



## 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

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**Date:** Thursday, October 10, 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

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1. 1:30      **Call to Order, Agenda Review, and Introductions**      **Georgia Edwards**
2. 1:35      **Public Comment**      **Georgia Edwards**
3. 1:40      **Minutes from August 8, 2019 Meeting (Attachment A)**      **Georgia Edwards**  
*Action Requested: Approve Minutes*
4. 1:45      **Surface Transportation Block Grant Application Update**      **Dana Nichols**  
**(Attachment B)**  
Staff was directed to work with the jurisdictions that did not submit project applications for STBG funding. The City of Albany submitted an application for additional funding for the Queen Avenue project.  
*Action Requested: Discussion and Approval*
5. 2:15      **Carry Forward Project Selection**      **Dana Nichols**  
At the last meeting, Staff proposed that the TAC begin to develop a new project to use carry forward funds. Staff proposed a project for a Regional Connectivity Audit that would also look at the level-of-stress of the bicycle and pedestrian networks in Albany. Since this meeting, Staff attended the NACTO conference and the Multimodal Network Connectivity study has been completed, leaving Staff to request additional information from the TAC.  
*Action Requested: Discussion*
6. 2:45      **Letter from Kate Brown – Statewide Transportation**      **Dana Nichols**  
**Strategy (Attachment C)**  
The Statewide Transportation Strategy (STS) was adopted by the Oregon Transportation Commission in 2018 to begin building the framework for land use and development plans that will reduce greenhouse gas emission from the transportation sector. Governor Kate Brown set a letter on September 23<sup>rd</sup>, 2019 to the Oregon Department of Transportation, the Department of Land Conservation and Development, the Oregon Department of Energy, and the Oregon Department of Environmental Quality urging an implementation plan for the STS.

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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](mailto:echavez@ocwcog.org).

***Action Requested: Information only***

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|----------------|------------------------------------------|---------------------|
| <b>7. 3:15</b> | <b>Discussion of Upcoming Work Items</b> | <b>Dana Nichols</b> |
| <b>8. 3:25</b> | <b>Jurisdictional Updates</b>            | <b>AAMPO TAC</b>    |
| <b>9. 3:30</b> | <b>Adjourn</b>                           |                     |

**ALBANY METROPOLITAN PLANNING ORGANIZATION  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, August 8, 2019  
1:30 – 3:30 pm  
Oregon Cascades West Council of Governments  
Upstairs Conference Room / 1400 Queen Ave. SE, Albany**

**DRAFT MINUTES**

**TAC Members Attending:** Darrin Lane, Gary Stockhoff, Georgia Edwards, James Feldmann, Janelle Booth, and Walt Perry

**Ex-Officio:** Jasmin Harris (phone)

**Staff:** Stephanie Nappa, Dana Nichols (phone), Phil Warnock, and Emma Chavez

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, and Introductions		<b>Meeting called to order at 1:30 pm</b>
2. Public Comments		<b>There were no public comments.</b>
3. Minutes from July 11, 2019 Meeting		<b>Consensus to approve the July 11, 2019 meeting minutes as written.</b>
4. Surface Transportation Block Grant (STBG) Applications Review	<p>Dana Nichols advised that at the last TAC meeting, members decided that applications would be due on August 2<sup>nd</sup>. Three applications were received in the total amount of \$2.2 million. If AAMPO goes by the amount of funds received in the current year, AAMPO is at that \$2.2 million. If AAMPO uses ODOT's projected number, that would be \$2.5 million. The three projects submitted were; City of Millersburg, a Linn County applications, and a Linn County for the City of Tangent.</p> <p>Nichols spoke with James Feldmann in regards to project ranking. Nichols noted that it would be helpful to go through the scoring sheet to determine if the process worked properly. This information would also be utilized during the joint Policy Board and TAC meeting when a review of the process will take place.</p>	<p><b>Consensus for the three submitted applications to move forward as ranked.</b></p> <p><b>Staff to work with jurisdictions that did not submit project applications on time, to ensure where they will submit project applications for the remaining funds.</b></p>

	<p>Chris Bailey advised that she was not at the July meeting, and that she never got a notification that projects were due by August 2<sup>nd</sup>. Bailey stated that the City of Albany may have submitted applications had she known of the due date.</p> <p>Darrin Lane stated that in light of the situation, he recommends that if the three projects submitted move forward, that a scope review be completed to look at the amounts requested and ensure whether or not more funds need to be allocated to them. Subsequently, he recommended that an additional request for projects be made to those jurisdictions that did not apply, for remaining funds. Nichols noted that there will not be a large amount of funds leftover after allocating to the three projects that have already been submitted. She went on to state that the MPO may want to set aside funds for overages or changes.</p> <p>Chuck Knoll stated that Ron Irish from the City of Albany attended the last TAC meeting, and that a discussion took place to extend the application submittal deadline to August 2<sup>nd</sup> to give jurisdictions ample time to submit projects.</p> <p>Chuck Knoll stated that both the Linn County applications are very important and they focus on the entire MPO area, not just Linn County.</p> <p>Nichols stated that the TIP needs to be turned in to ODOT by October, and while this gives the MPO some time to work on extending the call for projects, the process does include a public comment period, and to the Policy Board for final approval.</p> <p>Jasmine Harris advised that FHWA is pushing ODOT to align the MPO TIPs to the STIP because they look for discrepancies, and that there shouldn't be any discrepancies. Nichols noted that at the last two TAC meetings, members have been discussing the STBG and having those removed from the TIP if they are fund exchange dollars.</p> <p>Lane suggested that those who did not apply, to go ahead and submit</p>	
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	<p>applications and the MPO can look at the logistics of the funds.</p> <p>Nichols questioned if members wanted to run through the ranking exercise, and then do another round for the applications that will be submitted for the remaining funds, or if members want to wait until all applications are in.</p> <p>Nichols noted that there is \$2.2 million in the 18-21TIP for Albany, and she questioned if adding funds to those projects be sufficient? Bailey suggested to move the submitted applications forward, and that a separate process take place for additional applications.</p> <p>Nichols advised that the TAC had also discussed doing a 150% list in the event additional funds were received.</p> <p>Lane reiterated that the main concern is for the City of Albany and City Officials feel comfortable with the process, and that any other jurisdictions that may want to apply to be able to do so.</p> <p>Nichols noted that the call for projects was emailed to members on July 12<sup>th</sup>, following the last TAC meeting. The call included the link to the website announcement. Nichols went on to ask Chris how she would like to proceed. Bailey stated that she is grateful for the projects already scheduled to be funded for the City of Albany. She stated that the City could look into a project for the remaining funds, unless AAMPO would like to create a 150% list.</p> <p>Nichols and Bailey to will have an offline discussion on a City of Albany project and STIP funds.</p> <p>Janelle Booth asked for a review of the STBG process. Nichols advised that the TIP must be finalized by October 31<sup>st</sup>. These projects do not need to be in the TIP since they will be fund exchange. How other MPOs go about it, is having section addressing the STBG program and how the funds were allocated. Nichols stated that her understanding is that as long as the three projects are submitted in</p>	
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	<p>time, regardless of creating a 150% list, AAMPO should be set to meet the deadline. Members discussed and agreed that the projects submitted are fund exchange projects, and not federal projects.</p> <p>Members moved on to review the three submitted projects utilizing the established criteria. Lane requested for each applicant to give a description of the project and advise how their project should be ranked based on the criteria.</p> <p>Walt Perry noted that he will need to check with the City of Jefferson on whether the City will also want to submit project applications for the remaining funds.</p> <p>Booth questioned what the process will be with the additional applicants. Nichols recommends that the three current applications move forward with a note that AAMPO staff is working on additional applications and how to program the remaining funds.</p>	
<p>5. Carry Forward Project Selection</p>	<p>Nichols noted that the TAC briefly touched on carry forward funds at their last meeting, and that staff provided a transportation options presentation which included a couple of project ideas from Stephanie. At the time there was a lot of interest in the Regional Connectivity Audit. Nichols noted that there is time and money available for such a project if AAMPO chose a project. Nichols asked members if there is a project they would like to scope further and make a recommendation to the Policy Board about.</p> <p>Members discussed and had the following feedback:</p> <ul style="list-style-type: none"> <li>• Need to know what will happen economically</li> <li>• Look at existing traffic, population growth, and economic dev</li> <li>• Consider traffic flow changes and increasing flow of heavy vehicles</li> <li>• What current economic dev is being done and affecting traffic</li> <li>• Look at housing growth (no tool currently to figure out growth)</li> </ul> <p>Nichols advised that the COG is looking at housing costs and will have</p>	<p><b>Staff to write a scope of work, including dollar amount for TAC review.</b></p>

	<p>more info on that in the future.</p> <p>Nichols asked member if they would like staff to move forward with a scope of work (SOW). The SOW would be reviewed by the TAC and need final approval from the Policy Board.</p> <p>Perry questioned if CAMPO needs to be included on the work. Nichols stated that the project would focus on the AAMPO Region. However, a larger scale conversation can take place with CAMPO at a later date.</p>	
6. Discussion of Upcoming Work Items	<ul style="list-style-type: none"> <li>• The September 12<sup>th</sup> meeting has been cancelled, and a joint AAMPO/CAMPO TAC meeting will take place instead. Details to come.</li> <li>• NACTO Training – AAMPO and CAMPO are partnering on an urban bikeway design training. The training is scheduled for October 1<sup>st</sup> in Albany and October 2<sup>nd</sup> in Corvallis with a reception after the October 2<sup>nd</sup> date. MPO members will be able to take the training free of cost, and outside registrants will have a \$65 cost which includes light breakfast and lunch. The training is the same both days so members only need to sign up for one of the trainings.</li> </ul>	
7. Jurisdictional Updates	<p>Millersburg – The intermodal project has been approved by the OTC. Details are still being worked out and a contract will need to be developed with ODOT.</p> <p>Albany – is working on building Hill Street. The Council is trying to figure out how to pay for street maintenance. They are looking at funding, gaps, and options. Nichols asked Bailey if she could bring back the results to the TAC. Feldmann questioned if Albany has a street maintenance fee. Bailey answered that there is not a maintenance fee. She went on to note that the City is looking to define gaps for arterial and collectors, and is looking at funding options and what other communities do. The Council has also asked for additional information on another bond, and in the meantime, the police and fire departments are also struggling with funding.</p>	

	<p>Tangent – has finished its crosswalk project. They are also looking at doing an old build road project. Working with a couple of developers on Hwy 99E.</p> <p>Linn county – is wrapping up pavement cheap seal from every summer, and are trying to wrap up right-of-way work at Seven Mile Lane and Selmet intersection. They will be going out to bid and construction next summer for the Salem Road sidewalk connectivity project. Additionally, they will be applying for funds Tangent Drive Lake Creek project and a Clover Ridge Road Truax Creek project. Working with ODOT on fixing intersection of Knox Butte, Hwy 20, and 228. Wrapping up the ADA Transition Plan for the county.</p> <p>Jefferson – finished the Church Street, between 164 and Main street. They are having continuous discussion with ODOT on 164 through the city.</p> <p>ODOT – Corvallis to Albany Amtrak connector going away. The Coast to Valley Express will be picking up the rout. Benton and Lincoln Counties will be coordinating the scheduling.</p>	
<p>8. Adjournments</p>		<p><b>Meeting adjourned at 3:29 pm.</b></p>

**Application for Albany Area MPO FFY 2021 - 2024  
Surface Transportation Block Grant (STBG) Program Funds**

**APPLICATIONS ARE OPEN BETWEEN JULY 11-AUGUST 2, 2019**

**Submit to Dana Nichols ([dnichols@ocwcog.org](mailto:dnichols@ocwcog.org))**

**Applicant Information**

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Sponsoring Organization(s):

Contact Person & Title:

Contact Email:

Contact Phone Number:

**Project Information**

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Please provide sufficient detail to facilitate project evaluation and selection according to the *Policy on Allocation of STBG Funds* as approved by the AAMPO Policy Board.

1. Project Name:

2. Project Type:                      Modernization                      Preservation

3. Project Description. Describe the project and all phases, including those not proposed for AAMPO STBG funds. Describe the type of work, project location, termini, and length.

Albany submitted an application for FFY 2019-2021 STBGP Funds to improve Queen Avenue from Geary Street west to Hwy 99E in February 2017. While the project was approved, the project estimate has increased substantially and is underfunded based on the original estimate of \$1,436,300. Proposed improvements included an asphalt grind and 2" overlay of existing pavement. However, a large percent of the pavement in the west end of the corridor is failing and will require full depth reconstruction. Curb returns will be removed and replaced throughout the corridor to meet current ADA design standards. Transit stops will be evaluated for any needed upgrades, including ADA access.

4. Describe how the project will address gaps or deficiencies in the transportation system.

The project is primarily a preservation project. Upgrade of curb returns to meet ADA standards will improve access to transit stops along the corridor.

5. What is the Federal Functional Classification (for roadway projects)? Please reference <https://gis.odot.state.or.us/transgis/>.

6. What is the Average Daily Traffic (ADT) on the affected roadways?

7. Describe the pavement condition of the affected area, or general condition if a non-roadway facility. Include PCI information if available.

The PCI for the corridor varies between 61 and 75. Queen Avenue was reconstructed between Marion Street and Waverly Drive in 1998. An overlay was placed on the corridor from Marion Street west to Pacific Boulevard in 2009. The pavement condition west of Marion Street has reached the point where an overlay and targeted reconstruction is needed to restore pavement condition. Delaying preservation work could result in further pavement deterioration leading to the need for full pavement removal and replacement.

8. Will the project address a known safety issue? Please describe and include relevant safety data.

Albany's TSP identified the Queen Avenue corridor as exceeding the average crash rate for minor arterial streets within the City. The corridor averages about 55 reported crashes per year, representing a crash rate of 7.78 crashes per million VMT. The average crash rate for minor arterials is 4.90 crashes per million VMT. New thermoplastic striping will help to improve the visibility of lane lines, and important pedestrian crossing locations will be evaluated for installation of pedestrian crossing upgrades including crosswalks, warning signs, and RRFB's.

9. Please supply any additional relevant information.

The corridor includes a rail crossing for the Queen Avenue Rail Yard owned by UPRR. ODOT Rail and UPRR are currently designing safety improvements at the rail crossing. Those improvements will include new gates, pedestrian connections, and replacement of the four existing track crossings with a concrete panel design. Coordinating that work with the street preservation project will allow the City to minimize the disruption to the driving public, and coordinate paving transition work between the street and modified track grades.

## Project Funding

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Please provide estimates for total project cost, including phases beyond the current funding timeframe and phases not proposed for AMPO STBG funds.

10. Estimated Total Project Cost:

11. Total STBG Funding Request:

12. If the STBG funding request extends over multiple federal fiscal years, please outline the proposed project costs by federal fiscal year & project phase.

Queen Avenue improvements would be constructed in two phases.

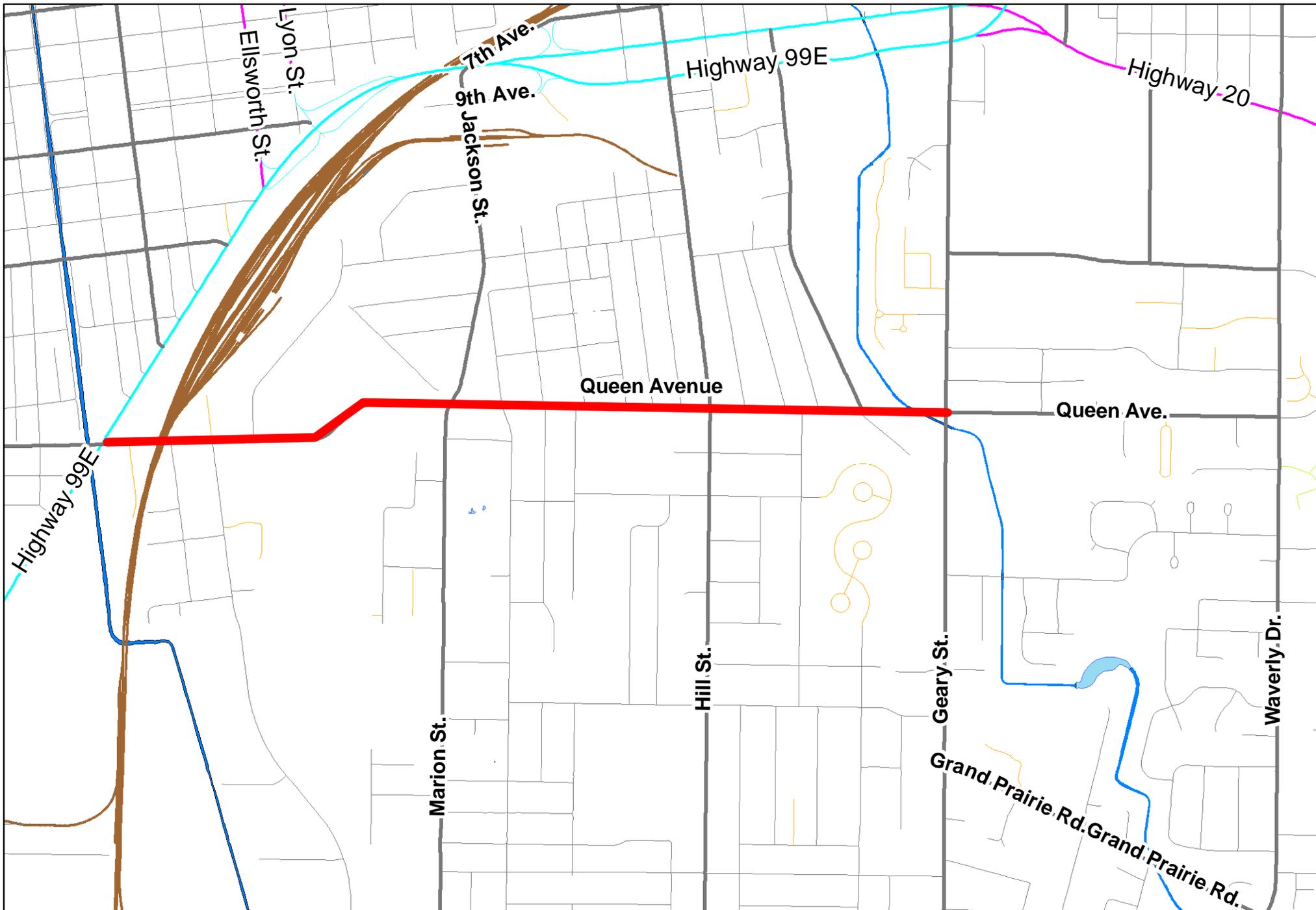
Phase 1 limits: Pacific Blvd. to Marion Street. Estimated Project Cost Phase 1 \$2,395,000.

Phase 2 limits: Marion Street to Geary Street. Estimated Project Cost Phase 2 \$1,425,000

13. Outline funding anticipated from other funding sources, including match.

Phase 1 Street improvements between Pacific Boulevard and Marion Street would be coordinated with replacement of an asbestos cement water line. The water line construction would be funded from the Water Capital fund. Estimated cost of the waterline is \$846,000.

Funds approved in 2019-2021 STBGP \$1,436,300



1,000 500 0 1,000 Feet





KATE BROWN  
Governor

September 23, 2019

Bob Van Brocklin  
Oregon Transportation Commission  
Kris Strickler  
Oregon Department of Transportation  
355 Capitol St. NE  
Salem, OR 97301

Jerry Lidz, Robin McArthur  
Land Conservation and Development Commission  
Jim Rue, Director  
Department of Land Conservation & Development  
635 Capitol St. NE # 150  
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Janine Benner, Director  
Oregon Department of Energy  
550 Capitol St. NE  
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Kathleen George  
Environmental Quality Commission  
Richard Whitman, Director  
Oregon Department of Environmental Quality  
700 NE Multnomah St., Suite #600  
Portland, OR 97232-4100

Dear Colleagues,

I urge your Commissions and agencies to combat the impacts of climate change by implementing the Statewide Transportation Strategy (STS) as adopted by the Oregon Transportation Commission.

One of the most cost effective strategies to reduce greenhouse gas (GHG) emissions from the transportation sector in Oregon is to integrate land use and transportation planning in ways that reduce the frequency and distance that people must drive. Compact, mixed-use cities with plenty of options for walking, cycling, and public transit not only reduce per capita GHG emissions but also provide the most equitable transportation access for every resident.

By adopting the STS in 2018, the Oregon Transportation Commission provided the tools that every metropolitan jurisdiction needs in order to develop and implement land use and transportation plans that will reduce GHG emissions from the transportation sector. It is now time for your four agencies to organize an implementation plan for the STS.

Like the Department of Environmental Quality and the Department of Energy, DLCD and ODOT are climate change agencies, and going forward all state and metropolitan transportation planning work needs to be designed to support achieving the state's GHG reduction goals.



September 23, 2019  
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As you begin this work, I would like to propose the following:

- The establishment of GHG emissions reduction performance measures.
- Implementing a Transportation Planning Rule that directs transportation plans of metropolitan jurisdictions to meet their GHG reduction targets.
- That ODOT identifies options for financial and technical assistance to the metropolitan jurisdictions to utilize in crafting transportation/land use scenario plan(s) that meets their GHG reduction target.
- That responsibility for the implementation and integration of the STS be at the highest level of the agency, with regular and direct reporting to the Governor's Office and respective commissions.

Please be assured that the Governor's office will be closely involved in this effort. I welcome your feedback and appreciate the enthusiasm you and the agencies you oversee have expressed to begin this work. Now is the time.

Sincerely,



Governor Kate Brown

KB, bf, ejhr

cc: Karmen Fore, Director, Oregon Solutions