



**BENTON COUNTY TRANSPORTATION SYSTEM PLAN UPDATE  
JOINT TECHNICAL AND STAKEHOLDER ADVISORY COMMITTEES**

**Summary**

*Wednesday, August 9, 2017, 3:00 – 5:00 pm*

*Sunset Meeting Room, 4077 SW Research Way, Corvallis, OR 97333*

<b>Name</b>	<b>Organization</b>	<b>Present</b>
<b>Technical Advisory Committee (TAC) Members</b>		
Adam Steele	City of Corvallis	✓
Ron Irish	City of Albany	✓
Pat Hare	City of Adair Village	✓
Chris Workman	City of Philomath	✓
Rick Hohnbaum	City of Monroe	✓
Greg Ridler	Emergency Management	✓
Lee Lazaro	Transit	✓
Tarah Campi	Albany Area Metropolitan Planning Organization	✓
Ali Bonakdar	Corvallis Area Metropolitan Planning Organization	✓
David Helton	Oregon Department of Transportation	
<b>Stakeholder Advisory Committee (SAC) Members</b>		
Jennifer Beathe	Starker Forests	✓
Chuck Kratch	Benton County Roads Advisory Committee	
Bob Durst	Benton County Bicycle Advisory Committee	✓
Mac Gillespie	Benton County Health Department	✓
Bret Davis	Republic Services	✓
Mary Marsh-King	Special Transportation Advisory Committee	✓
Kim Patten	Corvallis School District	✓
Jim Swinyard	2040 Group Member	✓
Floyd Collins	North Albany	✓
Kelly Weist	Alsea	
Joe Whinnery	Wren/Blodgett/Hoskins/Summit	✓
John Greydanus	South Benton County	✓
Rebecca Houghtaling	Oregon State University	✓
<b>Benton County and Consultant Staff Support</b>		
Laurel Byer	Benton County (staff)	✓
Josh Wheeler	Benton County (staff)	✓
Kristin Anderson	Benton County (staff)	✓
John Bosket	DKS	✓
Ben Chaney	DKS	✓
Jim Owens	Cogan Owens Greene	✓

## Project Description

The Project Management Team (PMT) gave a high-level overview introduction to the project scope and schedule.

- Scope of TSP and Project Tasks
  - The TSP will update the long-range plan for the County to synchronize with other regional planning efforts. This includes developing, evaluating, and refining the projects, programs, and standards through the Technical Advisory Committee (TAC), Stakeholder Advisory Committee (SAC), and public outreach.
- Overall Schedule
  - General schedule goes through Winter 2019. It includes 5 Technical and Stakeholder Advisory Committee meetings, two series of public events, and two Planning Commission / Board of Commissioners Work Sessions before County adoption hearings.
  - There will be three open houses at each of the two public outreach check-in dates, currently proposed for Monroe, Adair Village, and Philomath.
- Approach to Adair Village and Monroe TSP Elements
  - There will be “focus” elements for Adair Village and Monroe that will ultimately become stand-alone documents. This focus is in response to the high growth potential and recent grassroots work in those cities.
- Roles and Responsibilities
  - The Technical Advisory Committee will be a source for technical expertise, review, and regulatory input.
  - The Stakeholder Advisory Committee is intended to reflect the various diverse interests in the county and offer policy input and guidance.
  - Ultimately, both will be asked to endorse the plan.

## How Benton County uses the current TSP

The County shared background information on the current TSP, and the motivation for the update.

- The TSP is an important roadmap for infrastructure projects. The prioritized project lists in the TSP inform the Capital Improvement Plans, which is how projects get built.
- The TSP sets the groundwork for funding and grant efforts for projects.
- The old TSP uses data from 1995 and was adopted in 2001, it needs to be updated. Many of the projects have been built, and others need to be modified or created to accommodate new development that has occurred differently than projected.

- The TSP is more than just project lists. It also includes transportation policy, which sets Traffic Impact Assessment and development review requirements, and covers traffic control methods, and the air, rail, and waterway networks. These should align with the current vision of the County.

## Related Planning Efforts

The PMT reviewed how the TSP integrates with other related planning efforts.

- There are many other plans being updated concurrently in the region now, including through the Corvallis Area Metropolitan Planning Organization (CAMPO), the City of Corvallis, the City of Philomath, Oregon State University, the Oregon Cascades West Council of Governments (OCWCOG), and the Oregon Department of Transportation (ODOT).
- The Benton County Board of Commissioners just recently adopted the Coordinated Human Services-Public Transportation Plan.
- Additionally, both Linn County and Lane County are nearing completion of updated TSPs and have recently adopted Coordinated Human Services-Public Transportation Plans.
- A South Benton connectivity study and the 2040 Thriving Communities Initiative ([www.benton2040.org](http://www.benton2040.org)) are also underway, and the TSP will want to incorporate lessons learned from those processes.
- The TSP update will align with the vision and goals developed through other planning processes, and will also inform the plans that incorporate projects and policies from the Benton County TSP.

## HB 2017 Transportation Funding Legislation -- Effects on the TSP

The County gave a brief preview of the current funding landscape and changes from the recent traffic funding bill passed in Salem.

- The County currently receives about \$4 to \$5 million per year in federal and state transportation funding. HB 2017 provides an additional \$1 million per year for 10 years, increasing by \$2.5 million annually after 10 years.
- The County is going through a process now to identify how that funding adjustment would affect transportation spending. The results will then be vetted by the Road Commission, the Board of Commissioners, and the public.
- Updating the TSP now, in alignment with the new funding, is a good opportunity for the County.
- It's always important to remember there are various restrictions that come with tax money. Gas tax money (including the new funding) can only be used for projects in the

street right-of-way, and not off-road paths. Conversely, property tax revenue can't be used for roads. The Connect Oregon program is an opportunity to fund off-road paths.

- The bill has motivations to improve freight rail, create or upgrade reload facilities, and provide more short lines for intermodal transportation. Freight from the coast could move from trucks to rail. This TSP should position the County well to use rail as a powerful tool to improve the system, and to position for funding opportunities.

## Tech Memo #1: Public Involvement Strategy

The PMT shared a draft Public Involvement Strategy memo and led a discussion around public involvement.

- Sharing information and gathering input is the purpose of the project's public involvement strategy.
- There are 5 goals for the public involvement effort as laid out in the memo:
  - Communicate complete, accurate, understandable, and timely information.
  - Actively seek public input throughout the project.
  - Engage a broad and diverse audience with targeted outreach to underrepresented communities and potentially affected and/or interested individuals, neighborhoods, businesses, and organizations.
  - Comply with Title VI regulations that provide that no person shall be subjected to discrimination on the basis of race, color or national origin.
  - Ensure that the public involvement process is consistent with applicable state and federal laws and requirements, and sensitive to local objectives.
- Jim Swinyard suggested that lessons learned from the Vision 2040 process be considered in the Public Involvement Strategy:
  - Outreach takes effort, and understanding feedback does too.
  - Successful outreach to youth and underserved populations was done at the fair, the pool, and high school leadership classes.
  - Higher quality responses were the result of extended opportunities to interact with people who were serious about the conversation.
  - Spanish language outreach was essential.
  - At high schools, coordinate with principals to get a diverse selection of students.
  - Instead of a few large meetings, the Vision 2040 team favored many smaller meetings with stakeholders bringing the message back to who they represent, and meeting them "where they are."
- Coordination with surrounding counties and ODOT will be needed to effectively plan for ingress and egress to the County.

- During the Coordinated Human Services Public Transportation Plan process, the County Commissioners made it clear that they want to see more involvement by the health care community.
- The project website will be a hub for communicating with the general public. Other outreach activities will include open houses, online surveys, public comment at the TAC and SAC meetings, and direct outreach and interviews with other stakeholders.
- Joe Whinnery commented that there is an increasing amount of conversation regionally around disaster resilience, especially a Cascadia Subduction event, and other emergency preparedness programs. Greg Ridler offered to help with outreach to the County Emergency Operations Program under the Sheriff's office.

## Member Introductions

The TAC and SAC members shared their names, areas of expertise and interest, thoughts on the key issues that the TSP should address, and meeting preferences.

TAC:

- Adam Steele, City of Corvallis Public Works Department: 15 years of experience in the heavy freight community, avid bike rider and pedestrian. The Corvallis and Benton plans should mirror each other as much as possible; expect similar goals. Interested in how congestion is filtering in and out of Corvallis.
- Ron Irish, City of Albany: Involved in two prior TSPs. Interested in how the plan synchronizes with Albany, especially the US20 Corridor for safety, connectivity, congestion, and resilience. The Benton County TSP is the only recent plan that encompasses the entire US20 corridor, so this is a big opportunity.
- Pat Hare, City of Adair Village: Currently on many advisory boards, including 2040, CAMPO, COG, etc. Interested in bringing creative solutions to create relationships and make things happen – Public Private Partnerships, Non-Profits, etc. Safety on US20 and OR 99W are both big issues and will all need to be addressed for the future.
- Chris Workman, City of Philomath City Manager: Interested in traffic flow in and out of Philomath, accommodating new local construction, and especially considering the freight route and recent improvements on US20 (Pioneer Mountain-Eddyville). The County TSP needs to be the glue that's holding all these other plans together, and will need to be looking at projects and impacts at multiple scales. Another issue will be keeping up with the increasing traffic volume growth curve and getting ahead of growth projections so that proactive projects can fix problems now, when it's cheaper and before people start dying.
- Rick Hohnbaum, City of Monroe Administrator: New to Benton County, but with a long history of transportation planning including with the League of Oregon Cities.

Emergency services background, fan of resilience, former Mayor of Sherwood. Key issues will be incorporating a strong aspect of connectivity (including work that has happened in the South County) and resilience (a “survivable system”).

- Greg Ridler, Benton County Emergency Management: Has been in law enforcement for 33 years, with a focus on traffic safety. Compared to past experience in other states, has been surprised that roads in Oregon seem narrow with high speed limits and a weak long-term vision (US20). Monday through Friday meetings are good.
- Lee Lazaro, Benton County Special Transportation: Key issues include creating a strong public transit section of the plan to support funding requests and in consideration of the new transportation bill’s significant transit expansion opportunities. Other issues include focusing outreach to underserved areas of the community and addressing distracted driving. No meeting time preferences.
- Tarah Campi, Oregon Cascades West Council of Governments: Community and Economic Development Planner. Interested in Transportation Options and Corvallis Bikeshare, recently kicked off Regional Park and Ride study.
- Ali Bonakdar, CAMPO Transportation Planner: Key focus will be coordination between plans, and federal funding requires coordination. All of the local jurisdictions value alternative modes of transportation and sustainability, which has allowed for better coordination between players.

SAC:

- Jennifer Beathe, Starker Forests: Focus on commercial hauls for big rig trucks and equipment, and weight restricted bridges. Another issue is communication about rural residential road conditions, as new residents are not familiar with the local history of active forest management and may not expect the speed and dust of commercial vehicles. Doodle polls are preferred for arranging meeting times.
- Bob Durst, Benton County Bicycle Advisory Committee: Bicycle advocate and commuter, focus is on bike safety. Key issues will be minimizing interactions between bikes and cars, providing shoulder and separated bike lanes, and effective outreach. Also, accommodating longer commutes, including linkages with transit for core-to-core and last-mile transportation to help with a lack of local bus service.
- Mac Gillespie, Benton County Health Department: Professional focus is on outreach and engagement, especially to vulnerable populations. Key issues include aligning the TSP with the core values from the 2040 Thriving Communities Initiative, active transportation, and connecting transportation work with housing access, displacement, and employment connections. Daytime meetings preferred.
- Bret Davis, Republic Disposal Services: Knows the rural areas well from his experience, and also is very familiar with the challenge of moving trucks and freight in the

transportation network. Key focus will be the business perspective. Key issues include height and weight restrictions (which are disruptive to freight) and US20 and North Albany. Any meeting time except Friday afternoons are OK.

- Mary Marsh-King, Special Transportation Advisory Committee: Experience with many committees, and has lived in both rural and urban areas. Previously taught high school, currently in real estate. Will be interested in seeing how all the moving parts of the interrelated planning efforts come together. Meeting times after 10 a.m. preferred.
- Kim Patten, Corvallis School District: Experience with transportation and school systems. Key issues include providing adequate width and shoulders on county roads, and ensuring safe bus access. Noted that Mountain View school has very tough traffic issues at their access point. Meeting times after 10 a.m. preferred.
- Jim Swinyard, 2040 Group Member: Seven years of experience as County emergency program manager and search and rescue. Focus will be on rural areas. Key issue is that the transportation system needs to support existing needs while being resilient to foreseeable hazards. Transportation infrastructure is the key to disaster recovery and recovery, and necessary to help citizens and obtain help from the outside. Resilience is easy to identify as a value, but can be hard and expensive to achieve especially in an area with many bridges. Other important issues include supporting bikes, pedestrians, and “heavy haul” which includes not just services and logging but also emergency response. Regional linkages will be important, to be sure we’re supporting our neighbors and not creating new bottlenecks for others. Regional solutions are appealing to funders.
- Floyd Collins, North Albany: Key issue for North Albany is the Highway 20 Corridor (I-5 through Philomath). There are few roads that access North Albany. There is a need for an active comprehensive system that connects the rail corridor to the population centers. Interested in major alternatives to improve connections and bridges for North Albany.
- Joe Whinnery, Wren/Blodgett/Hoskins/Summit: Diverse experiences including the Wren Community Plan, Corvallis-to-the-Sea Trail, safe routes to school, and Benton County Habitat for Humanity. Focus is on how to serve and engage the hidden community inside and outside of Corvallis that can’t afford bus fare, let alone a bike or car. Prefers meetings not to be Monday or Wednesday at noon, or in the evenings.
- John Greydanus, South Benton County: Retired from OSU, where focus was on encouraging effective use of technology. South Benton issues will be key, as it seems the same issues keep coming up again and again over the last 25 years – especially health and the safety of non-motorized users. The need is to change conversations away from modal conflicts and toward problem solving, discussion, and engagement – not entrenchment. Topics like safe access to schools, encouraging economic development to

small communities, and creating access to recreational areas all start good conversations.

- Rebecca Houghtaling, Oregon State University: OSU has a broad reach and is excited to see more integrated planning. Key struggle is that OSU transportation issues overlap with many jurisdictions, and yet there are still gaps and areas missing from plans. Morning meetings OK.

#### Benton County

- Kristin Anderson, Benton County Land Use Planner: Emphasis is on including people who don't show up for meetings. A key issue is providing 24/7 transit services that are essential for many populations that can't or shouldn't be driving. Alternative transportation options are key to getting to and from community services, essential destinations, and jobs. People often cannot make public outreach meetings for the very same reasons they need transportation network options. Other focuses include safe routes to school and children's transportation.

## Goals and Objectives

The PMT shared an excerpt from the upcoming Tech Memo 2 covering goals and objectives for the plan.

- In reviewing the current TSP's goals and comparing them to those from recent updates of other regional plans, there is significant overlap in content but differences in form.
- Based upon input from TAC and SAC members and reviewing goals from other regional plans, it seems that there is consistency and good coverage from the current TSP's goals.
- Additional discussion identified the following topics:
  - Sustainability needs to be included, either directly as a specific goal or as multiple components of sustainability. The Benton County Board of Commissioners (BOC) has language that they've adopted that the goals can utilize, as does the 2040 project.
  - Health is an important topic, distinct from crash safety. The BOC has a mandate that health be included in all policies.
  - Connectivity was mentioned frequently in the group discussion, as roads and transportation services that connect are more efficient. Also, connections to services, to economic opportunity, and environmental connections.
  - TSP should integrate the values document from the 2040 process, to be finished soon.

- Resiliency planning (flooding, earthquakes, wildfires, etc.) would be good to reflect in the goals. PMT should look at how other jurisdictions represent this well. Some plans cover resiliency as part of security.
- There are too many goals in the 2001 TSP, they are too many, too lengthy, and mix the goals and objectives. The message doesn't really come through. It would be good to have 10 or fewer.
- Some would like to distinguish "preserving the existing system" from general financial stewardship/responsibility.
- It would be good to somehow discuss the linkage between transportation and housing.
- Next steps are to re-craft the goals with this input, changing the form but mostly keeping the content. Those will be established as the draft guiding goals.

## Schedule of Future Meetings

To close the meeting, the PMT discussed future meetings.

- Looking at five future meetings, with the next one sometime in October, covering existing conditions and future forecast methodology. Future conditions will be discussed in November. Proposed projects will be reviewed in March 2018 and prioritized lists in August 2018.
- PMT requests comments on TM 1 within 2 weeks. TM 2 and TM 3 will be sent later, with comments requested prior to the next meeting.