



## CORVALLIS AREA Metropolitan Planning Organization

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### TECHNICAL ADVISORY COMMITTEE

Thursday, May 30, 2019

9:00 - 11:00 am

CAMPO Office, 777 NW 9<sup>th</sup> Street, Suite 204C

Corvallis, OR 97330

### AGENDA

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|------|--|---------------------|
| I.   | <b><u>Call to Order</u></b>  | Chair, Greg Gescher |
| II.  | <b><u>Agenda Review</u></b>  | Chair               |
| III. | <b><u>Public Comments</u></b>  | Chair               |
| IV.  | <b><u>Approval of Meeting Minutes</u></b> (Attachments A, B, C, & D)<br><i>November 2, 2018, February 28, 2019, March 14, 2019, and April 25, 2019 meeting minutes.</i><br><b>ACTION: Decision</b>       | Chair               |
| V.   | <b><u>FY 2021-2024 TIP</u></b><br><i>Review regional project needs, evaluate projects and develop preliminary list for public review. See separate attachment.</i><br><b>ACTION: Discussion/Decision</b> | All                 |
| VI.  | <b><u>Updates</u></b><br><i>CAMPO Staff Report</i><br><i>Jurisdictional Reports</i>  | Chair               |
| VII. | <b><u>Adjourn</u></b>  | Chair               |

*Meeting facilities are accessible to persons with disabilities. If you will need any special accommodations, please contact Emma Chavez at least 72 hours prior to the meeting. Emma can be reached at 541-924-84051. TTY/TTD 711*

**CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION  
TECHNICAL ADVISORY COMMITTEE  
Friday, November 2, 2018  
CAMPO Office, Corvallis**

**DRAFT MINUTES**

**Members Attending:** Greg Gescher, Gary Stockhoff, James Feldmann, and Rebecca Houghtaling

**Members Absent:** Barry Hoffman, Pat Hare, and Chris Workman

**Staff:** Phil Warnock, Nick Meltzer, and Emma Chavez

TOPIC	DISCUSSION	DECISION / CONCLUSION
I. Call to Order	The Chair, Greg Gescher called the meeting to order at 10:08 am.	
II. Agenda Review		<b>There were no changes to the agenda.</b>
III. Minutes of: September 28, 2018	Gescher provided handwritten clarification on minutes. The spelling of James Feldmann's last name needs to be corrected.	<b>Consensus by the TAC to approve the September 28, 2018 meeting minutes with corrections.</b>
IV. Policy on TIP Amendment	<p>Staff Nick Meltzer advised that the Policy on TIP Amendment was discussed at the last TAC meeting. Comments that were provided at the meeting have been incorporated.</p> <p>Members fell into discussion and made the decision to move Number 9. Scope changes including extension or shortening of a project to an Administrative Amendment.</p> <p>Rebecca Houghtaling moved to approve the Policy on TIP Amendment with update to number 9. Seconded by Greg Gescher. Consensus by the TAC.</p>	<b>Consensus by the TAC to recommend the Policy on TIP Amendment to the Policy Board.</b>
V. NACTO/Oregon APA/OMUG Debrief	<p>Meltzer summarized the lessons learned from attending the National Association of Transportation Officials (NACTO) conference, as well as the Oregon American Planning Association (OAPA) conference.</p> <p>Meltzer stated that when he attended the NACTO conference he focused on attending the segments that were more non-design</p>	

	<p>oriented, in order to hear more viewpoints about why transportation matters.</p> <p>Major Takeaways:</p> <ul style="list-style-type: none"> <li>• The scale of what’s happening in Los Angeles is much bigger than our region, but there are still lessons to be learned. They’ve had to become more efficient, nimble and proactive due to necessity, and we have the opportunity to do that as well.</li> <li>• New technologies are coming whether we’re ready or not, and it’s better to be ahead of the issue rather than reactive.</li> <li>• Cities are building projects more quickly and cheaply, while also evaluating their long term use</li> <li>• How can CAMPO build capacity internally and externally to set up our communities for success? Trainings, policy guidance and data collection</li> </ul> <p>Additionally, he noted that there is interest from COG staff on whether the COG could become a NACTO member. Phil Warnock added that the ACT has never been asked to do something on a Regional level that would benefit both AAMPO and CAMPO. There may be a lot of leverage that can be brought in Regionally with a membership through NACTO and Regional requests to the ACT. Meltzer will explore the issue.</p> <p>Meltzer questioned if the City of Corvallis would be interested in a bikeway training if CAMPO sponsored it. Gescher stated that, they would.</p> <p>Meltzer also advised that when he attended the Oregon APA Conference, the City of Bend advised that they implemented a count system. Staff would like CAMPO to work on a count system there is interest. Meltzer went on to provide information on the different types of count mechanisms. Gescher stated that the city has discussed this</p>	
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	<p>previously, and would also be interested in moving this forward.</p>	
<p>VI. Updates</p>	<p>CAMPO Staff Report – ODOT performance measures have been a slow roll out based on MAP-21. MPOs are asked to accept ODOT measures or set their own measures. CAMPO accepted ODOTs Safety Measures, and now it needs to consider Pavement, Bridge, and National Highway performance measures. These measures need to be approved by November 16<sup>th</sup>. If CAMPO decides to adopt its own measures, it would need to collect and report its own data.</p> <p>Houghtaling questioned if ODOT is collecting data on the non-interstate highways. Meltzer noted that it's on the national highway system (NHS). In reference to the local arterial collector, they are all part of the NHS. James Feldman got online to verify that arterial collectors are in fact part of the NHS.</p> <p>Meltzer went on to advise that Tarah Campi the AAMPO lead staff has moved to California and is contracting with the COG. A full time Transportation Planner and an Assistant Planner positions have been posted. The Transportation Planner will be taking Campi's place and the Assistant Planner will assist the MPOs.</p> <p>Benton County – The County now has a Facilities Manager. STIF Committee work continues and will be discussing funding at its meeting on Monday. Is also working on extending its dial a bus contract. A draft of the TSP has been received. It is scheduled to be approved in February of 2019.</p> <p>City of Corvallis – The TSP is in its final draft and will be reviewed this month by both the Planning Commission and planning hearing. The Planning Commission will make a recommendation and the City Council will hold a public hearing. The TDP will be ready when the City begins applying for STIF funds. The City has gone through interviews for the Bike and Ped Coordinator. There is someone the city is interested in. Lastly, there was no strike and on Monday the City Council will ratify the new contract.</p>	

	<p>OSU – Has a new Landuse Planning Manager. He’s responsible for the landuse planning coordination regarding and will be working with the City and County. OSU has also wrapped up its Transportation Plan which is not subject to the Transportation Planning Rules. Therefore the document is more of a vision, rather than a plan. A final version is set to be received by end of week. The University is starting a physical development strategy, an 18 month planning project. The Universities Transportation Plan will assist in the development of this strategy. Lastly, Houghtaling reported that there is a Scope of Work (SOW) for Washington Way and they have awarded a contractor to do the design work. The first phase will begin in November.</p> <p>ODOT – Has a consultant on board for the Van Buren project. The Hwy 20 Safety improvement project is also getting a consultant on board soon. Granger and Independence are priority intersections. There was question on the Hwy 20/34 between Corvallis and Philomath and recognizing large truck traffic and giving a priority through movement. Feldmann did not have that information.</p> <p>OCWCOG – Phil Warnock reported that applications have been received for the Planner and Assistant Planner positions. He noted that there are promising candidates to be interviewed.</p> <p>The Electric Bus Study is moving along. Staff has interviewed all the providers in the state that currently use electric busses or are implementing them. There is a break between large and small providers. Smaller providers are seeing electrification as the future and are going ahead with implementation of electric vehicles with a small fleet. Larger providers are taking their time studying electrification. Houghtaling suggested that CAMPO may want to explore testing an electric bus on campus.</p>	
<p>VII. Adjournment</p>	<p>The December meeting falls during the holidays therefore staff will reschedule the meeting via email.</p> <p>Meeting adjourned at 11:45 am.</p>	

**CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION  
TECHNICAL ADVISORY COMMITTEE  
Friday, February 28, 2019N  
CAMPO Office, Corvallis**

**DRAFT MINUTES**

**Members Attending:** Greg Gescher, Gary Stockhoff, James Feldmann, and Rebecca Houghtaling

**Members Absent:** Barry Hoffman, Pat Hare, and Chris Workman

**Staff:** Phil Warnock, Nick Meltzer, and Emma Chavez

TOPIC	DISCUSSION	DECISION / CONCLUSION
I. Call to Order	The Chair, Greg Gescher called the meeting to order at 10:08 am.	
II. Agenda Review		<b>There were no changes to the agenda.</b>
III. Public Comments		
IV. Minutes of November 2, 2018		<b>A quorum was not met and the minutes were tabled for the next meeting.</b>
V. ADA Design Training	Staff Nick Meltzer advised that issues of ADA keep coming in conversations with ODOT and FHWA. In an effort to be proactive, both CAMPO and AAMPO have offered to sponsor ADA Design trainings in order to help support member jurisdictions. This would include TAC members and a designee.	
VI. Electric Bus Study	<p>Oregon Cascades West COG staff, Stephanie Nappa provided a brief summary of the feasibility study.</p> <p>Nappa advised that the study shows that electric busses in the City of Corvallis would be feasible. She stated that the type of electric fleet would need to be determined and the study advises on the different types, and their cost. The study also stakeholder interview summaries, the City of Corvallis needs and challengers, as well as potential funding sources.</p> <p>Meltzer noted that the role of CAMPO is to advise the City based on</p>	<p><b>Additional comments on the feasibility study are due to Meltzer by next week.</b></p> <p><b>Staff will compile the TAC and Policy Board comments and provide a final draft to the TAC at their March meeting for recommendation for</b></p>

	<p>the study, however, it is up to Corvallis on how to move forward.</p> <p>Members fell into discussion and provided the following feedback:</p> <ul style="list-style-type: none"> <li>• Provide a table of CTS route range, traffic, hills, and climate</li> <li>• Schedule a demo             <ul style="list-style-type: none"> <li>○ Make sure similar to the City of Corvallis</li> </ul> </li> </ul> <p>Meltzer advised that the big takeaway from those doing this locally is that if you will do it, commit staff time to do it in order to not have manufacturing issues.</p>	<p><b>approval to the Board at their April meeting.</b></p>
<p>VII. Regional Performance Measures</p>	<p>Meltzer advised that at the February Board meeting, representatives of ODOT and DLCD provided details of the RTSP requirements now that local TSPs are wrapping up. Meltzer noted that there are three options moving forward: (1) wait until legislation is passed, (2) wait until after the legislative session to see what the rulemaking committee will be working towards in regards to the climate, and (3) still move forward with performance measures at the local level.</p> <p>Staff's recommendation was to work with each jurisdiction to determine performance measures that work for them and then bring them to CAMPO to see if everyone is moving in the same direction. The Board met consensus on this recommendation.</p> <p>At the Board meeting in March, members will discuss how the process got to this point, and then move to performance measures. Staff will provide a debrief and follow up to the TAC.</p> <p>When asked, Meltzer clarified that the performance measures indicates that if the TSP does not meet the 5% VMT reduction over the planning period, the MPO has to develop alternative measures. Mode sharing is an example of alternative measures.</p>	
<p>VIII. Updates</p>	<p>a) CAMPO Staff Report The UPWP review by FTA, FHWA, and ODOT is scheduled for tomorrow, March 1<sup>st</sup>. Staff has received comments from OSU, ODOT, and Corvallis.</p>	

	<p>CAMPO and AAMPO staff are working on a Joint TAC meeting to discuss Regional projects. Regional Park &amp; Ride Project, Loop, and possible Regional Project.</p> <ul style="list-style-type: none"> <li>• <b>Customer Focused Training and Travel.</b> The COG will serve as the central, one click, one call transit resource in the Lincoln, Benton, and Linn region. The tasks include: 1) training transit drivers on assisting riders with mobility issues; 2) training riders on how to use the bus; 3) acting as the centralized call line for assisting with trip planning for the general public; 4) developing a mobile ticketing application such that people can travel on all transit within the three counties using one ticket, and one mobile application.</li> <li>• <b>99W Corridor Mobility Pilot.</b> Currently, there are gaps in transit service along 99W. Lane Transit District serves from Junction City south, Benton County Transit serves from Corvallis to Adair Village, and Cherriots and Yamhill County serve from Monmouth north. We plan to conduct a 9-12 month planning study to evaluate what type of service and when it should run, and then operationalize that pilot for between 12 and 18 months after that. Our hope is connect the small communities along 99W with the larger urban areas.</li> </ul> <p>b) Jurisdictional Reports</p> <ul style="list-style-type: none"> <li>○ FlixBus – Looking at connection between UO, OSU, and Portland</li> <li>○ Corvallis – have adopted their TSP. Josh Capps is the new Bike and Ped Coordinator. Applications for discretionary funds have been submitted.</li> </ul>	
IX. Adjourn	Meeting adjourned at 9:45 am.	

**AAMPO-CAMPO Joint TAC Meeting  
TECHNICAL ADVISORY COMMITTEE (TAC)  
MINUTES  
Thursday, March 14, 2019**

**Members Present:** Chuck Knoll, Darrin Lane, Walt Perry, Chris Workman, James Feldmann, Barry Hoffman, Gary Stockhoff, Mark Bernard, Greg Gesher, Georgia Edwards, Janelle Booth, Greg Jones

**Guest Present:** Patrick Wingard (phone)

**Staff Present:** Nick Meltzer, Dana Nichols, Steph Nappa, Phil Warnock

**1. Call to Order and Agenda Review**

Staff Nick Meltzer called the meeting to order at 1:34 pm.

Introductions were conducted.

**2. Public Comment**

There were no public comments.

**3. Park & Ride Study Presentation**

OCWCOG Staff Stephanie Nappa presented an overview and history of the Park & Ride Study. The presentation included a park & ride inventory, needs analysis, best practices, recommended sites, and implementation strategy. She requested input from the joint TACs regarding park & ride locations not listed on the map. Darrin Lane pointed out the Millersburg location that may not be a formal park & ride, but is used frequently. Walt Perry also pointed out the Ankeny Hill location. Steph explained that those listed are only official ODOT designated lots, though there are others that COG has identified as well. She will get clarity about whether or not ODOT will formally identify these locations as park & rides.

Chuck Knoll asked for clarification about whether these are specifically for transit. Nappa explained that while some lots are used for transit, others are geared more towards carpooling. Knoll pointed out another location in Lebanon that could be considered. Nappa agreed, stating that survey results showed that Lebanon was a popular location for both current use, and for potential expansion.

Meltzer asked Chris Workman of Philomath if there is heavy use of park & rides in Philomath. Workman explained that there are two locations that are used now, though they are not official locations. Nappa stated that if need be, we could look into changing the official location in Philomath. Workman said that was likely unnecessary, as there was plenty of parking at the current location at the library/city hall.

James Feldmann asked if the report shows which locations have transit stops. Nappa explained that most locations are used for carpooling or recreational activities, and transit is not identified on current maps. The plan will show park & ride amenities, which will include transit stops in addition to other useful or nearby features.

Some concern was brought up about the existing location in Albany that's near to an adult store. The existing location is also used for HUT, so there may need to be some additional research about the best location to serve all purposes. Barry said that the HUT shuttle may

no longer pick up from that location, but rather from the Comfort Suites. Parking costs \$2/day.

Nappa presented the evaluation criteria for the existing and future park & ride location, and asked for TAC feedback. Perry stated there's a location that's on and off the freeway in Albany that should be considered.

Meltzer questioned if 'number of commuters' is a good criterion with which to evaluate based on the location factors of rural v. urban. Percentage might be a better way to go. Workman suggested also looking at distance between locations. Meltzer also asked if proximity to scenic bike trails has been part of the criteria. Hoffman suggested looking at if the site is lighted/can be lighted.

Feldmann questioned what the purpose of selecting them are. Nappa explained that they will prioritize potential sites that will eventually be improved or invested in the future.

#### **4. Regional Transportation Overview**

Meltzer discussed history of regional planning efforts started by him and Tarah.

Nichols introduced the memo that described current AAMPO/CAMPO projects and potential projects that staff could work on moving forward.

Group discussion ensued on which projects the group has interest in collaborating on moving forward.

OCWCOG is hosting a bikeway training, bringing national experts to help staff boost their knowledge to implement bike elements of TSPs.

Chuck Knoll discussed a bike path that was started and the need for phase 2 of funding from LBCC to OSU. Knoll also talked about the Hwy 20 bike path or extending a bike path along the railroad connecting to Lebanon along Hwy 20. Meltzer asked if the bike paths were in the TSP, Knoll responded they were. Darrin Lane brought up the issue of property owners that aren't used to having the public traversing their property makes regional bike paths difficult.

Feldmann asked if the goal was to identify projects for staff to work on, or projects to just discuss and coordinate on as a region. Meltzer and Nichols responded they are looking for both, queued up the idea of joint AAMPO/CAMPO planning.

Knoll brought up the idea of a multiuse path along the rail crossing in Albany connecting Calapooia brewing to the golf course in North Albany, said that would be a really impactful project.

Phil Warnock discussed the idea of innovative thinking with OCWCOG staff to take advantage of the upcoming funding, looking to national examples of regional projects, and expressed excitement about the list of potential regional projects. Warnock stated that Federal partners want to see more regional collaboration and were happy about this reflected in UPWPs

Warnock discussed upcoming bike/ped funding (ConnectOregon) parameters are being developed to determine funding structure. There will be an emphasis on community connections and longer paths to provide for options other than driving. Safe Routes to School could also connect into this work and funding opportunities are on-going (infrastructure and non-infrastructure).

Gary Stockhoff brought up the need to include freight planning/mobility in MPO efforts, didn't want freight to be forgotten. Feldmann discussed the freight components in Corvallis, Philomath, Benton County TSPs.

Walt Perry discussed the issues in Jefferson and the lack of safe bike routes in his community, especially along 164. People currently walk and bike along this road and the facilities suddenly stop going through Jefferson. Perry also discussed the safety concerns going across the bridge. Lane added a multiuse path from I-5 to Jefferson would be pretty feasible, just would require planning (siting and environmental issues), and added it's just as important as Hwy 20 and may be more feasible to actually get done.

Knoll brought up the ODOT bridge section and their efforts to evaluate bridges for seismic soundness and updating DOGAMI hazard areas. Brought up the idea of adding bike/ped facilities as they do these seismic upgrades. Setting up a meeting for Linn County (wants to include Albany) to figure out all the emergency routes etc. Contact Bruce Johnson to discuss the effort for Benton County.

Meltzer suggested a regional connectivity study (freight, bike, transit).

Lane brought up the MPO regions and their shared commute shed, asked if places like Lebanon (which aren't in MPO but are part of the commute shed) could be included. Meltzer/Nichols said yes. Warnock added that OCWCOG can function as the regional boundary to do these types of studies and include areas outside the MPOs specifically.

Feldmann brought up the issue of interchanges for freight, and asked what the equivalent of "system gaps" seen in bike/ped connectivity is for freight. Marc Bernard responded with interchange area management plans for the State system, and added the relationship to safety on Hwy 34 and how excessive business access to system directly creates uncertainty and conflict points for drivers. Discussed history of state action of first limiting biz access "excessively" that got major pushback from biz community.

Chris Workman brought up Philomath issues of freight safety along Hwy 20 and how it has limited growth of downtown and impacted safety. Plans are in place but there hasn't been implementation. Expressed concern that more planning doesn't help (though they could be updated maybe) wants to actually implement changes. Issues have arisen since the couplet was put in, have more freight traffic and makes people avoid downtown. Bernard added that biz generally don't want bypasses because they think all the traffic will skip them, Stockhoff brought up a successful example of a bypass which allowed downtown to thrive. Discussion of this same issue in other communities. Perry brought up that it just depends on the type of traffic that generally goes through town.

Meltzer brought up the idea of addressing freight vs downtown conflicts, Warnock added the idea of creating strategies for implementing improvements to limit conflicts. Bernard added the idea of pilot treatments to see what type of street treatments can create most benefit given existing infrastructure.

Workman expressed that his favorite part of AAMPO/CAMPO is providing project support when funding comes up.

General consensus that joint TAC meetings are useful. Nichols suggested meeting twice a year, once in each jurisdiction. There was no disagreement to this idea.

Nichols brought up the ADA discussion, it is tabled for next joint meeting due to turnover at ODOT.

Knoll brought up the idea of a regional bike route map, thinks it would be useful to support increased investment for new facilities to fill gaps – general consensus that it would be useful. Question about how to get that info onto Google. Lane suggested adding it to a web interface for a mobile app for route planning, Feldmann wanted it open source so it could be used for any desired purpose. Knoll added points of interest could pay to get added to the map.

Warnock brought up staff effort around data visualization that will hopefully get tackled in 2019, said staff will be asking for TAC input on those.

There was a request for scope of work on bike route map/connectivity plan. Suggested the inclusion of proposed projects in local TSPs and adding those to the map to see what gaps are left.

Knoll wants to have a better way to determine future freight needs/population growth needs given the fast growth the area has been experiencing. Thinks current projections are inadequate.

Lane requested a timeline of big reporting/planning requirements so the group understands what capacity is for these other regional planning projects.

Idea raised for MPO traffic counting project, supported by Lane, other nods around the table.

## **5. Calendar of Future Joint TAC Meetings**

Consensus was met to hold biannual joint TAC meetings, alternating AAMPO and CAMPO locations.

## **6. Adjournment**

Meeting adjourned at 3:10 pm

**CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION  
TECHNICAL ADVISORY COMMITTEE  
Thursday, April 25, 2019  
CAMPO Office, Corvallis**

**DRAFT MINUTES**

**Members Attending:** Chris Workman, and Greg Gescher

**Members Absent:** Gary Stockhoff, James Feldmann, Pat Hare, and Rebecca Houghtaling

**Guest Present:** Court Smith

**Staff:** Nick Meltzer, and Emma Chavez

TOPIC	DISCUSSION	DECISION / CONCLUSION
I. Call to Order	The Chair, Greg Gescher called the meeting to order at 10:08 am.	
II. Agenda Review		<b>There were no changes to the agenda.</b>
III. Public Comments		<b>There were no public comments.</b>
IV. Minutes of November 2, 2018, February 28, 2019 and March 14 2019 Joint TAC meetings		<b>A quorum was not met and the minutes were tabled for the next meeting.</b>
V. Electric Bus Study	<p>Staff Nick Meltzer stated that the Electric Bus Study came out of the Natural Gas Study. The Natural Gas Study turned out to not be feasible due to concerns that compressed natural gas wasn't sustainable due to fracking.</p> <p>Staff talked to transit providers around the state that have implemented or are looking to implement electric busses, as well as completed literature review, and used a tool from ODOT to estimate the cost of electric busses over time. The information has been reviewed by the TAC and Policy Board. Staff has updated the document based on the feedback and is presenting and updated document for final review. Meltzer moved on to review the updated document with members.</p>	<b>Staff will update the document based on the TAC feedback from today.</b>

	<p>Members discussed the document and Guest Court Smith noted that the City of Corvallis would need to discuss how many busses they would want to purchase and what type. Meltzer noted that a phased implementation would be appropriate.</p> <p>Greg Gescher questioned the annual operation costs different between the slow and fast charging busses and Meltzer stated that the fast charge are slightly more expensive.</p> <p>During the discussion it was also clarified that the electric busses have not been around long enough to know the exact life span. Smith noted that it would be good to consider that the cost of electric busses is likely to go down as more transit districts purchase them.</p> <p>Gescher stated that he will meet with City Staff and provide any updated input to staff.</p>	
<p>VI. Regional Performance Measures</p>	<p>With the Corvallis Transportation System Plan (TSP) complete and some transitions with the Policy Board, there is a desire to move forward with Regional Performance Measures. The Policy Board has volunteered to meet State requirements. Those requirements however, may change and become mandatory in the future, in which case CAMPO would be well prepared by having set its measures ahead of time.</p> <p>Meltzer went on to note that over the last two Board meetings, members have discussed setting a goal and objectives. At its upcoming meeting, the Board will finalize its goal and begin development of draft performance measures. That draft list will be brought to the TAC for a final review, and for each member jurisdiction to identify their own measures. A final draft would be taken to the Board for final approval.</p> <p>Chris Workman stated that the key to performance measures is tracking them annually and being able to look back overtime. He noted that it would be helpful to have easy to measure performance</p>	

	<p>measures, and true indicators of the goal/target trying to get to.</p>	
<p>VII. FY 2021-2024 Transportation Improvement Program (TIP)</p>	<p>Meltzer noted that the 2021-2024 Transportation Improvement Program (TIP) project list must be submitted to the State by September 2019. He noted that he reviewed the criteria that has been used, and it hasn't changed since 2004. The criteria has two categories; preservation and modernization and CAMPO has a policy to only submit preservation projects. He noted that in reviewing minutes from 2004, CAMPO wanted to sub allocate between preservation and modernization at 60% preservation and 40% modernization.</p> <p>Members discussed and advised that their recollection is that the projects are approved on a case by case basis and that it was not their understanding that there is a policy to only approve preservation projects. As long as there is a good case for a modernization project, members can and should apply. Additionally, Workman noted that while the City of Philomath did not submit projects during the last cycle, they do plan to do so this cycle.</p> <p>Meltzer advised that the FY18-21 TIP clearly stated its CAMPOs policy to fund preservation projects. He questioned if there was a way to simplify the list into one instead of separating them. Gescher stated that this has been difficult to do, and that providing a list with the two different type of projects to the Policy Board, and allowing them to make the final decision has worked thus far.</p> <p>Meltzer provided a memo with a proposed combined criteria and reviewed it with members. Members discussed and agreed to keep the criteria separate to simplify things for the Policy Board.</p> <p>Workman noted that he is not opposed to adding criteria off of proposed criteria. Meltzer stated that he will work on updating the existing criteria and provide a proposal at the next meeting for review.</p> <p>Members also discussed public requirements of the TIP projects.</p>	<p><b>Meltzer will update the TIP criteria and will bring back to the next meeting.</b></p> <p><b>CAMPO jurisdictions will provide a list of projects at the next meeting.</b></p>

	<p>Members recalled previous CAMPO Director, Ali Bonakdar would make a call for projects from the CAMPO jurisdictions, the TAC would review and make a recommendation to the Policy Board, and at some point prior to final approval by the Board, Bonakdar would hold a public meeting of the project list.</p> <p>Staff posed a question to whether members would be interested in utilizing Surface Transportation Block Grant (STBG) funds for scoping studies. Members agreed that with limited funds, it is in Campos's best interest to continue utilize STBG funds for projects. It was suggested for staff to ask Laurel Byer with Benton County for ideas.</p>	
VIII. Updates	<p>Philomath – Received a small City grant of \$50 thousand for chip sealing that will start in the summer. The City also held a good meeting with ODOT in regards to their Streetscape project. They will meet again next month to scope the \$10 million project. The City is looking at additional development and also an RV campground.</p> <p>Corvallis – Bruce and Circle Pavement Rehab project will include some incorporating safety improvements. The City is starting discussions on how to roll out elements of their Transit Development Plan (TDP) and coming funds from the STIF. The City also has a multimillion dollar project at the Corvallis airport starting shortly.</p>	
IX. Adjournment		<b>Meeting adjourned at 10:17 am.</b>