



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 Meeting Thursday, March 16, 2023 9:00 am to 11:00 am

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

OCWCOG, Albany ABC Conference Room
1400 Queen Avenue SE, Albany OR 97322

Via Teams by clicking [HERE](#)

Meeting ID: 262 017 376 794

Passcode: icKYpY

Mobile One Click Number

[+1 872 242 8088](#)

Contact: Billy McGregor, bmcgregor@ocwcog.org

AGENDA

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|---|-------|--|------------------------|
| 1 | 9:00 | Call to Order, Agenda Review, and Roll Call | Chair |
| 2 | 9:10 | Public Comments | Chair |
| 3 | 9:15 | Approve minutes of February 16, 2023 (Attachment A) | Chair |
| | | <i>Action: Decision on minutes</i> | |
| 4 | 9:20 | AAMPO Bicycle/Pedestrian Plan
The Policy Board requested additional changes based on comments from ODOT Regional Traffic. Those changes have been made and the plan will be brought to the Policy Board. The Bike Ped Plan can be found by clicking HERE . | Nick Meltzer,
Staff |
| | | <i>Action: Consent to changes</i> | |
| 5 | 10:00 | STBG Project Discussion (Attachment B)
Review of historical STBG projects, funding available for 2025-2027 and discuss projects for submittal to the Policy Board for approval. | Nick Meltzer,
Staff |
| | | <i>Action: Discussion and Recommendation</i> | |
| 6 | 10:40 | RTP
Existing conditions, future projections for population and jobs, and upcoming public engagement. | Staff |
| | | <i>Action: Information</i> | |

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

Albany Area Metropolitan Planning Organization (AAMPO)
AAMPO TAC Virtual Meeting with Microsoft Teams Technology

Thursday February 16, 2023

9:00 am – 11:00 am

DRAFT MINUTES

TAC Members	Jurisdiction	Attendance
David Watkins	City of Jefferson	Yes
Janelle Booth	City of Millersburg	No
Chris Cerklewski (Chair)	City of Albany	Yes
Joe Samaniego (Vice-Chair)	City of Tangent	Yes
Daineal Malone	Linn County	Yes
Gary Stockhoff	Benton County	No
James Feldmann	Oregon Department of Transportation	Yes

Guests: Kevin Laxton, Steve Harvey, and Walt Perry

Staff: Transportation Manager Nick Meltzer, and AAMPO Assistant Planner Billy McGregor

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, Roll Call	<p>Chair Chris Cerklewski called the meeting to order at 9:05 am after confirmed quorum with staff members.</p> <p>Staff Nick Meltzer conducted Roll Call.</p>	Meeting called to order at 9:05 am by Chair Chris Cerklewski
2. Public Comments	There were no public comments made to the AAMPO TAC.	There were no public comments made.
<p>3. Approve minutes of January 19, 2023 (Attachment A)</p> <p>ACTION: Decision on Minutes</p>	<p>There were no comments on the minutes.</p> <p>Joe Samaniego moved to approve the AAMPO TAC minutes from January 19, 2023, and Walt Perry seconded.</p> <p>The motion passed unanimously.</p>	<p>Joe Samaniego moved to approve the AAMPO TAC minutes from January 19, 2023, and Walt Perry seconded.</p> <p>The motion passed unanimously.</p>
<p>4. RTP Goal Objectives (Attachment B)</p> <p>Action: Approval of revised goals and objectives</p>	<p>Staff Billy McGregor introduced the RTP Goals and Objectives presentation.</p> <p>Staff Billy McGregor gave a summary of the presentation to the AAMPO TAC members in attendance.</p> <p>Walt Perry noted that he has appreciation of the language change from assertive to assisting.</p> <p>Chris Cerklewski agreed that it will be easier to get things to line up with two goals.</p> <p>The TAC members didn't see any needed changes.</p> <p>The AAMPO TAC members approved the goals and objectives by consensus.</p>	The AAMPO TAC members approved the goals and objectives by consensus.

<p>5. UPWP Review (Attachment C)</p> <p>Action: Discussion</p>	<p>Staff Billy McGregor introduced the UPWP draft to the TAC members. McGregor noted that the comments received have been reviewed.</p> <p>Staff Nick Meltzer shared that there was a big picture overview previously shared with the TAC that was put into a draft to be submitted to ODOT and FHWA that was reviewed last week. Meltzer noted that overall, there was positive comments from ODOT and FHWA.</p> <p>Staff Nick Meltzer added that the only substantial change is the addition of a task about adding a transportation project tracker.</p> <p>James Feldmann noted that there isn't as much recognition for this group, so it would be easier for all of the jurisdictions to share what is going on across the MPO and summarize those accomplishments for the whole year.</p> <p>Staff Billy McGregor shared the draft plan with the AAMPO TAC members in attendance. McGregor shared that there is an accomplishment section added into the UPWP that would address some of the ideas from James and other ODOT staff.</p> <p>James Feldmann asked about the section about finishing the RTP work section.</p> <p>Staff Nick Meltzer noted that updates haven't been made yet to the draft. Meltzer added that once the changes have been made, that section will read the expected adoption of the RTP.</p> <p>Staff Billy McGregor noted that there were a few additional items added under the workflow section. McGregor noted that Task 100 was MPO operations and management.</p> <p>Staff Billy McGregor noted that Task 200 is the long-range transportation planning, and had some major changes to the section.</p> <p>Staff McGregor added that Task 300 is interregional transportation planning which is becoming a task that is more and more important as time continues on. McGregor also noted that Task 400 is transportation</p>	<p>Staff Nick Meltzer confirmed that a more complete draft will come back to the TAC for approval in March or April of 2023.</p>
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	<p>programming. Lastly, Staff McGregor stated that Task 500 is the Special Projects Pool, and it is intentionally left vaguely blank to allow for flexibility through the whole year.</p> <p>Staff Billy McGregor also shared the FY24 budget by subtask, fund source, and expenses, for the AAMPO TAC members in attendance.</p> <p>Staff Nick Meltzer noted that these are documents that are due each year.</p> <p>Chris Cerklewski asked for clarification that at this point AAMPO staff are just sharing information and will come back for a recommendation to the policy board once the draft is complete.</p> <p>Staff Nick Meltzer confirmed that a more complete draft will come back to the TAC for approval in March or April of 2023.</p>	
<p>6. STIP Administrative Amendment</p> <p>(Attachment D)</p> <p>Action: Approval of amendments</p>	<p>Staff Billy McGregor introduced the administrative amendment for Project 18850 to complete NEPA and right of way purchase, as well as construct off-highway multiuse path. McGregor noted that the revision would be to decrease construction phase and transfer funds to PE and RW phases. Additionally, the revision corrected RW phase work type to be all state.</p> <p>Chair Chris Cerklewski asked to clarify that this amendment is basically just shuffling the money from one bucket to the next.</p> <p>Staff Billy McGregor confirmed that the funds are moving from construction phase to the engineering and right of way phase and the total will stay the same.</p> <p>Daineal Malone moved to approve the STIP Administrative amendment for project 19950. James Feldmann seconded. The motion passed unanimously.</p>	<p>Daineal Malone moved to approve the STIP Administrative amendment for project 18850. James Feldmann seconded. The motion passed unanimously.</p>

<p>7. Jurisdictional Updates/Other Business</p>	<p>AAMPO Updates:</p> <p>Staff Billy McGregor noted that he attended the Smart Growth America Equity Summit, and it helps to meet the Title VI requirements for AAMPO from the federal government.</p> <p>Staff Nick Meltzer noted that there are interviews scheduled for a new CAMPO planner on March 1st.</p> <p>Jurisdictional Updates:</p> <p>James Feldmann for ODOT noted the next STIP cycle is close to being released. However, it is likely that it won't become available until March or April of 2023.</p> <p>Daineal Malone from Linn County shared that she had a question regarding the project list and is curious why the funding got switched from FY24 to FY25 for the Tangent project.</p> <p>Staff Nick Meltzer answered that he would have to take a look, but he can follow up with an answer for her.</p> <p>David Watkins from Jefferson shared that Jefferson is still continuing to keep things going with safety issues as there is high traffic from the highway. Watkins noted that a few of the sidewalks are being eaten up by large trucks that are coming through Jefferson.</p> <p>Joe Samaniego from Tangent added that there isn't an update at the moment from his jurisdiction.</p> <p>Chris Cerklewski for Albany noted that as summer gets closer, the city staff are preparing for upcoming construction projects.</p> <p>Other Business:</p>	
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	Steve Harvey, member of the public, introduced himself from the Mid-Valley Bike Club and provided a background on his particular interest in the group. Harvey will remain as an interested party for the TAC and Board for both AAMPO and CAMPO.	
8. Adjournment	The next AAMPO TAC Meeting is scheduled for Thursday, March 16, 2023.	Meeting was adjourned at 10:10 am by Chair Chris Cerklewski.

MEMORANDUM

Albany Area Metropolitan Planning Organization

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Benton County • Oregon Department of Transportation



Date: March 9, 2023
To: AAMPO Technical Advisory Committee
From: Nick Meltzer + Billy McGregor, AAMPO Staff
Re: Albany Area MPO 2024-2027 STBG Project Selection

This memorandum summarizes the STBG projects submitted, public comments, and available monies for 2025-2027 so that the AAMPO TAC can provide a suggestion to the Policy Board for future funds.

Background

The Albany Area MPO solicits projects for Surface Transportation Block Grant Funding (STBG) every three years. This process is known as the Metropolitan Transportation Improvement Program (MTIP) and aligns with the State Transportation Improvement Program (STIP), which are both federally required documents that catalog all federal transportation spending in the respective region (AAMPO region and State of Oregon, respectively). AAMPO receives between \$750,000 and \$1,000,0000 annually to spend on transportation projects of regional significance.

Available Funding

In the previous M/STIP cycle, projects were allocated for funding available through Federal Fiscal Year (FFY) 2024. The M/STIP always has a one-year overlap; as such the funding request for this cycle is for 2025-2027. The table below outlines the anticipated amount of funding available for each year.

Year	Allocated Funding
2025	\$ 1,032,839.00
2026	\$ 1,050,666.00
2027	\$ 1,068,737.00
Total Available	\$ 3,152,242.00

Staff are checking with the Oregon Department of Transportation to see if any unused funds from previous years will be rolled over. In the interim, staff have conservatively assumed there will be no additional funds other than those listed in the above table.

Proposed Projects

Albany Area MPO Technical Advisory Committee (AAMPO TAC) members were invited to submit projects in the fall of 2022. Each project was ranked by the AAMPO TAC and then posted for public comment. The table below contains an overview of projects, the requested amount, total estimated cost and TAC score. No comments on the projects were received by the public.

Similar to Corvallis Area MPO practices, AAMPO decided to make scoping projects eligible for funding this cycle. Funding the planning and design of projects is both a good use of federal funds, as well as setting members up for future project requests either through the MPO or via other sources. Scoping projects can be up to 10% of the total STBG funding available, and are funded off the top, so they were not scored.

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In 2022, the Oregon Department of Transportation sunset the popular State Fund Exchange Program, which allowed jurisdictions to exchange federal funds to more flexible state funds. This often resulted in more creative projects and cost savings through reduced requirements. Unfortunately, starting in FFY24, the program will no longer exist.

Locality	Project Type	Project Name	Project Dollar Request	Total Est Project Cost	Project Score
Benton County	Preservation	Scenic Drive Grind & Inlay	\$988,483	\$ 1,090,000	30
City of Albany	Modernization	Albany Ave Widening Project	\$2,200,000	\$ 3,100,000	86
Linn County	Modernization	Know Butte/ Scrael Hill Roundabout	\$1,577,063	\$ 1,757,566	63
City of Albany	Scoping	Pacific Blvd/Queen Ave Scoping Study	\$98,703	\$ 110,000	N/A
City of Millersburg	Scoping	Millersburg TSP Update	\$35,000	\$ 40,000	N/A
			\$4,899,249	\$6,097,566	

Discussion

When scoping projects are removed from the \$3.152 million funding available, \$3.018 is available for projects. As the City of Albany's project scored the highest among the three projects by a large margin, staff recommend funding that project in its entirety.

This leaves approximately \$800,000 left to put towards the remaining two projects. In previous discussions, AAMPO TAC members have expressed a desire to fully fund projects as opposed to partially fund multiple projects. As such, staff brainstormed the following possible options:

1. Fund Benton County Preservation. This would result in one modernization and one preservation project.
2. Fund a portion of the Linn County project.
3. Develop a new project, potentially a collaborative project between the two counties (planning or construction).
4. Allocate a portion to each county, recognizing they are federal funds with federal regulations.

The historical projects funded by AAMPO STBG funds are provided below:

Project	Applicant	Amount
Hill Street	Albany	\$ 2,332,000
24th Ave	Albany	\$ 94,000
Salem Ave	Albany	\$ 650,000
Queen Ave	Albany	\$ 1,736,300
Springhill Drive	Benton County	\$ 650,000
Old Salem Rd	Linn County	\$ 413,000
Tangent Drive	Linn County	\$ 884,750
Goldfish Farm Rd	Linn County	\$ 1,218,600

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Old Salem Guardrail	Millersburg	\$ 99,000
<i>Total Allocated 2015-2024</i>		\$ 8,077,650

Next Steps

Staff request discussion and direction from the TAC on next steps, with the hope to provide an eventual recommendation for funding to the Policy Board.

MEMORANDUM

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Date: March 8, 2023
To: AAMPO TAC
From: Billy McGregor, AAMPO Transportation Planner
Re: Statewide Transportation Improvement Program (STIP) Revisions

Action Requested

Review by Technical Advisory Committee (TAC) of staff approved Adjustment.

Overview

The purpose of this memorandum is to provide an update on recent revisions to the Statewide Transportation Improvement Program (STIP) relevant to the Albany Area Metropolitan Planning Organization (AAMPO). A summary table of recent revisions can be found on the following page.

Background on the STIP and MTIP

The STIP is the Oregon Department of Transportation's capital improvement plan for state and federally-funded transportation projects. The current STIP (FY2021-2024) went into effect October 1, 2020 and expires September 30, 2024. AAMPO acts as the regional coordinator to the STIP helping ensure that revisions and other adjustments are processed appropriately. AAMPO also maintains a Metropolitan Transportation Improvement Program (MTIP) which is consistent with the STIP.

Revision Types

There are three types of STIP and MTIP revisions processed by AAMPO, listed below. Additional details on STIP and MTIP amendments can be found in the AAMPO MTIP policy [HERE](#).

- **Full Amendments:** Require the greatest level of scrutiny and are brought to the Policy Board for discussion and approval. The TAC makes a recommendation to the Policy Board regarding approval of the amendment and also determines what level public outreach is necessary. At a minimum, the item will be reviewed by the TAC and placed on the next Policy Board agenda, which comes with notification requirements. Additional items for consideration include provision of a public comment period (two weeks), holding a public meeting, and any other actions deemed advisable by the TAC.
- **Administrative Amendment:** Require less scrutiny and are usually familiar to local staff members. Administrative amendments are brought to the TAC for discussion and approval. The Policy Board is notified of Administrative Amendments at their next regularly scheduled meeting.
- **Adjustment:** For minor changes, AAMPO staff has the authority to approve adjustments. Adjustments do not require committee approval or public notice.

STIP Revisions

Row	Revision Type	Project Key Number/s & Name/s	Project Description	Revision Information
1	Adjustment Cost changes of less than 10% involving MTIP dollars	20428 US20: Ellsworth Street (Willamette River) Bridge	Increase bridge clearance to lessen collision risk allowing more efficient movement of freight.	Add \$40,000 of Local funds from City of Albany to the CN phase for the cost of the relocation of lights controlled by the City and which they approved to pay for.