



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

Policy Board Meeting Wednesday, October 25, 2023 2:30 pm to 3:30 pm

HYBRID MEETING: IN-PERSON WITH TEAMS VIDEO/CALL-IN AVAILABLE

OCWCOG, Albany ABC Conference Room
1400 Queen Avenue SE, Albany, Oregon

Via Teams by Clicking [HERE](#)

Meeting ID: 294 775 811 756

Passcode: ocwzng

Mobile One Click Number

[+1 872 242 8088](#)

Phone Conference ID: 870 165 858#

Contact: Billy McGregor, bmcgregor@ocwcog.org

AGENDA

- | | | | |
|----|------|---|------------------------|
| 1) | 2:30 | Call to Order, Agenda Review, and Roll Call | Chair,
Darrin Lane |
| 2) | 2:30 | Public Comments | Chair |
| 3) | 2:35 | Approve minutes of August 23, 2023, Meeting (Attachment A1) and Joint Policy Board Minutes from September 27, 2023 (Attachment A2). | Chair |
| | | <i>Action: Decision on minutes</i> | |
| 4) | 2:40 | Review AAMPO 2043 RTP and Comments Received
Staff intend to bring the RTP for full adoption in November. The plan will be reviewed, as well as the comments received to date. | Staff, Nick
Meltzer |
| | | The full draft plan is available at this link. | |
| | | <i>Action: Discussion</i> | |
| 5) | 3:10 | Jurisdictional Updates/Other Business <ul style="list-style-type: none">• Staff Updates (Reschedule November meeting)• Albany• Benton County• Jefferson• Linn County• Millersburg• Tangent• ODOT | All |
| 6) | 3:30 | Adjournment
Next meeting TBD. | Chair |

ATTENDANCE (FOR QUORUM PURPOSES)

Board Members	Jurisdiction	Attendance
Walt Perry	City of Jefferson	
Councilor John Sullivan	City of Millersburg	
Councilor Ray Kopczynski (Vice Chair)	City of Albany	
Councilor Greg Jones	City of Tangent	
Commissioner Roger Nyquist	Linn County	
Commissioner Pat Malone	Benton County	
Darrin Lane (Chair)	Citizen Representative	
Savannah Crawford	Oregon Department of Transportation	
Alternates	Jurisdiction	Attendance
Dave Watkins	City of Jefferson	
Janelle Booth	City of Millersburg	
Chris Cerklewski	City of Albany	
Joe Samaniego	City of Tangent	
Wayne Mink	Linn County	
Gary Stockhoff	Benton County	
James Feldmann	Oregon Department of Transportation	

Quorum Requirement: MPO business may be conducted provided a quorum of the Policy Board is in attendance. A quorum consists of at least four members of the Policy Board or their alternates. The Policy Board members may participate telephonically or by other means of electronic communication as provided in Section 6.D (Special or Emergency Meetings).

– *AAMPO Policy Board Bylaws, Section 6: Meeting, Subsection E: Quorum*

Meeting facilities are accessible to persons with disabilities. If you will need any special accommodation, please contact Ashlyn Muzechenko at least 72 hours prior to the meeting. Ashlyn can be reached at 541-812-2002. TTY/TTD 711

**ALBANY METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD REMOTE MEETING
Wednesday, August 23, 2023
2:30 – 4:30 pm
Via Microsoft Teams Technologies**

DRAFT MINUTES

Board Members	Jurisdiction	Attendance
Walt Perry	City of Jefferson	Yes
Councilor John Sullivan	City of Millersburg	No
Councilor Ray Kopczynski	City of Albany	Yes
Joe Samaniego	City of Tangent	No
Commissioner Rodger Nyquist	Linn County	No
Commissioner Pat Malone	Benton County	Yes
Darrin Lane	Citizen Representative	Yes
Savannah Crawford	Oregon Department of Transportation	Yes
Alternates	Jurisdiction	Attendance
David Watkins	City of Jefferson	No
Janelle Booth	City of Millersburg	No
Chris Cerklewski	City of Albany	No
Vacant	City of Tangent	Vacant
Wayne Mink	Linn County	No
Gary Stockhoff	Benton County	Yes
James Feldmann	Oregon Department of Transportation	Yes

Guests: Steve Harvey (Member of the Public), CAMPO Planner Corum Ketchum, and Danielle Casey (FTA).

Staff Present: Transportation Program Manager Nick Meltzer, AAMPO Assistant Planner Billy McGregor, and Administrative Assistant Ashlyn Muzechenko

TOPIC	DISCUSSION	DECISION / CONCLUSION
<p>1. Call to Order, Agenda Review, and Roll Call</p>	<p>The Chair, Darrin Lane, called the Albany Area Metropolitan Planning Organization (AAMPO) Policy Board meeting to order at 2:31pm.</p> <p>Staff Billy McGregor conducted roll call for today’s AAMPO Policy Board Meeting.</p>	<p>The meeting was called to order at 2:31pm by Chair Darrin Lane.</p>
<p>2. Public Comments</p>	<p>There were no public comments made to the Policy Board Members.</p>	<p>There were no public comments.</p>
<p>3. Approve minutes of the July 26, 2023, meeting. (Attachment A)</p> <p>ACTION: Decision on Minutes</p>	<p>The AAMPO Policy Board member in attendance approved the July 26, 2023, AAMPO meeting minutes by consensus.</p>	<p>The AAMPO Policy Board approved the July 26, 2023, meeting minutes by consensus.</p>
<p>4. Regional Transportation Plan (RTP) Projects (Attachment B)</p> <p>Action: Concurrence with RTP Project List</p>	<p>Staff Nick Meltzer shared the Regional Transportation Plan (RTP) project memo with the Policy Board members in attendance.</p> <p>Meltzer noted that previously the AAMPO Policy Board and TAC have approved corridors for analysis, along with the goals and objectives from future scenarios for analysis with one preferred future scenario that was specifically selected by both groups as well.</p> <p>Meltzer shared the preferred scenario chosen by the AAMPO TAC and Policy Board and the draft projects created by a consultant to match the scenario. Meltzer added all the projects were focused on bike, pedestrian, and transit improvements.</p> <p>Meltzer noted that staff have received comments from the City of Albany since the packet has been sent out to the AAMPO TAC and Policy Board. Additionally, there were also a few comments for Millersburg and ODOT, that will need to be included before adoption.</p> <p>ODOT Staff Savannah Crawford asked about the projects identified off</p>	

	<p>of the corridors, and what the responsible parties will be for each of the projects.</p> <p>Staff agreed to note in the RTP before the projects that the right of way and jurisdiction needs to be listed before the projects are posted for public consumption.</p> <p>Meltzer summarized the projects in the RTP Project list for the group of members.</p> <p>Walt Perry asked about Jefferson's off ramps on I5, and provided the inside scoop of how the trucks getting off the freeway block the east bound turning traffic until the truck is fully through. This is an issue since it has blind spots on the west side of the interchange.</p> <p>Crawford asked what types of caveats will be listed for these projects in the RTP.</p> <p>Meltzer answered that language can be revised to be less specific in the RTP itself.</p> <p>Chair Darrin Lane noted one concern is there are a lot of little projects, and the concern mainly is how these projects would be delivered. As there would be significant problems with actual delivery without the state fund exchange.</p> <p>Crawford answered that she does initially share that concern as well since ODOT would need to deliver all of the federal projects. However, there was legislation just recently passed where the fund exchange could occur in the future.</p> <p>Meltzer added that the state fund exchange is back permanently using state highway dollars. Additionally, if there are projects written into the plan it could be required for the developer to fund the improvements if they are wanting to develop.</p> <p>Staff McGregor noted that there were 118 RTP Fiscally constrained</p>	
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	<p>projects in the 2018 AAMPO RTP and in the current one there are only slightly more projects than a regular cities TSP which is less than the 2018 RTP.</p> <p>Perry asked about funding and progress on a project. Additionally, he asked about coordination between the jurisdictions and if that aspect could be added to this document (The RTP). Meltzer confirmed staff will be adding language and ideas to cover coordination with all jurisdictions on projects.</p> <p>Danielle Casey from the FTA added she had heard the projects will all be state funded. Additionally, she wanted to note that the federal partners are generally very receptive to changes. The FTA and other federal jurisdictions, understand that as time moves on, and costs increase, we need to amend grant agreements to accommodate changes in scope and schedule.</p>	
<p>5. Regional Transportation Plan (RTP) Schedule Review</p> <p>(Attachment C)</p> <p>Action: Information</p>	<p>McGregor shared the RTP Schedule Review Memo with the AAMPO Policy Board Members.</p> <p>This discusses bringing public notice and draft review beginning September 01, 2023, and ends October 16, 2023, with a final draft of the RTP being brought to the AAMPO Policy Board on October 25, 2023, for approval.</p>	
<p>6. AAMPO Schedule of Updates</p> <p>(Attachment D)</p> <p>Action: Information</p>	<p>McGregor shared the AAMPO schedule of updates.</p> <p>This document focuses on covering the Title VI Plan update in October of 2023 and the Public Participation Plan update which will occur in November 2023.</p> <p>McGregor shared the Historical timeline details for the last time these plans were updates one in 2020 and the other in 2022.</p>	
<p>7. UPWP FY23 Annual Report</p> <p>(Attachment E)</p> <p>Action: Information</p>	<p>McGregor shared the Fiscal Year 2023 (FY23) Unified Planning Work Program (UPWP) annual report. The timeframe is from July 2022 to June 2023.</p> <p>This report also includes accomplishments of FY2023 and Task Summary Breakdowns (Task 100, 200, 300, and 400). The closing of</p>	

	<p>the report includes a budget summary, with AAMPO coming out in positive numbers for the past year.</p> <p>Meltzer added that in light of the AAMPO COG IGA there will be more routine budget numbers coming to the policy board for review in future meetings.</p>	
<p>8. Jurisdictional Updates/Other Business</p>	<p>AAMPO Staff Updates: McGregor shared that AAMPO and CAMPO have been moving around Corvallis bike counts, with the idea of Albany borrowing the counters from time to time in the future.</p> <p>Jurisdictional Updates:</p> <p>Albany – Councilor Ray Kopczynski shared the Queen Ave project has been a major disruption for many people in that area and is on track to be completed by the end of the month.</p> <p>Benton County – Gary Stockhoff shared that Benton County is making progress on the rebuild of SpringHill road which was a substantial project. Benton County also received 2 of the community pathways grants as well, one of which was the middle section of the Corvallis to Albany path for planning.</p> <p>Commissioner Pat Malone shared that it could be possible to hear a presentation on the rules of changing the speed limits from ODOT as all jurisdictions could benefit.</p> <p>Malone shared that there is an evacuation route from the Oak Creek area near the Benton County fairgrounds that has started construction just yesterday.</p> <p>Jefferson – Walt Perry shared that the biggest thing in Jefferson right now is the final stages of apartment complex construction off of 2nd avenue which is part of Highway 164.</p> <p>Linn County – Chair Darrin Lane shared that the county has been working on chip sealing on roads throughout the MPO area. Additionally, the Goldfish Farm Road bridge project is still in the works.</p>	

	<p>Millersburg – There were no updates from Millersburg.</p> <p>Tangent – There were no updates from Tangent.</p> <p>ODOT – Savannah Crawford shared that ODOT would be happy to come speak about speed zone studies if there was interest on the group level. Crawford noted that US 20 Safety improvements are close to complete.</p>	
9. Adjournment	The next AAMPO Policy Board Meeting is scheduled for Wednesday, September 27, 2023, from 2:30pm – 4:30pm.	The meeting was adjourned at 3:31pm by Chair Darrin Lane.

**ALBANY METROPOLITAN PLANNING ORGANIZATION &
CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD HYBRID MEETING**

Wednesday, September 27, 2023

2:30 – 4:30 pm

**Via Microsoft Teams Technologies &
The Albany ABC (Downstairs) Conference Room**

DRAFT MINUTES

Board Members	Jurisdiction	Attendance
Walt Perry	City of Jefferson	Yes
Councilor John Sullivan	City of Millersburg	No
Councilor Ray Kopczynski	City of Albany	Yes
Joe Samaniego	City of Tangent	No
Commissioner Rodger Nyquist	Linn County	No
Commissioner Pat Malone	Benton County	Yes
Darrin Lane	Citizen Representative	Yes
Savannah Crawford	Oregon Department of Transportation	Yes
Alternates	Jurisdiction	Attendance
David Watkins	City of Jefferson	No
Janelle Booth	City of Millersburg	No
Chris Cerklewski	City of Albany	Yes
Vacant	City of Tangent	Vacant
Wayne Mink	Linn County	No
Gary Stockhoff	Benton County	Yes
James Feldmann	Oregon Department of Transportation	No

Board Members	Jurisdiction	Attendance
VACANT	City of Adair Village	VACANT
Councilor Jan Napack	City of Corvallis	Yes
Councilor Matt Lehman	City of Philomath	Yes
Commissioner Pat Malone	Benton County	Yes
Savannah Crawford	Oregon Department of Transportation	Yes
Alternates	Jurisdiction	Attendance
VACANT	City of Adair Village	VACANT
Greg Gescher	City of Corvallis	Yes
Chris Workman	City of Philomath	No
Gary Stockhoff	Benton County	Yes
James Feldmann	Oregon Department of Transportation	No

Guests: Tim Bates, Daniel Wood, Barry Hoffman, Wendy Byrne, Christine Hildebrandt, Ryan Vogt, David Rabinowitz, Jeff Babbit, Staci Belcastro, Eric Leming, Heidi Manlove, Kirk Rensmeyer, and Steve Harvey.

Staff Present: Transportation Program Manager Nick Meltzer, AAMPO Assistant Planner Billy McGregor, CAMPO Planner Corum Ketchum, and CED Administrative Assistant Ashlyn Muzechenko

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, and Roll Call/Introductions	AAMPO Chair Darrin Lane called the meeting to order at 2:34pm. Staff Billy McGregor conducted roll call for today's Joint AAMPO/CAMPO Policy Board Meeting. Introductions were conducted as members from both AAMPO and CAMPO Policy Boards were present.	The joint AAMPO/CAMPO Policy Board meeting was called to order at 2:34pm by AAMPO Chair Darrin Lane.
2. Public Comments	There were no public comments made to the AAMPO/CAMPO Policy Board members in attendance.	There were no public comments.

<p>3. Regional Project Updates:</p> <ul style="list-style-type: none"> • Highway 20/34 • Transit Workforce Study • Corvallis to Albany Path <p>ACTION: Information Only</p>	<p>Staff Nick Meltzer shared Regional Project Updates on the following:</p> <p><i>Corvallis to Albany Path</i></p> <p>CAMPO Transportation Planner, Corum Ketchum, wrote the Carbon Reduction Program grant for Benton County, and it was successful in attaining funding.</p> <p>Benton County recently received a one-million-dollar from the program to do preliminary design for the path. This should be enough combined funds to design the entirety of the path.</p> <p><i>Transit Workforce Study</i></p> <p>This study started last year. It entails working with the University of Oregon who have completed initial research and developed surveys for transit initiations and agencies. There will be a more detailed update from the consultant in a couple of weeks.</p> <p>AAMPO Chair Darrin Lane asked if there is any change in local transit folks' ability to hire and retain staff.</p> <p>Tim Bates from Corvallis Transit shared they are fully staffed for drivers and the contractor has done a wonderful job getting their agency back to full service.</p> <p>Barry Hoffman from Albany Transit noted they are fully staffed with full time employees but are still seeking part time employees. It has been a slow trickle of applications when a position is opened up. However, conditions are better than a year ago, but still aren't great.</p> <p>For Benton Area Transit, (BAT), Gary Stockhoff stated their vendor is struggling to attain full time drivers which is a struggle nationwide.</p> <p><i>Highway 20/34 Study</i></p> <p>Meltzer shared that both MPO's (AAMPO/CAMPO) had put money aside for this study. Currently for AAMPO, the city of Albany is doing a</p>	
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	<p>signal improvement project and CAMPO is working with Benton County and ODOT to do functional design work as well in that corridor.</p> <p>With the amount of funding that is available, folks didn't want to miss this opportunity and make more rapid improvements.</p> <p>Commissioner Pat Malone asked if the smart signals possibly going in on Highway 34 are a project that will be part of the rapid improvements.</p> <p>Meltzer answered that staff a reworking with a consultant to verify those types of projects and there will be a meeting in November to go over which projects are chosen. Then these project lists will be shared with the public in December 2023.</p> <p>Councilor Jan Napack asked about project changes that may have occurred since 2015, and if a website is available to view these changes.</p> <p>Meltzer answered that staff will work on preparing a webpage and standing it up with that information.</p> <p>Walt Perry asked if there was an ultimate goal set in the 2015 study to go over what problems were being addressed such as the safety corridor.</p> <p>Meltzer answered that there are several different safety features that weren't addressed before. However, these safety concerns on highways 20/34 are starting to be addressed now with these safety improvement projects.</p>	
<p>4. Regional Safety Overview (Attachment A)</p> <p>Action: Information and Discussion</p>	<p><i>While waiting for ODOT Staff, the group agreed to swap agenda items 4 and 5.</i></p> <p>Savannah Crawford introduced the Regional Safety Overview presentation from ODOT.</p> <p>Eric Leming shared the speed zone presentation for ODOT to discuss how local agencies can set their own speed limits. These changes came from the 2021 legislative session covering who can set speed limits.</p>	

	<p>There are two different types of speed limits, statutory and designated.</p> <p>The changes from the legislature are around designated speed limits. Local Agencies can set speed limits for temporary and emergency, and residential districts. However, in the vast majority, ODOT is the one changing the speed limits. This is being done by having an engineering study done for the segment of the road, there will also need to be agreement from the jurisdiction leaders.</p> <p>The changes from House Bill 30-55 keep the process the same as the ODOT process and adopted manual but it changes which agencies can go through the process. This overall allows ODOT to delegate authority to local jurisdictions who wish to change their speed limits in certain areas.</p> <p>The process is to complete the application, have a responsible designated engineer who needs to go through ODOT's online training to get an understanding of the rules for the speed zone, then produce a quality control plan, next demonstrate that they can complete the study and complete the proper paperwork for the order. If it all looks okay, ODOT delegates authority to the local agency to do the engineering study, then seek agreement from the interested jurisdictions, next take the causes to the speed zone review panel (if there is a discrepancy). Finally, when receiving old orders and creating new ones, send the copies to reports or order to ODOT then answer questions of the public.</p> <p>ODOT's role is compliance and oversight, by receiving the first 10 studies and orders periodic reviews; and then do record "house-cleaning".</p> <p>AAMPO Chair Lane asked if ODOT is encouraging local agencies to seek out this service, or if ODOT will be continuing to offer the service regularly. ODOT confirmed that because of House Bill 30-55 they are required to offer the service, but can still resume managing the process if desired by the local jurisdictions.</p>	
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Heidi Manlove shared her presentation regarding Safe Routes to School (SRTS) to the AAMPO and CAMPO Policy Board Members in attendance.

Manlove shared this use to be a federal fund dedicated program however states now need to fund this program. ODOT's program is a construction and education combined program who funds communities to do SRTS funding projects and also educational projects as well.

The basic goal is to make it safer and easier for students to walk and bike to and from school.

For the education program, there are community grants available for capacity building. For example: funding a coordinator for new approaches. SRTS regional resources hubs have training and other assistance from experts, there are also free print materials and safety campaigns.

These are two-year funding cycles with beginner, intermediate, and advanced pathways.

Funding covers:

- Staff time and coordinators including benefits and office equipment.
- Meetings,
- Coordination,
- Bicycle and pedestrian equipment and training,
- Coalition building,
- Sustainability, and
- Data analysis.

SRTS are just ending their second year and were able to fund 13 communities, 26 projects in construction, and 13 education grants. There were \$80million in requests, but SRTS were only able to fulfill \$32million.

	<p>Match is required for education and construction and the next project cycle starts in early 2024 around February.</p> <p>Manlove noted that so far there have been 14 communities participating in this program with pictures from these communities available on SRTS's website.</p> <p>AAMPO Chair Lane asked if the funding is federal or state. Manlove confirmed that it's state dedicated funding from House Bill 2017 in 2021.</p> <p>Commissioner Pat Malone asked if the funding will be running out and what the lifespan will be with this program.</p> <p>Manlove answered that it is a part of state legislation, so in order to remove the funding there would need to be quite a bit done legislatively. From her understanding there is no expiration date as of now.</p> <p>Crawford shared a high-level overview of the ARTS program. This is safety based and intended to fund low-cost safety counter measures on all public roads. Anything with documented safety needs is eligible to apply.</p> <p>There is \$49.6million available for 2027-2030 available in ODOT Region 2 Area. Local Jurisdictions, Tribes, and ODOT can apply for those and there is consultant support available if you apply before December 1st.</p> <p>The deadline for the grants is December 15th. There is an in-person workshop available 1-3pm at the Corvallis ODOT Office on this day.</p> <p>Crawford shared that one of biggest safety projects is the US 20 updates with phase one primarily finished and any feedback is appreciated. There has been a lot of positive feedback lately, which has changed from initial construction. Phase 2 is the Conifer to Mulloy is a center turn lane that will be wrapping up this year. Phase 3 is still in design which covers the northern section going into Albany. There isn't</p>	
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	<p>enough funding for construction, but ODOT is still working on the design factor.</p> <p>For the Cascades West ACT has started having discussions for priority projects for what ones need to be funded within the next 5 to 10 years. Specifically, I5 and Hwy 101.</p>	
<p>5. STBG Funding (Attachment B) Action: Information Only</p>	<p>Meltzer shared that the fund exchange was intended to go away last summer, and at the end of the most recent legislative session there was a new bill the codified the fund exchange for small MPO's as well as cities and counties across the state. These are categorized as state highways funds now. This is a permanent fix and the funding allocated to the MPOS will be state highway funds.</p> <p>One challenge for the metropolitan planning improvement plan, is there is a set amount allocated to the MPOS will be around \$850,000 as opposed to \$1million previously given to each MPO.</p> <p>The goal is to have conversations with the two MPO TACs to see how the funding can be moved around to fit the projects that were already approved last year.</p> <p>Commissioner Malone noted that the Association of Oregon Counties did a large part to get the fund exchange program to continue.</p> <p>AAMPO Chair Lane added that there has always been a belief that federalizing a project adds to the cost and there is an increased burden added as well. Which means some of the shortfalls can be made up with the less regularized funding now that it is state rather than federal.</p>	
<p>6. MPO Merger Conversation (Attachment C) Action: Information</p>	<p>Meltzer shared a presentation regarding the MPO Merger Conversation. The first topic provided background and history on the two MPO's.</p> <p>Meltzer noted that with federal guidelines it would be legal for AAMPO and CAMPO to merge and if this was any other state, then it is likely that the two MPO's will already be one MPO.</p> <p>Previous concerns in 2020 around merging were funding, Policy Board Representation, and Transit Funding.</p>	

	<p>Meltzer added that if there was no decline in population at the MPO's there wouldn't be any significant change in funding received.</p> <p>AAMPO Chair Lane asked if the combined MPO would still qualify for the new fund exchange rules, Meltzer confirmed staff hadn't thought about that and will start looking into it after this meeting.</p> <p>The FTA noted that transit agencies are set by urbanized areas not MPO Areas. There can be two urbanized areas in one MPO which would mean there wouldn't be any changes with Transit Funding.</p> <p>The three options for moving forward are: 1. Continue existing coordination. 2. Increase coordination to collaboration establish MOU and Develop combined documents for similar work products. Or 3. Merge with MPO's to create one regional entity.</p> <p>The full group expressed mostly positive support for the merging of the two MPO's (AAMPO and CAMPO). However, many noted that more information would be needed to make the final decision.</p>	
<p>7. Adjournment</p>	<p>The next AAMPO Policy Board Meeting is scheduled for Wednesday, October 25, 2023, from 2:30pm – 4:30pm.</p> <p>The next CAMPO Policy Board Meeting is scheduled for Wednesday, October 11, 2023, from 3:30pm to 5:30pm</p> <p>There is also a potential to target another joint meeting between the two MPO's in a few more months.</p>	<p>The Joint Policy Board meeting was adjourned at 4:20 pm by the AAMPO Chair Darrin Lane and the CAMPO Chair Councilor Matt Lehman.</p>