



CORVALLIS AREA Metropolitan Planning Organization

1121 NW 9th Street; Corvallis, Oregon 97330
541-223-7040 | CKetchum@ocwcog.org

Policy Board Meeting
Wednesday, October 11, 2023
3:30 pm to 4:30 pm

VIRTUAL MEETING: TEAMS VIDEO/CALL IN AVAILABLE

Via Microsoft Teams by clicking [HERE](#)

Meeting ID: 237 374 997 735

Passcode: hbr8sp

Mobile 1 Click Number

[+1 872 242 8088](#)

Phone Conference ID: 649 786 526#

AGENDA

- | | | | |
|----|------|--|---|
| 1) | 3:30 | Call to Order and Agenda Review | Chair,
Councilor
Matt Lehman |
| 2) | 3:35 | Public Comments | Chair |
| 3) | 3:40 | Approve Minutes of June 14, 2023, Meeting (Attachment A1) and Minutes of September 27, 2023, Joint AAMPO/CAMPO Policy Board (Attachment A2) | Chair |
| | | <i>ACTION: Decision on Minutes</i> | |
| 4) | 3:45 | Joint MPO Meeting Review and CAMPO Documents
<i>Review of joint AAMPO-CAMPO meeting and discussion on how to proceed with plan updates required this fall.</i> | Staff, Nick
Meltzer |
| | | <i>ACTION: Discussion</i> | |
| 5) | 4:00 | Highway 20/34 Updates
<i>Update on work to date and anticipated next steps.</i> | Meltzer |
| | | <i>ACTION: Discussion</i> | |
| 6) | 4:10 | Permanent Bike Counter Proposal
<i>Review discussion to be had with TAC on deployment of permanent counters.</i> | Staff, Corum
Ketchum |
| | | <i>ACTION: Informational</i> | |
| 7) | 4:20 | Jurisdictional and Other Updates | All |
| 8) | 4:30 | Adjournment
<i>The next regularly scheduled meeting is for Wednesday, November 08, 2023.</i> | Chair |

ATTENDANCE (FOR QUORUM PURPOSES)

Board Members	Jurisdiction	Attendance
VACANT	City of Adair Village	
Jan Napack	City of Corvallis	
Councilor Matt Lehman	City of Philomath	
Commissioner Pat Malone	Benton County	
Savannah Crawford	Oregon Department of Transportation	
Alternates	Jurisdiction	Attendance
VACANT	City of Adair Village	
Greg Gescher	City of Corvallis	
Chris Workman	City of Philomath	
Gary Stockhoff	Benton County	
James Feldmann	Oregon Department of Transportation	

Quorum Requirement: MPO business may be conducted provided a quorum of the Parties attends. A quorum consists of at least seventy-five percent of the Parties on the Policy Board. The Policy Board members may participate telephonically or by other means of electronic communication, provided the meeting is called to order at a public noticed 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 need any special accommodation, please contact Ashlyn Muzechenko at least 72 hours prior to the meeting. Ashlyn can be reached at amuzechenko@ocwcog.org.

**CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD HYBRID MEETING
Wednesday, June 14, 2023
3:30 pm – 5:30 pm
Kalapuya Homles & Shipley Public Meeting Room
4500 SW Research Way, Corvallis, OR 97333**

Board Members	Jurisdiction	Attendance
VACANT	City of Adair Village	VACANT
Councilor Jan Napack	City of Corvallis	Yes
Councilor Matt Lehman	City of Philomath	Yes
Commissioner Pat Malone	Benton County	Yes
Savannah Crawford	Oregon Department of Transportation	Yes
Alternates	Jurisdiction	Attendance
VACANT	City of Adair Village	VACANT
Greg Gescher	City of Corvallis	Yes
Chris Workman	City of Philomath	Yes
Gary Stockhoff	Benton County	No
James Feldmann	Oregon Department of Transportation	Yes

Guests: Wendy Byrne, Daniel Wood, Jim Brewer, Camilla Dartnell, Sean Kidd, and Mark Bernard.

CAMPO Staff: Transportation Manager Nick Meltzer, CED Administrative Assistant Ashlyn Muzechenko, CAMPO Assistant Planner Corum Ketchum, Operations Supervisor Emma Chavez-Sosa, and AAMPO Assistant Planner Billy McGregor.

TOPIC	DISCUSSION	DECISION
1. Call to Order and Agenda Review	The Chair, Councilor Matt Lehman called the meeting to order at 3:31pm. There were no changes to the agenda.	Meeting called to order at 3:31 pm by Chair Councilor Matt Lehman.
2. Public Comments	Daniel Wood, one of the many members of the public present, shared the following comment with the CAMPO Policy Board Members and staff:	There were many members of the

	<p><i>Thank you for the opportunity to comment today.</i></p> <p><i>The May 15 collision just west of 53rd demonstrates need for lower approach speeds for this intersection. Luck determined there were no serious injuries or deaths as two semi-trucks collided with a motorcycle and four passenger vehicles. By chance no pedestrians or bike riders were involved.</i></p> <p><i>This collision happened at the location of a proposed new full street connection for the “Creekside Center” project, planned for a gas station, convenience store, pharmacy drive through and over seventy apartment units.</i></p> <p><i>Considering land use zoning, this segment of Philomath Blvd requires established design parameters for pending development frontages, as a designated Climate Friendly Area.</i></p> <p><i>Meanwhile, I implore you to immediately recommend lowering the speed to 35 MPH west of 53rd to east of Sylvania.</i></p> <p><i>As published in a 4/28/2023 article in “The Hill” entitled “Pedestrian deaths have risen 70 percent since 2010. Blame trucks.”, a 2021 study of pedestrian fatality “hot spots” showed: quote “Higher speeds also mean more severe injuries. Doubling the impact speed from 24 mph to 48 mph raises the pedestrian’s risk of death from 10 percent to 75 percent”. End quote.</i></p> <p><i>All the “hot spots” listed had adjacent commercial, retail and service land uses.</i></p> <p><i>Locally, extensive ODOT studies and major funding applications further delay actionable improvements.</i></p> <p><i>With Starbucks and Taco Bell with drive through facilities accessed off of Tech Loop under construction, congestion will further increase in this area.</i></p> <p><i>Lowering the speed limit to 35 MPH west of 53rd and east of Sylvania would result in an immediate decrease in rear end collisions due to approach speeds while providing safer crossings for pedestrians and bicyclists. Short term, this minimal fiscal investment, along with re-striping lane configurations would deliver multi modal friendly facilities, increasing safety for all.</i></p>	<p>public present, Daniel Wood provided a public comment to the group.</p>
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	<p><i>We can either sit back and wait for fatalities to motivate action, or take these simple steps to change the current dynamics.</i></p> <p><i>Thank you all for your on-going dedication to public safety on our roadways,</i></p> <p><i>West Corvallis resident Daniel Wood</i></p>	
<p>3. Approve Minutes of April 12, 2023, Meeting (Attachment A)</p> <p>Action: Approval of Minutes</p>	<p>Commissioner Pat Malone moved to approve the April 12, 2023, CAMPO Policy Board meeting minutes. Savannah Crawford seconded. The motion passed unanimously.</p>	<p>Commissioner Malone moved to approve the April 12, 2023, CAMPO Policy Board meeting minutes. Savannah Crawford seconded. The motion passed unanimously.</p>
<p>4. CAMPO/OCWCOG IGA (Attachment B)</p> <p>ACTION: Approval of IGA Renewal</p>	<p>Staff Nick Meltzer shared that CAMPO is an independent agency that contracts with OCWCOG to provide special services. This is a renewal of an IGA with this agency. Meltzer added that sometimes there could be trouble to track down the chair the Policy Board can give authority to the Transportation Programs Manager or the Community Economic Director to sign in place of the chair.</p> <p>Sean Kidd the CAMPO Lawyer noted that a few years ago there were more modifications made.</p> <p>Jim Brewer stated he had nothing to add, and the IGA just needs a motion.</p> <p>Commissioner Pat Malone moved to approve the CAMPO OCWCOG IGA. Councilor Jan Napack seconded. The Motion passed unanimously.</p>	<p>Commissioner Pat Malone moved to approve the CAMPO OCWCOG IGA. Councilor Jan Napack seconded. The Motion passed unanimously.</p>
<p>5. Coordinated Efforts on Highway 20/34 (Philomath to Downtown Corvallis Segment)</p> <p>ACTION: Discussion</p>	<p>Meltzer opened up the Philomath Boulevard conversation recapping the efforts made so far on improves to the corridor. There is a contract in place with Kittelson and Associates saying there will be more meeting schedules over the summer to start this process.</p> <p>Camilla Dartnell shared an overview of where the consultant will be going with this project. The overview covered staffing, the scope, and what the key focuses of these projects are.</p>	

	<p>Dartnell noted that there will be a few other staff along on this project besides herself that bring strong experience and relevant views to this project.</p> <p>Additional thoughts and priorities from the group includes discussion relating to the timetable of the study, methods of accepting comments before the open house, which were answered to be by the beginning of 2024 for a kickoff, and the idea will be to have meetings with city, ODOT, and OCWCOG staff to hear out everyone’s concerns. The next step would be going to the public, which will give realistic expectations and solicit input from them.</p> <p>There were follow ups regarding the updating process to keep CAMPO Members informed, where Meltzer noted that CAMPO members will stay very up to date as this will be a standing agenda item from now on.</p> <p>Crawford shared with ODOT that this will be a quick process in comparison to facility plans. When grant opportunities come up there will be a clear vision and statement which will be useful to help apply for the grant opportunities and this document will be available in early 2024.</p> <p>The group gave input on topics regarding being high level when interacting with the public. Napack specifically asked if the 2017 Optimization Study is similar to this project, to which Crawford answered that the 2017 study will feed into this project and take it further to update the cost and take larger steps toward being shovel ready for the grant opportunities.</p> <p>Crawford noted that ODOT will look to local staff and leaders for feedback.</p> <p>Chair Councilor Lehman noted that technically this title will not extend out to Philomath as it only goes out to 53rd street.</p> <p>Feldmann asked if the scope of work could go further than 53rd west to specify Philomath, or just be more clarifying in the primary focus being 53rd to 15th and secondary focus will be the impacts of this study.</p> <p>The Policy Board members shared updated opinions and information regarding the different areas impacted by the study.</p> <p>Crawford noted that phases can be implemented to get further out into Philomath as the goal is to look into 19th street into Philomath and downtown Corvallis and phase one can be 15th to 53rd.</p>	
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	<p>Crawford gave an update on some of the improved signal's features that could be down after the optimization study.</p>	
<p>6. 2024-2027 MTIP Adoption (Attachment C)</p> <p>ACTION: Adoption of 2024-2027 MTIP (Attachment D)</p>	<p>Staff Corum Ketchum shared the Draft MTIP for Fiscal Year 2024-2027.</p> <p>Ketchum gave a short overview of the MTIP and its purpose, along with how it relates directly to CAMPO's operations and financials.</p> <p>On a high level the projects that this group spent the most time on is shown in table 4, which begins on page 34 of the agenda packet. These 5 projects are shown along with their estimated cost allocation, these projects can also be viewed by project category.</p> <p>Chair Councilor Lehman asked about the Grind and Inlay project on 19th and Philomath and as to why there isn't anything going on directly on the intersection, Crawford agreed to follow up and give reasons.</p> <p>The group asked about issues receiving the federal money. ODOT staff decided that since it isn't state money, there would be no issue attaining this funding.</p> <p>Daniel Wood, member of the public, asked about different projects on Appendix A, specifically 53rd and Country Club. Malone, Benton County Commissioner, answered he is not quite sure of the design yet, but it is the intention to use a roundabout there. Wood added that this is a very dangerous intersection, and a roundabout could help with safety improvements.</p> <p>Commissioner Malone noted he will check in to get an update regarding this project from Gary Stockhoff.</p> <p>Crawford stated that ODOT can look into the particulars of the corridor in question as well.</p> <p>Feldmann added that Circle Boulevard is noted as in design, however, it is up to the construction phase now.</p> <p>Commissioner Malone moved to approve the FY24-27 MTIP. Savannah Crawford seconded. The motion carried successfully.</p>	<p>Commissioner Malone moved to approve the FY24-27 MTIP. Savannah Crawford seconded. The motion carried successfully.</p>
<p>7. Jurisdictional and other CAMPO Updates:</p>	<p>CAMPO and COG Updates: Staff Corum Ketchum shared that CAMPO and Benton County submitted a Carbon Reduction Grant that they will hopefully hear back on before the end of summer 2023. There is \$1.5million allocated to the CAMPO and AAMPO region, they asked for \$1.2million</p>	

for their Corvallis to Albany Path project and \$350,000 for a street sweeper that would be shared throughout the CAMPO region.

There will also be an upcoming joint AAMPO and CAMPO Policy Board that should happen this fall but isn't on the calendar quite yet. Ketchum noted there are a number of documents coming to the policy board to view this fall as well.

Ketchum added an update that the bike counts will be deployed here shortly to be active throughout the summer. There will be 5 to 7 locations per year.

Emma Chavez-Sosa shared the ACT meeting will be hybrid with an in-person meeting in Newport with meeting notices coming out tomorrow with the location and link.

Sosa noted that CAMPO is under the CED program that is still searching for their CED Director with the goal of obtaining one through interviews hopefully before fall of 2023.

Jurisdictional Updates:

Commissioner Pat Malone for Benton County shared that while attending the association of Oregon Counties the fund exchange program team up it looks like ODOT changed their position since the first of the year, and the fund exchange for the next year to biennium will go forward as it has been. But at the next biennium it will be gone for sure. The total amount will be \$250,000 to \$300,000 a year, which isn't a lot, but it is better than nothing at all. Malone gave a background on how the fund exchange works for the group members.

Malone shared that he found out Portland had done a legislative update to make a more standard process for speed limits across all areas in Portland. Malone added for future topics, speed limits and changes in what local jurisdictions have and what the process for changing a local speed limit. Crawford added that she can volunteer to take the lead on that topic as well and can have someone from ODOT's traffic division to give a presentation on the topic.

Lastly, Malone shared that Chappel Drive improvements will start this summer as the funding is now there and available.

Councilor Jan Napack for the City of Corvallis shared that there are a lot of big things happening in Corvallis. One of which is the council is holding finance 101 in order to finance dollars in order to update facilities. Napack added that there are severe issues with security, climate, and sustainability in their current facilities. The contrast between the newer and older buildings are night and day, and the council is ready to move forward to leverage

	<p>those funds, which is a large effort. Another topic is the power of neighborhood associations, the open house on the West Hills Corridor was well attended with multitudes of comments and the efforts for this were tremendous.</p> <p>Napack asked about the interchange between North on 99 on Philomath Boulevard to take a big look on South 99; but now CAMPO TAC is working at plans and flyways and routings of the offramp from 34W onto 99S and they have meetings, however she would like to be invited.</p> <p>Savannah Crawford for ODOT shared that ODOT is gearing up to talk about the 2027-2030 STIP process and to ask the local partners what kind of funding priorities want to be seen. For example, in the years 2024-2027 maintenance, safety, and bike/ped safety are the top priorities. Crawford noted that state funding is non-existent given the funding constraints and regular maintenance meaning ODOT will be short staffed as well.</p> <p>Commissioner Malone added that it seems that the goals are to build new things instead of just focusing on maintaining what is already had.</p> <p>Crawford added that ODOT will be missing the state dollars to match the federal percentages for funding which is around 10.27% and higher. In order to be more competitive in the federal market the match needs to be closer to 40% or 50%.</p> <p>Crawford gave an ODOT project update for those in the CAMPO Area.</p> <p>Chair Matt Lehman for Philomath shared that the CAMPO funds were used for the Philomath School circulation study which was useful for the community. Lehman gave other project updates from CAMPO funding that are happening in Philomath.</p> <p>Feldmann shared the Benton County is looking good for the Oregon Community Path's grant with two segments in the top 3. One application is in 1st place and another in 3rd place.</p>	
<p>8. Adjournment</p>	<p><i>The Next CAMPO Policy Board Meeting is scheduled for Wednesday, July 12, 2023.</i></p>	<p>The meeting was adjourned at 4:48 pm by Chair Councilor Matt Lehman</p>

**ALBANY METROPOLITAN PLANNING ORGANIZATION &
CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD HYBRID MEETING**

Wednesday, September 27, 2023

2:30 – 4:30 pm

**Via Microsoft Teams Technologies &
The Albany ABC (Downstairs) Conference Room**

DRAFT MINUTES

Board Members	Jurisdiction	Attendance
Walt Perry	City of Jefferson	Yes
Councilor John Sullivan	City of Millersburg	No
Councilor Ray Kopczynski	City of Albany	Yes
Joe Samaniego	City of Tangent	No
Commissioner Rodger Nyquist	Linn County	No
Commissioner Pat Malone	Benton County	Yes
Darrin Lane	Citizen Representative	Yes
Savannah Crawford	Oregon Department of Transportation	Yes
Alternates	Jurisdiction	Attendance
David Watkins	City of Jefferson	No
Janelle Booth	City of Millersburg	No
Chris Cerklewski	City of Albany	Yes
Vacant	City of Tangent	Vacant
Wayne Mink	Linn County	No
Gary Stockhoff	Benton County	Yes
James Feldmann	Oregon Department of Transportation	No

Board Members	Jurisdiction	Attendance
VACANT	City of Adair Village	VACANT
Councilor Jan Napack	City of Corvallis	Yes
Councilor Matt Lehman	City of Philomath	Yes
Commissioner Pat Malone	Benton County	Yes
Savannah Crawford	Oregon Department of Transportation	Yes
Alternates	Jurisdiction	Attendance
VACANT	City of Adair Village	VACANT
Greg Gescher	City of Corvallis	Yes
Chris Workman	City of Philomath	No
Gary Stockhoff	Benton County	Yes
James Feldmann	Oregon Department of Transportation	No

Guests: Tim Bates, Daniel Wood, Barry Hoffman, Wendy Byrne, Christine Hildebrandt, Ryan Vogt, David Rabinowitz, Jeff Babbit, Staci Belcastro, Eric Leming, Heidi Manlove, Kirk Rensmeyer, and Steve Harvey.

Staff Present: Transportation Program Manager Nick Meltzer, AAMPO Assistant Planner Billy McGregor, CAMPO Planner Corum Ketchum, and CED Administrative Assistant Ashlyn Muzechenko

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, and Roll Call/Introductions	AAMPO Chair Darrin Lane called the meeting to order at 2:34pm. Staff Billy McGregor conducted roll call for today's Joint AAMPO/CAMPO Policy Board Meeting. Introductions were conducted as members from both AAMPO and CAMPO Policy Boards were present.	The joint AAMPO/CAMPO Policy Board meeting was called to order at 2:34pm by AAMPO Chair Darrin Lane.
2. Public Comments	There were no public comments made to the AAMPO/CAMPO Policy Board members in attendance.	There were no public comments.

<p>3. Regional Project Updates:</p> <ul style="list-style-type: none"> • Highway 20/34 • Transit Workforce Study • Corvallis to Albany Path <p>ACTION: Information Only</p>	<p>Staff Nick Meltzer shared Regional Project Updates on the following:</p> <p><i>Corvallis to Albany Path</i></p> <p>CAMPO Transportation Planner, Corum Ketchum, wrote the Carbon Reduction Program grant for Benton County, and it was successful in attaining funding.</p> <p>Benton County recently received a one-million-dollar from the program to do preliminary design for the path. This should be enough combined funds to design the entirety of the path.</p> <p><i>Transit Workforce Study</i></p> <p>This study started last year. It entails working with the University of Oregon who have completed initial research and developed surveys for transit initiations and agencies. There will be a more detailed update from the consultant in a couple of weeks.</p> <p>AAMPO Chair Darrin Lane asked if there is any change in local transit folks' ability to hire and retain staff.</p> <p>Tim Bates from Corvallis Transit shared they are fully staffed for drivers and the contractor has done a wonderful job getting their agency back to full service.</p> <p>Barry Hoffman from Albany Transit noted they are fully staffed with full time employees but are still seeking part time employees. It has been a slow trickle of applications when a position is opened up. However, conditions are better than a year ago, but still aren't great.</p> <p>For Benton Area Transit, (BAT), Gary Stockhoff stated their vendor is struggling to attain full time drivers which is a struggle nationwide.</p> <p><i>Highway 20/34 Study</i></p> <p>Meltzer shared that both MPO's (AAMPO/CAMPO) had put money aside for this study. Currently for AAMPO, the city of Albany is doing a</p>	
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	<p>signal improvement project and CAMPO is working with Benton County and ODOT to do functional design work as well in that corridor.</p> <p>With the amount of funding that is available, folks didn't want to miss this opportunity and make more rapid improvements.</p> <p>Commissioner Pat Malone asked if the smart signals possibly going in on Highway 34 are a project that will be part of the rapid improvements.</p> <p>Meltzer answered that staff a reworking with a consultant to verify those types of projects and there will be a meeting in November to go over which projects are chosen. Then these project lists will be shared with the public in December 2023.</p> <p>Councilor Jan Napack asked about project changes that may have occurred since 2015, and if a website is available to view these changes.</p> <p>Meltzer answered that staff will work on preparing a webpage and standing it up with that information.</p> <p>Walt Perry asked if there was an ultimate goal set in the 2015 study to go over what problems were being addressed such as the safety corridor.</p> <p>Meltzer answered that there are several different safety features that weren't addressed before. However, these safety concerns on highways 20/34 are starting to be addressed now with these safety improvement projects.</p>	
<p>4. Regional Safety Overview (Attachment A)</p> <p>Action: Information and Discussion</p>	<p><i>While waiting for ODOT Staff, the group agreed to swap agenda items 4 and 5.</i></p> <p>Savannah Crawford introduced the Regional Safety Overview presentation from ODOT.</p> <p>Eric Leming shared the speed zone presentation for ODOT to discuss how local agencies can set their own speed limits. These changes came from the 2021 legislative session covering who can set speed limits.</p>	

	<p>There are two different types of speed limits, statutory and designated.</p> <p>The changes from the legislature are around designated speed limits. Local Agencies can set speed limits for temporary and emergency, and residential districts. However, in the vast majority, ODOT is the one changing the speed limits. This is being done by having an engineering study done for the segment of the road, there will also need to be agreement from the jurisdiction leaders.</p> <p>The changes from House Bill 30-55 keep the process the same as the ODOT process and adopted manual but it changes which agencies can go through the process. This overall allows ODOT to delegate authority to local jurisdictions who wish to change their speed limits in certain areas.</p> <p>The process is to complete the application, have a responsible designated engineer who needs to go through ODOT's online training to get an understanding of the rules for the speed zone, then produce a quality control plan, next demonstrate that they can complete the study and complete the proper paperwork for the order. If it all looks okay, ODOT delegates authority to the local agency to do the engineering study, then seek agreement from the interested jurisdictions, next take the causes to the speed zone review panel (if there is a discrepancy). Finally, when receiving old orders and creating new ones, send the copies to reports or order to ODOT then answer questions of the public.</p> <p>ODOT's role is compliance and oversight, by receiving the first 10 studies and orders periodic reviews; and then do record "house-cleaning".</p> <p>AAMPO Chair Lane asked if ODOT is encouraging local agencies to seek out this service, or if ODOT will be continuing to offer the service regularly. ODOT confirmed that because of House Bill 30-55 they are required to offer the service, but can still resume managing the process if desired by the local jurisdictions.</p>	
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	<p>Heidi Manlove shared her presentation regarding Safe Routes to School (SRTS) to the AAMPO and CAMPO Policy Board Members in attendance.</p> <p>Manlove shared this use to be a federal fund dedicated program however states now need to fund this program. ODOT's program is a construction and education combined program who funds communities to do SRTS funding projects and also educational projects as well.</p> <p>The basic goal is to make it safer and easier for students to walk and bike to and from school.</p> <p>For the education program, there are community grants available for capacity building. For example: funding a coordinator for new approaches. SRTS regional resources hubs have training and other assistance from experts, there are also free print materials and safety campaigns.</p> <p>These are two-year funding cycles with beginner, intermediate, and advanced pathways.</p> <p>Funding covers:</p> <ul style="list-style-type: none">• Staff time and coordinators including benefits and office equipment.• Meetings,• Coordination,• Bicycle and pedestrian equipment and training,• Coalition building,• Sustainability, and• Data analysis. <p>SRTS are just ending their second year and were able to fund 13 communities, 26 projects in construction, and 13 education grants. There were \$80million in requests, but SRTS were only able to fulfill \$32million.</p>	
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	<p>Match is required for education and construction and the next project cycle starts in early 2024 around February.</p> <p>Manlove noted that so far there have been 14 communities participating in this program with pictures from these communities available on SRTS's website.</p> <p>AAMPO Chair Lane asked if the funding is federal or state. Manlove confirmed that it's state dedicated funding from House Bill 2017 in 2021.</p> <p>Commissioner Pat Malone asked if the funding will be running out and what the lifespan will be with this program.</p> <p>Manlove answered that it is a part of state legislation, so in order to remove the funding there would need to be quite a bit done legislatively. From her understanding there is no expiration date as of now.</p> <p>Crawford shared a high-level overview of the ARTS program. This is safety based and intended to fund low-cost safety counter measures on all public roads. Anything with documented safety needs is eligible to apply.</p> <p>There is \$49.6million available for 2027-2030 available in ODOT Region 2 Area. Local Jurisdictions, Tribes, and ODOT can apply for those and there is consultant support available if you apply before December 1st.</p> <p>The deadline for the grants is December 15th. There is an in-person workshop available 1-3pm at the Corvallis ODOT Office on this day.</p> <p>Crawford shared that one of biggest safety projects is the US 20 updates with phase one primarily finished and any feedback is appreciated. There has been a lot of positive feedback lately, which has changed from initial construction. Phase 2 is the Conifer to Mulloy is a center turn lane that will be wrapping up this year. Phase 3 is still in design which covers the northern section going into Albany. There isn't</p>	
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	<p>enough funding for construction, but ODOT is still working on the design factor.</p> <p>For the Cascades West ACT has started having discussions for priority projects for what ones need to be funded within the next 5 to 10 years. Specifically, I5 and Hwy 101.</p>	
<p>5. STBG Funding (Attachment B) Action: Information Only</p>	<p>Meltzer shared that the fund exchange was intended to go away last summer, and at the end of the most recent legislative session there was a new bill the codified the fund exchange for small MPO's as well as cities and counties across the state. These are categorized as state highways funds now. This is a permanent fix and the funding allocated to the MPOS will be state highway funds.</p> <p>One challenge for the metropolitan planning improvement plan, is there is a set amount allocated to the MPOS will be around \$850,000 as opposed to \$1million previously given to each MPO.</p> <p>The goal is to have conversations with the two MPO TACs to see how the funding can be moved around to fit the projects that were already approved last year.</p> <p>Commissioner Malone noted that the Association of Oregon Counties did a large part to get the fund exchange program to continue.</p> <p>AAMPO Chair Lane added that there has always been a belief that federalizing a project adds to the cost and there is an increased burden added as well. Which means some of the shortfalls can be made up with the less regularized funding now that it is state rather than federal.</p>	
<p>6. MPO Merger Conversation (Attachment C) Action: Information</p>	<p>Meltzer shared a presentation regarding the MPO Merger Conversation. The first topic provided background and history on the two MPO's.</p> <p>Meltzer noted that with federal guidelines it would be legal for AAMPO and CAMPO to merge and if this was any other state, then it is likely that the two MPO's will already be one MPO.</p> <p>Previous concerns in 2020 around merging were funding, Policy Board Representation, and Transit Funding.</p>	

	<p>Meltzer added that if there was no decline in population at the MPO's there wouldn't be any significant change in funding received.</p> <p>AAMPO Chair Lane asked if the combined MPO would still qualify for the new fund exchange rules, Meltzer confirmed staff hadn't thought about that and will start looking into it after this meeting.</p> <p>The FTA noted that transit agencies are set by urbanized areas not MPO Areas. There can be two urbanized areas in one MPO which would mean there wouldn't be any changes with Transit Funding.</p> <p>The three options for moving forward are: 1. Continue existing coordination. 2. Increase coordination to collaboration establish MOU and Develop combined documents for similar work products. Or 3. Merge with MPO's to create one regional entity.</p> <p>The full group expressed mostly positive support for the merging of the two MPO's (AAMPO and CAMPO). However, many noted that more information would be needed to make the final decision.</p>	
<p>7. Adjournment</p>	<p>The next AAMPO Policy Board Meeting is scheduled for Wednesday, October 25, 2023, from 2:30pm – 4:30pm.</p> <p>The next CAMPO Policy Board Meeting is scheduled for Wednesday, October 11, 2023, from 3:30pm to 5:30pm</p> <p>There is also a potential to target another joint meeting between the two MPO's in a few more months.</p>	<p>The Joint Policy Board meeting was adjourned at 4:20 pm by the AAMPO Chair Darrin Lane and the CAMPO Chair Councilor Matt Lehman.</p>