



CORVALLIS AREA Metropolitan Planning Organization

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Contact: Corum Ketchum, CKetchum@ocwcog.org

CAMPO TECHNICAL ADVISORY COMMITTEE

Thursday, April 27, 2023
9:00 am - 10:00 am

VIRTUAL MEETING

Via Microsoft Teams by clicking [HERE](#)

Meeting ID: 269 219 577 730

Passcode: BWtj38

Mobile 1 Click Number

[+1 872 242 8088](#)

Phone Conference ID 567 628 032#

AGENDA

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|----|-------|---|----------------------------------|
| 1) | 9:00 | Call to Order and Agenda Review
<i>Introduction of the New CAMPO Planner</i> | Chair, James
Feldmann |
| 2) | 9:10 | Public Comments | Chair |
| 3) | 9:15 | Minutes of December 8, 2022 (Attachment A)

<i>Action: Decision on Minutes</i> | Chair |
| 4) | | Minutes of March 30, 2023 (Attachment B)

<i>Action: Decision on Minutes</i> | Chair |
| 5) | 9:30 | Carbon Reduction Program
<i>CAMPO members are eligible for federal funds from the new Carbon Reduction Program, in the amount of approximately \$140k per year. Discussion on potential projects and collaboration on applicant and delivery process</i>

<i>Action: Discussion on grant projects</i> | Nick Meltzer |
| 6) | 9:50 | Jurisdictional and Other Updates <ul style="list-style-type: none">• CAMPO Updates• Jurisdictional Updates | All |
| 7) | 10:00 | Adjournment
<i>The next regularly scheduled CAMPO TAC meeting is set for Thursday, May 25, 2023, from 9:00am to 11:00am.</i> | Chair |

ATTENDANCE (FOR QUORUM PURPOSES)

TAC Members	Jurisdiction	Attendance
VACANT	City of Adair Village	
Rory Rowan	City of Corvallis	
Chris Workman	City of Philomath	
Gary Stockhoff	Benton County	
Rebecca Houghtaling	Oregon State University	
James Feldmann	Oregon Department of Transportation	
Ex-Officio Members	Jurisdiction	Attendance
Mary Camarata	Oregon Department of Environmental Quality	
Barry Hoffman	Albany Transit/Linn Benton Loop	
Patrick Wingard	Department of Land Conservation and Development	
Jasmine Harris	US Federal Highway Administration	
Ned Conroy	US Federal Transit Administration	
Mark Bernard	ODOT Region 2 Principal Planner	
VACANT	Oregon Department of State Lands	

Quorum Requirement: MPO business may be conducted provided a quorum of the members attends. A quorum consists of at least a majority of the voting members. The TAC members may participate telephonically or by other means of electronic communication, provided the meeting is called to order at a meeting place where the public can attend, hear, understand and/or read the comments of the members participating by telephonic or electronic means and the members so participating can fully hear, understand, and/or read the comments of the other members participating in the meeting.

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 amuzechenko@ocwcoq.org or 541-812-2002. TTY/TTD 711

**CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
Thursday, December 08, 2022
HYBRID MEETING: IN-PERSON WITH ZOOM CALL-IN AVAILABLE
Madison Ave Meeting Room
500 SW Madison Ave, Corvallis, OR 97333**

DRAFT MINUTES

TAC Members	Jurisdiction	Attendance
Pat Hare	City of Adair Village	No
Rory Rowan	City of Corvallis	Yes
Chris Workman	City of Philomath	Yes
Gary Stockhoff	Benton County	Yes
Rebecca Houghtaling	Oregon State University	Yes
James Feldmann	Oregon Department of Transportation	Yes
Mark Bernard	ODOT: Region 2 Principal Planner	Yes

Guest: Daniel Wood, Robert Upson, Jan Napack, Jennifer Boardman, Wendy Byrne, Billy McGregor, Lisa Scherf

Staff: CAMPO Transportation Planner Steve Dobrich, Transportation Manager Nick Meltzer, and CED Administrative Assistant Ashlyn Muzechenko

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order and Agenda Review	Staff Steve Dobrich started roll call and introductions were conducted as we had quite a few members attending as guests.	Meeting was called to order at 9:01am by Chair James Feldmann There were no agenda updates.

<p>2. Public Comments</p>	<p>Daniel Wood provided a public comment addressing Agenda Item D.</p> <p><i>Hello and thank you for the opportunity to comment today.</i></p> <p><i>Attachment D of today's packet addresses Task 220, a whitepaper regarding emerging alternative technologies. Ebikes are mentioned along with scooters, yet low speed vehicles should be incorporated as the study progresses. Unlike Ebikes and scooters, low speed vehicles present an affordable all-weather application of electric vehicles yet are subject to speed zone limitations.</i></p> <p><i>Task 510, a planning study of Philomath Blvd, presents the need for full recognition of appropriate land use criteria for each segment of the corridor, and specifically the neighborhood center between 53rd and Technology Loop, incorporating retail, food service and medical facilities. The expansion of city and county services on Technology Loop adds to that need.</i></p> <p><i>Pedestrian use and transit service at this location cannot be fully functional without ADA compliant access which denotes the need for dedicated transit pullouts, sidewalks, and mid-block crosswalks. The presence of two senior living facilities in close proximity further demonstrates that a 45 MPH zone designation is not appropriate for this segment, due to safety concerns, including the inability for freight traffic to make sudden stops.</i></p> <p><i>Low stress facilities result in carbon reduction by encouraging the use of active transportation and increased transit ridership. In terms of Ebikes, with their higher speed impacts, this translates into the need for protected bike paths.</i></p> <p><i>I am encouraged by progress made recognizing the public need for safe multimodal facilities on this corridor and appreciate your on-going efforts and dedication toward securing funding to make it a reality in our lifetimes.</i></p>	
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	<p>Chair James Feldmann asked about the low-speed electric vehicles access</p> <p>Daniel Wood noted that he didn't foresee these vehicles having access to the multi-use paths, but rather the regular roads.</p>	
<p>3. Minutes of October 27, 2022, (Attachment A)</p> <p>Action: Decision on minutes</p>	<p>The minutes were approved by consensus of the CAMPO TAC members with no comments or changes.</p>	<p>Minutes of October 27, 2022, minutes approved by consensus.</p>
<p>4. MTIP/STIP Amendments (Attachment B)</p> <p>Action: Review and Approve amendment #21-24-2894; Recommend to Boar for Approval of transit amendments</p>	<p>Staff Steve Dobrinich introduced Attachment B in the meeting agenda packet, and provided summary on the amendments to the MTIP and STIP.</p> <p>Staff Steve Dobrinich noted that these four need a recommendation to the CAMPO Policy Board to be approved.</p> <p>The CAMPO TAC members approved to send the four amendments to the board to send them to the CAMPO Policy Board.</p>	<p>The CAMPO TAC members approved to send the four amendments to the board to send them to the CAMPO Policy Board.</p>
<p>5. Transit Workforce Study Scope of Work (Attachment C)</p> <p>Action: Discussion on Scope of Work</p>	<p>Staff Steve Dobrinich introduced Attachment C as an item that was added to the AAMPO and CAMPO workplans for this year. The attached memo provides a purpose and overview for the transit workforce study.</p> <p>Staff Steve Dobrinich noted that this study will look into the issues surrounding the lack of transit drivers, complete outreach with operators and agencies, determine best practices, and propose solutions.</p> <p>Lisa Scherf noted that there has been a request for Benton County STIF funding to partner with LBCC on a program to train drivers for the region, and Scherf feels that this study would support that effort.</p>	

	<p>Rebecca Houghtaling added that one stakeholder to reach out to could be the OSU transit coordinator as OSU also struggles with this.</p> <p>Chair James Feldmann asked if this memo looks into how the different agencies are paying staff for their time.</p> <p>Staff Steve Dobrinich noted that the main focus is on the recruitment and retention aspects.</p> <p>Chair James Feldmann asked for example if Eugene would be paying more than Corvallis due to pay scales, and Dobrinich confirmed that would be important to look into that at a higher level.</p>	
<p>6. Fiscal Year 2023 Work Plan Implementation and Review or Proposed FY2024 Work Items (Attachment D&E)</p> <p>Action: Discussion and Feedback on FY2024 work tasks</p>	<p>Staff Steve Dobrinich introduced the CAMPO semi-annual report, for the FY23. Dobrinich summarized the estimated completed percentages in the 5 major program areas in CAMPO.</p> <p>Staff Steve Dobrinich added that altogether in terms of workload, CAMPO is 45% done with their work plan.</p> <p>Staff Steve Dobrinich noted that CAMPO usually uses 70% of their budget, so during the 6-month mark, it can be estimated that it was around 35%.</p> <p>Chair James Feldman asked about Bike Counts.</p> <p>Staff Steve Dobrinich noted that on the CAMPO website, bike counts have been added, as well as a few pedestrian counts to be added too. Dobrinich noted that CAMPO has also started doing on-road counts for bikes as well on lower traffic roadways.</p> <p>Chair James Feldmann noted that he would be a fan of permanent bike counts going into place and is looking forward to the possibility of that project.</p>	

	<p>Daniel Wood, a member of the public, asked about what type of outreach will be involved with Task 510. Staff Steve Dobrinich noted that specifically for 510, he is not certain.</p> <p>Staff Steve Dobrinich theorized that CAMPO would most likely want to do outreach similarly to methods done in the past, and more information will be available towards the winter and spring.</p> <p>Rob Upson, a member of the public, noted that the bike counters were in place after the flex posts were added.</p> <p>Staff Steve Dobrinich shared attachment E which compares Tasks for FY23 and FY24 UPWPs.</p> <p>Chair James Feldmann asked about the city's TGM grants that weren't funded and if the city had asked the MPO for those funds instead.</p> <p>Lisa Scherf noted that in the event the city didn't get grant funds, the city had internal funding for one of the projects, and Scherf added that it is possible to use the COG for technical assistance on that project. Chair James Feldmann noted that as it wasn't federally funded, it could just be a side project that the COG does for the city of Corvallis.</p> <p>Chair James Feldmann asked about FY 2024 funds, specifically the Philomath Boulevard project, as there isn't funding there.</p> <p>Staff Steve Dobrinich noted that Nick Meltzer reached out to Sarah to come to a CAMPO Board meeting in 2023 to get everyone talking regarding this project, and the city will be doing a lot of work there with their current area plan. Dobrinich added that there was a lot of public input regarding that corridor during the RTP open house as well.</p> <p>Jan Napack asked about the Philomath Blvd. support, and how would it be helpful if residents could supply more comments or provide anecdotes. Napack asked what residents can do to offer their assistance to CAMPO.</p>	
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	<p>Staff Steve Dobrinich noted that comments are always appreciated. Dobrinich noted that he would like to divert that question until after the meeting with Sarah for more information as what they exactly need, he isn't sure yet.</p> <p>Jan Napack noted there are members of the public who have suggestions and she can take the lead on collecting those.</p>	
<p>7. Oregon Carbon Reduction Program (Attachment F)</p> <p>Action: Information Only</p>	<p>Staff Nick Meltzer summarized the new federal infrastructure bill that established the carbon reduction program which provides funding to projects that reduce carbon emissions.</p> <p>Staff Nick Meltzer noted that smaller MPOs need to submit projects to ODOT to be evaluated and ranked. Meltzer added that this is all federal money, and it will have all of the federal regulations to go along with it.</p> <p>Staff Nick Meltzer noted that the funding CAMPO is receiving isn't very much, around \$500,000 over a four-year period. Meltzer noted that the hope is to put all of that money into a larger project, as it favors bike ped projects and larger vehicle charging projects.</p> <p>Staff Nick Meltzer added that between AAMPO and CAMPO there will be around one million dollars over the 4-year period, which if it was a regional project that may make the most sense to collaborate.</p> <p>Chair James Feldmann and Lisa Scherf noted that the Corvallis to Albany Path comes to mind.</p> <p>Meltzer noted that staff are working on developing a project to replace the Corvallis bike share. Staff Nick Meltzer noted that the OSU student union has money to put towards that as well.</p>	

	<p>Chair James Feldmann noted that leveraging projects would be the most likely the best route.</p> <p>Lisa Scherf added that it would be difficult to leverage because it would lead to federalizing additional projects, thus making them more expensive.</p> <p>Staff Nick Meltzer estimated that the call for projects will be in February off 2023.</p> <p>Chair Hames Feldmann asked if the call would be from a state level, Meltzer noted that it hasn't been sorted out yet.</p> <p>Lisa Scherf asked if there is a way to play into the state is planning to do with the funding.</p> <p>Staff Nick Meltzer noted that he hopes so, however it has been new for the climate office.</p>	
<p>8. Adair Village Trails Plan (Attachment G)</p> <p>Action: Information Only</p>	<p>Staff Steve Dobrinich noted that the attachment is a draft report for the Adair Village Trails Plan. Dobrinich noted that staff is hoping to take this to the planning commission to adopt into the TSP in February, but the report will be wrapped up in December with Follow up happening in January.</p> <p>Staff Steve Dobrinich reviewed the plan.</p> <p>Staff Steve Dobrinich noted that Nick Meltzer and himself had a meeting with Adair's planner, which discussed implementation and getting this wrapped up and added into Adair's TSP.</p>	

	<p>Nick Meltzer added that Adair plans to make an amendment to the TSP and will require developers to put it in and it will move from conceptual to implementation quickly.</p> <p>Lisa Scherf asked about the property ownership for some of the trail sections and what right of ways are needed for the private areas.</p> <p>Staff Nick Meltzer noted that there were a few proposals for a few parcels.</p> <p>Lisa Scherf asked about a developed area near a linkage by Adair Park. Staff Steve Dobrinich noted that it does exist, and the county transferred it to the city to put additional work into it as it is squishy during the winter. Staff Steve Dobrinich added that the school owns a portion of the land in question.</p> <p>Rebecca Houghtaling wanted to confirm that the trails path will be in the east side of the street versus the west. Staff Steve Dobrinich noted that on the north end it will be on the east side, and on the south end it will be on the west side. However, this is still an ongoing discussion.</p> <p>Rebecca Houghtaling noted to check the labels on the maps for accuracy. Houghtaling added that if there will be an intercommunity path on 99, and what the crossings and safety concerns would be.</p> <p>Staff Nick Meltzer noted that it is a great point and was discussed with Pat from Adair, that the path would have to cross the highway somewhere. Meltzer added that the original understanding was crossing at Vanderburg or Arnold.</p> <p>Rebecca Houghtaling noted that the vertical shifts and sightlines in this area regarding the grade changes.</p>	
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	<p>Staff Nick Meltzer noted that comments from Adair that using Arboretum Road could be a final solution.</p> <p>Chair James Feldmann noted that it would be helpful to see the ownership on the map. Feldmann notified that if it is outside of ODOT right of way it is more competitive for the community path grants.</p> <p>Chair James Feldmann added that the county is applying for the community path grant focused on the Greenbelt property near the wetlands. Feldmann also added that there is a connector trail that doesn't connect to anything.</p> <p>Staff Steve Dobrinich added that it would be an additional trail that the city wanted to add as a general walking trail or a circuit walking infrastructure.</p> <p>Chair James Feldmann noted that the path network from the south doesn't connect from the south.</p> <p>Staff Steve Dobrinich added that staff saw this Arnold Ave as the east west spine, as where most people would enter from the community. Dobrinich added that it would make sense to add a connector trail for folks to utilize into the downtown.</p> <p>Staff Steve Dobrinich noted that Crane Lane is a primary east to west path, where staff are wanting to propose a paved path to connect up to Ryals. Dobrinich added that adding regional connections onto the map and the report would be good work to be done.</p>	
<p>9. Jurisdictional and Other Updates:</p>	<p>Other Business:</p> <p>Staff Steve Dobrinich noted that for the January 26th meeting will discuss the STBG project proposals. Staff Dobrinich stated that the public comment period is open currently as well.</p>	

<ul style="list-style-type: none"> • Upcoming Meetings: January 26, 2023 • Jurisdictional Updates 	<p>Staff Steve Dobrinich added that headed into the meeting staff will try to prepare the TAC to get ready to send their thoughts onto the board.</p> <p>Staff Nick Meltzer noted that the transit workforce study will be exciting. Meltzer added that next week is the unofficial Transit week for Benton County.</p> <p>Jurisdictional Updates:</p> <p>For Benton County Gary Stockhoff added that next week Nick and folks from Dial a bus and Benton County IT will be interviewing firms for a dispatch software program. Stockhoff added that Benton County is getting ready to submit their RFP that will cover July 2023 to June of 2026. Gary Stockhoff noted that Benton County is concerned with funding and inflation challenges that will come from the RFP process. Stockhoff added that Benton County is in the process of their biennium budget as well.</p> <p>Lisa Scherf noted that for the city of Corvallis, they are in the process or exploring options for transit contractors. Scherf noted that Corvallis and Benton County are deep in the STIF process, which has a short time frame to be put together. Lisa Scherf added that there was a contract signed for the fleet electrification process, and the electric buses are coming in late winter, to spring of 2023. Lisa Scherf noted there will be 2 buses, and a grant for 1 or 2 more as well. Scherf noted that due to staffing shortages, project delivery is slower than usual.</p> <p>Rebecca Houghtaling for OSU noted that it was a busy fall for both planning and implementation. The bike counts and vehicle parking counts have been worked on. Houghtaling noted that there was waterline work started near 17th street. Rebecca Houghtaling noted that OSU is still working on negotiations with the railroad which is slow and not a lot of ground has been gained. Rebecca Houghtaling noted that</p>	
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	<p>OSU and City of Corvallis finally signed the MOU agreements for infrastructure improvements using CAMPO COVID funds. Lastly, OSU had a meeting at Corvallis planning commission to propose a text amendment to update the land development code to be consistent with the Corvallis Transportation plan.</p> <p>Chris Workman with Philomath noted that they city is well underway on the streetscapes project. Chris Workman added that there was a joint meeting between city council, school board, Nick Meltzer, and consultants to work on a report for school circulation. Chris Workman added that the county has taken steps to take on the chapel drive improvement project for next summer, and a bike/ped path along the school property.</p> <p>Jennifer Boardman noted that for ODOT Transit there is an open position for region 4, which is in Bend and will be open until December 22nd. Boardman added that there are many new employees to take over previously vacant positions. Jennifer Boardman noted that the community path program is a great leverage source for funds and will open for the FY24 cycle here next year.</p> <p>James Feldmann for ODOT noted that the South Corvallis project requires additional analysis to potentially modify the alternatives.</p>	
10. Adjournment	The next CAMPO TAC meeting is scheduled for January 26, 2023	Meeting adjourned at 10:55am by Chair James Feldmann.

**CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
Thursday, March 30, 2023
HYBRID MEETING: IN-PERSON WITH ZOOM CALL-IN AVAILABLE
Madison Ave Meeting Room
500 SW Madison Ave, Corvallis, OR 97333**

DRAFT MINUTES

TAC Members	Jurisdiction	Attendance
Pat Hare	City of Adair Village	No
Rory Rowan	City of Corvallis	Yes
Chris Workman	City of Philomath	Yes
Gary Stockhoff	Benton County	Yes
Rebecca Houghtaling	Oregon State University	Yes
James Feldmann	Oregon Department of Transportation	Yes
Mark Bernard	ODOT: Region 2 Principal Planner	Yes

Guest: Daniel Wood, Billy McGregor, and Lisa Scherf

Staff: Transportation Manager Nick Meltzer, and CED Administrative Assistant Ashlyn Muzechenko

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order and Agenda Review	After the election of officers, and the public comment period the CAMPO TAC members started with Agenda item 6 until Chair James Feldmann arrived in person to conduct business as usual.	Meeting was called to order at 9:02am by Staff Nick Meltzer There were no agenda updates.

<p>2. Election of Officers</p> <p>ACTION: Appoint new TAC Chair and Vice-Chair</p>	<p>Staff Nick Meltzer noted that James Feldmann was nominated to continue as the chair.</p> <p>The CAMPO TAC agreed by consensus to accept Feldmann as the continued chair.</p>	<p>The CAMPO TAC Members approved James Feldmann to serve as Chair for the year.</p>
<p>3. Public Comments</p>	<p><i>Daniel Wood, a member of the public, shared the following public comment:</i></p> <p><i>Thank you for the opportunity to comment today. As a concerned individual, I believe the primary focal lens on Philomath Blvd needs to be on active transportation improvements.</i></p> <p><i>Nationwide, cycling deaths are up <u>44 percent</u> over the past decade, and pedestrian deaths have risen <u>82 percent</u> since 2009.</i></p> <p><i>Pedestrians, bicyclists, and transit users currently risk serious injury on substandard shoulders.</i></p> <p><i>Crosswalks at intersections with failing ratings force pedestrians to compete with distracted drivers turning into congested through traffic. In 2009, 41% of crashes reported in Oregon occurred at intersections, accounting for 17% of fatalities, and 42% of total injuries.</i></p> <p><i>Transit users access west bound CTS buses, within walking distance of governmental, medical, and retail services, in the traffic lanes at SW Sylvia and SW Blueberry.</i></p> <p><i>The 45-mph zone fronting Sunset Center significantly differs from 25 mph going through Philomath, 30 mph on NW 9th and 25-35 mph through South Corvallis on 99W: all districts with similar land use zoned designations.</i></p> <p><i>Heavy traffic conflicts with light vehicles, causing rapid stops and slow re-acceleration, exacerbating congestion, and increasing crash potential. The 2020 ODOT crash tables list 36 reported events between milepost 52.19 and 54.65.</i></p>	

	<p><i>Fully designed multimodal intersections are the key to safety and easing motor vehicle congestion and idling engine hours to reduce ecological footprints. Raised medians have crash rates around 40 percent lower than similar intersections with painted medians and right-turn channelization decreases total multiple-vehicle accidents and fatal and injury multiple-vehicle accidents.</i></p> <p><i>We should support affordable alternatives to full size electric vehicles with lower speed zones, encouraging the growth and success of neighborhood centers, while decreasing need for energy consumption. 45 mph zones prohibit use of Neighborhood Electric Vehicles (NEVs), which are limited to 35 mph.</i></p> <p><i>Improve intersection efficiencies to mitigate the need for additional travel lanes. Move sufficient volumes while limiting stoppages and increasing safety by use of roundabouts wherever feasible. A FHWA study showed roundabouts deliver a 37% reduction in all crash types at small, medium, and large roundabouts. Roundabouts are fully functional during power interruptions.</i></p> <p><i>Active transportation facilities are best placed on low stress parallel corridors such as Country Club, Reservoir and West Hills, to encourage decreased motor vehicle use. Lower speed zones on roadways linking neighborhood centers enhance biking and hiking to local services. With electric bikes as a partial solution toward reducing Carbon Footprints, there is an urgent need for protected bike lanes. Ebikes are much faster paced than conventional bikes and pose a hazard to pedestrians. Engineered bike paths will encourage Ebike use for cargo and recreation, increasing safety for pedestrians and motorists. Only strong and fearless cyclists choose to share roadways with high-speed traffic.</i></p> <p><i>Fiscal constraints suggest collaborative multijurisdictional planning, funding, and implementation of incremental improvements, beginning with the segment from 53rd to Sylvia. Specifically:</i></p>	
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	<p><i>* Transit pullouts at Blueberry and Sylvia with mid-block, RRFB controlled crosswalks and a pedestrian refuge island at the Blueberry/Safeway crossing</i></p> <p><i>* Extended WB stacking lane at Technology Loop</i></p> <p><i>* EB RH turn lanes at 53rd, Safeway access point, and Technology Loop</i></p> <p><i>* Sidewalks and protected bike lanes</i></p> <p><i>* Aligning the speed zone with comparable land use zoned districts and climate friendly area concepts</i></p> <p><i>* Consideration of additional travel lanes to mitigate congestion and residual gas and diesel exhaust</i></p> <p> </p> <p><i>Thank you for your dedication, and serious consideration, to safety on this corridor.</i></p> <p> </p> <p><i>Daniel Wood</i></p>	
<p>4. Minutes of December 08, 2022, (Attachment A)</p> <p> </p> <p>Action: Decision on minutes</p>	<p>The minutes were not approved as they needed further edits and revisions. The minutes will be brought back to the next CAMPO TAC meeting in April 2023.</p>	<p>The meeting minutes of December 08, 2022, were not approved as they still needed more review and corrections.</p>
<p>5. Review Recommendations of Surface Transportation Block Grant (STBG Projects) (Attachment B)</p> <p> </p> <p>Action: Recommendation of projects for funding to policy board.</p>	<p>Chair Feldmann shared that the packet provided the ranked projects for the STBG projects.</p> <p>Meltzer shared that there was a decent number of positive comments for all of the projects that were listed in the STBG list.</p> <p>Meltzer added that the funds requested for STBG projects was \$4,198,737 which is more than the amount in the pot. Additionally, CAMPO is still waiting for the historical funding to be tallied from ODOT.</p>	<p>The recommendation for the Policy Board will be to leave out the 45th Ave project, and to swap the Philomath and OSU projects which was approved by consensus of CAMPO TAC members to send to the Policy Board.</p>

	<p>Meltzer noted that there is an agreement with ODOT where you can exchange up to \$250,000 per year for a project but the remaining funds would have to stay federal.</p> <p>Meltzer reviewed the STBG Memo.</p> <p>Chris Workman asked about the 2025 Philomath project, and if the project starts early how would reimbursement of funds work.</p> <p>Meltzer answered that if OSU is okay with it, it would be possible to swap the 2024 (OSU) and 2025 (Philomath) projects.</p> <p>Rebecca Houghtaling noted that OSU (Oregon State University) would be willing to swap the project years with Philomath.</p> <p>Chair James Feldmann asked if the projects from the last STBG cycle are still on track.</p> <p>Meltzer stated that he has approved all of the queued projects and they should all be happening. Meltzer added that if there were a few projects leftover from 2018, the amounts would need to be reflected in the balance.</p> <p>Gary Stockhoff noted he can look into the Fern Road project for around \$155,000 to review the project to decide if the project was ever completed.</p> <p>Chair Feldmann noted that an agreement in question would mean that the project will happen.</p> <p>Workman added that \$250,000 will work for the Philomath 16th Street project instead of the \$257,000 that was originally requested since that amount will remain in state funding.</p>	
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	The recommendation for the Policy Board will be to leave out the 45 th street project, and to swap the Philomath and OSU projects which was approved by consensus of CAMPO TAC members.	
<p>6. CAMPO FY24 UPWP (Attachment C)</p> <p>Action: Recommendation to policy board to adopt</p>	<p>Meltzer reviewed the FY24 UPWP.</p> <p>Meltzer shared that the glossary contains planning emphasis areas as well as an IN-KIND match overview.</p> <p>Daniel Wood, a member of the public asked about ODOT's viewpoint on the Climate Friendly Areas and how improvements for those areas will be viewed.</p> <p>Chair Feldmann noted that he isn't sure if it would be an amendment to incorporate those as the CFA's will be designated before the TSPs. Feldmann shared that there may not be much of a change in density.</p> <p>Wood asked if there would be reallocation of expenditures for those newly designated areas.</p> <p>Chair Feldman answered that the Corvallis to Philomath Blvd. is already a high priority area so funding there will be a priority and will only add importance if a CFA is established there.</p> <p>The CAMPO TAC members decided that the UPWP was approved to send to the Policy Board for adoption.</p>	<p>The CAMPO TAC members decided that the UPWP was approved to send to the Policy Board for adoption.</p>
<p>7. Carbon Reduction Program (Attachment D)</p> <p>Action: Discussion</p>	<p>Meltzer noted that a new federal program was created, known as the Carbon Reduction Program which there is funding available to the state, MPO's, and rural areas.</p> <p>Meltzer shared that the state of Oregon has decided to put out a call for applications and there was a dedicated amount that needs to be spent in specific MPO areas. For Corvallis, there is around \$800,000 available for planning, design, or construction.</p>	

	<p>Meltzer noted for project selection criteria there is a 10% match needed, along with a bunch of other normal federal requirements.</p> <p>Lisa Scherf, asked how CAMPO will be addressing the certified agency requirements for the federal funds.</p> <p>Meltzer answered that in addition to ODOT requiring the agencies to be certified to deliver construction projects, they are also requiring agencies to be certified for planning and design projects as well.</p> <p>Meltzer added he is working with ODOT on a path to deliver federally funded planning and design projects.</p> <p>Scherf inquired about an allocation that is not competitive to city and counties, in addition to a statewide section that has to be met within MPO areas.</p> <p>Meltzer stated that within the MPO area there is a certain amount that is required to be spent.</p> <p>Scherf noted the city of Corvallis has around \$120,000 to spend, and will share the document with CAMPO Staff.</p> <p>Meltzer shared that the states have the flexibility to implement these projects as they choose. Meltzer noted that the ODOT climate office has chosen to make the project selection more competitive by nature as it isn't a lot of money, and it will be federal funding.</p> <p>Chair Feldmann asked about the Bikeshare element and where it was at, and if the funds could be used for bikeshare.</p> <p>Wood asked if the funding could be used for bike shelters with charging abilities.</p> <p>Meltzer answered that it could be done, but there are a lot more rules with federal funding.</p>	
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	<p>Chair Feldmann asked about a deadline for the funding.</p> <p>Meltzer shared that the applications are due in May.</p> <p>Rory Rowan noted that creating new projects isn't a great idea, and there could be a project focusing on improving the city's traffic and signals along with signalizations that could score well on the funding application.</p> <p>Chair Feldmann asked how the signals could reduce carbon emissions.</p> <p>Rowan answered that there isn't currently any ability to do phasing or linking between the signals. Rowan shared that there will be delays when they are unnecessary. Similarly, biking and pedestrians would be delayed along those same routes as well.</p> <p>Rowan added that the safety and operational benefits would improve the overall signal system. Rowan suggested that lumping in a number of projects to change out the signals and combining efforts for the city and the county.</p> <p>Workman asked if the projects could use some of the Highway 20 signals.</p> <p>Meltzer noted that it would need to be talked about with ODOT, but there would need to be an additional contribution as well.</p> <p>Meltzer asked about Rory's perspective on pricing.</p> <p>Rowan answered that the hardware itself is around \$10,000 for just the equipment. Rowan added that depending on what elements are involved it could go up to \$50,000-\$200,000.</p> <p>Scherf asked if projects are required to be in a locally adopted plan such as a TSP, to which Meltzer answered, he didn't believe so.</p>	
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	<p>Workman shared that it would most likely just need to demonstrate public support if not in an adopted plan.</p> <p>Meltzer noted that staff can work on a draft project list.</p> <p>Chair Feldmann added that keeping the Adair Village trails and other bike paths on that list would be a good ask.</p> <p>Meltzer stated that most projects are not very competitive unless leg work can be done first.</p> <p>Houghtaling asked about the application for Oregon Community Path's grant and its status. Chair Feldmann noted that he saw it on the list of projects. Scherf answered that there was a lot of internal discussion on the project, and it was thought there was a lot to be done internally first to get the project ready and do the project in a different way. Houghtaling shared that the project was put out, but it was believed to be pulled back as well.</p> <p>Meltzer noted that in terms of local support and operational activities, the signals along the corridors would align with the RTP. Meltzer shared that the next CAMPO meeting is at the end of April, and he can have a few discussions via email to help better determine which projects are going out. Meltzer added that it would be best to look into multiple projects that add up to under the \$800,000.</p> <p>Wood asked if the funds would roll over if they weren't used, Meltzer answered that he didn't know the answer at this time.</p> <p>Feldmann noted that Systems Operations and planning are the two general types of projects that are getting looked into.</p> <p>Houghtaling shared that showing actual activity would be what she is in favor of for supporting projects with this funding.</p>	
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	<p>Rowan noted that operations seem to be the best option as the projects never seem to be enough for the public.</p> <p>Scherf stated that she was mistaken about the city of Corvallis being awarded the \$100,000+.</p>	
<p>8. STIP Amendments (Attachment E)</p>	<p>Meltzer noted that there were a few staff adjustments that were approved already.</p> <p>Meltzer stated that Corvallis Transit needs full amendments as per the dollar amount.</p> <p>Tim Bates shared that Corvallis Transit has a standard allocation that has number that include the amounts that the city of Corvallis leaves for the city of Albany for the operation of the Linn-Benton Loop. Bates noted that CAMPO and AAMPO dedicate a certain amount of funds for the Linn-Benton Loop which has a local match required from the local agencies.</p> <p>Bates added that it was briefly considered doing more projects such as the battery electric buses as well as preparing their site for the bus charges as well. Bates noted that the electric buses will be rolled out by Fall of 2023 in time for OSU's fall term start. However, there is enough happening now that there won't be too many additions that were already planned. Bates stated that there is a need to get a full-time permanent site that can be future-proofed so that operations and future plan can happen seamlessly.</p> <p>Chair Feldmann noted that he will be excited to get the buses finally running and in town.</p> <p>Bates added that the buses were supposed to be delivered in October of 2022, however there was an issue with getting certain parts for the engines while delayed the whole bus process.</p>	

<p>9. Jurisdictional and Other Updates:</p> <ul style="list-style-type: none"> • CAMPO Updates • Jurisdictional Updates 	<p>Other Business:</p> <p>Meltzer shared that from CAMPO, there will be a CAMPO planner starting on April 18th. Meltzer also noted that the preliminary rankings are out for PTAC, and the Mobility Hub project is being recommended for full funding as it was the top ranked discretionary project for the state. The timeline would end up having a 2024 construction.</p> <p>Jurisdictional Updates:</p> <p>Rory Rowan for the city of Corvallis shared that the street maintenance operations will have street sweeping and pothole patching. Rowan noted that there was a decent amount of staff turnover in his section which led to reducing the levels of service to the community. Rowan shared that the hope is to keep pushing forward and to get the problem dealt with.</p> <p>Rebecca Houghtaling shared for OSU that there was grind and inlay project along with a restriping down through the campus. Houghtaling noted that there will be a road diet to manage illegal driving and parking. Houghtaling added that for construction, there will be a 3-month hiatus due to complications with university life and the construction itself.</p> <p>Chris Workman from Philomath shared that the streetscape project is moving along with 1 lane closures here and there, however it has been mostly 2 lanes open. Workman noted that ODOT has done a great job managing that project and staying on top of things. Workman added that Philomath finished their school safety study as well and will be reviewing the report and findings shortly with school administration. Workman stated that the focus right now is 16th street and the streetscapes project.</p> <p>Gary Stockhoff for Benton County mentioned that Laurel Beyer is working on the Chapel Drive project and the 53rd project. Stockhoff mentioned that there was a discretionary award for vehicle</p>	
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	<p>replacements for BAT. Stockhoff mentioned that the award for electric vehicles and charging are prepared for when the information comes from the FTA. Stockhoff noted the big questions are where the buses are going, as of right now they are at Sunset, and how does the placement work with charging stations and the infrastructure needs such as fencing and security. Stockhoff shared that tagging has been a large issue and has become an attractive nuisance. Gary Stockhoff stated that design is happening this year for the 53rd project and then construction is out for next year.</p> <p>Lisa Scherf mentioned that there was bicycle signage completed recently for the city of Corvallis to help with wayfinding. Scherf confirmed that the application was pulled for the Harrison to Campus Way path and dropped it back to a refinement application. However, the refinement can be done internally instead.</p> <p>Rory Rowan added that the city of Corvallis discussed internally that for this path, it was looking at the funding amount, and then the effort from the federal sources and the value wasn't there with current staffing challenges.</p> <p>Chair James Feldmann shared the next cycle of STIP was released and Highway 99 was planned to be paved within the next cycle. Chair Feldmann added that after additional analysis there will be a process to discuss and pick the best alternative that appeases all of the involved parties.</p> <p>Staff Nick Meltzer noted that there is a very interactive map for the STIP projects available to those who are interested.</p> <p>Chair Feldmann added that the Vanburen Bridge project will have an open house soon too.</p>	
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10. Adjournment	The next CAMPO TAC meeting is scheduled for April 27, 2023	Meeting adjourned at 10:55am by Chair James Feldmann.
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