

Agenda
Albany Area Metropolitan Planning Organization
Technical Advisory Committee

Date: Thursday, September 14, 2017
Time: 1:30 to 3:30 pm
Location: OCWCOG Albany Office, Upstairs Conference Room
1400 Queen Ave SE, Albany OR
Contact: Tarah Campi, Planner II, (541) 924-8480

1. **1:30 Call to Order and Agenda Review** **Josh Wheeler, Chair**

2. **1:35 Public Comment** **Josh Wheeler**

3. **1:40 Review of Minutes from July 13th Meeting** (Attachment A) **Josh Wheeler**
Action Requested: Approve Minutes

4. **1:45 STP Prioritization Forms** (Attachment B) **Josh Wheeler**
Action Requested: Consider edits to forms and process update

Work session on Surface Transportation Program (STP) project-ranking forms.

5. **2:15 Legislative Update** (Attachment C and Handouts) **Frannie Brindle, ODOT**
Action Requested: Information Only

6. **2:45 Regional Transportation Plan (RTP) update** (Handouts) **Tarah Campi**
Action Requested: Information Only

7. **2:55 Linn Benton Loop Service Analysis Update** **Phil Warnock**
Action Requested: Information Only

8. **3:05 AAMPO Staff Recruitment Update** **Phil Warnock**
An update on the hiring process for AAMPO staff.

9. **3:15 Information-Sharing** **All**

10. **3:30 Adjourn**

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.

**ALBANY AREA METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE MEETING
Thursday, July 13 2017
OCWCOG Albany Office, Upstairs Conference Room
MINUTES**

Members Attending: Chuck Knoll, Georgia Edwards, Chris Bailey, Josh Wheeler, Lissa Davis, Valerie Grigg Devis, and Don Miller
Staff Attending: Tarah Campi and Emma Chavez

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Agenda Review	The Vice Chair, Chris Bailey called the meeting to order at 1:32 pm.	
2. Public Comment Period		There were no public comments.
3. Review of Minutes from April 13, 2017 meeting	Bailey asked for the AAMPO TAC and staff to keep in mind that Chuck Knoll had requested from Valerie at ODOT, for an informational meeting of the different types of funding available.	Consensus to approve the April 13, 2017 meeting minutes.
4. Regional Transportation Plan (RTP) Update	<p>Staff, Tarah Campi advised that the RTP Update continues to move along well and on schedule. A Draft RTP is currently being developed and the original framework is being flushed out. The public engagement process has wrapped up and the RTP is expected to be adopted this Fall. Additionally, the TDP will be finished this summer.</p> <p>The public engagement reached every AAMO jurisdiction. Cogito did a lot of Title VI, transit, and direct stakeholder outreach. The last major meeting was co-hosted with the Bike and Ped Committee.</p> <p>The RTP TAC will meet one more time in the Fall as part of the RTP Update.</p>	
5. Legislative Update	Campi advised that members will receive an email on House Bill (HB) 2017 shortly. Members received a handout of the HB summary which Campi reviewed, highlighting sections that may affect the MPO area.	
6. Linn-Benton Loop Update	Staff, Emma Chavez provided an update on the Linn-Benton Loop. She noted that the Board has met twice this year. They approved the composition of the Loop TAC, which has now been formed and has met	

	<p>once on May 30th. The Loop TAC bylaws have been adopted and they are planning to meet again in early August.</p> <p>The Loop is working on a Service Analysis Scope of Work with new direction from the Loop Board and will also be looking into the feasibility of a Transit District.</p>	
7. AAMPO Staff Recruitment Update	<p>Staff, Phil Warnock advised that the COG is looking into the level of support and financials. He noted that there was not much response to the recruitment notice. As an agency, the COG has a robust list of transportation projects and the Community and Economic Development Department is looking at restructuring its programs, salary schedule, and internal capacity.</p> <p>Bailey stated that the AAMPO Board is very eager to get someone on Board.</p>	
8. Adjourn	<p>Bailey noted that future AAMPO TAC meetings should include a review of the project criteria of project prioritization.</p> <p>Staff noted that there are no action items for next month and asked if the TAC would like to cancel the August meeting. Members met consensus to do so.</p> <p>Meeting adjourned at 2:45 pm.</p>	<p>Consensus from the AAMPO TAC to cancel the August meeting.</p>

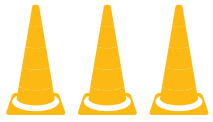
Criteria				Projects			
Goal		Measures	Values	Springhill Drive Overlay	Salem Ave Rehab	Queen Ave Rehab	Old Salem Rd Sidewalk
Preservation and Maintenance of Existing Facilities	1a	Pavement rating, or general condition if a non-roadway facility.	Good = 10 Fair = 25 Poor = 50				
		Maximum Allowable Points from this Goal	50				
Extent of Coverage	2a	Will the project upgrade, refurbish, eliminate gaps in, or mitigate deficiencies in existing transit facilities or transit routes?	Yes = 5 No = 0				
	2b	Will the Project upgrade, refurbish, eliminate gaps in, or mitigate deficiencies in existing bicycle and/or pedestrian facilities?	Yes = 5 No = 0				
	2c	Will benefits of the project be realized in the entire Urbanized Area?	Primary Arterial = 10 Minor Arterial = 5 Collector = 2				
	2d	Will the project improve current or future traffic flow? Consider current Level of Service, Average Daily Traffic and Functional Classification.	Significantly = 10 Moderately = 5 Slightly = 2				
	2e	Will the project impact a large number of users? ADT Range for Goal 2(e): A = >10,000; B = 5,000 - 10,000; C = <5,000 = 2 pts	ADT Range A = 10 pt B = 5 pts C = 2 pts				
		Maximum Allowable Points from this Goal	40				
Safety Improvement	3a	Does the project address a known safety issue for motorists? Consider safety data available from Regional Transportation Plan, ODOT, and local sources.	Significantly = 15 Moderately = 10 Slightly = 5				
	3b	Does the project address a known safety issue for transit users, bicyclists and pedestrians? Consider safety data available from Regional Transportation Plan, ODOT, and local sources.	Significantly = 15 Moderately = 10 Slightly = 5				
		Maximum Allowable Points from this Goal	30				
		Total Maximum Allowable Points	120				

Total STP Funding Request	\$640,000	\$650,000	\$1,436,300	\$70,000
Funding Recommendation				

	FFY19	FFY20	FFY21
Springhill Drive Overlay			
Salem Ave Rehab			
Queen Ave Rehab			
Old Salem Rd Sidewalk			

House District 15

Benefits of investing in transportation.



KEY PROJECT INVESTMENTS
THAT WILL BENEFIT HD 15

US 20 safety upgrades from Albany to Corvallis - \$20 M

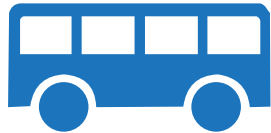
Mid-Willamette Valley Intermodal Facility - \$25 M



\$1.2 million

per year for **bike/ped** statewide

STATEWIDE
TRANSIT



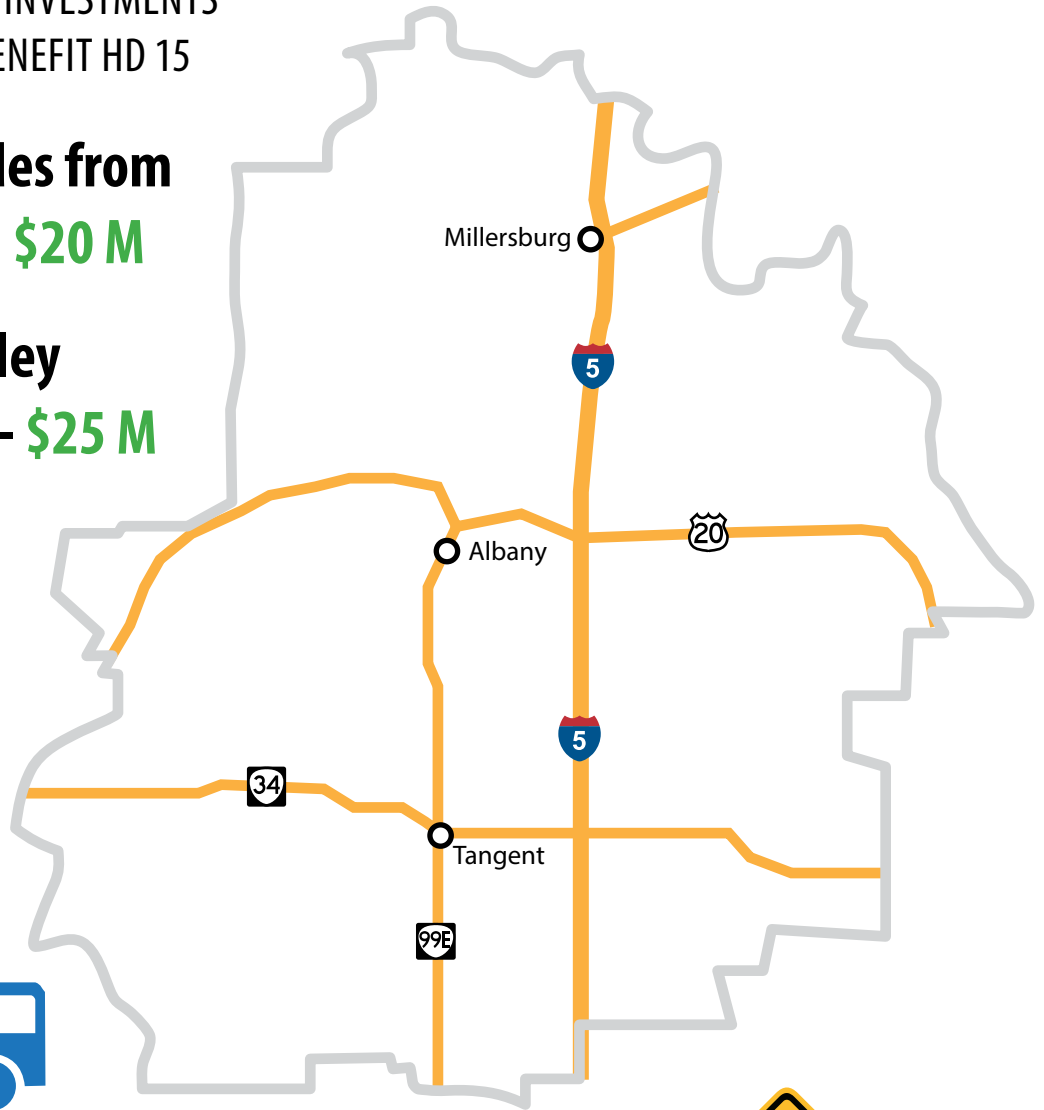
\$130 M
per year

To improve the connectivity and frequency of bus service in rural and urban communities.

Transit districts and qualifying entities get new transit money each year:

Benton County: \$2.4 M

Linn County: \$2.4 M



LOCAL INFRASTRUCTURE & MAINTENANCE

With four fuels tax increases stair-stepped over seven years **cities and counties get additional money each year:**

- Albany: **\$1.3 M**
- Millersburg: **\$44 K**
- Tangent: **\$30 K**
- Linn County: **\$3.5 M**
- Benton County: **\$2 M**



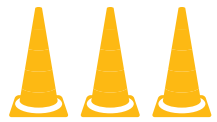
SAFE ROUTES TO SCHOOL
\$10 M
per year

statewide, increasing to **\$15 million** per year in 2023

Transit and local distribution dollars are all an average over ten calendar years (2018-2027).

House District 16

Benefits of investing in transportation.

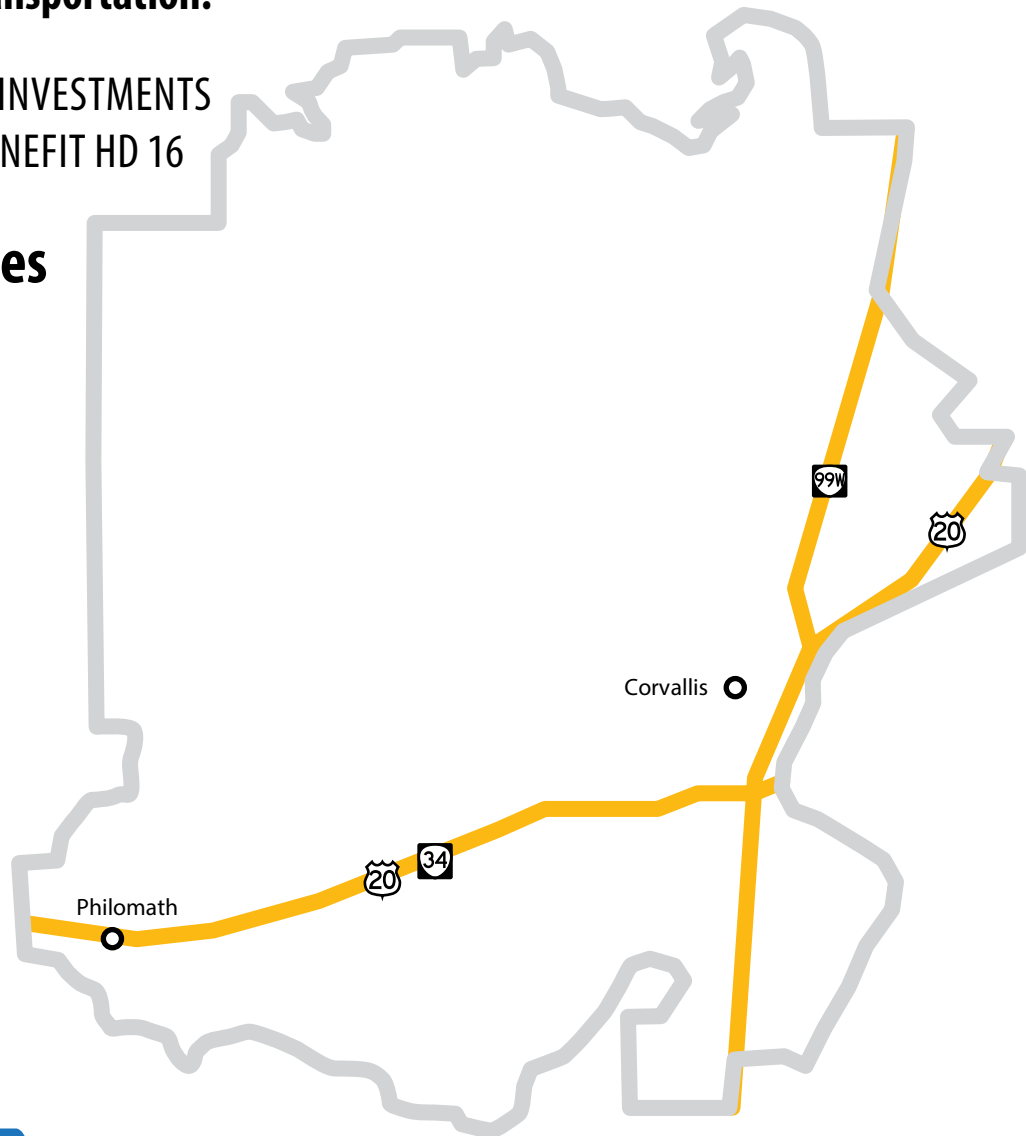


KEY PROJECT INVESTMENTS
THAT WILL BENEFIT HD 16

US 20 safety upgrades from Albany to Corvallis - \$20 M



\$1.2 million
per year for
bike/ped
statewide



STATEWIDE
TRANSIT



\$130 M
per year

To improve the
connectivity and
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Transit districts and qualifying
entities get new transit money
each year:

Benton County: \$2.4 M



LOCAL INFRASTRUCTURE
& MAINTENANCE

With four fuels tax increases stair-stepped over
seven years **cities and counties get
additional money each year:**

Corvallis: \$1.5 M

Philomath: \$118 K

Benton County: \$2 M



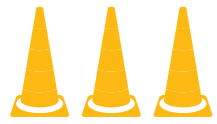
SAFE ROUTES
TO SCHOOL
\$10 M
per year

statewide, increasing
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per year in 2023

Transit and local distribution dollars are all an average over ten calendar years (2018-2027).

House District 23

Benefits of investing in transportation.



KEY PROJECT INVESTMENTS THAT WILL BENEFIT HD 23

Newberg and Dundee Bypass, Hwy. 99W, Phase II, design only - \$22 M

 LOCAL INFRASTRUCTURE & MAINTENANCE

With four fuels tax increases stair-stepped over seven years **cities and counties get additional money each year:**

Adair Village: \$21 K

Amity: \$41 K

Dallas: \$388 K

Dayton: \$66 K

Jefferson: \$81 K

McMinnville: \$844 K

Monroe: \$16 K

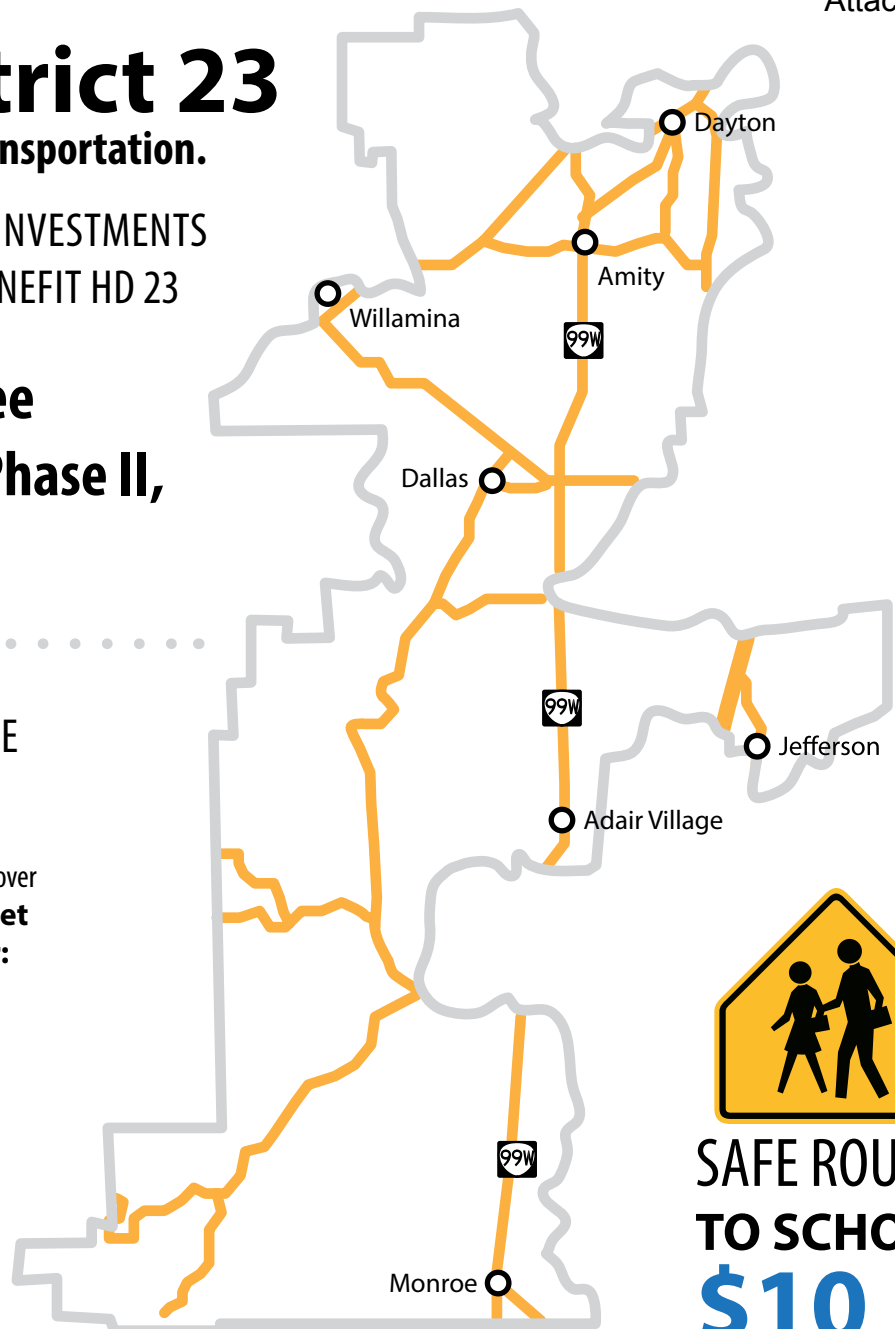
Willamina: \$53 K

Benton County: \$2 M

Marion County: \$8.3 M

Polk County: \$2 M

Yamhill County: \$2.7 M



SAFE ROUTES TO SCHOOL \$10 M per year

statewide, increasing to **\$15 million** per year in 2023

STATEWIDE TRANSIT 

\$130 M per year

To improve the connectivity and frequency of bus service in rural and urban communities.

Transit districts and qualifying entities get new transit money each year:

Benton County: **\$2.4 M**

Yamhill County: **\$1.7 M**

Salem Area Mass Transit District: **\$9.3 M**



\$1.2 million

per year for **bike/ped** statewide

Transit and local distribution dollars are all an average over ten calendar years (2018-2027).

HB 2017-10

- a brief overview -

Transportation Investments



Safety, Preservation, Maintenance & Seismic

Raises funds to fix state's bridges, highways and culverts, and make safety and seismic improvements.

Provides historic levels of investment to cities and counties for maintenance of local infrastructure.



Multimodal Transportation

Provides funding in the first biennium to Connect Oregon program and directs funds for both the Treasure Valley Transmodal Facility and the MidWillamette Valley Transmodal Facility. Creates a funding mechanism that makes Connect Oregon a permanent program.



Public Transit

Makes new substantial statewide investment in public transit to improve the connectivity and frequency of bus service in rural and urban communities.



Bicycle & Pedestrian

Creates dedicated investments for bicycle and pedestrian commuter paths in Connect Oregon.

Provides \$10 million per year for Safe Routes to Schools increasing to \$15 million in 2023, plus an additional 1 percent for bike and pedestrian projects on the highway system.



Marine Investment

Provides funding for marine dredging and derelict vessel removal.



Electric Vehicles

Provides \$12 million per year for rebates for electric and other zero emission vehicles to promote their use in Oregon.



Roadside Rest Areas

Adds six rest areas and three state parks to the portfolio of rest areas managed by the Travel Information Council and provides funds to upgrade facilities.



Congestion Relief & Freight Mobility

OR 217: Makes full investment in bottleneck relief.

I-205: Widens northbound I-205 from Powell Boulevard to I-84. Uses technology to ease congestion. Requires planning to widen the freeway from Stafford Road to the Abernethy Bridge.

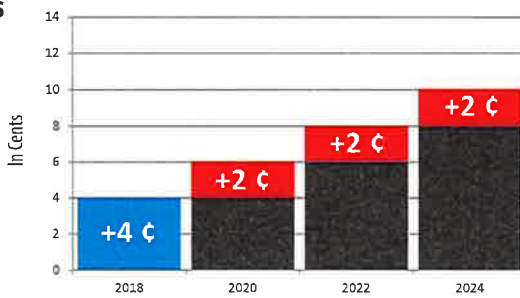
I-5 Rose Quarter: Invests in new lanes to improve reliability and plan for connectivity improvements across the freeway.

Funding Investments

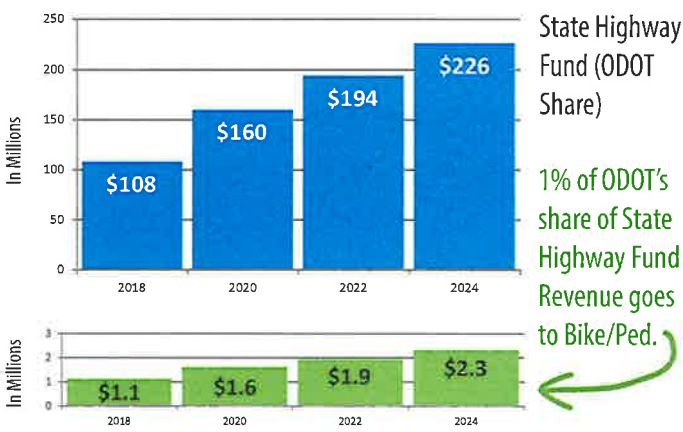
Vehicle Registration Fees, Title Fees, and Fuels Tax

Four increases stair-stepped over six years.

Last three increases conditioned on accountability.



Vehicle Registration Fees, Title Fees and Fuels Tax Annual New Revenue Estimate



State Highway Fund (Local Government Share)

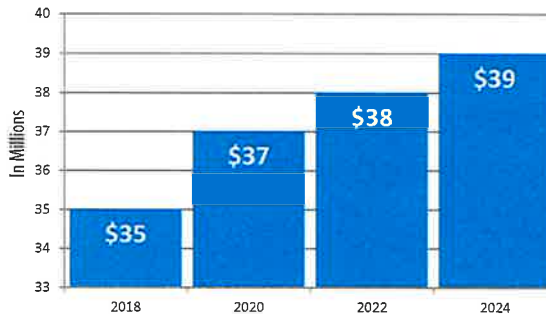


New Light Vehicle Dealer Privilege Tax



The privilege tax revenue is dedicated to **electric vehicle rebates & Connect Oregon.**

New Light Vehicle Dealer Privilege Tax Annual Revenue Estimate



Bicycle Excise Tax

\$15 fee

Only adult bicycles that cost \$200 or more with wheels 26 inches or larger. The bicycle excise tax is expected to generate an **annual average revenue of \$1.2 million.**

Statewide Payroll Tax

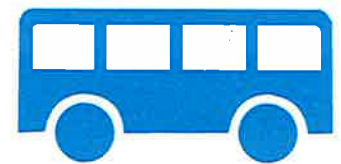
1/10th of 1% of wages, deducted by employer from payment to employee.



A worker earning minimum wage pays:

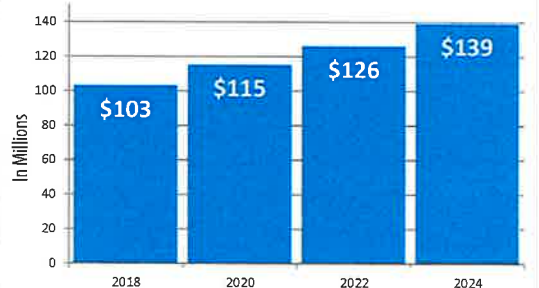
39 ¢ per week About **\$20.28 per year**

The payroll tax revenue is dedicated to



public transit

Statewide Payroll Tax Annual Revenue Estimate



Policy

Accountability

Directs the commission to create a Continuous Improvement Advisory Committee for ODOT, measure and report on transportation system condition for all jurisdictions, create a transparency website, conduct benefit cost analysis for capacity building projects and create a stronger connection between the commission and the internal auditor of ODOT.

Value Pricing

Creates a pathway for use of value pricing to relieve Portland Metro area congestion.

Clean Fuels

Guarantees certainty with cost containment measures in statute for consumer protection.

Use of Salt

Requires a statewide winter maintenance strategy that includes the use of salt.

Jurisdictional Transfers

Transfers Outer Powell Boulevard in Portland, Pacific Highway West in Eugene, Springfield Highway in Springfield, Territorial Highway and Springfield-Creswell Highway in Lane County to local governments and transfers Cornelius Pass Road in Multnomah and Washington Counties to ODOT.