



## Albany Area Metropolitan Planning Organization

City of Albany • City of Jefferson • City of Millersburg • City of Tangent • Linn County • Benton County • Oregon Department of Transportation

**Policy Board Meeting**  
**Wednesday, April 27, 2022**  
**2:30 pm to 4:30 pm**  
**Via Zoom by clicking [HERE](#)**  
**Phone: 1-669-900-9128**  
**Meeting ID: 840 1335 8608**  
**Password: 2022**

**Contact:** Emma Chavez, [echavez@ocwcog.org](mailto:echavez@ocwcog.org)

### AGENDA

- |    |      |   |                               |
|----|------|---|-------------------------------|
| 1) | 2:30 | <b>Call to Order, Agenda Review, and Roll Call</b>  | <b>Chair,<br/>Darrin Lane</b> |
| 2) | 2:40 | <b>Public Comments</b>  | <b>Chair</b>                  |
| 3) | 2:45 | <b>Approve minutes of March 23, 2022 Meeting (Attachment A)</b>   | <b>Chair</b>                  |
|    |      | <i><b>ACTION:</b> Decision on minutes</i>   |                               |
| 4) | 2:50 | <b>STIP Revision (Attachment B)</b><br>Revision to project 21841: Albany area MPO planning SFY23  | <b>Staff</b>                  |
|    |      | <i><b>ACTION:</b> Decision on revision (approval/non-approval)</i>  |                               |
| 5) | 3:00 | <b>AAMPO RTP: Continuity of work (Attachment C)</b><br>Staff and OCWCOG, with input from state and federal partners, have determined a path forward for the RTP that will minimize work disruptions and help keep the MPO on track for adoption.                                | <b>Staff</b>                  |
|    |      | <i><b>ACTION:</b> Information only</i>  |                               |
| 6) | 3:20 | <b>AAMPO RTP: Regionally Significant Corridors (Attachment D)</b><br>Staff, with TAC input, has drafted a map of regionally significant corridors to be studied in AAMPO's Regional Transportation Plan. Staff is looking for additional input and feedback on draft corridors. | <b>Staff</b>                  |
|    |      | <i><b>ACTION:</b> Discussion and potential consensus on RTP corridor selection</i>  |                               |
| 7) | 3:50 | <b>AAMPO RTP: Goals + Objectives (Attachment E)</b><br>Staff drafted goals and objectives for AAMPO's RTP. The AAMPO TAC reviewed the goals + objectives at its April meeting and made a recommendation for approval by the Policy Board.                                       | <b>Staff</b>                  |
|    |      | <i><b>ACTION:</b> Decision on approval/non-approval of goals + objectives</i>   |                               |

- 8) 3:50 **Jurisdictional Updates/Other Business** All
- Thoughts on returning to in-person meetings, suggestion to make every other meeting virtual.
- 9) 4:10 **Adjournment** Chair
- Next meeting: Wednesday, May 25<sup>th</sup>

### ATTENDANCE (FOR QUORUM PURPOSES)

Board Members	Jurisdiction	Attendance
Councilor Dave Beyerl	City of Jefferson	
Councilor John Sullivan	City of Millersburg	
Councilor Ray Kopczynski (Vice Chair)	City of Albany	
Councilor Greg Jones	City of Tangent	
Commissioner Roger Nyquist	Linn County	
Commissioner Pat Malone	Benton County	
Darrin Lane (Chair)	Citizen Representative	
Savannah Crawford	Oregon Department of Transportation	
Alternates	Jurisdiction	Attendance
Walt Perry	City of Jefferson	
Janelle Booth	City of Millersburg	
Chris Cerklewski	City of Albany	
Joe Samaniego	City of Tangent	
Wayne Mink	Linn County	
Gary Stockhoff	Benton County	
James Feldmann	Oregon Department of Transportation	

**Quorum Requirement:** MPO business may be conducted provided a quorum of the Policy Board is in attendance. A quorum consists of at least four members of the Policy Board or their alternates. The Policy Board members may participate telephonically or by other means of electronic communication as provided in Section 6.D (Special or Emergency Meetings).

– AAMPO Policy Board Bylaws, Section 6: Meeting, Subsection E: Quorum

*Meeting facilities are accessible to persons with disabilities. If you will need any special accommodations, please contact Emma Chavez at least 72 hours prior to the meeting. Emma can be reached at 541-924-8405.  
TTY/TTD 711*

**ALBANY METROPOLITAN PLANNING ORGANIZATION  
POLICY BOARD REMOTE MEETING  
Wednesday, March 23, 2022  
2:30 – 4:30 pm  
Zoom Conference Call**

**DRAFT MINUTES**

<b>Board Members</b>	<b>Jurisdiction</b>	<b>Attendance</b>
Councilor Dave Beyerl	City of Jefferson	Yes
Councilor John Sullivan	City of Millersburg	
Councilor Ray Kopczynski	City of Albany	Yes
Councilor Greg Jones	City of Tangent	
Commissioner Rodger Nyquist	Linn County	
Commissioner Pat Malone	Benton County	Yes
Darrin Lane	Citizen Representative	Yes
Savannah Crawford	Oregon Department of Transportation	
<b>Alternates</b>	<b>Jurisdiction</b>	<b>Attendance</b>
Walt Perry	City of Jefferson	Yes
Janelle Booth	City of Millersburg	
Chris Cerklewski	City of Albany	
Joe Samaniego	City of Tangent	Yes
Wayne Mink	Linn County	Yes
Gary Stockhoff	Benton County	Yes

James Feldmann	Oregon Department of Transportation	
<b>Alternates</b>	<b>Jurisdiction</b>	<b>Attendance</b>
Catherine Rohan	AAMPO	Yes
Jenny Glass	OCWCOG	Yes
Emma Chavez	OCWCOG	Yes

<b>TOPIC</b>	<b>DISCUSSION</b>	<b>DECISION / CONCLUSION</b>
1. Call to Order, Agenda Review, and Roll Call	Staff Catherine Rohan advised that agenda item 5 needs to be moved to the April meeting.	<p><b>Meeting called to order at 2:31 pm by Vice Chair Ray Kopczynski.</b></p> <p><b>Agenda item 5 will be tabled until next meeting. The TAC has yet to finalize the discussion.</b></p> <p><b>Roll call was conducted by Staff Catherine Rohan.</b></p> <p><b>Darrin Lane joined the meeting at 2:32 pm and began facilitating the meeting.</b></p>
2. Public Comments		<b>There were no public comments.</b>
3. Approve minutes of February 23, 2022	Walt Perry noted that he was present at the February meeting and his name should be added to the attendance list.	<b>Consensus to approve the minutes of February 23, 2022 as presented.</b>
4. AAMPO SFY 2023 Unified Planning Work Program (UPWP)	Rohan advised that this is essentially the same document that the Board reviewed at the February meeting. There were a couple of updates such as; ensuring the Salem to Albany Feasibility Study was	<b>Consensus to approve the SFY 2023 Unified Planning Work Program</b>

	<p>mentioned, and it is; added an appendixes detailing the in-kind match for the year. It includes the time for city staff and elected officials attending meetings during the course of the year.</p> <p>Chair Lane noted that unless there were any objections; the document would be approved by consensus. There were no objections.</p> <p>Councilor Kopczynski noted that it would be helpful to have the agenda packet numbered as a whole rather than individually. Lane noted that it would be helpful to hot link the agenda as well. Commissioner Pat Malone noted that this is Resolution #22-01.</p>	<b>(UPWP) as presented.</b>
5. AAMPO RTP: Regional Significant Corridors		<b>Agenda item tabled for the next meeting.</b>
6. Environmental Justice	<p>Rohan stated that a couple of meetings ago, members share that not everyone was aware of the definition of environmental justice. Rohan provided an overview of the definition within the U.S. Department of Health and Human Services website.</p> <p>Definition: Environmental Justice (EJ) is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income in the development, implementation, and enforcement of environmental laws, regulations, and policies.</p> <p>Rohan noted that when she thinks of environmental justice, she thinks of refineries and that often case scenario refineries are usually next to neighborhoods with disparities.</p> <p>Members shared examples where environmental justice has, is, or should be taking place such as when acquiring right of way next to highways. When asked; Rohan clarified that this is an information discussion and there is no action needed. Councilor Kopczynski stated that environmental justice should be something as part of the thought process when coming to solutions on long range planning.</p> <p>Members then discussed the history of decision making around transportation planning and its evolution. In the chat, a members</p>	

	shared a book with many of the same topics discussed in the early 1900s as early 2000s: <a href="https://mitpress.mit.edu/books/fighting-traffic">https://mitpress.mit.edu/books/fighting-traffic</a> ).	
7. Jurisdictional Updates/Other Business	<p>COGs Regional Housing Toolkit project – Rohan advised that the COG has started regional housing discussions with the intention of creating a tool kit for Linn, Benton, and Lincoln County rural communities. She went on to note that the region is housing deficient in a lot of places and COG is hoping to help address this by developing a tool kit. Staff Jenny Glass advised that COG held a forum where staff heard about the region’s housing concerns. The tool kit will give a menu of options for the region’s communities.</p> <p>Chair Lane asked the type of information COG has going into this project. He asked if COG understands the market demand for types of housing that aren’t available? He noted that if left to their own interest, developers will build what they think will give them the greatest return but that does not necessarily mean that it will meet the needs of the community. Glass responded that COG does have some data, but she is unsure if it is down to that level of detail. She stated that she will send out the slide deck shared at the forum. Lane went on to note that affording a home in the area is very difficult.</p> <p>Councilor Kopczynski advised that the city of Albany recently completed their Housing Needs Analysis and staff is welcome to use it for informational purposes. He will forward it to Staff.</p> <p>Commissioner Malone asked if the effort is for the entire COG region to which Glass responded that it is the three-county region, specifically looking at the smaller communities since the larger communities are already required to complete a Housing Needs Assessment.</p> <p>Chair Lane asked when the product will be complete. Glass advised that it’s a quick timely with a due date of June.</p> <p>Commissioner Malone for Benton County reported that Savannah Crawford with ODOT provided an update on the Van Buren Street bridge and highway 20 at a recent meeting. He went on to state that</p>	

	<p>Crawford was talking about a new improved timetable on construction of those two projects by the Spring of this year. He asked James Feldmann when that timetable will be made available. Feldmann answered that he does not have that timetable.</p> <p>Chair Lane asked if ODOT is having discussions on the construction costs related to the current economic conditions whether it be inflation or supply delays. Feldmann answered that he is unfamiliar with those discussions but that he knows ODOT has a healthy contingency. Commissioner Malone stated that a small part of that is the Highway 20 Safety Improvements between Albany and Corvallis. The north Albany section is an orphan at this moment and is millions of dollars short to be able to complete it. Chair Lane advised that the county has noted that contractors are having concerns about being able to meet obligations cost wise for things that involve petroleum.</p> <p>Gary Stockhoff for Benton County reported that the County is moving ahead with the North Albany to Corvallis path at Rainwater. Gibson Hill Road is a project that will be modernized and it's getting close to go to bid. Because of a significant jump in chip seal because of oil, the County will probably have to delay the rebuild of Springhill and Buena vista to ensure Gibson Hill is completed. Also, the county got a bid for the bridge that has been closed down on the Long Tom River at Hubbard Road.</p> <p>Councilor Kopczynski for Albany did not have jurisdictional update to share.</p> <p>Joe Samaniego for Tangent advised that at the last council meeting, councilors shared interest in public transit options in Tangent.</p> <p>Dave Beyerl for Jefferson advised that the city is getting close to finalizing the Transportation Systems Plan. There was some direction to rewrite some sections that seemed more deemed for a larger city versus a smaller city like Jefferson. He also noted that bids are coming in higher lately.</p>	
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	<p>Wayne Mink for Linn County spoke in regard to the asphalt concerns. He noted that they are having some small impacts from the oil issues but the summer still looks well for construction. Chair Lane added that the Intermodal Facility continues to move forward. There was a petroleum pipeline issue that had to be dealt with and there is no timeline on it. The county is working on finishing up the operational aspects of the offices.</p> <p>Staff Jenny shared the housing information data via zoom.</p> <p>AAMPO Staffing Update – Staff Rohan will be leaving COG/AAMPO and her last day is April 1<sup>st</sup>.</p> <p>James Feldmann with ODOT thanked Commissioner Malone and Roger Nyquist for representing the CWACT at the Super Act meeting. The CWACT ranked three Connect Oregon applications that are all going to the Statewide review in April.</p>	
8. Adjournment	Next meeting Wednesday, April 27, 2022.	<b>Meeting adjourned at 3:24 pm.</b>



# MEMORANDUM

## Albany Area Metropolitan Planning Organization

City of Albany • City of Jefferson • City of Millersburg • City of Tangent • Linn County •  
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**Date:** April 21, 2022  
**To:** AAMPO Policy Board  
**From:** Jenny Glass, Community & Economic Dev. Director  
**Re:** Statewide Transportation Improvement Program (STIP) Revisions

### Action Requested

Recommendation regarding revision to project 21841: Albany area MPO planning SFY23

### Overview

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

### 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. AAMPO acts as the regional coordinator to the STIP helping ensure that revisions and other adjustments are processed appropriately. AAMPO also maintains a Metropolitan Transportation Improvement Program (MTIP) which is consistent with the STIP.

### Revision Types

There are three types of STIP and MTIP revisions processed by AAMPO, listed below. Additional details on STIP and MTIP amendments can be found in the AAMPO MTIP policy [HERE](#).

- **Full Amendments:** Require the greatest level of scrutiny and are brought to the Policy Board for discussion and approval. The TAC makes a recommendation to the Policy Board regarding approval of the amendment and also determines what level 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, AAMPO staff has the authority to approve adjustments. Adjustments do not require committee approval or public notice.

## STIP Revisions

Row	Revision Type	Project Key Number/s & Name/s	Project Description	Revision Information
1	Full amendment  30 day public comment period initiated 4/5/2022, will run through 5/4/2022 (as required by ODOT)	21841 Albany area MPO planning SFY23	Albany area MPO planning funds for Federal fiscal year 2022. Projects will be selected in the future through the MPO process.	Revision to adjust fund level to reflect that in SFY23 UPWP (\$531,877). A portion of the additional funds are roll over funds from the prior year's Albany Transit Facility project, which ATS did not use in 2022 and would like to use in 2023 (\$131,688). Other additional funds came from increases in FTA and FHWA MPO contributions.  Original funding level for this project in the STIP is \$206,045.

# MEMORANDUM

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**Date:** April 21, 2022  
**To:** AAMPO TAC and Policy Board  
**From:** Jenny Glass, Community and Economic Development Director  
**Re:** **Regional Transportation Plan: Continuity of work**

### Information

Path forward for the regional transportation plan (RTP) with staffing changes.

### Background

With staff (Catherine) transitioning out of their role with AAMPO, the MPO needs to identify the best path forward for the regional transportation plan (RTP). The current project timeline has RTP approval scheduled for May 2023. Approval in May would keep the MPO in compliance with applicable federal regulation regarding RTP updates.

On March 31<sup>st</sup> AAMPO had a conversation with OCWCOG, ODOT, FTA, FHWA, and Plangineering (a small transportation planning consulting firm) to discuss potential paths forward for the RTP. The group discussed several options, but ultimately decided that the current OCWCOG team including Jenny Glass, CED Director, Emma Chavez, Operations Supervisor and CAMPO's planner, Steve Dobrinich, will continue to move the AAMPO RTP work forward as much as we are able until Nick Meltzer's return in September. Carole Richardson of Plangineering, who was contracted for review and technical expertise for CAMPO's RTP, is also being contracted for AAMPO's RTP. The AAMPO planning position is open for recruitment and if filled before Nick's return, they would take over the implementation of the RTP process.

### Moving the RTP forward

Even with a transition plan such as this in place, there is potential that the AAMPO RTP may not be adopted by the May 2023 deadline. In the March 31<sup>st</sup> meeting, FTA and FHWA noted that it is not unusual for MPOs to need multiple month RTP extensions, but those extensions do have consequences. Namely, projects in AAMPO's Transportation Improvement Program (TIP) that require larger revisions may not have those revisions approved and could potentially be stalled. FTA and FHWA suggest making a list of projects that could potentially get hung up and ensure they are entered correctly into the TIP/STIP ahead of the May 2023 deadline.

AAMPO and COG staff, understanding the potential consequences of delaying RTP adoption, still feel the plan laid out above is the best path forward. The plan minimalizes disruptions to RTP work, retains the current RTP scope of work, requires little project on-boarding for staff, and presents little if any additional financial costs. AAMPO and the COG acknowledge that pushing RTP approval past the May 2023 deadline may cause challenges for AAMPO member jurisdictions. AAMPO and the COG are committed to helping member jurisdictions prepare for such challenges should the RTP fall behind schedule.

# MEMORANDUM

## **Albany Area Metropolitan Planning Organization**

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**Date:** April 21, 2022

**To:** AAMPO Policy Board

**From:** Jenny Glass, Community and Economic Development Director, OCWCOG

**Re: Regional Transportation Plan: Regionally Significant Corridors**

### **Request**

Input and feedback on regionally significant corridors to be studied in AAMPO's Regional Transportation Plan (RTP). Potential consensus on 6-8 study corridors.

### **Background**

AAMPO has decided to take a corridor level approach to project identification in the RTP, examining key roadways that link and span communities within and outside of AAMPO's planning area. AAMPO's members expressed a desire to focus on corridors in the RTP as the State of Oregon's requirements for city and county Transportation System Plans (TSPs) include a more detailed focus on local and neighborhood streets, hence the RTP can better serve MPO members by looking at regional connections.

The TAC, at their April meeting, reached consensus to request that the policy board review the 12 regional corridors from the attached list and map. They also noted that although I-5 is not highlighted as a study corridor, they would like to make sure that I-5 projects are included in the RTP as illustrative projects. The TAC estimated that a reasonable number of corridors to study would be 6-8 within a financial constraint of approximately \$20-\$30 million for projects. These are very rough estimates based on the recent CAMPO RTP update.

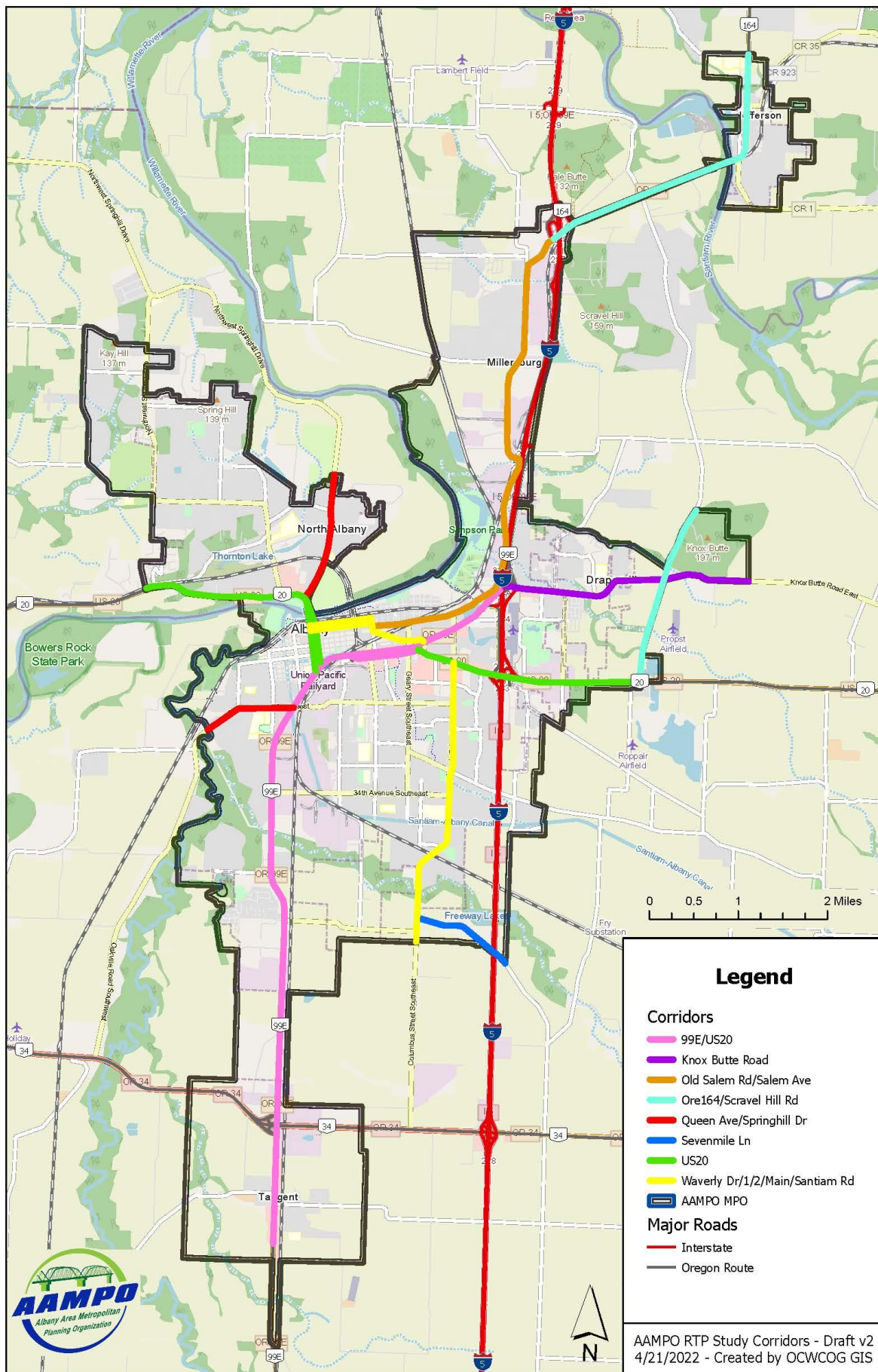
### **Discussion Questions to Consider**

- 1.) How many corridors do we want to move forward to study through the RTP process? Does 6-8 seem reasonable?
- 2.) Are there projects that we know about that we want to make sure are included?
- 3.) Given financial constraints on projects to be included in the RTP, which 6-8 study corridors should be prioritized?

### Regionally Significant Corridors

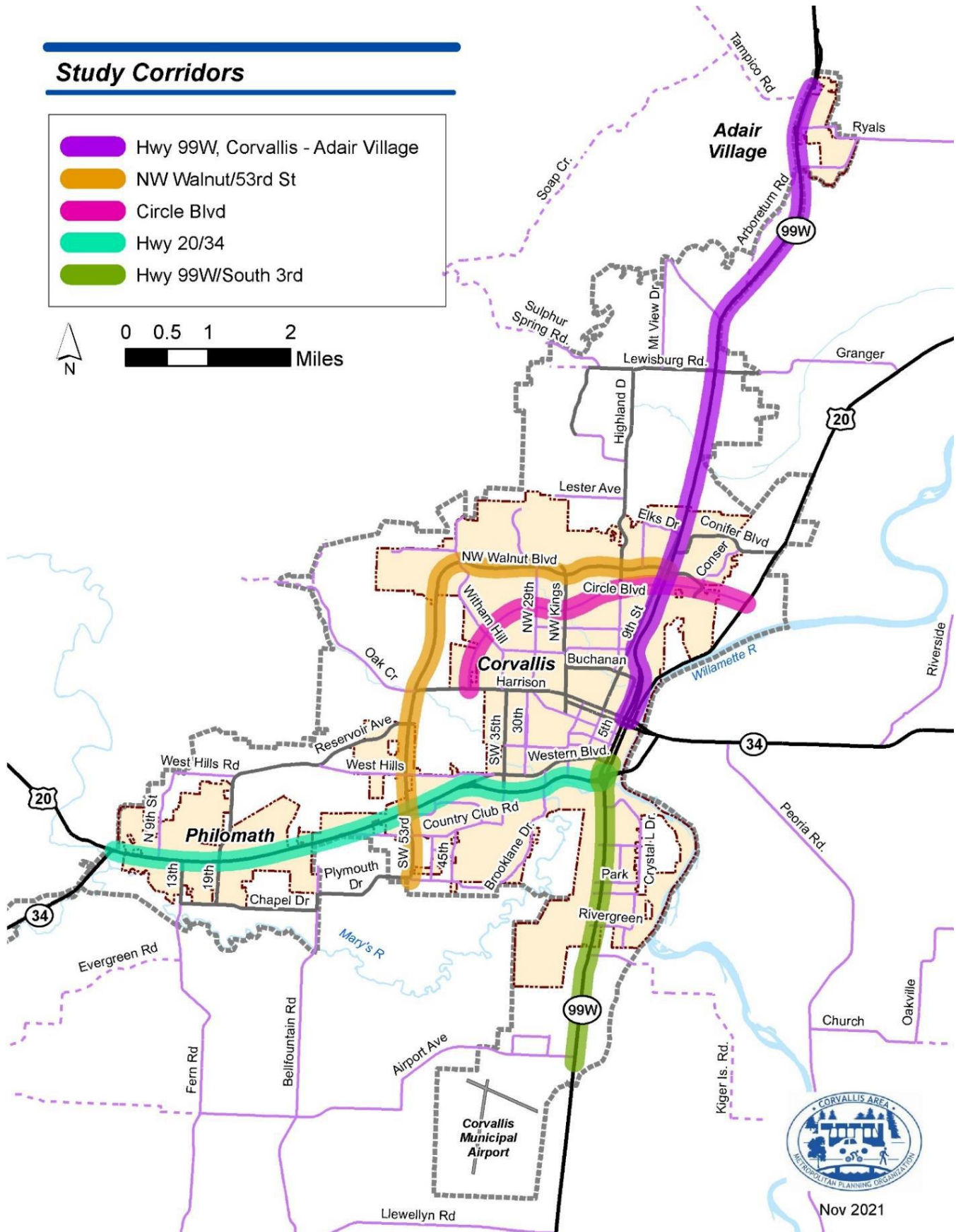
1	OR 164	Begin: Talbot Rd	End: Just west of I5 interchange
<b>3/17/22</b> Walt: there are no/limited speed limit signs when going east on OR164 from I5 interchange <b>4/28/22</b>			
2	Old Salem Rd/Salem Ave	Begin: Just west of I5 interchange	End: Roundabout at Main St
<b>3/17/22</b> <ul style="list-style-type: none"> <li>Janelle: Currently there is a request by Millersburg and Linn County to change speed limit along Old Salem Road to 40mph, from Murder Creek underpass to I5 interchange (city limits). Speed study is underway.</li> <li>Chris: <b>Include 1st and 2nd Avenues to Ellsworth St, Main St from 1st Ave to Santiam, and Santiam Rd from roundabout to 99E</b> (listed as new corridor)</li> </ul> <b>4/28/22</b>			
3	1st & 2nd Ave/Main St/Santiam Rd	Begin: 1st & Ellsworth/2nd & Ellsworth	End: Santiam & 99E
<b>3/17/22</b> <ul style="list-style-type: none"> <li>Added as new corridor</li> </ul> <b>4/28/22</b>			
4	Knox Butte Rd	Begin: I5	End: Eastern AAMPO boundary
<b>3/17/22</b> <ul style="list-style-type: none"> <li>Chris: Extend eastern terminus from Scrael Hill Rd to corridor to eastern AAMPO boundary</li> <li>Ken: Look at Knox Butte and Scrael Hill intersection</li> </ul> <b>4/28/22</b>			
5	US20 (North Albany)	Begin: Western edge of AAMPO planning area	End: 99E
<b>3/17/22</b> <ul style="list-style-type: none"> <li>Chris: Extend southern terminus from 1st Ave to 99E, most of this traffic is passing through downtown</li> <li>Ron Irish (relayed by Chris): Consider <b>adding Springhill Dr</b> as a study corridor, Springhill is used as an inter-city connection. A bridge between north Albany and Millersburg would likely be off Springhill Dr</li> <li>Gary: Lots of trucks on Springhill Dr, will want to look at Springhill and US20 intersection</li> </ul> <b>4/28/22</b>			
6	Springhill Dr	Begin: North AAMPO boundary	End: US20
<b>3/17/22</b> <ul style="list-style-type: none"> <li>Added as new corridor</li> </ul>			

<b>4/28/22</b>			
7	<b>US20 (around I5)</b>	Begin: Split with 99E/Burkhart St	End: Scravel Hill Rd
<b>3/17/22</b> <ul style="list-style-type: none"> <li>Gary: Will want to include intersection with Scravel Hill (potentially look north along Scravel Hill)</li> <li>Group: Include <b>Scravel Hill</b> as a study corridor for next TAC discussion (revisit at next meeting). Catherine to reach out to Linn County (Daineal) for their input.</li> </ul> <b>4/21/22</b>			
8	<b>Scravel Hill Rd</b>	Begin: NE AAMPO boundary	End: US20
<b>3/17/22</b> <ul style="list-style-type: none"> <li>Added as new corridor</li> </ul> <b>4/28/22</b>			
9	<b>Queen Ave</b>	Begin: Western AAMPO boundary	End: 99E
<b>3/17/22</b> <ul style="list-style-type: none"> <li>Chris: Adjust eastern terminus from Waverly Dr to 99E</li> </ul> <b>4/28/22</b>			
10	<b>Waverly Dr</b>	Begin: US 20	End: AAMPO boundary
<b>3/17/22</b> <ul style="list-style-type: none"> <li>Chris: Extend southern terminus from Ellingson Rd to AAMPO boundary</li> </ul> <b>4/28/22</b>			
11	<b>99E</b>	Begin: I5	End: Glass Drive (Tangent)
<b>3/17/22</b> <ul style="list-style-type: none"> <li>Ok as is</li> </ul> <b>4/28/22</b>			
12	<b>Seven Mile Lane</b>	Begin: Columbus Street	End: AAMPO Boundary
<b>4/21/22</b> <ul style="list-style-type: none"> <li>Daineal Malone (Linn County) : Columbus St to the AAMPO boundary. This section has increased with traffic due to ODOT closing the left turn onto Highway 34 from Columbus St which rerouted all that traffic onto Seven Mile Lane. The new developments going in along Columbus and Ellingson will also increase traffic on this section.</li> </ul> <b>4/28/22</b>			





Map of CAMPO's Regionally Significant Corridors from their 2022 RTP update (for reference)





# MEMORANDUM

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**Date:** April 22, 2022  
**To:** AAMPO TAC  
**From:** Jenny Glass, Community and Economic Development Director  
**Re:** Regional Transportation Plan: Goals + Objectives

### Request

Input and feedback on draft regional transportation plan (RTP) goals and objectives. Potential consensus to forward to AAMPO Policy Board.

### Process

Staff will lead a review of draft goal areas, goal language, and associated goal objectives with the TAC. This iterative process may take continue into the next TAC meeting as goals and objectives are continually refined.

Draft goals and objectives will be reviewed and approved by the AAMPO TAC and Policy Board before being shared with the public for their input. Goals and objectives will be revised to incorporate public input and ultimately approved by the AAMPO TAC and Policy Board.

### Background

Staff began drafting goals and objectives after reviewing the goals and objectives contained in recent (2016 forward) local TSPs and AAMPO's 2018 RTP. The following tables list draft goals and objectives the TAC can consider. For reference, the 2018 AAMPO RTP contains 11 goals, 77 policies, 65 potential actions, and 52 objectives. Staff suggest focusing on only goals and objectives in 2022 AAMPO RTP and limiting goals and objectives to those that most resonate with the MPO.

### Draft Goals Discussion

Step 1: Discussion about missing goal areas – are there any?

Potential action: Add additional goal areas

Step 2: Discussion about which goal areas most resonate with the MPO/which do not resonate

Potential actions: Remove select goal areas

Step 3: Discussion about draft goal language – how can we make it better?

Potential actions: Rework draft goal language

### Draft Goals (numbered for reference purposes only)

#	Goal Area	Draft Goal	Source
1	Safety	Provide safe routes, corridors, and intersections for all modes of transportation.	Jefferson TSP
2	Balanced/multimodal system	Provide for a balanced multimodal regional transportation system that meets existing needs and prepares for future needs.	AAMPO RTP

## Attachment E

3	Regional and intermodal connectivity	Enhance regional and intermodal connectivity for movement of all modes within the MPO as well as between the MPO and other areas.	AAMPO RTP
4	Natural and built environment	Protect the natural and built environment by judicious use of capacity enhancements and reduction in single-auto trip dependence.	Millersburg TSP
5	Land use coordination	Work with member jurisdictions to coordinate land use and transportation decision making processes to promote development patterns that support transit ridership, encourage physical activity, and decrease reliance on single occupancy vehicles.	CAMPO RTP / Millersburg TSP
6	Livability and health	Plan and design a transportation system to enhance livability and support positive health impacts.	Millersburg TSP
7	Mobility for all	Transportation investments should serve everyone in the community and recognize disparities in people's access to transportation modes.	Benton County TSP
8	Economic vitality	Ensure the transportation system supports a prosperous and competitive economy. Promote the region's economic vitality through transportation policies and investments that connect people with jobs and services while connecting businesses with employees, goods, and customers.	Linn County TSP/CAMPO RTP
9	Fiscal stewardship	Demonstrate responsible stewardship of funds and resources.	AAMPO RTP / Millersburg TSP

**Draft Objectives**

For each goal area listed above, staff have compiled a list of draft goal objectives. Staff will walk through draft objectives for those goal areas the TAC has selected. The TAC can select those objectives that most resonate with them, suggesting edits and rephrasing as needed to better reflect the region's priorities.

**Draft Objectives Discussion**

Step 1: Add in any new goals/edit phasing of goals as directed by TAC

Step 2: Discussion about which objectives most resonate with the MPO/which do not resonate

Potential actions: Remove/add objectives as directed by TAC

Step 3: Discussion about draft goal language – how can we make it better?

Potential actions: Rework draft objective language

<b>Safety – Provide safe routes, corridors, and intersections for all modes of transportation.</b>		
<b>#</b>	<b>Draft objectives</b>	<b>Source</b>
1	Reduce the number of injury and fatal crashes	Millersburg
2	Proactively improve areas where crash risk factors are present	Benton County
3	Improve safety and security for multimodal system users to enhance comfort and viability of system use for pedestrians, bicyclists, and transit riders	AAMPO
4	Prioritize projects that improve safety for all users and identify opportunities for including system management solutions	Linn County

Additional safety objectives to consider

- a) Examine crash data to better understand causes of fatal and serious injury crashes, and potential countermeasures - CAMPO
- b) Monitor regional crash data to track trends, in comparison with federal performance measures - CAMPO
- c) Support increased automation in vehicles as a means to reduce the number of fatal and serious injury crashes - CAMPO
- d) Reduce conflicts between transportation modes to create a transportation system that is safe and comfortable to navigate - AAMPO
- e) Coordinate with emergency response agencies to design and operate a transportation system that supports timely and safe response - Millersburg
- f) Improve system resiliency for seismic and other natural events - AAMPO

<b>Balanced/multimodal system - Provide for a balanced multimodal regional transportation system that meets existing needs and prepares for future needs</b>		
<b>#</b>	<b>Draft objectives</b>	<b>Source</b>
1	Provide a transportation system that serves a balance of transportation modes	AAMPO/Millersburg
2	Increase walking, bicycling, and transit mode shares	Millersburg
3	Support adoption of access management standards, multimodal level of service policies/mobility targets, street functional classification, and design standards that balance the need for access with the need for automobile, transit, pedestrian, and bicycle safety, and with the need for efficient movement of through traffic	Millersburg

Additional balanced multimodal system objectives to consider

- a) Plan for transportation improvements that are needed to support future growth, economic vitality, and transportation system needs, including transit and other non-single occupancy vehicle travel options for employment uses - AAMPO
- b) Maintain and enhance transit service - AAMPO
- c) Align MTIP project evaluation criteria with federal performance measures and local priorities to assist in funding a balanced, multimodal transportation system - CAMPO
- d) Identify programs that encourage walking and bicycling, and educate regarding good traffic behavior and consideration for all users - Linn County

<b>Regional and intermodal connectivity</b> - Enhance regional and intermodal connectivity for movement of all modes within the MPO as well as between the MPO and other areas		
#	Draft objectives	Source
1	Develop a transportation system to facilitate appropriate travel modes	Benton County
2	Improve regional and local transportation system connectivity for transit and non-motorized travel	AAMPO
3	Ensure an adequate truck route network to reduce commercial/neighborhood conflicts	Benton County

Additional regional and intermodal connectivity objectives to consider

- a) Protect the ability of major arterials to serve regional traffic while maintaining local connectivity to community activity centers - AAMPO
- b) Strengthen regional partnerships to improve coordination, connectivity, accessibility, and efficiency of transit services - AAMPO
- c) Ensure sufficient capacity is provided concurrent with future travel demand to, within, and through Benton County - Benton County
- d) Inventory and address gaps in sidewalks, trails and bicycle routes to improve non-motorized connectivity - CAMPO

<b>Natural and built environment</b> - Protect the natural and built environment by judicious use of capacity enhancements and reduction in single-auto trip dependence		
#	Draft objectives	Source
1	Reduce the regional carbon footprint by reducing stopped delay, trip lengths, and vehicle miles traveled	AAMPO/Millersburg
2	Consider the impact of transportation projects on greenhouse gas emissions, and utilize best practices and latest technologies to minimize negative externalities	Benton County
3	Support travel options that allow individuals to reduce single occupancy vehicle trips	Linn County
4	Reduce regional roadway environmental impacts by promoting transportation options and/or transportation system management and operations (TSMO) strategies in place of capacity upgrades, wherever feasible	AAMPO/Millersburg

Additional natural and built environment objectives to consider

- a) Minimize conflicting uses on the transportation system that degrade neighborhoods and rural communities - Benton County
- b) Minimize impacts to the scenic, natural and cultural resources in the county - Linn County
- c) Support and encourage transportation system management (TSM) and transportation demand management (TDM) solutions to congestion - Linn County
- d) Support electric vehicle (e.g. passenger cars, transit, freight) adoption to reduce Greenhouse Gas (GHG) Emissions in the CAMPO region - CAMPO

**Land use coordination** - Work with member jurisdictions to coordinate land use and transportation decision making processes to promote development patterns that support transit ridership, encourage physical activity, and decrease reliance on single occupancy vehicles

#	Draft objectives	Source
1	Assess regional travel impacts of major land use decisions	AAMPO
2	Examine the impacts of land use policies, such as adding commercial centers, and increasing population/employment density to support high-capacity transit	CAMPO
3	Encourage policies that support mixed use neighborhoods and transit-oriented development	CAMPO

Additional land use coordination objectives to consider

- a) Support population and employment density in city and neighborhood centers as defined in local Comprehensive Plans - AAMPO
- b) Collaborate with the Albany Area MPO to investigate inter-regional housing, employment and travel demands, and their impact on the transportation system - CAMPO
- c) Encourage integration of bicycle and pedestrian facilities into site designs for community activity centers such as schools, parks, employment and shopping areas, and major transit stops - Millersburg

**Livability and health** - Plan and design a transportation system to enhance livability and support positive health impacts

#	Draft objectives	Source
1	Identify and support beneficial public health impacts when planning and funding transportation projects	AAMPO/Millersburg
2	Increase the quality of the travel environment for all modes	AAMPO
3	Support access to public spaces and encourage active transportation and social interaction	Benton County

Additional livability and health objectives to consider

1. Design and construct transportation system improvements that, to the degree possible, mitigate noise, energy consumption, and neighborhood disruption - Millersburg
2. Design and construct transportation facilities with aesthetics and streetscaping to enhance livability, where appropriate and financially feasible - Millersburg
3. Support local and regional programs and events that lead to increased walking, bicycling and transit use (such as Safe Route to School and Corvallis Open Streets) - CAMPO
4. Improve health and wellness of the general population by increasing active transportation choices and access to care facilities - AAMPO/Millersburg
5. Collaborate with public health partners to educate the public on the connection between transportation and health - CAMPO

<b>Mobility for all</b> - Transportation investments should serve everyone in the community and recognize disparities in people's access to transportation modes		
#	Draft objectives	Source
1	Provide greater transportation options for those who are transportation disadvantaged	AAMPO/Millersburg
2	Support transit and other non-single occupancy vehicle travel options so that users do not become reliant on a single mode of travel	AAMPO
3	Evaluate and consider the impact of transportation policies, plans and projects to ensure that the transportation system provides equitable access to underserved and vulnerable populations (e.g. people of color, low-income people, older adults, people with disabilities and other historically marginalized communities)	CAMPO/ Linn County

Additional mobility for all objectives to consider

- a) Maintain and improve accessibility of the public transportation/transit system - AAMPO/Millersburg
- b) Distribute transportation system user benefits evenly across all population groups - AAMPO/Millersburg
- c) Explore evaluation tools that measure accessibility to jobs and services for low income and marginalized groups - CAMPO

<b>Economic vitality</b> - Ensure the transportation system supports a prosperous and competitive economy. Promote the region's economic vitality through transportation policies and investments that connect people with jobs and services while connecting businesses with employees, goods, and customers.		
#	Draft objectives	Source
1	Ensure job and commercial centers are accessible via all modes of transportation	CAMPO
2	Collaborate with economic development staff to understand the economic impacts of transportation plans and projects	CAMPO
3	Identify transportation improvements that will enhance access to employment	Linn County

Additional economic vitality objectives to consider

- a) Explore alternative delivery methods for first/last mile city deliveries, including cargo bikes and personal delivery vehicles - CAMPO
- b) Increase the distribution of travel information to maximize the reliability and effectiveness of highways - Linn County
- c) Support freight movement on major truck routes by balancing multimodal needs in line with state and federal performance measures – CAMPO
- d) Improve the freight system efficiency, access, capacity and reliability - Linn County
- e) Consider additional metrics for regional transportation performance, including access to jobs, Housing and Transportation Cost Index (i.e. H+T Index), etc. - CAMPO
- f) Preserve and protect transportation corridors essential to the economic vitality of the County - Benton County

<b>Fiscal Stewardship – Demonstrate responsible stewardship of funds and resources</b>		
<b>#</b>	<b>Draft objectives</b>	<b>Source</b>
1	Support interjurisdictional coordination to improve project delivery and leverage funding opportunities	AAMPO/Millersburg
2	Support local jurisdictions in identifying and securing adequate and equitable long-term funding mechanisms	Benton County
3	Prioritize intelligent transportation systems and travel demand management strategies before expanding the existing roadway system	CAMPO
4	Evaluate options for increasing transit system capacity, to replace or delay the need for roadway network expansion	CAMPO

Additional economic vitality objectives to consider

- a) Maximize the cost effectiveness of transportation improvements - AAMPO/Millersburg/Benton County
- b) Prioritize preservation of the existing system over system expansion - AAMPO/Millersburg
- c) Minimize capital costs when possible - AAMPO/Millersburg
- d) Reduce system lifecycle costs through advance planning (maintenance and preservation) - AAMPO/Millersburg