

**AAMPO/CAMPO  
JOINT POLICY BOARD MEETING  
Tuesday, February 2<sup>nd</sup>, 2016  
Oregon Cascades West COG, Large Conference Room**

**MINUTES**

**AAMPO/CAMPO Members Attending:** Frannie Brindle, Floyd Collins, Georgia Edwards, Hal Brauner, Annabelle Jaramillo, Gary Powell, and Rocky Sloan

**AAMPO/CAMPO Alternates Present:** Valerie Grigg Devis, Ray Kopczynski, Walt Perry, and Mary Steckel

**AAMPO/CAMPO Members Absent:** Alan Rowe, Darrin Lane, Dave Beyerl, and Roger Nyquist

**Guests Attending:** Laurie Starha, Lee Lazaro, Chris Bailey, Josh Wheeler, and Barry Hoffman

**Staff Attending:** Ali Bonakdar, Theresa Conley, Tarah Campi, and Emma Chavez

TOPIC	DISCUSSION	DECISION / CONCLUSION
I. Corvallis Area MPO Caucus	Meeting called to order at 3:05 pm by Chair Rocky Sloan. Election of Chair and Vice Chair were conducted. Hal Brauner nominated the current Chair and Vice Chair to serve an additional year. There was consensus to the nomination.	<b>Consensus from the CAMPO Policy Board for the current Chair, Rocky Sloan and Vice Chair, Alan Rower to continue to serve an additional year.</b>
II. Call to Order & Introductions	Rocky Sloan, Chair of the Corvallis MPO called the meeting to order at 3:07 pm. Introductions were conducted. Albany Area MPO Chair Roger Nyquist was unable to attend.	
III. Agenda Review		<b>Agenda items VII and VIII were swapped.</b>
IV. Public Comment		<b>There were no comments from the public.</b>
V. Minutes of February 11, 2014 Joint Meeting		<b>Consensus from the joint Policy Boards to accept the February 11, 2014</b>

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		<b>meeting minutes as written.</b>
<p>VI. Highways 20 and 34 Discussion</p>	<p>Scott Mansur with DKS gave a presentation on the US 20 Highway Safety Study. Scott noted that DKS was hired by ODOT to conduct a safety study on highway 20. DKS began its work in September of 2015. They began by doing a background documents review, collecting data, traffic counts, and collision data. A Technical Advisory Committee has been created as well as a Stakeholder’s Advisory Committee. DKS is planning an open house for next month to receive feedback from the public.</p> <p>At this point, DKS has conducted an Existing Safety Conditions Analysis to determine the issues in the corridor. Scott reviewed the work and findings of the analysis. Through traffic counts and using the most recent (5 years) of historical crash data; the following were key finding; there are high rates of rear end crashes due to high density of access points, rural signals, lack of turning lanes, high through volume and relatively high speeds. Fatal and serious injury crash types were due to fixed objects, turning movements, head-on collisions and rear ends. The high crash intersections were identified as Circle Boulevard, Pilkington Avenue, Merloy Avenue, Granger Avenue, and Independence Highway. The high crash segments include Circle Boulevard to Granger Avenue and Scenic Drive to North Albany Road.</p> <p>For next steps, DKS will be developing recommended safety improvements and countermeasures. Ultimately, DKS will have a final safety study and final report for ODOT. The report will be used as a tool to look for future funding for the highway 20 corridor. The report is scheduled to be finalized by August of 2016.</p> <p>Scott notified members that two community forums will take place to receive feedback from the community. At next month’s forum, the focus will be on issues of the corridor. At the following forum a</p>	

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	<p>recommendation of solutions will be provided for feedback. There is also a website where the community can provide feedback.</p> <p>Councilor Collins questioned how we are ensuring that recommendations here and investment of money is not being shortsighted and inconsistent with the solutions of bottlenecks and high capacity which are a high priority to the Governor’s Transportation Vision Panel (GTVP). Scott advised that bottleneck and capacity issues will be identified during the study and noted in the plan. However; at this time ODOT is trying to look at things more realistically and identify what can be done as soon as possible to improve safety along the corridor. This is the reason why the focus is on low cost/high benefit improvements while identifying the full needs of the corridor and being consistent with local TSP’s.</p> <p>Councilor Collins also questioned if level of service modifications were being identified in the study. Scott advised that those will also be identified.</p> <p>Councilor Brauner questioned if there is information on volume differences between Hwy 20 and Hwy 34 coming into Corvallis. Scott noted that it’s something that can be looked at.</p> <p>Councilor Collins stated that everything that has been looked at in the last couple of years points to the need of increasing the Linn-Benton Loop service. Councilor noted that the question is how to enhance and maximize the ability to get a return on it and that if this is a low cost improvement, this should be looked at as one of the solutions.</p>	
<p>VII. Linn-Benton Loop Service</p>	<p>Barry Hoffman gave a presentation on the Linn-Benton Loop Service. Barry noted that throughout the years, the Loop service has had its ups and downs and has had to cut service to areas it once served.</p> <p>The Loop is funded with 5307 Federal funds through the AAMPO and CAMPO with local match provided by LBCC, OSU, Hewlett Packard,</p>	

	<p>and Samaritan Services. In addition to this, Linn County and Benton County contribute Special Transportation Funds (STF) and 5310 funds.</p> <p>Barry noted that from 2004 to 2011, ridership had consistently been increasing. Since 2011 there have not been any changes made to the service and that is when ridership hit a plateau. That being said, the Loops daily ridership of 29.6 per revenue hour is the highest in the Albany Area and a respectable number according to industry standards. There are many successes to the Loop including long term partnerships with local stakeholders, high ridership, high valued service, and regional connections.</p> <p>The Loop faces funding issues of competing with the MPOs need for 5307 funds, future resources from partners may not be available, requesting additional 5310 and STF funds creates competition with other needed senior and/or disabled programs as well as there being no new funding sources. The historical challenge is fluctuations in service due to financial changes.</p> <p>In the matter of funding; Chris Bailey presented a memo describing the initial budget estimates for fiscal year 2016-2017 for the Linn-Benton Loop service. She noted that the final budget details may slightly change from the presented estimate amounts, however the CAMPO, AAMPO, OSU and LBCC estimates are expected to remain the same. Chris briefly reviewed the memo and budget estimates.</p> <p>It was noted that the Benton County STF dollar amounts needed to be corrected.</p> <p>Members questioned the reduction in ridership. There is not a clear answer to the decrease in ridership. However, it is speculated that the decrease in gas prices may be a factor.</p>	
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<p>VIII. Linn-Benton Loop Governance IGA</p>	<p>An IGA has been produced for the governance of the Linn-Benton Loop and each prospective member has had the opportunity to review it with their legal counsel. However, the make-up of the Governance will need to be modified to reflect what was originally agreed upon.</p> <p>As it is currently written, the IGA brings all members of the MPOs into the Governance. The partners had agreed for the Governance to be made up of six members; two members of each MPO, one member from LBCC, one from OSU and two Ex Officio. While the Governance could include all members of the MPO, it does not seem feasible to be able to get all members to the meetings at once. The intentions was to give each MPO one vote.</p> <p>Valerie Grigg Devis suggested including a member from the health community in the governing board. Hal Brauner advised that an invitation could be extended later.</p> <p>Mary Steckel pointed out that the IGA calls for the Board to elect a Chair each year, but is also required to meet only once a year.</p> <p>Policy Board members approved the IGA with correction to the voting structure of the Governance body as discussed above.</p>	<p><b>Consensus from the joint Policy Boards to approve the IGA with correction to section 3.1 to correct the make up of the Governing body as discussed:</b></p> <p><b>Two members of each MPO, a member of LBCC, a member of OSU and two Ex Officio members.</b></p>
<p>IX. Adjourn</p>	<p>Meeting adjourned at 4:50 pm.</p>	