy Board to approve the June 22, 2016 meeting minutes as written.
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 remains the signatory.	Consensus from the Policy Board to adopt the Linn-Benton Loop Governance Agreement as presented.

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	<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, section 13.c added to include language that AAMPO may be hired as a consultant for ODOT projects when there is availability.</p> <p>This is a required document o outline roles and responsibilities in carrying out MPO planning processes. The Policy Board is asked to consider approval of amendments to the IGA.</p>	<p>Consensus by the Policy Board to approve amendments to the ODOT/MPO/Transit Coordination Intergovernmental Agreement as presented.</p>
<p>VI. Highway 20 Safety Study</p>	<p>Scott Mansur, DKS Consultant 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.</p> <p>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 formed and convened as well as public open houses held for community input. Based on all this work, DKS has developed safety improvement recommendations and countermeasures.</p> <p>Mansur reviewed the following recommended improvements include the following:</p> <ul style="list-style-type: none"> • Improvements to signs, signals, and pavement markings • Center two-way, left-turn lane from Merloy Avenue south to Conifer Boulevard • Install center TWLTL between Scenic Drive and Blossom Lane 	

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	<ul style="list-style-type: none"> • Improvements to Granger Avenue and Independence Highway Intersections • Potential roadway network connections between Merloy Avenue and Conifer Boulevard • Potential roadway network connections east of Scenic Drive • Shared Use Path from Corvallis to Albany: \$7,000,000 • Improvements to Us20: \$3,000,000 <ul style="list-style-type: none"> ○ Shoulder widening, particularly east of Independence Highway ○ Intersection improvements (signing) at Granger Avenue and independence Highway <p>The following three projects ranked the highest through community feedback:</p> <ol style="list-style-type: none"> 1. Granger Avenue and Independence Highway Connector Road and Intersection Improvements 2. Center TWLTL between Conifer Boulevard and Merloy Avenue 3. System-wide Improvements to Signs, Signals, and Pavement Markings <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).</p> <p>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.</p>	<p>Consensus from the Policy Board to release public review draft of proposed amendment to the</p>

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	<p>ODOT has received \$3 million through FAST ACT for a study of a third lane from Delaney Road to the Salem Interchange. Construction funds are not available; these funds are to 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>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, alleviating 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 intersection and that Linn County would be open to discuss assisting in the costs to extend 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>AAMPO Transportation Improvement Program and Regional Transportation Plan.</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"> 1. Confirm the two Mosaic themes for further development and testing 	<p>Consensus from the Policy Board to continue with the following two Mosaic themes for further development and testing:</p> <ol style="list-style-type: none"> 1. Improve Capacity

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	<ul style="list-style-type: none"> • Staff reviewed the two themes; Improve Capacity and Managing Congestion on Existing Corridors <p>2. Confirm the Mosaic study area as confined to the AAMPO planning area</p> <ul style="list-style-type: none"> • Staff advised that the TAC recommends that the Mosaic cost/benefit analysis focus on the AAMPO area and not the broader region covering Corvallis, Albany, Lebanon Model (CALM) <p>For information purposes, staff also provided a brief review of the Millersburg Bridge Analysis test. 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.</p>	<p>2. Managing Congestion on Existing Corridors</p> <p>Consensus from the Policy Board for the Mosaic study area to be confined to that of the AAMPO planning area.</p>
<p>IX. DLCDC Greenhouse Gas Reduction Target Committee</p>	<p>Staff reminder members that the Land Conservation and Development Commission (LCDC) 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"> • Should there be one greenhouse gas target statewide or should each MPO set its own targets? • What would new MPOs need to do? <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.</p>	

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	<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 Storm Water 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>The Policy Board is not requested to take any action on Administrative Amendments. Staff provides this as informational only.</p> <p>Staff reports that two administrative amendments to the TIP have been completed. The following 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 meeting Monday, October 24 at LBCC Time is yet to be determined</p> <p>This is an Andy Olson committee 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>	