



## CORVALLIS AREA Metropolitan Planning Organization

777 NW 9<sup>th</sup> Street, Suite 204C; Corvallis, Oregon 97330  
541-758-1911 | nmeltzer@ocwcog.org

**Abbreviated Policy Board Meeting**  
**Wednesday, December 11, 2019**  
**3:30 pm to 5:00 pm**  
**Corvallis Benton County Library**  
**Corvallis, OR 97333**

### AGENDA

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|------|--|--------------------------------|
| 3:30 | <b>1. Call to Order and Agenda Review</b><br><i>Check in on updated time and 2020 meeting schedule</i>   | <b>Chair,<br/>Barbara Bull</b> |
| 3:40 | <b>2. Public Comments</b>  | <b>Chair</b>                   |
| 3:50 | <b>3. Minutes of November 13, 2019 Meetings<br/>(Attachments A)</b><br><br><i><b>ACTION:</b> Decision on Minutes</i>   | <b>Chair</b>                   |
| 3:55 | <b>4. OTC Funding Letter (Attachment B)</b><br><i>Pease review letter prior to meeting and bring any comments</i>  | <b>Meltzer</b>                 |
| 4:10 | <b>5. FY 2020 UPWP Update/FY2021 UPWP Ideas (See UPWP in Binder)</b><br><i>Soliciting input for FY2021, starting in July 2020, unified planning work program. Also providing a mid-year update on current year work program.</i> | <b>All</b>                     |
| 4:30 | <b>6. Safe Routes to School Update</b><br><i>Update from last meeting on SRTS opportunities</i>  | <b>Meltzer</b>                 |
| 4:40 | <b>7. Jurisdictional Updates</b><br><i>-OMPOC Hosting and Tour ideas (Jan 24<sup>th</sup>)</i>   | <b>All</b>                     |
| 5:00 | <b>8. Adjournment and Public Presentation</b><br><i>Next meeting: January Joint with AAMPO (Jan 22, 2:30 PM at OCWCOG in Albany)</i>   | <b>Chair</b>                   |

*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*

**METROPOLITAN PLANNING ORGANIZATION  
POLICY BOARD MEETING  
Wednesday, November 11, 2019  
Benton County Commissioners Office  
MINUTES**

**Policy Board Members Present:** Alan Rowe, Barbara Bull, Eric Niemann, and Savannah Crawford

**Alternates Present:** Mary Steckel, James Feldmann, and Gary Stockhoff

**Guests Present:** Ilene McClelland, Lisa Scherf, and Emily Norcross.

**Staff Attending:** Phil Warnock, Syd Shoaf, Nick Meltzer, and Emma Chavez

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order		<b>The Chair Barbara Bull called the meeting to order at 4:01 pm.</b>
2. Agenda Review	The Chair Barbara Bull noted that the meeting schedule has been difficult for a few member recently and she questioned if the meeting needs to change to an earlier start time. Alan Rowe noted that he will need to leave early today for a training. Chair Bull stated that it would be helpful to keep track of quorum through the end of meetings. She proposed a start time of 3:30 pm. Staff will need to follow up with Mayor Eric Nieman and Commissioner Pat Malone.	<b>Added agenda item 5: Safe Routes to School</b>  <b>Meeting at 3:30 tentatively works for all member. Will confirm in December</b>
3. Public Comments	Emily Norcross provided a public Comment. Emily is from the Satinwood area in Corvallis. She stated that she has been talking to neighbors and the principal of Wilson Elementary about the traffic on NW Satinwood. Residents of the area have recognized that traffic and speed have increased over the last few years. Neighbors are also cognizant that the hospital is planning to develop its property further. The Satinwood neighborhood would like to get ahead of the development and set some strategies in place, in front of the elementary school specifically to remediate some of the traffic. She noted that the schools Safe Routes to School is in alignment with that. She stated that she is attending the CAMPO Board meeting to voice her neighborhood concern and ask for assistance.	<b>Public comment by Emily Norcross.</b>

	<p>Chair, Barbara Bull asked Norcross if she reached out to the school district. Norcross answered that she did and discovered that the last proposal did not go through, although there were plans in place to make changes to safety in front of the school. Chair Bull advised that the City Councilor for the Satinwood area shares those same concerns.</p> <p>Lisa Scherf stated that the City of Corvallis did submit an infrastructure grant about a year ago for two schools, Wilson being one of them. The City coordinated with the district and the school. However, the project was not funded. Scherf noted that it's a good project that can be resubmitted for the next cycle. To this, Mary Steckel advised that the project is also in the cities Capital Improvement Program, and Meltzer noted that CAMPO provided a letter of support. Norcross questioned if there is a possibility to alter the request for the next submission, and Scherf stated that there is.</p> <p>Members continued to discuss the concern with Norcross, and it was noted that there is nothing permanent on the street to assist with speed limit. Bull questioned if the city radar speed feedback signs collect data, and Scherf was advised that most don't. Mayor Eric Newman stated that the City of Philomath recently added radar speed feedback signs that collect data. It was agreed that such signs would be helpful.</p>	
4. Minutes of October 9, 2019 Meetings	<p>Mary Steckel noted that the details of the Corvallis Transit System (CTS) should be more enthusiastic. Steckel went on to report that the Sunday bus service has received a lot of positive feedback. She noted that while some neighborhoods were impacted negatively, overall; the new schedules are being positively embraced and ridership is good.</p> <p>Mayor Eric Niemann moved to approve the October 9, 2019 meeting minutes as written. Savanna Crawford seconded. Consensus by the Board.</p>	<p><b>Mary Steckel provided comments on the minutes. However, a correction was not needed.</b></p> <p><b>The October 9, 2019 meeting minutes were approved as presented.</b></p>
5. Safe Routes to School	<p>Staff Nick Meltzer noted that the Safe Routes to School (SRTS) topic began at the last meeting and staff was requested to have a full discussion at the current meeting. Meltzer invited city and Region folks that have worked on SRTS to this meeting to provide a historical</p>	<p><b>Consensus by the Policy Board for staff to include SRTS work on the 2020-2021 UPWP.</b></p>

	<p>perspective of what has been done between the MPO and/or SRTS in the past. With CAMPO working on the Work Plan for next year, this provides an opportunity for members to direct the MPO to put more effort or time into SRTS.</p> <p>City of Corvallis SRTS Background:</p> <p>Guest Ilene McClelland introduced herself. She works for the City of Corvallis Bicycle Collective, she has participated in SRTS and provided volunteer work.</p> <p>Lisa Scherf went on to provide an overview of the City of Corvallis work on SRTS. She noted the Corvallis School district had a Non-Infrastructure Program. There was a group of community stakeholders that strategized on things that would keep kids safe while walking and bicycling to school. The City was involved in the work but did not run it. Through the program, Gigi Simmons developed Action Plans for all the Corvallis elementary schools which is a requirement for submitting infrastructure grants. Scherf noted that the City worked with Simmons on the development of those Plans and has been very involved in infrastructure work. Some examples of infrastructure work that the City of Corvallis has been involved in include; bike shelter installations, curbside bulbouts at Garfield elementary, sidewalks that connected the Glenridge neighborhood across Walnut, and a radar speed feedback sign at Jefferson. The City has partnered with the District on infrastructure match. Scherf indicated that the hole that she sees is that there are no Action Plans for the middle schools which is needed for State funds. Additionally, some of the Plans may be outdated and there is value in updating or developing missing Plans.</p> <p>McClelland added that CAMPO helped in the past with reconfiguring the parking lots at the elementary schools, and came up with walking and biking routes for each of the schools. She noted that there are English and Spanish maps that exist for those routes. To this, staff Phil Warnock</p>	
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	<p>noted that CAMPO staff developed the maps approximately six year ago, and that those maps may need to be updated or enhanced as well.</p> <p>The Collective applied for a SRTS programming (non-infrastructure) grant that was not approved. Part of this was the priority on communities without any history of a program. Meltzer noted that the State alternates the funding from infrastructure to non-infrastructure cycles from calendar year to calendar year. Warnock noted that the Action Plans lost their momentum when there was no infrastructure money to apply for and that the Action Plans were intended to be updated at least every five years. Circulation changes, and additional developments could be reflected in Action Plans and the MPO could support efforts to update and/or develop the Plans.</p> <p>OCWCOG SRTS Background:</p> <p>Meltzer advised that OCWCOG has provided the following SRTS support; Lincoln County SRTS infrastructure grant in 2015-2016 and an East Linn County non infrastructure grant in 2016 and 2019. Additionally, with ODOT mini SRTS grants, COG assisted the City of Sweet Home to develop an Action Plan. Warnock noted that during the COGs work, it was recognized that there are SRTS needs in the entire COG Region.</p> <p>City of Philomath Background:</p> <p>Mayor Nieman advised that the City of Philomath runs the Safety Town Program which is specific to Kindergarten programs, and is coordinated through the Police and Fire Departments. It introduces kids on how to deal with a police officer. Children will learn how to get on and off school buses, and how to behave in them, as well as how to cross the street safely. The training takes place in August.</p> <p>An issue that the City has is at Applegate and 19<sup>th</sup> where there is too much through traffic taking place. Parents end up looping around the neighborhoods to get to the schools. A SRTS program would be of great</p>	
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	<p>benefit. Another issue is motorists not stopping for school buses. Nieman read a recent news article on this issue.</p> <p>Chair Bull questioned if CAMPO members should be looking at the next round of grant cycles to help fund updates or development of school Action Plans. Meltzer advised that the MPO cannot apply for infrastructure funding. However, staff could assist jurisdictions with Action Plan reviews and development. He noted that a task can be added to the MPOs Work Plan. Steckel questioned what work would not happen, if this task was added to the Work Plan. It was clarified that other short term projects will come to an end that would allow for new work to be added.</p> <p>Chair Bull questioned if a good start would be for the MPO to develop a Needs Assessment to prioritize where there needs to be focus. Members voiced their agreement.</p> <p>Scherf reported that the SRTS staff at ODOT has offered consultation with all unsuccessful applicants to strategies for the next cycle. Scherf will provide an update to staff.</p> <p>Mayor Niemann stated that it would be helpful to have specific data on accidents/incidents involving children. Scherf advised that the City of Corvallis has that data.</p>	<p><b>Staff will update the Policy Board at the December meeting on Safe Routes to School progress</b></p>
<p>6. Regional Performance Measures</p>	<p>Meltzer reported that CAMPO has been discussing performance measures since early this year. The TAC reviewed the long list of metrics and narrowed it down to thirteen. From there, the TAC has been working through who would be responsible for collecting and tracking the data, and discussing if the data is easily trackable. Meltzer reviewed the metrics with members an answered question.</p> <p>CAMPO Metrics:</p> <ol style="list-style-type: none"> <li>1. Bicycle Mode Split</li> <li>2. Percent of population within ½ mile of “high quality” bicycle facility</li> <li>3. Miles of “high quality” bicycle facilities constructed/added</li> <li>4. Pedestrian Mode Split</li> </ol>	<p><b>Consensus to move forward with the thirteen presented metrics.</b></p> <p><b>Staff to develop a process for collecting, tracking, and reporting data.</b></p> <p><b>The TAC to hold a final review of the metrics and the process.</b></p>

	<ol style="list-style-type: none"> <li>5. Miles of sidewalk repaired or constructed</li> <li>6. Transit mode split</li> <li>7. Percent of population within ½ mile of transit stop</li> <li>8. Public electric vehicle charging stations</li> <li>9. Transportation Reduction – Locational Traffic Volumes</li> <li>10. Destinations – New dwelling units constructed in mixed use zones</li> <li>11. Destinations – Jobs/housing mix</li> <li>12. Density – Housing density (dwelling units/acre)</li> <li>13. Distance – Jobs within ½ mile of transit stop</li> </ol> <p>Meltzer advised that since this work is voluntary, the MPO may change the metrics as needed. The Board approved the list as presented and recommended a final review of the TAC.</p>	<p><b>Final request for approval of the metrics and process by the Policy Board to take place by February 2020.</b></p>
<p>7. ODOT Consultation and Funding</p>	<p>Members discussed and agreed that the survey could be taken individually by each member at their own time.</p> <p><i>Meltzer moved on to discussing the December and January meetings prior to members needed to leave (see adjournment agenda item).</i></p> <p>OTC Workshop – Meltzer noted that the MPO and CWACT Chairs have been invited to attend the November 17<sup>th</sup> OTC Workshop to discuss transportation funding. Meltzer drafted a letter to present during the OTC Workshop. Meltzer reviewed the letter and members provided feedback.</p> <p>The letter made the following requests:</p> <ol style="list-style-type: none"> <li>1. Direct ODOT to set aside a portion of federal Surface Transportation Block Grant (STBG) funds for a competitive bicycle/pedestrian grant program starting immediately. Conversely re-visit the current gas tax allocation formula</li> <li>2. Bring back the ENHANCE program, distributing money to each ACT Region, with the mandate to spend it on climate mitigation (i.e. bicycle/pedestrian) projects</li> <li>3. As you prepare for the 2024-2027 STIP, dedicate significant funding towards non motor-vehicle infrastructure.</li> </ol>	<p><b>Staff will email to members the CAMPO letter to the OTC for additional review. Members will provide feedback to staff and a final review will take place at the December meeting.</b></p>

	<p>Chair Bull confirmed that she will be available to attend the OTC Workshop meeting.</p> <p>Members will review the letter and bring additional feedback to the December meeting in order to finalize prior to the OTC Workshop.</p>	
7. Jurisdictional Reports	<p>Wednesday, December 11<sup>th</sup> meeting – It is schedule at the Corvallis-Benton County library. Members discussed and agreed to start the meeting at 3:30 pm. A presentation on Building a Better Transportation System by Nick Meltzer will follow the meeting. The Board and members of the public are invited. A light dinner and refreshments will be provided.</p> <p>Joint AAMPO/CAMPO Board Meeting – AAMPO will be hosting and has requested to hold it during the regular AAMPO Board meeting on Wednesday, January 22<sup>nd</sup> at 2:30 pm at the COG Office. Agenda items include impacts of merging MPOs, Hwy 20, including the Hwy 20 bike path.</p> <p>Connect Oregon Hearing – A public hearing is scheduled for November 20<sup>th</sup> at 10:00 am to provide feedback on the final adoption of the Connect Oregon Rules.</p>	
8. Adjournment		<b>Meeting adjourned at 5:34 pm.</b>

## Corvallis Area Metropolitan Planning Organization

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

Corvallis, Oregon 97330



**Date:** December 11<sup>th</sup>, 2019

**To:** Oregon Transportation Commission

**From:** Corvallis Area Metropolitan Planning Organization (CAMPO) Policy Board

**Re:** Local Transportation Funding

This letter is in response to an invitation by the Oregon Transportation Commission (OTC) to have a targeted discussion around transportation funding. This input is intended to inform the Commission's upcoming decisions about the Statewide Transportation Improvement Program (STIP), ODOT's budget, and sustainable transportation revenue.

The Corvallis Area Metropolitan Planning Organization (CAMPO) is comprised of the cities of Corvallis, Philomath and Adair Village, and Benton County. As elected members of these communities, we represent the views of CAMPO. And as representatives of these communities that care deeply about climate change, we strongly urge the OTC to direct the Oregon Department of Transportation (ODOT) to invest significantly more money into walking and biking infrastructure.

Currently, transportation is the largest contributor to greenhouse gases (GHG) in Oregon (DEQ, 2018)<sup>i</sup> and in fact total emissions from transportation are increasing since 2014, while other sectors are decreasing. With the passage of HB 2017, we are already seeing improved transit service in our communities. However, due to the legislatively identified projects, there will be no discretionary bicycle/pedestrian grant funding available to local agencies until 2022. Addressing the issue is urgent however, as a recently published letter authored by two Oregon State University professors in the journal *Bioscience*<sup>ii</sup> declared a climate emergency, which is signed by 11,000 other scientists worldwide.

Cities and counties are limited in their ability to raise revenue to fund projects locally, due in most part to statewide laws on property tax caps, mandated voter approval, and lack of a sales tax. Furthermore, the largest source of funding currently provided by the state, the gas tax, is not distributed equitably. The urban areas (i.e. cities) in Oregon account for 81% of the population, yet cities receive only 20% of the annual gas tax allotment (US Census, ODOT)<sup>iii</sup>. The need for this infrastructure is evident as the only competitive funding available, Safe Routes to School, was oversubscribed 2 to 1 in the last cycle.

According to recent research, "the majority of trips taken in this country are within a 20-minute bike ride or less, more than one in four trips are within a 20-minute walk or less, and 11.5% of all trips are made by walking and biking. Yet, current federal transportation policy only invests less than 2% of funds in bicycle and pedestrian projects." (Rails)<sup>iv</sup>

The cost of bicycle and pedestrian infrastructure is far outweighed by the benefits. However, this letter is not intended to be a War on Cars. The OTC can direct ODOT to act in alignment with Governor Brown's recent letter on implementing the Statewide Transportation Strategy. For example, the State of Vermont sets aside a portion of their federal STBG allotment for a competitive bicycle/pedestrian grant program for on or off street infrastructure. Additionally, if cities have more gas tax, they can build on street bicycle infrastructure as

it is within the public ROW. As the OTC and ODOT have illustrated, transportation funding is projected to decline in the coming years. We know that bicycle and pedestrian projects have a much greater return on investment and can decrease the amount of infrastructure needed to maintain. We also know that regardless of how transportation funding is generated, more money is needed for bicycle and pedestrian projects.

In this sense we make the following request to the OTC:

**Request:**

*In the name of climate change and lack of funding available for local agencies to address transportation impacts through constructing bicycle and pedestrian projects:*

1. *Direct ODOT to set aside a portion of the State allotment of Surface Transportation Block Grant (STBG) funds allocated for a competitive bicycle/pedestrian grant program starting immediately.*
2. *Re-visit the current gas tax allocation formula to dedicate 30% to counties, 40% to cities and 30% to ODOT.*
3. *Bring back the ENHANCE program, distributing money to each ACT Region, with the mandate to spend it on climate mitigation (i.e. bicycle/pedestrian or other) projects.*
4. *As you prepare for the 2024-2027 STIP, dedicate significant funding (\$100-\$200 million per year) towards non motor-vehicle infrastructure.*

We welcome further conversation on this issue and appreciate the opportunity to share our views today. If you would like additional information or to set up a time to discuss transportation funding in more detail, please contact CAMPO staff Nick Meltzer at [nmeltzer@ocwcog.org](mailto:nmeltzer@ocwcog.org).

Sincerely,

Barbara Bull, Corvallis City Councilor & Policy Board Chair  
Eric Niemann, Philomath Mayor & Policy Board Vice Chair  
Patrick Malone, Benton County Commissioner  
Alan Rowe, Adair Village City Councilor

c: Oregon MPO Consortium  
Michael Black, Oregon Bicycle Pedestrian Advisory Board Chair  
Stephanie Nappa, Cascades West ACT Staff  
Phil Warnock, Oregon Cascades West Community and Economic Development Director

<sup>i</sup> <https://www.oregon.gov/energy/energy-oregon/pages/greenhouse-gas-snapshot.aspx>

<sup>ii</sup> William J Ripple, Christopher Wolf, Thomas M Newsome, Phoebe Barnard, William R Moomaw, World Scientists' Warning of a Climate Emergency, *BioScience*, , biz088, <https://doi.org/10.1093/biosci/biz088>

<sup>iii</sup> US Census 2010 Oregon Report (<https://www2.census.gov/library/publications/decennial/2010/cph-2/cph-2-39.pdf>), ODOT Presentation to OTC, May 16, 2019

<sup>iv</sup> <https://www.railstotrails.org/resource-library/resources/active-transportation-transforms-america/>