



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

Technical Advisory Committee Agenda

Date: Thursday, February 14, 2019
Time: 1:30 to 3:30 pm
Location: OCWCOG Albany Office, Upstairs Conference Room
1400 Queen Ave SE, Albany OR
Contact: Dana Nichols, Transportation Planner
Teleconference: 541-497-7311, pin #841

1. 1:30 **Call to Order, Agenda Review, and Introductions** **Georgia Edwards**
2. 1:35 **Public Comment** **Chair**
3. 1:40 **Minutes from January 10, 2019 Meeting (Attachment A)** **Chair**
Action Requested: Approve Minutes
4. 1:45 **Scenario Planning Project (Attachment B)** **Cody Meyer**
Action Requested: Information/Discussion
Cody Meyer with the Department of Land Conservation and Development (DLCD) will provide an update on AAMPO's Scenario Planning project.
5. 2:15 **AAMPO Carryover (Attachment C)** **Dana Nichols**
Action Requested: Discussion Only
AAMPO Staff have prepared a brief memo summarizing previous carryover fund discussions and possible projects. In total, there is \$226,980 in Federal funds carried over from the FY 2013-2015 and FY 2015-2017 biennium, as well as an additional \$86,286.50 unexpended at the end of FY2017-2018 (yet to be accounted for). The AAMPO TAC should continue discussion regarding use of these funds.
6. 3:00 **Discussion of Upcoming Work Items** **Staff**
Action Requested: Discussion
 - NACTO Training
 - Joint AAMPO/CAMPO TAC Meeting (**Attachment D**)
7. 3:15 **Jurisdictional Updates** **All**
Action Requested: Discussion
8. 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 (TAC)
MINUTES**

Thursday, January 10, 2019

Members Present: Georgia Edwards, Chris Bailey, Chuck Knoll, James Feldmann, Darrin Lane, Don Miller for Janelle Booth, Gary Stockhoff, and Walt Perry

Staff Present: Phil Warnock, Nick Meltzer, and Dana Nichols

1. Call to Order and Agenda Review

Phil Warnock called the meeting to order at 1:30 pm. He presented new staff; Nick Meltzer, Transportation Planner will be lead staff for CAMPO, and Dana Nichols will be lead staff for AAMPO.

Nichols stated that her last role was a city planner in Bandon.

Members conducted introductions.

Warnock noted that an Assistant Transportation Planner, Stephanie Nappa has also been hired. Nappa will be assisting both MPOs with technical work, as well as conducting other transportation tasks.

2. Public Comment

There were no public comments.

3. Election of Officers

DECISION: Darrin Lane moved for Georgia Edwards to continue serving as Chair, and Chris Bailey to continue serving as Vice Chair. Seconded by Chuck Knoll. Motion carried.

4. Review Minutes from November 8, 2018 Meeting

DECISION: Walt Perry moved to approve the November 8, 2018 meeting minutes. Seconded by Chris Bailey. Motion carried.

5. Administrative TIP Amendment

Nick Meltzer advised that during staffing transition, he was assisting AAMPO. There were a number of Administrative TIP Amendments that came during that time. The AAMPO policy states that staff is able to approve Administrative TIP adjustments and notify the TAC and Board of such action. This is to inform the TAC of the Administrative TIP adjustments.

Warnock noted that Staff has asked ODOT to provide more details on TIP amendments, something that has not been provided in the past. This will allow for better discussion and feedback.

James Feldmann question what Tarah Campi's role is now. Warnock advised that she is now contracted with the COG for staff transition purposes.

6. FY19-20 Unified Planning Work Program (UPWP)

Warnock advised that the form and function of the UPWP is remaining the same. He stated that ODOT and federal partners have given very positive feedback on the engagement the TAC has had over the years with the UPWP process. March 1st is the final review date with ODOT and federal partners. AAMPO TAC and Board members are welcome to attend.

Warnock went on to review the UPWP document with members. .

Update to Membership:

Chris Bailey noted that the City of Albany's representative on the Policy Board needs to be updated to Bill Coburn.

ADA Transition Plan:

Warnock noted that under the Transit and Short Range Planning; the Loop process reflects what is currently going on but when the UPWP begins the implementation phase, the Loop Transit Service Enhancement Plan will be completed and working towards implementation. He went on to note that staff has received additional details in regards to the LBCC Transit Center. LBCC will also be working towards the 9th Street, Benton Center in Corvallis expansion of the LBCC Benton Center. There will be impacts to the route for those planning efforts and likewise will impact AAMPO and CAMPO.

Alternative Mobility Targets was the main piece added to ongoing planning efforts.

Chuck Knoll advised that he put together an ADA Transition Plan for the AAMPO area. He stated that it would be good to apply again.

Warnock noted that there is also a statewide conversation about what the compelling ADA requirement for the MPOs to have a plan is. He also stated that there is agreement that having an ADA Compliance Officer to work on the elements that are within the planning spear within the MPO is good, but that there is disconnect related to the infrastructure piece of it.

Bailey question what the vision of an MPO Plan would be, and if it would be prioritizing the deficiencies within the MPO to develop a project list. Relative to Safe Routes to School, the ADA Transition Plan would have helped to make the case better for project submittals. Bailey also questioned if every single arterial and collector road would need to be looked at and prioritized.

Darrin Lane stated that it's not as important to prioritize, but to inventory. He stated that all the jurisdictions are required to do so; therefore the question is whether they want to do a joint effort or not. Lane went on to note that it would be a useful tool.

Lane questioned if the carryover funds are eligible for the ADA Transition Plan type of work. Warnock noted that, he believes so and that what he has heard is that having a baseline data set for the MPO area would add value. That could be considered as an inventory project, if there are not enough funds for a complete plan. Lane questioned if staff could follow up with a cost estimate and draft scope of work for budgetary purposes.

Bailey stated that as the AAMPO develops a scope for this plan, there will be a component for transportation, and at that point things will be more defined. She noted that, that will be a good time to discuss the different needs between the City of Albany and the entire MPO area, and whether AAMPO can assist with funding that difference.

Warnock stated that the carryforward that has already been allocated to this year's budget had the ADA Transition Plan notes, and current staff is able to allocate time to doing the ground work. Meltzer noted that an advantage of having the MPO do it is that, when preparing the 2021-2024 TIP, you could think of how to incorporate it as part of a prioritization strategy.

Gary Stockhoff advised that he has gone through an ADA Transition Plan 101 and it might be helpful to go through such a training for the AAMPO.

Warnock noted that staff will follow up on the suggestions and bring back feedback at the TAC's next meeting.

City of Albany Bus Barn Project:

Chris Bailey stated that the City of Albany will be working on some final design for the Bus Barn project for the Albany Transit System (ATS) and Linn-Benton Loop. The MPO planning funds paid for 10% of the planning effort that went towards property acquisition. The City would like to apply for Federal Transit Administration (FTA) funding but in order to get FTA funds, they need to be close to final design. For this reason, the city would like to request MPO planning funds to pay for the design of the facility, and then apply for FTA funds. Bailey is waiting for a cost estimate for the facility. She stated that she can provide those details once they become available.

AAMPO/CAMPO Collaboration:

Meltzer noted that AAMPO and CAMPO are actively working to collaborate on as many ways as possible. Meltzer reported that the Hwy 20 Safety Project is ongoing. COG staff is working on a Multimodal Connectivity project that will be looking at a Regional bike system app. Staff is also working on updating the CAMPO and AAMPO websites to be repositories of information. Knoll advised that the Benton County and Linn County TSPs may be useful to the Regional bike system work. James Feldmann noted that the Active Transportation element of the City of Albany's Active TSP may need to be updated and it could incorporate Safe Routes to School. Meltzer noted that AAMPO and CAMPO could possibly work on a Regional Connectivity Plan or Study. He stated that this could be a next step to the Multimodal Connectivity Project. Warnock advised that the CWACT has not been historically used as a body to perpetuate an act level plan that would look at full systems in the Region. However, discussion should be on-going regarding regional coordination.

7. Scenario Planning Project

Cody Meyer with the Department of Land Conservation and Development (DLCD) gave an update on the Scenario Planning project. Meyer advised that the AAMPO Policy Board has been approved for a Strategic Assessment. He advised that this is a process that does not result in a Plan.

DLCD will use a modeling tool to look at the Regional Transportation Plan (RTP) and evaluate it for a different range of outcomes. Meyer explained the assessment outcomes: GHG emissions (not a Policy Board priority), household transportation costs, air quality, mixed-used development population, and many livability indicators. The result of the assessment will be in form of a report. The State is funding the project.

DLCD will be hiring a consultant to run the technical aspect of the process. Data will be gathered and put into a model developed by ODOT. The data will be run through the model, and a set of outcomes will be produced. A sensitivity testing phase will follow and a report will be provided to AAMPO. DLCD will continue to report to the TAC on a monthly basis.

Meyer advised that in addition to looking at all the leverage there is available, resiliency testing can also be looked at. Resiliency testing can include looking at what may happen in the future.

The hope is that this process is helpful for the next RTP update and in the development of project list. The project is due to be completed June 30, 2019.

8. Discussion of Upcoming Work Items

- Alternative Mobility Targets – Meltzer advised that there was a conversation at the last meeting on Alternative Mobility Targets, and there was a request for the TAC to draft a Memo to send to the Policy Board in regards to the targets. Staff drafted the Memo, members received it as a handout. Members were asked to review it in order to forward it to the Policy Board. TAC members gave approval of the Memo and noted that it was very well written.
- Joint AAMPO/CAMPO TAC Meeting – Meltzer advised that the joint TAC meeting will be scheduled to address travel needs in the Region and how the two MPOs can collaborate more.
- NACTO Conference – Meltzer advised that CAMPO is hosting a Bikeway Design Training. A national organization will be providing the training for engineers, consultants, and other interested stakeholders. The training is geared towards design staff, and they will get development hours as an incentive to take the training. Warnock advised that the training concept was well received by the CAMPO TAC.

9. Jurisdictional Updates

Darrin Lane advised that there is now a Hasso Herring Scenic Byway in Albany. It is the same route as the Willamette Valley Scenic Bike Way. Lane advised that the third party analysis is complete; the Millersburg Site is recommended as the primary alternative. It does state that if a road block is reached with Millersburg, to consider the Brooks site. Warnock advised that this Friday there will be a final review by the committee.

Jefferson – Just finished work on Second Avenue at the school district. Still looking to establish a functional relationship with ODOT.

Millersburg – Another 200-250 homes will be developed during the summer. Don Miller thanked Linn County for de-icing the roads during New Year's.

Linn County – Assisted the City of Tangent with a TGM grant for a Safe Routes to School project. The grant was not awarded. Truax Creek project is coming along. Working on an Oregon Business Development Grant for a center turn lane at the entrance to Selmet at Seven Mile Lane. Storm Water permitting is due soon. Met with ODOT for a local bridge projects.

Benton County – The TSP was approved on Tuesday night by the Planning Commission. It will go to the Board in early February. Lee Lazaro will be retiring by end of January. He was lead of the Benton County STIF Committee. Additionally, Gary Stockhoff advised that the Governor's budget took out \$10 million in the next biennium of STF funds. The Road manager at Benton County is also retiring and the County has many other positions currently vacant.

Tangent – The Crosswalk on Hwy 99 is complete. An inspection by ODOT is still needed.

CAMPO – The COG, on behalf of CAMPO and AAMPO is hosting the next Quarterly meeting of the OMPOC. It will be held on Wednesday, January 30th at the Albany Carousel.

Albany – AAMPO helped pay for the Albany Transit Plan. STIF funding may help double the ATC and Loop service. Traffic signal on Crocker and Gibson Hill is scheduled for next summer. Project on Lochner Road will help with industry expansion. Increase in gas tax money has helped with getting street projects done. However, it is causing a problem with water and sewer utilities.

ODOT – Two Safe Routes to School projects were awarded in the Linn, Benton, and Lincoln County areas.

10. Adjourn

Meeting adjourned at 3:10 pm.



Attachment B

Albany Area MPO Strategic Assessment

AAMPO Technical Advisory Committee
February 14, 2019



OREGON
Department of
Land Conservation
& Development

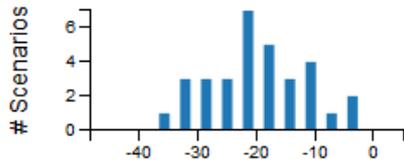


- Background/Review of Strategic Assessments
- Process
 - Vision Eval Planning Model
 - Outputs & Reporting
 - Sensitivity Testing
- Next Steps
- Questions / Discussion

What is a Strategic Assessment?

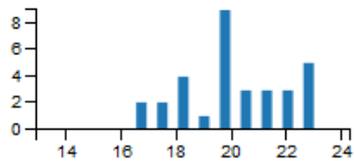
GHG Target Reduction

Average = **-18%**



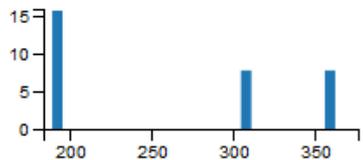
DVMT Per Capita

2010 Value = **22** daily miles



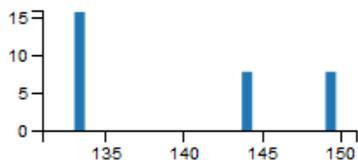
Bike Travel Per Capita

2010 Value = **140** annual miles



Walk Travel Per Capita

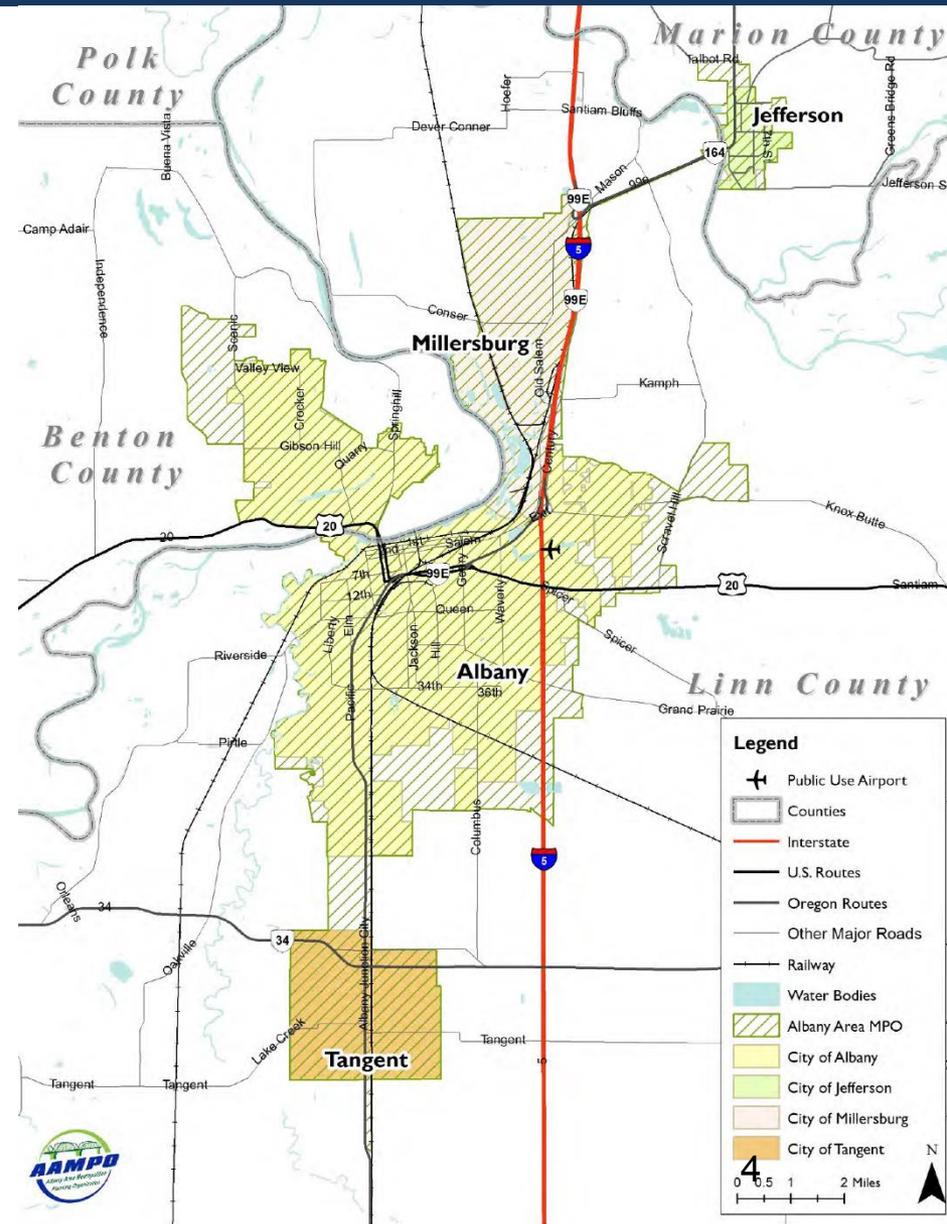
2010 Value = **130** annual trips



- A planning tool to estimate how well adopted plans and policies come to achieving desired outcomes
- A coordinated effort between **DLCD, AAMPO, & ODOT**
- Tests different policy choices to inform decision-making by demonstrating how different choices can lead to potentially different outcomes
 - E.g. Does increasing transit service help to reduce VMT and traffic congestion, and improve air quality?

Study Area

- AAMPO Planning Area
 - Transportation Analysis Zones
 - RSPM Districts
- Jurisdictions included
 - Jefferson
 - Millersburg
 - Albany
 - Tangent
 - Linn County
 - Benton County



Vision Eval Planning Model

Vision Eval (Formerly RSPM) is based on local data, plans, and national studies

Model Development:

- Oregon travel data and surveys
- National studies of travel behavior

AAMPO Inputs:

- Census data
- State Population forecasts
- Adopted land use and transportation plans
 - Regional Transportation Plan (RTP)
- CALM Travel Model RTP Inputs/Assumptions
 - TAZ-level data from Travel Model
 - Travel Model Network
- Information provided by local contacts and agencies



Vision Eval Planning Model

Inputs

- Regional Context
- Community Design
- Marketing & Incentives
- Fleet & Technology
- Pricing

Vision Eval

1. Create MPO Households
2. Estimate Daily VMT



3. Add Vehicles & Estimate Greenhouse Gas Emissions

Outputs

- Mobility
 - Vehicle miles traveled
- Land Use
 - Mixed Use
 - Housing Type
- Economy
 - Travel delay
- Equity
 - Household travel costs
- Environment
 - Air Quality
 - Greenhouse gas emissions

Vision Eval Planning Model

Vision Eval evaluates a full range of factors that affect household travel and emissions

Regional Context	Local Actions		Collaborative Actions	
	Community Design	Marketing & Incentives	Fleet & Technology	Pricing
<ul style="list-style-type: none"> • Demographics • Income Growth • Fuel Price 	<ul style="list-style-type: none"> • Future Housing (Single- & multi-family, mixed use) • Parking Fees • Transit Service • Biking • Roads 	<ul style="list-style-type: none"> • TDM (home & work-based) • Car Service • Education on Driving Efficiency • Intelligent Transportation Systems 	<ul style="list-style-type: none"> • Vehicle Fuel Economy (mpg) • Fuels • Commercial Fleets 	<ul style="list-style-type: none"> • Pay as You Drive Insurance • Gas Taxes • Road User Fee

Outputs/Evaluation Measures

- Mobility
 - Vehicle Miles Traveled
- Land Use
 - Mixed Use
 - Housing Type
- Economy
 - Travel Delay
- Equity
 - Household Travel Costs
- Environment
 - Air Quality
 - Greenhouse Gas Emissions

Strategic Assessment Reporting

	Base Case/ Existing Conditions	Adopted Plans + Recent Trends	Adopted Plans + STS
Year	2010	2040	2040
Local Actions	Existing data from Census, ODOT, local sources	Adopted regional and local plans: AAMPO RTP, comprehensive plans and TSPs	
State Actions and Collaborative Efforts	Existing data from Census, ODOT, local sources	Continue existing State efforts	Adds certain STS strategies, such as: <ul style="list-style-type: none"> • Road User Fee • PAYD Insurance • Eco-driving Programs

What is sensitivity testing?

- Evaluates the effects of individual & combined strategies on model outputs.
- Evaluates the resilience of strategies under alternative income and fuel price conditions.

What questions will it answer?

- How can we reach our shared goals?
- What strategies (i.e. pricing, transit, etc.) are most important in reaching our goals?
- How effective are the different strategies?
- Are there other benefits (e.g. improved air quality) to these actions?

Sensitivity Testing

What is the process?

- Develop bundles of strategies and test different levels of ambition
- 100's of model runs reflecting all combinations of strategies and levels
- Outputs identify regional benefits

How will the results be shared?

- Strategic Assessment Report

Bundle	Sensitivity Test
State-Level Actions	1. Vehicles/Fuels
	2. Pricing
Community Design	3. Alternate Land Use
	4. Transit Investment
	5. Light Vehicle Promotion
	6. Parking Policies
Marketing & Incentives	7. Driving Efficiency
	8. Demand Management
Context Setting	9. Income
	10. Fuel Price

Inputs Review

- Regional Context
 - Demographics
- Community Design
 - Dwelling Units and Land Use
- Marketing & Incentives
 - TDM/TO and ITS
- Fleet & Technology
- Pricing – (fuel price and electricity costs)

- Develop Inputs
- Model Runs
- Reference Case Scenario
- Sensitivity Testing
- Key Paths Analysis
- Develop Strategic Assessment Report
- AAMPO Committee Meetings

Questions?

For more information:

Scenario Planning and Strategic Assessment:

<https://www.oregon.gov/ODOT/Planning/Pages/Strategic-Assessment.aspx>

Contacts:

Albany Area MPO:

Dana Nichols, dnichols@ocwcog.org

Department of Land Conservation and Development:

Cody Meyer, cody.meyer@state.or.us

Oregon Department of Transportation:

Brian Hurley, brian.j.hurley@odot.state.or.us



OREGON
Department of
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Memorandum

To: AAMPO Technical Advisory Committee
From: Dana Nichols, AAMPO Staff
Date: February 14, 2019
Re: Carryover Funds Project List Review

Requested Action

For discussion only. No action required at this time.

Background

The Albany Area Metropolitan Planning Organization was established in 2013. The MPO has received federal funding since inception, however not all funding was accounted for until the 18-19 fiscal year. The total carryover amount available is \$226,980.

OCWCOG's financial records also show \$86,286.50 unexpended at the end of the 2017-18 fiscal year. A full accounting is needed from ODOT as to when these funds will be available; this UPWP will then be amended to account for those funds and projected expenditures. In addition to the \$226,980 in carryover, this amounts to a total of \$313,266.50.

The following project list is an outline of Appendix C: *Unfunded Planning Projects* in the FY19-20 UPWP (see attached for descriptions), in addition to projects that were discussed at the August TAC meeting. Staff has categorized these projects for clarity, and provided a status update. This is not an exhaustive list of possible projects, only what has been historically listed in the UPWP and what was discussed at the August TAC meeting. The TAC may wish to discuss whether or not to continue to pursue these projects, or they may wish to discuss adding others to the list.

Unfunded Planning Projects in AAMPO Region

Topic	Project Title	Status	Possible Project?
Safety	Highway Corridor Refinement and Safety Plan: HWY 20	Parts may be addressed by Pilot Implementation of FHWA's Guidebook for Multimodal Network Connectivity grant. However, refinement and safety plans are separate and are still considered unfunded projects.	Yes
	Highway 20 Safety: Corvallis to Albany		
	Highway Corridor Refinement and Safety Plan: HWY 34		
Regional	Planning for Regional Connectivity	Cherriots applied for STIF Discretionary Funds on 2/1 that may address this project (see attached). Also, the FHWA grant may	(in-process)

		augment the project description here, if requested.	
	Pursuing Recommendations of Regional Human Services Coordinated Plan	OCWCOG applied for STIF Discretionary Funds on 2/1 for a project that addresses this project (see attached).	(in-process)
	Bicycle System Map	Listed in RTP-no effort pursued to-date (as far as I can tell).	Yes
Plans	Development of ADA Transition Plans	Last meeting, we discussed the possibility of a Regional ADA Inventory, rather than Transition Plans. The TAC asked Staff to provide initial groundwork on the possible project. The City of Albany is also pursuing an ADA Transition Plan.	Yes
	City of Jefferson TSP Update	Applied for TGM Grant in 2018, was unsuccessful. The MPO could assist in a 2019 TGM application.	Yes
	Albany Bus Barn	The MPO funded preliminary planning and design for an Albany Transit Service Bus Barn. The MPO may wish to consider funding for the full planning and design of the bus barn now that a location has been selected and purchased.	Yes
	Regional Connectivity Plan -or- Transportation Options Growth Strategy	Separate from the regional effort above (focus on I-5 Salem/Albany connection), the TAC expressed an interest in a study to expand transit to Millersburg, Jefferson, and Tangent, as well as other plans to connect Albany and Lebanon. A larger view (or joint project with CAMPO) may also be applicable here.	Yes
Technology / Outreach	Transportation Options Outreach	OCWCOG applied for STIF Discretionary Funds on 2/1 for a project that addresses this project (see attached).	(in-process)
Economic Dev.	Linking Transportation Planning with Economic Development	Unsure of the status of this project.	Unsure

Some questions to frame the discussion:

- Are there projects that are missing from this list that you've previously discussed or that should be included in the discussion?
- Should AAMPO still continue to pursue all of these projects? Or, are have regional priorities shifted?
- Is there a way to prioritize projects? Or, metrics that should be used to come to a decision (i.e. fast and cheap; larger impact; immediacy)?

UPWP UNFUNDED PLANNING PROJECTS

The financial burden of planning needs in the AAMPO area exceed the funds available at this time, including the carryover funds from previous years. To keep track of unfunded needs in the AAMPO area, Staff updates an unfunded planning project list as conversations and projects develop at the TAC and Policy Board level. AAMPO or its member jurisdictions have been able to address some of the unfunded needs addressed in prior UPWPs. These include:

- Facilitating high-level conversations about the possibility of an 'Albany Bypass' that would link Millersburg to North Albany. Using ODOT's Mosaic tool, the MPO was able to consider a wide range of potential costs and benefits of such a project and how those costs and benefits would compare with a different set of projects. The MPO considered this analysis during development of the RTP's long-range aspirational project list. More information is available on the project website: albanyareatransportationplan.org
- AAMPO funded a project to conduct planning and preliminary design for an Albany Transit Service bus barn at the Albany Multimodal Station or another location. The Albany train/multimodal station supports intercity and interstate passenger rail service, local and regional bus service, park and ride needs, and also bicycle and pedestrian needs. There is a long-identified need to plan for expansion of this facility, and potentially co-locate with an Albany Transit Station bus barn. The City of Albany may seek future funds from AAMPO for next phases.
- The OCWCOG spearheaded a process to establish an OR 34 Scenic Byway. AAMPO staff was unable to be involved due to staffing capacity.

The following are currently unfunded significant planning needs in the MPO area:

- Highway Corridor Refinement and Safety Plan - Hwy 20 (Albany to Lebanon): Significant crashes (property damage, injuries and fatalities) have occurred on Highway 20 between the City of Albany and the City of Lebanon during the past 5 years. Growth in the City of Lebanon, including a new convention center, Veteran's Center, new medical college, and hospital expansions, have increased traffic from I-5 and Albany to the City of Lebanon. Traffic volumes and accident rates are expected to continue to grow, and a Corridor Refinement and Safety Plan is needed to determine improvements that can reduce crashes and accommodate an expected increase in traffic and commerce.
- Highway 20 Safety: Corvallis to Albany: HB2017 investments on this corridor could pose an opportunity for collaborating with CAMPO to leverage collaborative resources and interests.
- Highway Corridor Refinement and Safety Plan - Highway 34 (I-5 to Lebanon): Significant accidents have also occurred on Highway 34 between I-5 and the City of Albany to the City of Lebanon during the past 5 years. A noted increase in traffic volume and accidents occurred in 2015. This is due to increased travel to Lebanon, as described above. Growth of Oregon State University in Corvallis has also increased traffic in the opposite direction. Traffic volumes and accident rates are expected to continue to grow, and a Corridor Refinement and Safety Plan is needed. The study area can be expanded to include Hwy 34 between Corvallis and I-5, which sees a similarly high rate of traffic and crashes.

- Planning for Regional Connectivity: Increased collaboration and planning in support of regional public transportation connectivity, particularly along the I-5 corridor between the AAMPO planning area and the Salem-Keizer MPO planning area.
- Pursuing Recommendations of Regional Human Services Coordinated Plan: Particularly, conversations with regional stakeholders have focused on investigating the development of a centralized “1-800” number for regional paratransit, transportation options, and other consumer-focused provider services.
- Development of ADA Transition Plans: When a public agency provides a pedestrian facility, it must be accessible to persons with disabilities to the extent technically feasible. The Americans with Disabilities Act (ADA) requires public agencies with more than 50 employees to make a transition plan (28 CFR §35.150(d)). This task would assist MPO member jurisdictions with development of those plans. Linn County has expressed interest in pursuing an ADA Plan in collaboration with AAMPO; Linn County submitted a funding application to the Oregon Transportation and Growth Management (TGM) program in 2018. Projected cost of the project is \$100,000. ADA requires that public entities make public services and public transportation accessible to those with disabilities, including pedestrian facilities within the public right of way. This project would have prepared an ADA Transition Plan for Accessibility in Public Rights-of-Way for Linn County within the Urban Growth Boundary of the AAMPO and the cities of Millersburg, Tangent and Jefferson. The City of Albany is presently completing an ADA Transition Plan, and this project would leverage those findings.
- City of Jefferson TSP Update: The State of Oregon requires cities and counties to develop transportation plans that identify transportation system needs and system improvements over a 20-year period. The City of Jefferson’s TSP was adopted in 2001 and projected transportation system needs and deficiencies through 2020. The planning horizon is approaching and the City is eager to update its plan.
- Regional Bicycle System Map: This effort would build upon bike maps for Albany/Linn County and Corvallis/Benton County to create a regional bike map. In coordination with regional partners, AAMPO can support the creation of a regional bike map. This effort can emphasize the Willamette Scenic Bikeway which runs through the AAMPO area
- Transportation Options Outreach: Public outreach, marketing, and education in support of Albany Transit System (ATS) and Linn-Benton Loop programs. This includes support for travel training programs, outreach to local employers regarding the ATS Employer Pass Program, and maintenance of Google transit data. There is a specific need for additional outreach to Oregon State University and Linn-Benton Community College students, faculty, and staff.
- Linking Transportation Planning with Economic Development: Development strategy for Goldfish Farm Road, including conceptual planning and design for bicycle and pedestrian access, roadway widening and flood hazard mitigation. Residential areas surrounding the growing commercial centers should expect to see increased impact.

STIF DISCRETIONARY FUNDS PROJECT DESCRIPTIONS

99W Transit Corridor

This project proposes to assess and implement the need for transit along the 99W corridor from McMinnville to Junction City, as part of a larger regional connection along 99W from Eugene to Portland. Currently, the City of Monroe is completely unserved by transit, and additional gaps along 99W prevent the use of anything but a private automobile to connect urban employment centers to rural residential communities. Lane Transit District runs service from Eugene to Junction City, Benton County serves between Corvallis and Adair Village, Cherriots serves from Monmouth to Salem, and Yamhill County Transit serves from Salem to McMinnville, and north to the Portland Metro area.

The project will be broken into three phases; Demand Analysis, Implementation Plan, and Operations. Phase I, the Demand Analysis will ascertain when and how often the service should run, and where it should stop. We will determine this through existing transit provider interviews, focus groups in communities along the corridor, and stakeholder surveys of existing and potential riders. This information will be consolidated into a preliminary route analysis. Phase II, the Implementation Plan, will refine route details, determine vehicle type, and create a brand and marketing strategy. Phase III will involve operating the service for up to two years from the initial start date.

Seamless Transit Experience

This project has a dual focus: (1) to expand and centralize transit services within the region in an effort to reduce the financial and administrative burden on individual agencies, and (2) to better serve public transit riders through development of an online trip planning tool, installation of real-time bus technology, and development of a mobile ticketing application.

OCWCOG currently provides training and eligibility verification for Medicaid transportation providers and clients throughout Lincoln, Benton and Linn Counties. However, these same trainings are not available to many public transit providers that operate in our region. Seed funding will expand this training to all providers in the region and reduce the administrative burden on individual agencies. One-on-one travel training, also offered through NEMT, is provided to participants using our brokerage services and is reimbursed through Medicaid. While the travel training class is not currently available to the general public, this funding would allow us to pilot a publically available service and define long-term funding. Finally, paratransit eligibility qualification paperwork is currently completed by local public transit service providers who are often strained by limited time and resources. Centralizing this service for the broader region may decrease the need for paratransit use and increase community mobility when used in conjunction with travel training.

The second stage of this project involves centralizing route information on a new website, updated weekly with the region's transit schedules and fare information, as well as incorporating real-time bus information for all public transit buses in the tri-county region. Through implementation of on-board GPS equipment and utilization of GTFS (included in the cost of the grant), as well as the back-end management software, Swiftly, riders in the region would have instant access to the real-time location of all buses and routes in Lincoln, Benton and Linn County. The third stage involves development of a mobile ticketing platform that would work across all public transit providers in the region. Available to anyone with a smartphone, the application allows a user to buy a ticket for each system independently, or purchase a regional fare to travel across providers with ease.

Commuter Service Feasibility: Albany – Salem

This project will fund a planning study of transit services for the I-5 corridor between Salem and Albany. This corridor currently does not have public transportation service (with the exception of Amtrak), and extensive public outreach is anticipated to involve the public in the planning process. An existing conditions report will precede an alternatives analysis, which would be presented to the public for comment. Draft and final reports considering public opinion will be written to produce a final planning document. Finally, an Intergovernmental Agreement would be written between SAMTD and the City of Albany to govern the new service, which could begin in 2021, assuming vehicles and operations funding would be available. A private consultant will be hired to take the lead on the project working in conjunction with SAMTD planning staff.

The cities of Albany and Salem are in different counties and planning efforts traditionally do not extend past these county boundaries due to past funding patterns, which allocated funds based on county and MPO jurisdiction. This project would work to eliminate these false barriers and add an affordable connection to these major urban areas of the state. If this project is not funded, there will not be a clear direction for transit operations funding in the corridor, prolonging any establishment of affordable transit service. This will hamper mobility, particularly of vulnerable populations, but also of the general public who currently do not have many options to the congested I-5 corridor other than an expensive Amtrak or Cascades Point bus ticket (\$11 each way for adults).



Community and Economic Development

1400 Queen Avenue SE, Suite 205 • Albany, Oregon 97322
(541) 967-8551 • FAX (541) 967-4651 • TTY/TDD 711



Joint AAMPO/CAMPO Technical Advisory Committee Agenda

Date: Thursday, March 14th, 2019
Time: 1:30 to 3:30 pm
Location: Corvallis- Benton County Library
 645 NW Monroe Ave, Corvallis OR
Contact: Dana Nichols, AAMPO; or Nick Meltzer, CAMPO
Teleconference: 541-497-7311, pin #841

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|----|------|--|------------------------|
| 1. | 1:30 | Welcome, Agenda Review, and Introductions | Staff |
| 2. | 1:35 | Public Comment | Staff |
| 3. | 1:40 | Park & Ride Study Presentation
<i>Action Requested: Information</i> | Stephanie Nappa |
| 4. | 2:00 | ADA Requirements of MPOs
<i>Action Requested: Information/Discussion</i>
ODOT Staff, Yolanda Garcia will provide an overview of ADA requirements for MPOs. | Yolanda Garcia |
| 5. | 2:30 | Regional Collaboration
<i>Action Requested: Information/Discussion</i>
With increased MPO capacity in the hiring of CAMPO, AAMPO, and support staff, and with regional efforts focused on better connecting the two regions for commuters, residents, and visitors, the time is ripe for regional collaboration. Staff will guide a discussion to gauge interest in: (1) developing a regional project, and (2) pursuing common regional goals. | Staff |
| 6. | 3:00 | Discussion of Upcoming Work Items
<i>Action Requested: Discussion</i> <ul style="list-style-type: none"> • NACTO Training • STIF Formula Funds process • Calendar of future joint TAC meetings | Staff |
| 7. | 3:15 | Jurisdictional Updates
<i>Action Requested: Discussion</i> | All |
| 8. | 3:30 | Adjourn | |