



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 Agenda

Date: Thursday, October 21, 2021
Time: 9:00am to 11:00am
Location: Join Zoom Meeting by clicking [HERE](#)
Phone: 1-669-900-6833
Meeting ID: 876 5157 5084, Passcode: 2020
Contact: Catherine Rohan, Transportation Planner

1) 9:00 Call to Order, Agenda Review, and Roll Call Chair, Gary Stockhoff

2) 9:05 Public Comments Chair

3) 9:10 Approval of Meeting Minutes (Attachment A) Chair
July 15, 2021 TAC Meeting

ACTION: Approve minutes

4) 9:20 AAMPO Housekeeping Catherine Rohan

- Welcome Chris Cerklewski, Albany
- Welcome Daineal Malone, Linn County
- Add Mark Bernard as TAC ex-officio following ODOT's recommendation to increase public transportation division engagement in MPO planning process

ACTION: Welcomes and decision to request Policy Board consider Bernard's ex-officio appointment

5) 9:40 AAMPO COVID Stimulus funds update Nick Meltzer
Update on memorandum of understanding (MOU) sent to Policy Board and fund disbursement.

ACTION: General discussion

6) 9:50 Bicycle and Pedestrian Plan update (Attachment B) Rohan
Staff will present summary information from the second Bicycle and Pedestrian Plan survey and report on next steps for the plan.

ACTION: General discussion

- 7) **10:20 STIP revisions (Attachment C)** **Rohan**
Revision to project 20428: US20 Ellsworth Street
(Willamette River) Bridge.
***ACTION:** Discussion of revision and recommendation to
the Policy Board*
- 8) **10:30 Jurisdictional Updates/Other Business** **Meltzer**
- Future plans for in-person/hybrid meetings
- Future plans for joint meetings
- 9) **11:00 Adjournment** **All**
Next meeting: November 18th, 2021 at 9:00am

**ALBANY METROPOLITAN PLANNING ORGANIZATION
TAC REMOTE MEETING
Thursday, July 15, 2021
9:00 – 11:00 am**

DRAFT MINUTES

Members:

Chuck Knoll
Gary Stockhoff
Joe Samaniego
Staci Belcastro

Representing:

Linn County
Benton County
Tangent
Albany

Guests:

Chris Cerklewski
Barry Hoffman
Candy Bliss
Brian Hurley
Cody Meyer

Albany
Albany
Albany Transit
ODOT
DLCD

Staff: Catherine Rohan, Nick Meltzer, Steph Nappa, and Emma Chavez

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, and Roll Call		Meeting called to order at 9:01 am by Chair Gary Stockhoff. There were no changes to the agenda.
2. Public Comment		There were no public comments.
3. Board Approval of June 17, 2021 TAC Meeting Minutes		Consensus to approve the June 17, 2021 TAC meeting minutes with correction.

<p>4. Bicycle and Pedestrian Plan (BPP) Update</p>	<p>Staff Catherine Rohan provided a presentation on the BPP survey findings. Rohan begin with the survey statistics.</p> <p>Staff Jenny Glass found it encouraging that there are some folks walking and biking for errands in the region.</p> <p>Joe Samaniego asked if there is a way to make biking more convenient such as bike lockers. Staff Rohan advised that there are employer programs and incentives.</p> <p>Rohan moved on to review the wiki map public feedback. She then reported that there will be another round of public outreach this summer where a list of projects will be shared and the public may choose their favorites.</p> <p>Chair Stockhoff asked if there are questions to the public asking if they are willing to pay for projects (e.g. via tax). Staff Rohan stated that that questions has not been asked.</p> <p>Chuck Knoll stated that to him; the survey was concentrated on the use of existing routes and not on projections of routes that could be developed. He would like to brainstorm potential bike paths. Rohan response that there will be a programs and policies portion of the Plan where the brainstorming can take place.</p> <p>Lastly, Rohan advised that this same presentation will be provided to the Board at their next meeting.</p>	
<p>5. Draft Strategic Assessment Document</p>	<p>Rohan reported that the Strategic Assessment has been underway for some time now despite a couple of roadblocks due to COVID. She reminded members that the draft findings were shared a couple of meetings ago and today, DLCD Staff are providing a draft document for feedback and recommendation to the Board.</p> <p>Member Feedback:</p> <ul style="list-style-type: none"> Barry Hoffman stated that there's only a certain amount of money that comes to AAMPO for transit, yet transit is run by 	

	<p>the city of Albany therefore, this makes it where AAMPO is adopting a goal and then convincing the city to go along with it. He went on to state that while investing in transit is a great way to reduce greenhouse gases, it's certainly not something that should be enough. Hoffman went on to question how effective the policies will be given the availability of funding. Cody Meyer responded that Hoffman makes a great point; transit funding is key and the critical piece is getting that funding.</p> <ul style="list-style-type: none"> • Chuck Knoll stated that AAMPO is unique in that it has different demographics than a large city and he is unsure if all the policies will apply to Albany. Knoll went on to state that urban growth boundary policies may be missing from the assessment along with a way to adopt changes as they happen. Meyer responded that the policies are happening and what the assessment does is increase those policies at a higher rate. Brian Hurley added that the key takeaway of the strategic assessment is that the region is headed in the right direction with their adopted plans, but to meet regional goals; AAMPO would need to ramp things up. • Knoll stated that for a future meeting, he'd like to look at existing transit routes, their frequency, and have a map to look at urban growth population and come up with a solution and take advantage of funding available. To this, Rohan responded that ATS is looking at implementing their medium term strategy from the 2018 Transit Development Plan. Hoffman added that the study was done based on what exists today, and it is in the cusp of doubling transit within Albany and between Albany and Corvallis. Doubling the service will reduce greenhouse gas emissions. • Hurley noted that HB2017 funding is enough to keep pace with population goals but not enough to meet AAMPO's goals. There are also a number of other opportunities. Such as ODOT looking to initiate a project to transition to electric vehicles. With limited funding, there is a need to be innovation to meet goals. <p>Rohan asked members to provide additional comments to Staff who</p>	
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	<p>will consolidate them and send them to Meyer and Hurley. A final draft of the document will go to the Board at its next meeting.</p> <p>Hoffman stated that the Albany city council will need to hear the presentation as well because they would need to approve many of these projects. Meyer noted that he and Hurley will make themselves available to provide presentations to the council and other groups as needed.</p>	
<p>6. Jurisdictional Updates</p>	<p>Nick Meltzer advised that AAMPO will continue to meet remotely through September. Staff may cancel September meetings and will assess August as well.</p> <p>Rohan reported that the metropolitan statistical area (MSA) population threshold will remain at 50,000.</p> <p>Linn County – has a TIGER Grant project in Mill City that is wrapping up and others that will go out to bid. Linn County and the City of Albany are up to date on the Goldfish Farm Road project. The county is in the process to receive STBG funding for the bridge replacement at Cox Creek. Linn County will also get together with the City of Tangent to discuss Tangent Drive.</p> <p>Tangent – The city is working with AAMPO staff on a TGM grant to update its TSP.</p> <p>Albany – Held its first hybrid council meeting with only a few issues. The city has gone through some staff changes and the city engineer Jeff Blaine is now the Public Works Director at the City of Corvallis. There are a lot of street projects going on. Columbus Street is being improved and the final pavement was taking place yesterday. 24th Avenue was presented to the MPO and approved for funding, should be completed in the next month. Successfully completed the first slurry seal program. Also working on an ADA self-evaluation and transition plan. The project started in January and the assessments in the right of way are almost done. Now starting to work with advisory group and developing the plan.</p>	

	<p>ATS – Hoffmann introduces Candy Bliss as the Transit Supervisor who will be working with Hoffman on the Albany Transit Development Plan and getting the drivers and everyone else ready to improve the service. ATS has been working with Nelson Nygaard and AMMPO staff on its transit improvement implementation strategy and have been working on a lot of route redesign. They have settled on what will be a great transit system that will provide a robust transit in Albany. Will put into place this fall. Transit has been fareless since spring of 2020 and will need to go back to collecting fares in the near future.</p> <p>Benton County – CARES surplus funds were received on Monday from ODOT. Gibson Hill ready to bid next summer. Suspect ridership will remain the same through September. Transitioning to BAT has gone well and excited have own brand now.</p>	
7. Adjournment		Meeting adjourned at 10:26 am.

MEMORANDUM

Albany Area Metropolitan Planning Organization

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Date: October 21, 2021
To: AAMPO TAC
From: Catherine Rohan, AAMPO Staff
Re: **Bicycle and Pedestrian Plan Update**

Overview

The memo summarizes work completed on the Bicycle and Pedestrian Plan over the last few months, including a second community survey and policy and program recommendations. The memo concludes with a list of next steps.

Community Survey

With the help of University of Oregon's Institute of Policy Research and Engagement (IPRE), AAMPO developed a second community survey asking community members to select their favorite bicycle and pedestrian projects from a master list of projects. The online survey was open from September 7th to 29th and promoted via social media, community partners, and the AAMPO interested parties email list. A total of 256 community members responded to the survey, members could provide input on projects across the entire AAMPO planning area, as seen in Table 1. Trends from the survey include a focus on projects along larger roads and multiuse path projects.

Table 1: Input by Jurisdiction

Jurisdiction you would like to provide input on (select as many as you wish)	Count	Percent
Albany	204	62.39%
Tangent	55	16.82%
Millersburg	38	11.62%
Jefferson	30	9.17%
Total	327	100%

Input from the survey will be used to help prioritize projects. The top 50% of all projects will receive a point under the "public priority" criterion. The top 50% of projects for each individual jurisdiction will also receive a point for jurisdiction specific prioritized lists. The five projects that received the most public input from across the entire AAMPO planning area are listed below.

1. Waverly Dr: Upgrade bicycle facilities (mix of separated bike lanes, 8 foot shoulders, and buffered bike lanes preferred).
 - 121 respondents selected this project
2. Old Salem Rd & Salem Ave: Upgrade bicycle facilities (separated bike lanes preferred)
 - 110 respondents selected this project
3. Jefferson and Millersburg: Multiuse path between Jefferson and Millersburg
 - 103 respondents selected this project
4. Queen Ave: Upgrade bicycle facilities (separated bike lanes preferred)
 - 102 respondents selected this project
5. Geary St: Upgrade bicycle facilities (separated bike lanes and buffered bike lanes preferred)
 - 100 respondents selected this project

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Policy and Program Recommendations

In addition to helping create the second community survey, IPRE also drafted policy and program recommendations for the Bicycle and Pedestrian Plan. Recommendations range from broad topics, like allowing a mix of land uses, to smaller scale ideas, such as instituting neighborhood walking school buses. Benefits of adoption, draft code language, potential partners, and links to more information are provided for each individual policy and program recommendation. It's not expected that every policy and program recommendation will be appropriate for each community in the AAMPO planning area, instead communities can elect to adopt and try out the policy and program recommendations that most resonate with them.

Next Steps

Next steps for the Bicycle and Pedestrian Plan include the following

- Continuing work on the project prioritization, which will incorporate Albany Transit System's new stop locations
- Completion of policy and program recommendations
- Writing project implementation and evaluation chapter
- Formatting the document for readability and aesthetics
- Presenting the draft document to the public and AAMPO committees for review (expected this winter)

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Date: October 21, 2021
To: AAMPO TAC
From: Catherine Rohan, AAMPO Staff
Re: Statewide Transportation Improvement Program (STIP) Revisions

Action Requested

Recommendation to Policy Board regarding revision of US20: Ellsworth Street (Willamette River) Bridge project.

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	Full amendment NOTE: No comments received during public comment period (9/15-9/29)	20428: US20: Ellsworth Street (Willamette River) Bridge	Develop plans to increase truss span vertical clearance for a future construction project.	In May 2018 the Oregon Transportation Committee approved canceling the construction phase of this project due to a greater need on another project with the intent of adding the construction phase back in the 21-24 STIP. ODOT's Bridge program now has the funds available to add the construction phase back. Add construction phase for FFY23 funded at \$5,097,300. Update project description to "Increase bridge clearance, lessen collision risk allowing more efficient movement of freight."