



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, October 26, 2022
2:30 pm to 4:30 pm

VIRTUAL MEETING

Via Microsoft Teams by clicking [HERE](#)

Meeting ID: 214 904 645 413

Passcode: zficp5

Mobile One Click Number

[+1 872 242 8088](#)

Phone Conference ID: 687 870 480#

Contact: Billy McGregor, bmcgregor@ocwcog.org

AGENDA

- | | | | |
|----|------|---|-------------------------------|
| 1) | 2:30 | Call to Order, Agenda Review, and Roll Call | Chair,
Darrin Lane |
| 2) | 2:40 | Public Comments | Chair |
| 3) | 2:45 | Approve minutes of August 24, 2022, Meeting (Attachment A) | Chair |
| | | <i>ACTION: Decision on minutes</i> | |
| 4) | 2:50 | STBG Fund Exchange Letter (Attachment B)
In response to ODOT's removal of the State Fund Exchange Program, AAMPO and CAMPO drafted a joint letter of support for the program, to highlight the regional challenges any change presents. | Staff |
| | | <i>Action: Information and Discussion</i> | |
| 5) | 3:20 | RTP Process – Presentation (Attachment C)
A brief PowerPoint detailing what the RTP process is and where we as AAMPO are now. | Staff |
| | | <i>Action: Information and Discussion</i> | |
| 6) | 3:40 | RTP Goals & Objectives (Attachment C)
Continuation of the RTP Process presentation, staff will detail Goals and Goal language, and take feedback on priorities. | Staff |
| | | <i>Action: Information and Discussion</i> | |
| 7) | 4:15 | Jurisdictional Updates/Other Business <ul style="list-style-type: none">• Staff Updates | All |

The meeting location is accessible to persons with disabilities. Sign language, interpreter services or other accommodations can also be provided by contacting Emma Chavez at least 48 hours prior to the meeting. Emma can be reached at 541-967-8551 (TTY/TTD 711) or echavez@ocwcog.org.

- November/December Meeting – Reschedule, Joint with CAMPO, In Person or Virtual?

8) 4:30

Adjournment

Chair

Next meeting: November 23, 2022, followed by December 28, 2022

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, August 24, 2022
2:30 – 4:30 pm
Zoom Conference Call**

DRAFT MINUTES

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

Staff Present: Operations Supervisor Emma Chavez, AAMPO Assistant Planner Billy McGregor, CAMPO Planner Steve Dobrinich, CWACTION Planner Steph Nappa, and Administrative Assistant Ashlyn Muzechenko

TOPIC	DISCUSSION	DECISION / CONCLUSION
<p>1. Call to Order, Agenda Review, and Roll Call</p>	<p>Staff Emma Chavez conducted roll call.</p> <p>Staff Billy McGregor introduced himself to the Policy Board so that everyone can meet the new planner for AAMPO.</p>	<p>Meeting called to order at 2:32pm by Chair Darrin Lane</p> <p>No corrections to the agenda were made.</p>
<p>2. Public Comments</p>	<p>There were no public comments made as no members of the public were present.</p>	<p>There were no public comments.</p>
<p>3. Approve minutes of June 22, 2022</p> <p>(Attachment A)</p> <p>ACTION: Decision on Minutes</p>	<p>There were no corrections or suggested changes to the minutes.</p>	<p>Consensus to approve the minutes of June 22, 2022</p>
<p>4. STIP Full Amendment: Memorandum</p> <p>(Attachment B)</p> <p>Action: Decision (approval/disapproval) pending public comment period.</p>	<p>Staff Billy McGregor brought up the STIP Full amendment and explained it's been sent from the TAC for approval from the Policy Board. Essentially this amendment is splitting one project into two projects. He also added that even if it is approved, it still is pending per public approval.</p> <p>Councilor Ray Kopczynski asked if this was about the state fund exchange program</p> <p>Councilor Walt Perry asked about transit related pedestrians in rural areas, will this amendment to projects support growth.</p> <p>Staff Billy McGregor advised that he didn't believe so.</p> <p>Staff Steve Dobrinich confirmed that this is through AAMPO, but the projects are limited to the URBAN MPO planning area.</p> <p>There were No objections to the amendment.</p>	<p>Consensus to approve the STIP Full Amendment as presented.</p>

<p>5. AAMPO MTIP: Evaluation Criteria</p> <p>(Attachment C)</p> <p>Action: Decision (approval/disapproval)</p>	<p>Staff Billy McGregor gave a summary of the MTIP Evaluation which is attachment C in the packet.</p> <p>Councilor Ray Kopczynski had a question about phasing, regarding attachment E, and estimates of when these projects might actually start.</p> <p>Staff Billy McGregor explained that the schedule doesn't apply to the MTIP, it is in relation to the interchange in Millersburg.</p> <p>Staff Steve Dobrinich: added that the scoring is just a tool for evaluating the projects that MPO's will use to come up with scores. Then the presentation stage will begin</p> <p>Chair Darrin Lane: stated that this is probably the most important piece of that; and then asked if there is any further questions or objections to the evaluation criteria</p> <p>Staff Steve Dobrinich asked if the group wanted more background on the document in general</p> <p>Chair Darrin Lane affirmed they have seen it at least twice if not three times, he also noted that adoption of this criteria takes majority rule, and that project selection can be very tense</p> <p>Staci Belcastro had a question for clarification on the criteria project leverage.</p> <p>Chair Darrin Lane suggested that there is room to be ambiguous on these criteria.</p> <p>Staff Steve Dobrinich imputed that with CAMPO this criterion was the way to bridge the gap for cities to choose which they like, and the staff capacity in our small MPO's. This criterion does ask the participants to really plead their case. In the end the TAC makes a recommendation, and the BOARD chooses the projects.</p> <p>Chair Darrin Lane expressed that this encourages participation</p>	<p>Consensus to approve the MTIP Evaluation Criteria as presented.</p>
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Councilor Walt Perry adds that in light of the recent ODOT Change in the STBG, how will the document be filtered through the federal mandate that has been made?

Chair Darrin Lane answers saying in theory there shouldn't be any impact on the amount of federal money they receive. But the reality is you may have trouble delivering your project if you don't already have the funds lined out.

Councilor Walt Perry had thought that it would have an impact as ODOT would be out of the loop and it is more federal funding and different criteria.

Councilor Ray Kopczynski noted that Chris Baily sent an email to him, and then read it out loud to the group stating that the exchange moved from 94 cents to 90 cents. The email also noted on possibly becoming a certified agency.

Staci Belcastro's comment was that one of the criteria is match funding which is still 90cents to a dollar, then agencies must provide 10%, and she feels that there isn't a way to pass all of the federal guidelines and she doesn't think she can deliver Queen Ave and Salem Ave locally, due to the sudden change in STBG funds.

The group then continued to discuss previous fund exchanges in the late 2000's with TriMet, Chair Darrin Lane spear-headed this conversation in order to answer all the previous questions and comments from members regarding the STBG concerns.

Staff Steve Dobrinich had a couple things to note on the packet, regarding information that the MPO will be asking for.

1. Project size is a new thing that AAMPO is requesting, the Bend MPO is also including this in their criteria.
2. If it is planning 50,00 minimum and for construction 100,000 minimum.
3. There is going to be a cost estimate excel sheet that they have to fill out as part of the application.

These are all new information for the application process to help meet federal requirements.

	<p>Chair Darrin Lane noted that these are good requirements because if people are substantially over budget there will be no funds for that.</p>	
<p>6. AAMPO RTP: Regionally Significant Corridors (Attachment D)</p> <p>Action: Decision (approval/disapproval)</p>	<p>Staff Billy McGregor introduced the Maps that were brought to the TAC and Policy Board four previous times. He advised that the maps have been narrowed down to seven regionally significant corridors.</p> <p>Councilor Walt Perry exclaimed that it was at 12 corridors, but the TAC limited to new studies and removed anything that was already studied.</p> <p>Councilor Ray Kopczynski asked if there were anything inclination as to when this would all actually start.</p> <p>James Feldman noted that no projects have been identified for those corridors.</p> <p>Staff Steve Dobrinich explained that this is part of the long range RTP (20 years) that AAMPO put together as corridors that are regionally significant. These corridors are part of the AAMPO RTP process.</p> <p>Councilor Ray Kopczynski asked if there were any reasonable estimates as to when they were going to be started</p> <p>Staff Steve Dobrinich answered that the process developing the RTP will identify these and newer projects as well. The RTP is a 20 year long range plan, this is just getting projects on a list to see what will get funded in the future. Through STBG and other grant, as well as funding through state and federal funds. There will be a list next spring or early summer, and from there it will be funding these projects. He also mentioned that this is a federally required document.</p> <p>Staff Billy McGregor added that the RTP will be worked on over the next year, these projects are more guidelines and aren't guaranteed since it is a 20-year plan.</p>	<p>Consensus to approve the Regionally Significant Corridors as presented.</p>

	<p>Staci Belcastro added that Albany has improvements to Salem Ave planned, it is currently in an out year since it is getting more expensive. But it is in a 5-year window. It has just grown with pedestrian and ADA improvements that are required.</p>	
<p>7. I-5 Improvements Future Funding (Attachment E)</p> <p>Action: Discussion and Information</p>	<p>ODOT introduced this agenda item.</p> <p>James Feldmann explained that last year a reconstruction study was done to see what it would take to widen I5 to three lanes in one section, but there is more input about the interchanges rather than widening. It was broken into seven phases. Even though the plan is only a year old, the dollar amounts are already becoming outdated. This could happen in any order.</p> <p>Savannah Crawford explained there is no funding for any of these projects at this point of time. There has been some planning and design work that has been done. About 5 years ago it was 65million but has gone up significantly from there. Phase 5 is the one that has had the most design work done on it by far.</p> <p>Savannah Crawford advised that for Millersburg, ODOT has tried to identify how to complete the low hanging fruit. There are very limited funds, and it is very limited for what they can do at this location. There has been a lot of environmental work done at Millersburg. There is still outstanding planning work that needs to be done and includes working with the county.</p> <p>Savannah Crawford then explained in 2021 dollars the cost of each phase:</p> <ol style="list-style-type: none"> 1. \$67million 2. \$186million 3. \$136million 4. \$70million 5. \$100million 6. \$149million 7. \$35million <p>All phase total is about \$750 million.</p>	

She then said that everyone needs to sit down and identify priorities, and that it is a large conversation that they all need to figure out what they need to advocate for.

Chair Darrin Lane asked about what kinds of things they need to be cautious of when they are looking for the funding for these projects.

Savannah Crawford implied that everyone has been doing what needs to be done, which is just reaching out and keeping ODOT informed. There has also been legislative interest in these corridors as well. Mainly, just keep her informed and identify particular areas of interest and she can help identify what can get funding with IJJA.

Savannah Crawford asked if there would be interest or local funding in pursuing any of these grants with these projects.

Councilor David Beyerl added that this has been on the agenda for AAMPO since AAMPO started and since he has been on it. He also said it might be beneficial to get the intersection done to help with truck traffic.

Commissioner Roger Nyquist added that they had gone through and done planning exercises, and land use approvals as well for all three interchanges. He also remembered that one of the friction points was that there was a desire by federal highway to remove places that didn't meet federal requirements, such as the viewpoint, and murder creek.

Savannah Crawford agreed that there are specific interchange requirements that the need to follow and have a conversation with federal highways. She also added that they have been more lenient lately.

Commissioner Pat Malone agrees that priorities need to be set, and that this is a nice introduction, but dollar amounts need to be connected to usage and what work has been done, along with problems that particular projects solve.

Chair Darrin Lane noted that there wasn't a lot of unity on which projects were priorities, and maybe we should touch on this at the next

	<p>meeting. He also noted that the little amounts he might be able to come up with those funds locally if they needed to in order to get a kickstart on these projects.</p> <p>Savannah Crawford added that she can summarize where ODOT is at with projects in a table to provide to the board, possibly at the next meeting.</p> <p>Staff Steve Dobrinich added that if this has been touched on at previous AAMPO meetings, staff can look back at previous minutes to get information to give to the board.</p> <p>Commissioner Pat Malone wanted to emphasize priorities such as 1, 2, and 3 possibly at the next meeting. We need to know how far along the projects are, and other needs in the area, and costs of both. He also questioned if there was anything special about I5, is easier to get funding for vs. 20 or 34?</p> <p>Savannah Crawford also added for IJJA, any grants need to be approved by the director's office, and they are deciding what to approve on a statewide perspective and a national level.</p> <p>James Feldmann put a grant letter link in the chat.</p>	
<p>8. Jurisdictional Updates/Other Business</p>	<p>Policy Board Demographic Survey:</p> <p>Staff Billy McGregor explained it was a yearly report that is currently being updated. As it hasn't been updated in 2 to 3 years. It goes out to all the board members. This is happening right after this meeting, as it will get sent out either tomorrow or Friday</p> <p>Bike Ped Update:</p> <p>Staff Steph Nappa provided an update on the bike ped plan that Catherine Rohan had started in 2020. It is very close to be completed. It should be ready to review at the September TAC and Policy Board meetings.</p> <p>STBG Fund Exchange Program:</p>	

Staff Billy McGregor summarized that ODOT is doing away with fund exchange for small MPO's

Staff Steve Dobrinich added that there was an idea that the program was in question, there was supposed to be a negotiation period, which is going on right now with members who like the program. Recently they heard that it was now going to be unavailable to small MPO's however it could be applicable for smaller cities that don't belong to MPO's. Also, other smaller MPO's are working on getting certified. Steve and Billy are working on collecting questions, comments, concerns, and other information to bring to the next negotiation meeting.

David Beyerl had a couple things to add, he couldn't open the first email, and asked if it can it be sent out again. He also noted that it seems that the small jurisdictions are getting shut out again. He added that he has a problem with that.

Staci Belcastro was wondering what was driving the change, but she is asking for a transition into it, rather than just doing away with the program suddenly.

Gary Stockhoff added that with certification, it is very costly to do. He also, noted that there isn't any of the 12 agencies that are fully certified as ODOT doesn't allow it.

Chair Darrin Lane: summarized why Linn County got certified, and part of the details that it had to go through for certification. They are certified in bridge design and road design, but not with consultants, so they like to work hard to stay under 100,000. He also noted that all of the counties in WA are certified, however none were in OR. Then he asked how he or other group members can help ODOT with certification, on both parts.

Staff Steve Dobrinich advised to keep himself, Staff Billy McGregor, and Staff Nick Meltzer in the loop so everyone can keep everyone educated in these matters.

Savannah Crawford advised that it is her project managers that are

	<p>producing these projects so please include her in those discussions.</p> <p>Chair Darrin Lane asked that the TAC identify potential barriers to these projects.</p> <p>Jurisdictional updates:</p> <p>City of Jefferson had no updates</p> <p>City of Millersburg had no updates</p> <p>City of Albany had nothing from either representative</p> <p>City of Tangent had nothing to pass on</p> <p>Linn County: Chair Darrin Lane provided that an ongoing thing is the intermodal facility, which is so close, just a few hurdles to get over, and in 4th quarter 2022 for calendar year, or first quarter 2023 for federal calendar.</p> <p>Benton County: Pat Malone asked about highway 20 completion date, Savannah Crawford answered saying that is being taken through next fall (one more year) they will go to bid in FEB for the center turn lane for Molloy. Gary Stockhoff added that Gibson hill has been paved and is close to completion.</p> <p>ODOT: Savannah Crawford reiterated the closing of highway 20 in Sweet Home, from September 9th through the 22nd. James Feldmann added there is an ACT meeting on Thursday with topics like tolling and other land use.</p>	
9. Adjournment	<p>The next AAMPO Policy Board meeting is scheduled for September 28th, 2022 (2:30pm-4:30pm)</p> <p>The next AAMPO TAC meeting is scheduled for September 15th, 2022 (9:00am-11:00am)</p>	<p>Meeting was adjourned at 4:04 p.m. by Chair Darrin Lane</p>

**Albany Area Metropolitan Planning Organization
Corvallis Area Metropolitan Planning Organization**

1400 Queen Avenue SE #201
Albany, Oregon 97322



October XX, 2022

To whom it may concern,

The Oregon Department of Transportation (ODOT) recently announced that it is making significant changes to the State Fund Exchange Program. These changes mean that the Albany Area Metropolitan Planning Organization (AAMPO) and Corvallis Area Metropolitan Planning Organization's (CAMPO) member jurisdictions will no longer be able to gain the benefits of using the program.

As you know, the State Fund Exchange Program is an important tool used by cities and counties throughout Oregon to gain flexibility in how they spend Surface Transportation Block Grant (STBG) funding. STBG funds received directly from the Federal government, without the benefit of the Exchange Program, come with requirements that make projects complicated and expensive to deliver. One example is the requirement that local jurisdictions be certified to deliver Federally funded projects. Being that the process to become certified and maintain certification is difficult and time consuming, many cities and counties in our region do not have the capacity to do so. Even where they do have capacity to obtain certification the financial benefit of doing so is offset by the demands of the process.

In past funding cycles, AAMPO and CAMPO member jurisdictions have exchanged all STBG dollars using the Fund Exchange Program. With the presumed changes to the program, regionally agreed upon projects will be funded with direct Federal dollars, start to finish, and will need to be delivered by ODOT or a locally certified agency. There are only two locally certified agencies in the AAMPO and CAMPO planning areas, the City of Corvallis and Linn County, and neither agency has staff capacity to fully support their neighbors who are not currently certified. Based on discussions with transportation partners around the state we understand that this is a common issue and likely will mean a large number of requests to help with project delivery being sent to ODOT. Unfortunately, the feedback we have heard leads us to believe that ODOT may not be able to provide the necessary level of support to deliver an increased volume of projects.

This change will have serious negative impacts for cities and counties, at a time when they most need help in implementing infrastructure projects. As such AAMPO and CAMPO, along with their member jurisdictions request an opportunity to discuss the possibility of reversing the decision or at least options to mitigate its harmful effects.

Sincerely,

Darrin Lane, Albany Area MPO Policy
Board Chair
Linn County Administrative Officer
dlane@co.linn.or.us
541-967-3825

Andrew Struthers, Corvallis Area MPO Policy
Board Chair
Corvallis City Council
andrew.struthers@corvallisoregon.gov
541-974-7240



RTP Process

continuous, cooperative, comprehensive

RTP Requirements



The metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date:

- Done every 4 to 5 years, based on air quality attainment status.
- Includes both short and long range strategies/actions.
- Must use latest available data estimates and assumptions.
- Uses comparisons of local/state plans.
- Provides reasonable opportunity for public comment.
- Is published for public review.

RTP Requirements



The metropolitan transportation plan shall include:

1. Current/projected transportation demand
2. Existing/proposed transportation facilities
3. Description of performance measures used
4. System performance report
5. Strategies to improve existing facilities
6. Consideration of congestion management process
7. Assessment of capital investment/strategies for preservation
8. Must consider role of transit, especially for intercity travel
9. Proposed projects shall be financially constrained
10. Discussion of potential environmental mitigation
11. Financial plan showing adopted plan can be implemented
12. Pedestrian and Bicycle transportation in accordance with 23 USC 217(g)

RTP Timeline Comparison



Former Timeline	February	March	April	May	June	July	August	September	October	November	December	January	February	March	April
Current Timeline	October	November	December	January	February	March	April	May	June	July	August	September	October	November	December
Update Existing Conditions of AAMPO + Verify Future Model Year Inputs	Active	Active	Active							Active					
Review and Update RTP Goals and Objectives + Review Performance Measures	Active (X)	Active (X)	Active (X)	Active	Active					Active					
Determine Future Scenarios, Model Future Scenarios, and select Preferred Future Scenario	Active	Active (X)	Active (X)	Active (X)	Active (X)	Active	Active			Active					
Identify System Gaps + Future Projects							Active	Active	Active	Active					
Refine and Prioritize Future Projects + Financial Plan										Active	Active	Active			
Draft Report Review + Public Comment										Active		Active	Active	Active	
Final Report										Active					Active (4)

RTP Draft Timeline



	October	November	December	January	February	March	April	May
Goals & Objectives								
Scenario Discussion								
Modeling								

Three rounds of Public Engagement planned for:
November, February, & April/May

Scope of Work



Task 1: Update Existing Conditions of AAMPO + Verify Future Model Year Inputs

- Dependent on quality inputs for both existing and future conditions.
- Gathering and mapping current condition data and working with city staff.
- Work with ODOT's Transportation Planning and Analysis Unit (TPAU) to fine tune the model.

Scope of Work



Task 2: Review and Update RTP Goals and Objectives + Review Performance Measures

- AAMPO committee members have expressed desire to review and update the RTP goals and objectives.
- Review of goals and objectives in existing TSPs, AAMPO's 2018 RTP, and other MPO RTPs.
- Review of state performance measures adopted by the MPO.

Scope of Work



Task 3: Determine Future Scenarios, Model Future Scenarios, and select Preferred Future Scenario

- Identify future scenarios the MPO is interested in.
- Running, comparing, and selecting preferred future scenario.
- Projects in the RTP direct MPO towards preferred future scenario.

Scope of Work



Task 4: Identify System Gaps + Future Projects

- Determine where transportation and land use gaps are.
- Projects from existing will be cross referenced with identified gaps.
- Helps inform RTP project selection.

Scope of Work



Task 5: Refine and Prioritize Future Projects + Financial Plan

- Refining projects list to meet future transportation demand using:
 - Public input
 - Model outputs
 - Discussions with TAC & Policy Board
- Develop project ranking criteria.
- Create a financially constrained project list.

Scope of Work



Task 6: Draft Report Review + Public Comment

- Compile information and data into draft report.
- Submit draft report for review by the public, TAC and Policy Board.
- Post online with video walk through and comment/input form.

Scope of Work



Task 7: Final Report

- Requires Policy Board approval.

Work Completed

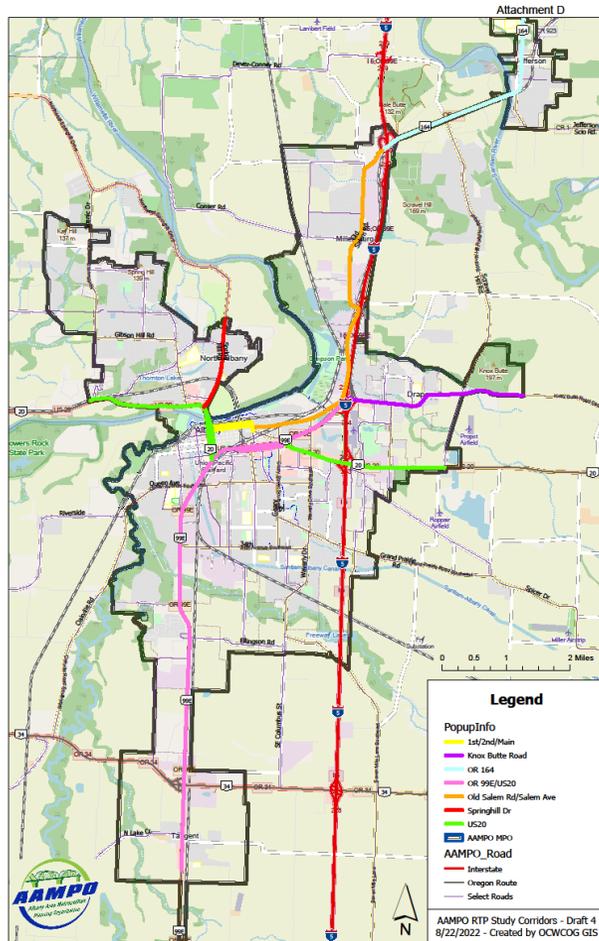


To date:

8/24/2022

AAMPO Policy Board Approved

Map of Regionally Significant Study Corridors



Work Started



To date:

Scope of Work

2/10/2022 Staff

4/18/2022 Plengineering

Future Scenarios

2/17/2022 TAC *Continuing November*

2/23/2022 PB

Goals and Objectives

4/21/2022 TAC *Continuing Today*

4/27/2022 PB

Public Engagement



- AAMPO is planning for three rounds of public engagement during the RTP update process:
 - Gather input of drafted RTP goals
 - Gather input on preferred future scenarios
 - Gather input on system gaps/needs and draft projects
- Public engagement for the RTP will likely be a mix of in-person and virtual engagement.
- Staff will work with community partners, social media posts, and physical promotions for outreach.



Goals Discussion

continuous, cooperative, comprehensive

Methodology



TSP Review consisted of examining the following plans:

City of Albany TSP

Linn County TSP

Benton County TSP

City of Millersburg TSP

City of Jefferson TSP

City of Tangent TSP

Regulatory Language



The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

Regulatory Language



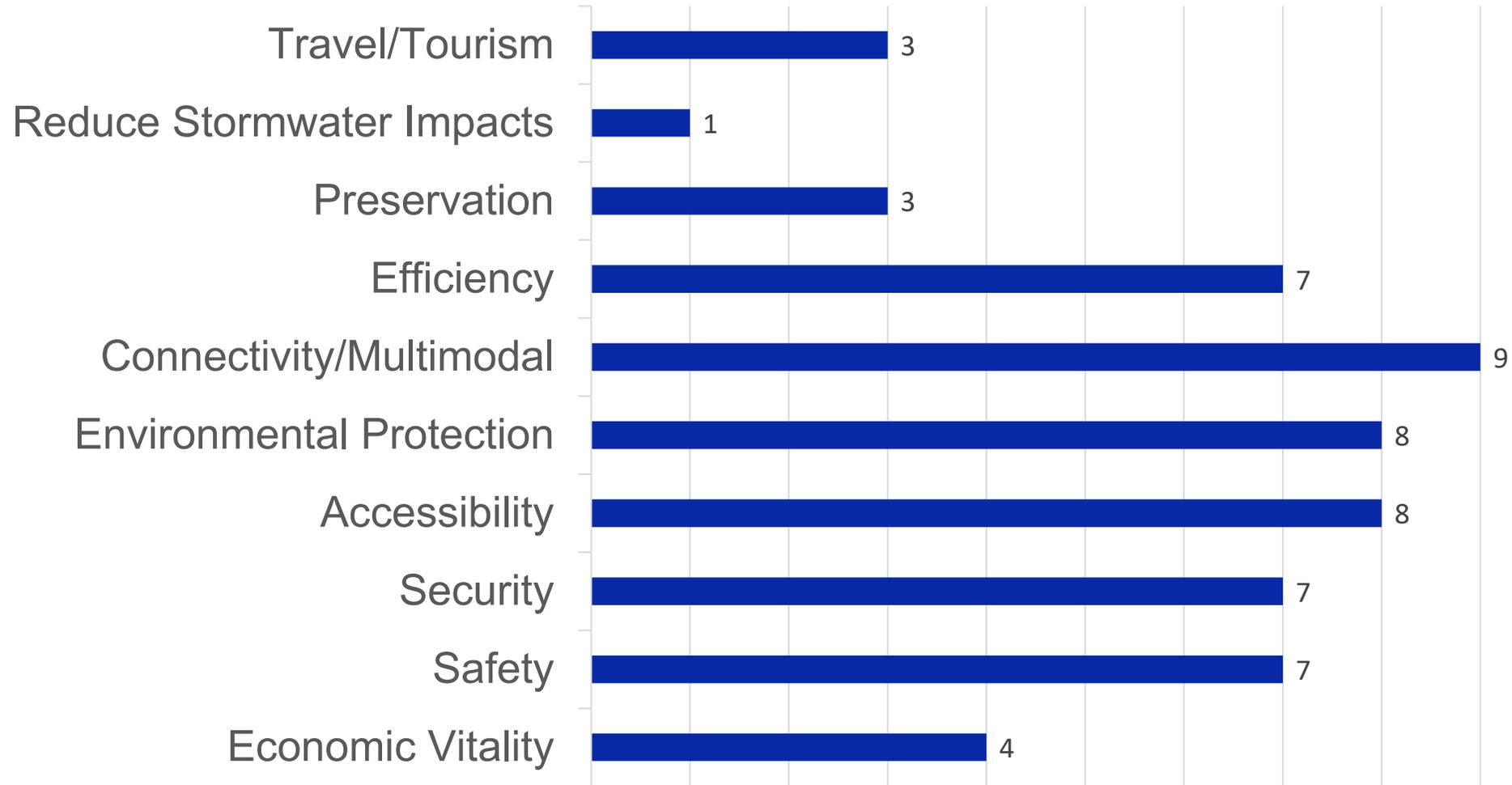
- 1) Support **economic vitality** by enabling global **competitiveness, productivity, and efficiency**;
- 2) Increase **safety** for **motorized** and **non-motorized users**;
- 3) Increase **security** for **motorized** and **non-motorized users**;
- 4) Increase **accessibility and mobility** of **people and freight**;
- 5) Protect and enhance the **environment**, promote **energy conservation**, improve the **quality of life**;

Regulatory Language



- 6) Enhance **integration** and **connectivity across** and **between modes**, for people and freight;
- 7) Promote **efficient system management** and **operation**;
- 8) Emphasize **preservation of existing system**;
- 9) Improve **resiliency** and **reliability** of the system and **reduce or mitigate stormwater** impacts;
- 10) Enhance **travel** and **tourism**.

Regulatory Categories



Broad Categories



Accessibility

Environmental

Development

Stewardship

Multimodal

Economic

Transit

Regional

Connectivity

Safety

Health

Globalism

Security

Conservation

Travel

Tourism

Resiliency

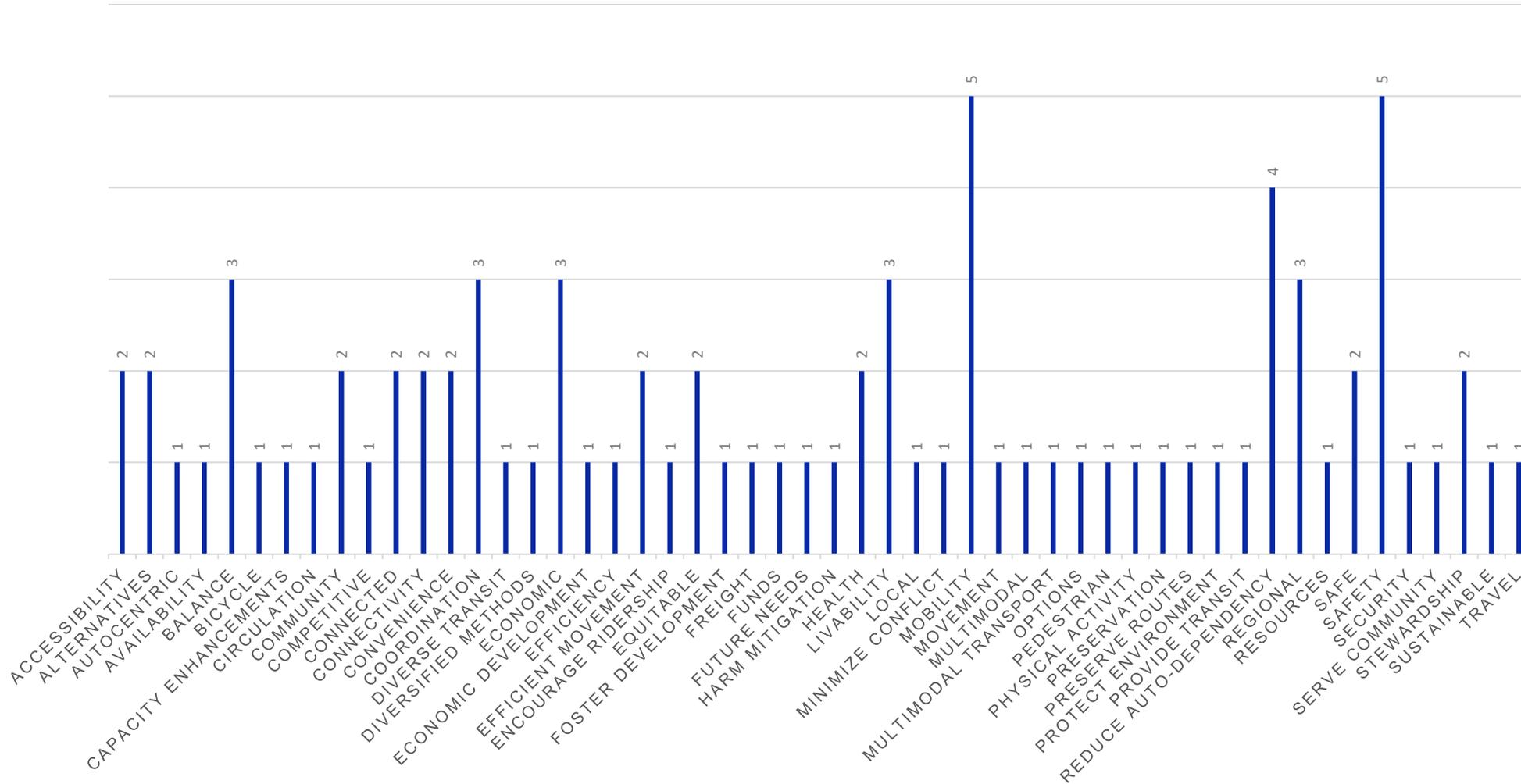
Quality of Life

Preservation

Efficiency

Reliability

Broad Category Frequency



- Mobility
- Safety
- Reduce Auto-Dependency
- Balance
- Coordination
- Economic
- Livability
- Regional

Category Selection



- Previous AAMPO RTP contained 11 Goals
- Staff recommends reducing the number of goals compared to prior AAMPO RTP
- Most recent CAMPO RTP includes 8 goals statements

Goal Values Ranked



- 1) Connectivity/Multimodal
- 2) Environmental Protection
- 3) Accessibility
- 4) Efficiency
- 5) Safety
- 6) Security
- 7) Economic Vitality
- 8) Preservation

Connectivity/Multimodal



Provide a **diversified transportation system** that ensures mobility for all members of the community and **provides alternatives to automobile travel.**

Provide an equitable, balanced and **connected multi-modal transportation system.**

Provide for a balanced, **multimodal transportation system** that meets existing and future needs.

Environmental Protection



Provide a transportation system that balances financial resources with **community livability** and economic vitality.

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

Protect the natural and built **environment** by judicious use of capacity enhancements and reduction in single-auto trip dependence.

Accessibility



Encourage the use of alternatives to the private automobile.

Provide a diversified transportation system that ensures **mobility for all members of the community** and provides alternatives to automobile travel.

Provide for a diversified transportation system that ensures **mobility for all**.

Efficiency



Coordinate with local and state agencies and transportation plans.

Demonstrate **responsible stewardship** of funds and resources.

Promote economic development and preserve the mobility of existing freight routes to **ensure the efficient movement of goods**.

Safety



To **provide** and encourage a **safe**, convenient, and economical **transportation system** within the City.

A safe transportation system **minimizes risks and conflict.**

Increase safety and security **for all travel modes.**

Security



Provide a **diversified transportation system** that ensures mobility for all members of the community and provides alternatives to automobile travel.

Foster a **sustainable transportation system**.

Provide for a balanced, multimodal transportation system that **meets existing and future needs**.

Economic Vitality



Promote economic development and preserve the mobility of existing freight routes to **ensure** the efficient **movement of goods**.

Provide a transportation system that **balances financial resources** with community livability and **economic vitality**.

Ensure the transportation system **supports a prosperous and competitive economy**.

Preservation



Promote economic development and **preserve the mobility of existing freight routes** to ensure the efficient movement of goods.

Demonstrate responsible stewardship of funds and resources.

Protect the natural and built environment by judicious use of capacity enhancements and reduction in single-auto trip dependence.