



CORVALLIS AREA Metropolitan Planning Organization

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

Policy Board Meeting
Wednesday, February 14, 2024
3:30 pm to 4:30 pm

VIRTUAL MEETING: TEAMS VIDEO/CALL IN AVAILABLE

Via Microsoft Teams by clicking [HERE](#)

Meeting ID: 256 250 563 843

Passcode: pTpxBa

Mobile 1 Click Number

[+1 872 242 8088](#)

Phone Conference ID: 155 929 121#

AGENDA

- | | | | |
|----|------|--|--|
| 1) | 3:30 | Call to Order and Agenda Review | 2023 Chair,
Councilor
Matt Lehman |
| 2) | 3:35 | Chair and Vice Chair Elections | Staff, Nick
Meltzer
Chair |
| 3) | 3:40 | Public Comments | |
| 4) | 3:45 | Approve Minutes of December 13, 2023, Meeting (Attachment A) | Chair |
| | | <i>Action: Decision on Minutes</i> | |
| 5) | 3:50 | Highway 20/34 Updates | Meltzer |
| | | <i>Review progress on project and upcoming work.</i> | |
| | | <i>Action: Informational</i> | |
| 6) | 4:05 | Title VI Data Preview | Staff, Corum
Ketchum |
| | | <i>Action: Informational</i> | |
| 7) | 4:15 | STIP Amendments (Attachment B) | Ketchum |
| | | <i>Action: Approval requested</i> | |
| 8) | 4:20 | Jurisdictional and Other Updates | All |
| | | <ul style="list-style-type: none">• LOS Request from Benton County | |
| 9) | 4:30 | Adjournment | Chair |
| | | <i>The next regularly scheduled meeting is for Wednesday, March 13, 2024.</i> | |

ATTENDANCE (FOR QUORUM PURPOSES)

Board Members	Jurisdiction	Attendance
Pat Hare	City of Adair Village	
Jan Napack	City of Corvallis	
Councilor Matt Lehman	City of Philomath	
Commissioner Pat Malone	Benton County	
Robert Harrison	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 VIRTUAL MEETING
Wednesday, December 13, 2023
3:30 pm – 4:30 pm
Virtual Via Microsoft Teams Technologies**

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
Robert Harrison	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	No
James Feldmann	Oregon Department of Transportation	VACANT

Guests: Daniel Wood, Steve Harvey, David Rabinowitz, Robert Upson, and Billy McGregor.

CAMPO Staff: Transportation Manager Nick Meltzer, Administrative Assistant Ashlyn Muzechenko, and CAMPO Planner Corum Ketchum.

TOPIC	DISCUSSION	DECISION
1. Call to Order and Agenda Review	<p>The Chair, Councilor Matt Lehman called the December CAMPO Policy Board meeting to order at 3:31pm.</p> <p>Robert Harrison, the current Interim Area 4 Manager for ODOT in Corvallis shared his introduction with the CAMPO Policy Board Members in attendance. He will be here through February when a permanent position candidate will be provided.</p> <p>There were no changes made to the agenda.</p>	The meeting was called to order at 3:31pm by the Chair, Councilor Matt Lehman.
2. Public Comments	<p>Daniel Wood provided a public comment to the CAMPO Policy Board members in attendance: <i>Thank you for moving forward with the Philomath Highway study. Recognizing the rapid</i></p>	Daniel Wood provided a public comment to the

	<p><i>growth in the respective Urban Growth Boundaries, I am optimistic there will be wide support for extending this study to Philomath in the next phase.</i></p> <p><i>In the Oregon Highway Plan (OHP), the following criteria appear to apply to this process: Expressway classification focuses on highway segments where posted speeds are 50 mph or greater.</i></p> <p><i>The segment between 53rd and Sylvia evidently qualifies for Urban Business Area designation. And I quote:</i></p> <p><i>"Urban Business Areas (UBA) may be designated in commercial areas with posted speeds greater than 35 miles per hour, and require management plans."</i></p> <p><i>Guidance for UBAs include:</i></p> <ul style="list-style-type: none"> <i>• Bicycle lanes, sidewalks, crosswalks, or other bicycle/pedestrian accommodations to address safe and accessible pedestrian movement along, across and within the commercial areas;</i> <i>• Stop signs, traffic signals, medians and intersections designed to serve as - pedestrian refuges;</i> <i>• Provision for good traffic progression;</i> <i>• Auto accessibility important to economic vitality of the area;</i> <i>• Vehicular accessibility as important as pedestrian, bicycle and transit accessibility;</i> <i>• Efficient parallel local street system where arterials and collectors connect to the state highway;</i> <i>• Speeds that are generally 35 mph or less;</i> <p><i>(By reference: OHP Table 4 on Page 59)</i></p> <p><i>Under "Highway Mobility Standards"</i> <i>"The state acknowledges that achieving important community goals may impact mobility performance and that higher levels of congestion may result in certain areas."</i></p> <p><i>Locally, without pedestrian and bicycle facilities the vast majority of local streets, collectors and arterials in the immediate area are being impacted by rapid development and lack of available funding.</i></p> <p><i>53rd Street needs modernization to meet safety and efficiency standards, as do parallel corridors Reservoir and West Hills Road.</i></p>	<p>CAMPO Policy Board members in attendance.</p>
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Creekside Center, at the intersection of 53rd and Philomath Blvd., will directly impact the upcoming design study, generating 4,100 daily trip numbers, with a new private full local street connection just 600 feet west of 53rd and a right-in right-out commercial driveway only 300 feet north of Philomath Blvd. The US20/OR34 access point is further complicated by the busy commercial driveway at 5460 Philomath Blvd.

Policy 1B of the OHP states need for "Review of major development proposals that have a significant impact on a state highway.

In Action 1B.6

- Help protect the state highway function by working with local jurisdictions in developing land use and subdivision ordinances, specifically:*
- conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors or sites;*
- protect future operation of state highways and other roads; and*
- Access control measures, for example, driveway and public road spacing, median control and signal spacing standards which are consistent with the functional classification of roads*

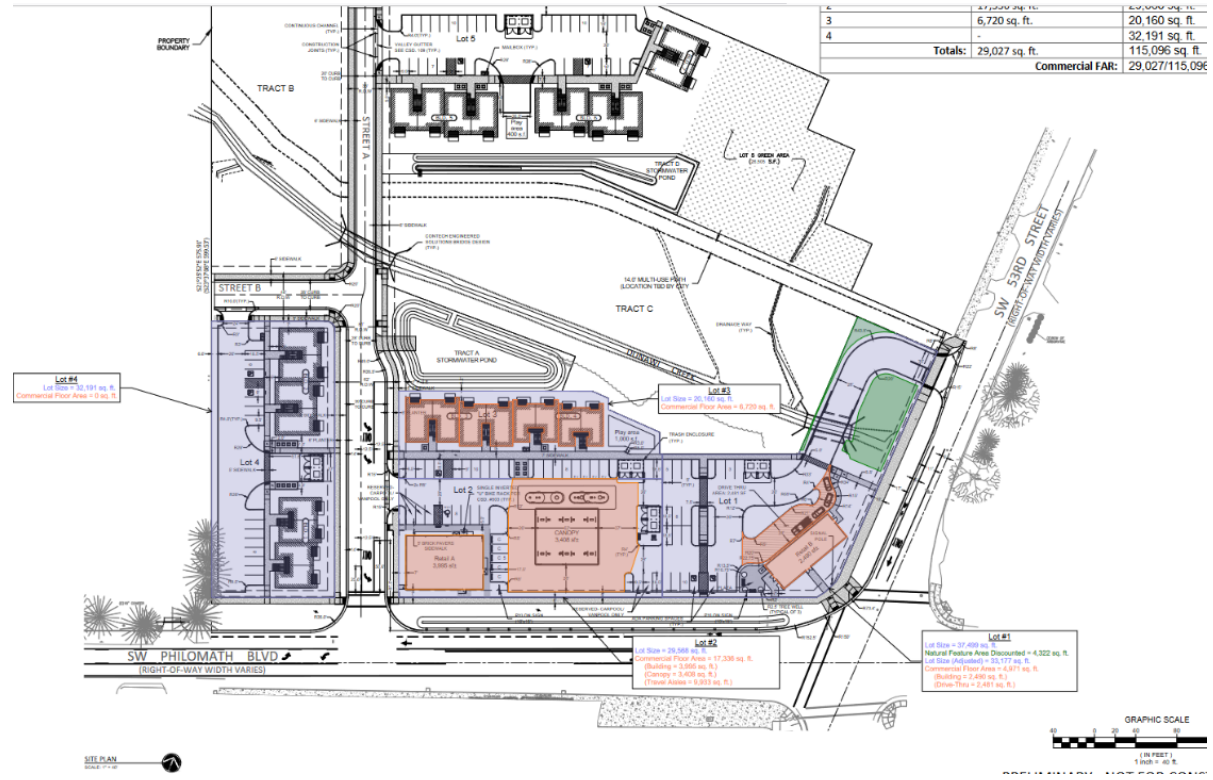
Action 1B.10

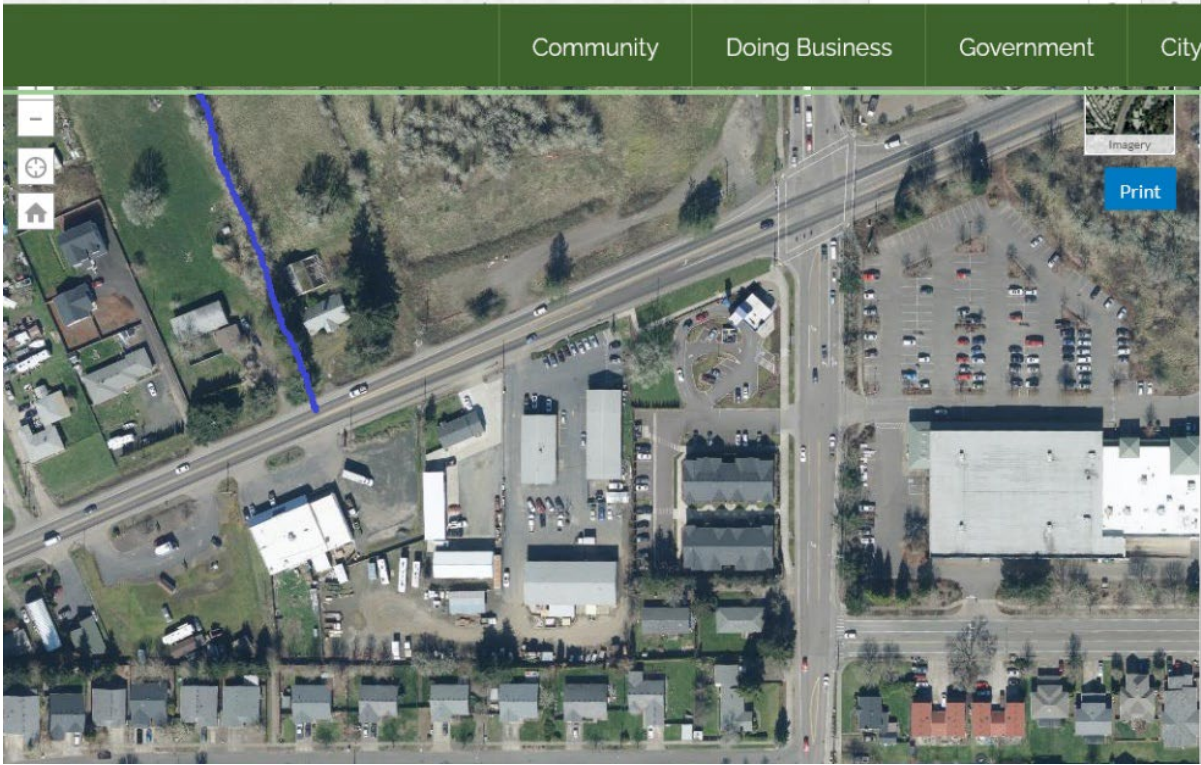
"develop and implement design guidelines for highways that describe a range of automobile, pedestrian, bicycle or transit travel alternatives. The guidelines should include appropriate design features such as lighted, safe and accessible bus stops, on-street parking, ample sidewalks, pedestrian crossings, pedestrian scale lighting, street trees and related features."

I thank you for all of the hard work undertaken to make this study happen, and look forward to the results of this much needed study to determine actionable improvements to US20/OR34.

*Thank you for your continued dedication to moving safe and efficient multi-modal transportation facilities forward, while promoting active transportation.
SW Corvallis resident Daniel Wood*

Images submitted by Email by Daniel Wood:



		
<p>3. Approve Minutes of November 08, 2023, CAMPO Policy Board Meeting (<i>Attachment A</i>)</p> <p>Action: Approval of Minutes</p>	<p>Commissioner Pat Malone moved to approve the minutes of November 08, 2023, CAMPO Policy Board Meeting (<i>Attachment A</i>). Councilor Jan Napack seconded. There were no changes or corrections to the minutes. The motion passed unanimously.</p>	<p>Commissioner Malone moved to approve the minutes of November 08, 2023, CAMPO Board Meeting. Councilor Napack seconded. The motion passed unanimously.</p>
<p>4. Highway 20/34 Updates</p> <p>ACTION: Discussion</p>	<p>Transportation Program Manager Nick Meltzer shared that there has been a meeting held recently with information from the consultant team and ODOT. This means the public outreach will be in January or February, and a memo will be presented to the ODOT staff members as well that includes steps that the project team went through.</p> <p>Commissioner Malone asked about the public comment schedule.</p>	

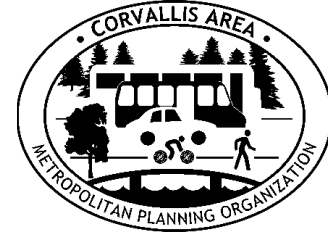
	<p>Meltzer answered that it is challenging, but the goal is to start public outreach in February of 2024.</p> <p>Meltzer added that Philomath City Manager Chris Workman was added to this project team and their meetings as well.</p>	
<p>5. UPWP Review (Presentation)</p> <p><i>ACTION: Solicitation of projects/action items from Policy Board</i></p>	<p>CAMPO Planner Corum Ketchum shared an overview of the Federal Fiscal year 2024 UPWP, building off of this will look forward to Federal Fiscal year 2025 which starts in July.</p> <p>Ketchum covered the MPO workplan and budget, the federally required items, and the annual or biennial bias.</p> <p>Ketchum provided a timeline for the adoption of the UPWP. With a goal to adopt the plan at the April Policy Board Meeting.</p> <p>Ketchum summarized the task duties and specifications with the CAMPO Policy Board Members in attendance.</p> <p>Ketchum shared the FFY24 accomplishments of CAMPO and the current UPWP.</p> <p>Ketchum shared the preliminary tasks for FFY25 UPWP with the CAMPO Policy Board members in attendance which includes topics relating to MPO Duties, Continuing member support, and member priorities.</p> <p>The group agreed that being able to track what's going on and the different levels of data would be a great task for the MPO to start looking into.</p> <p>The group agreed the coordination with planning commissions with the municipalities such as the city of Corvallis and philomath would be a great way to start looking into that.</p> <p>Councilor Jan Napack asked for further explanation on transit metrics as previously mentioned by Staff Ketchum.</p> <p>Meltzer answered that MPO's wrote Public Safety Transportation Plan's that include annual maintenance requirements.</p>	
<p>6. Title VI Outline Review (Presentation)</p>	<p>Ketchum presented the Title VI outline and overview which includes what goes into the plan, other comparable plans, and the plan outline.</p>	

<p><i>ACTION: Informational</i></p>	<p>Ketchum defined Title VI for the CAMPO Policy Board Members in Attendance. Additionally, he provided the why of internal and external factors involved with Title VI.</p> <p>Ketchum defined environmental justice for the CAMPO Policy Board Members in attendance.</p> <p>Ketchum provided a recent history in authority and use cases for environmental justice along with the components of environmental justice with initiative indicators.</p> <p>Combining Title VI and Environmental Justice targets policy toward marginalized and underserved populations.</p> <p>Ketchum shared the joint MPO plan update and goals. CAMPO is working on Title VI and AAMPO is working on an updated public participation plan.</p> <p>The Chair, Councilor Lehman, noted that he would like to review the current plan before making comments on the new one.</p>	
<p>7. STIP Amendments <i>(Attachment B)</i></p> <p><i>ACTION: Approval Requested</i></p>	<p>Ketchum shared attachment B with the Policy Board Members in attendance which includes a couple STIP amendments that require Policy Board Approval.</p> <p>There are 5 full amendments for the policy board to consideration for approval.</p> <p>Greg Gescher noted the 19th street preservation project is a Benton County project and it is not a City of Corvallis Project. Ketchum answered it is just a title.</p> <p>Commissioner Malone advised that it is actually a Philomath Project that the county owns.</p> <p>The Policy Board provided consensus to approve the 5 full amendments as presented.</p>	<p>The Policy Board provided consensus to approve the 5 full amendments as presented.</p>
<p>8. Jurisdictional and other CAMPO Updates:</p>	<p>CAMPO and COG Updates: There were no CAMPO and/or COG Updates.</p> <p>Jurisdictional Updates: Commissioner Malone for Benton County noted that in 2025 or later there will be a roundabout added to 53rd in Corvallis.</p> <p>Councilor Lehman of Philomath shared that Philomath has grown up to 5,300 people in their town now.</p>	

	<p>Greg Gescher for the City of Corvallis noted that Corvallis received a “Safe Streets for All” grant to develop a safe street for all in Corvallis for a safety action plan.</p> <p>Robert Harrison of ODOT noted the Van Buren Bridge is on track, on schedule, and on budget.</p>	
9. Adjournment	<i>The Next CAMPO Policy Board Meeting is scheduled for Wednesday, January 10, 2023.</i>	The meeting was adjourned at 4:45 pm by Chair Councilor Matt Lehman

MEMORANDUM

Corvallis Area Metropolitan Planning Organization
1121 NW 9th Street
Corvallis, Oregon 97330



Date: February 14th, 2024
To: CAMPO Technical Advisory Committee and Policy Board
From: Corum Ketchum, CAMPO Staff
Re: Statewide Transportation Improvement Program (STIP) Amendments

Overview

The purpose of this memorandum is to provide an update on recent and ongoing amendments to the Statewide Transportation Improvement Program (STIP) relevant to the Corvallis Area Metropolitan Planning Organization (CAMPO). A summary table of amendments can be found on the following page.

This amendment (#24-27-0801) allocates funding for BAT's fleet replacement for FFY23.

Approval is requested for Amendment #24-27-0801

Background on the STIP and MTIP

The STIP is the Oregon Department of Transportation's capital improvement plan for state and federally funded transportation projects. The current STIP (FY2021-2024) went into effect October 1, 2020, and expires September 30, 2024. Many of the amendments presented to the CAMPO board will be part of the upcoming FY2024-2027 STIP which was adopted in the fall of 2023. CAMPO acts as the regional coordinator to the STIP helping ensure that amendments and other adjustments are processed appropriately. CAMPO also maintains a Metropolitan Transportation Improvement Program (MTIP) which is consistent with the STIP.

Amendment Types

There are three types of STIP and MTIP amendments processed by CAMPO:

- **Full Amendments:** Require the greatest level of scrutiny including communicating project information to the Policy Board. The Technical Advisory Committee (TAC) determines if significant public outreach is necessary. At a minimum, the item will be reviewed by the TAC and placed on the next Policy Board agenda, which comes with notification requirements. Additional items for consideration include provision of a public comment period (two weeks), holding a public meeting, and any other actions deemed advisable by the TAC.
- **Administrative Amendment:** Require less scrutiny and are usually familiar to local staff members. Administrative amendments are brought to the TAC for discussion and approval. The Policy Board is notified of Administrative Amendments at their next regularly scheduled meeting.
- **Adjustment:** For minor changes, CAMPO staff have the authority to approve adjustments. Adjustments do not require committee approval or public notice.

Additional details on STIP and MTIP amendments can be found in the CAMPO MTIP policy [HERE](#).

Action Requested

Technical Advisory Committee

- Amendment #24-27-0797 - Information only
- Amendment #24-27-0801 - Information only

Policy Board

- Amendment #24-27-0797 - Information only
- Amendment #24-27-0801 – Approval requested

Table 1 - STIP Amendments

Key Number	Project Name	Amendment Number	Description	Amendment Type	Financial Impact
21552	US20/OR34/OR99W: Harrison Blvd (Corvallis)	24-27-0797	Add \$100k of ADA funds to PE and \$712,358 (\$559k AT Leverage R2 and \$153,358 ADA) to CN.	Admin. Adjustment	Less than 10%
23604	Benton Area Transit Fleet Replacement FFY23	24-27-0801	Create new FFY23 FTA earmark project.	Full Amendment	\$1,890,000