



## 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

**Technical Advisory Committee Meeting**  
**Thursday, January 19, 2023**  
**9:00 am to 11:00 am**

### **VIRTUAL MEETING: VIDEO/CALL-IN AVAILABLE**

Via Teams by clicking [HERE](#)

Meeting ID: 262 017 376 794

Passcode: icKYpY

**Mobile One Click Number**

**[+1 872 242 8088](tel:+18722428088)**

**Contact:** Billy McGregor, [bmcgregor@ocwcog.org](mailto:bmcgregor@ocwcog.org)

## **AGENDA**

- |                |  |              |
|----------------|--|--------------|
| <b>1 9:00</b>  | <b>Call to Order, Chair and Vice Chair Elections</b>   | <b>Staff</b> |
| <b>2 9:10</b>  | <b>Public Comments</b>   | <b>Chair</b> |
| <b>3 9:15</b>  | <b>Approve minutes of November 17, 2022 (Attachment A)</b>   | <b>Chair</b> |
|                | <i>Action: Decision on minutes</i>   |              |
| <b>4 9:20</b>  | <b>TIP Adjustments (Attachment B)</b><br>Attachment B contains Memo of Staff approved Adjustments.   | <b>Staff</b> |
|                | <i>Action: Information</i>   |              |
| <b>5 9:30</b>  | <b>TIP Amendments (Attachment C)</b><br>Attachment C contains Memo for Full Amendments to the STIP. Needs recommendation for Policy Board approval or additional public outreach.                | <b>Staff</b> |
|                | <i>Action: Discussion and Decision</i>   |              |
| <b>6 9:50</b>  | <b>RTP Schedule Update &amp; Goal Objectives (Attachment D)</b><br>Current work includes screening objectives from TSPs (Attachment D), modeling with TPAU, and determining existing conditions. | <b>Staff</b> |
|                | <i>Action: Information and Discussion</i>  |              |
| <b>7 10:50</b> | <b>Jurisdictional Updates/Other Business</b>   | <b>All</b>   |
| <b>8 11:00</b> | <b>Adjournment</b><br>Next meeting: Thursday, February 16, 2023  | <b>Chair</b> |

*Meeting facilities are accessible to persons with disabilities. If you will need any special accommodations, please contact Ashlyn Muzechenko at least 72 hours prior to the meeting. Ashlyn can be reached at 541-812-2002. TTY/TTD 711.*

## ATTENDANCE (FOR QUORUM PURPOSES)

TAC Members	Jurisdiction	Attendance
Walt Perry	City of Jefferson	
Janelle Booth (Chair)	City of Millersburg	
Chris Cerklewski (Vice Chair)	City of Albany	
Joe Samaniego	City of Tangent	
Daineal Malone	Linn County	
Gary Stockhoff	Benton County	
James Feldmann	Oregon Department of Transportation	

**Quorum Requirement:** Official action may be taken by the committee when a quorum is present. A quorum shall exist when the majority of voting members of the Committee are present. If a member of the TAC is unable to participate in a TAC meeting, that member may designate an alternate to participate in his/her place. The alternate shall declare their status at the start of the meeting.

- *AAMPO Technical Advisory Committee Bylaws, Section 6: Meetings, Subsection F: Quorum*

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**Albany Area Metropolitan Planning Organization (AAMPO)**  
**AAMPO TAC Hybrid Meeting with Microsoft Teams Technology**

**Thursday November 17, 2022**

**9:00 am – 11:00 am**

**DRAFT MINUTES**

<b>TAC Members</b>	<b>Jurisdiction</b>	<b>Attendance</b>
Walt Perry	City of Jefferson	Yes
Janelle Booth (Chair)	City of Millersburg	Yes
Chris Cerklewski (Vice Chair)	City of Albany	Yes
Joe Samaniego	City of Tangent	Yes
Daineal Malone	Linn County	Yes
Gary Stockhoff	Benton County	Yes
James Feldmann	Oregon Department of Transportation	Yes

**Guests:** Ron Irish, Barry Hoffman

**Staff:** Transportation Manager Nick Meltzer, AAMPO Planner Billy McGregor, CWACT Planner Steph Nappa, CAMPO Planner Steve Dobrinich, and CED Administrative Assistant Ashlyn Muzechenko

TOPIC	DISCUSSION	DECISION/CONCLUSION
1. Call to Order, Agenda Review, and Roll Call	Chair Janelle Booth had joined a little late, therefore Vice-Chair Chris Cerklewski called the meeting to order, and resumed the position of chair until Booth arrived.	<p><b>Vice Chair Chris Cerklewski called meeting to order at 9:00 a.m.</b></p> <p><b>There were no changes to the agenda.</b></p>
2. Public Comments		<b>No public comments were made.</b>
<p>3. Approve Minutes of October 20, 2022, Meeting Minutes (Attachment A)</p> <p><b>Action:</b> Decision on Minutes</p>	There were no changes or comments on the minutes.	<b>The October 20, 2022, Meeting Minutes were approved by consensus.</b>
<p>4. Bike Pedestrian Plan Review</p> <p><b>Action:</b> Review for Recommendation to Policy Board</p>	<p>Staff Steph Nappa introduced the BPP updates that she had completed as per the requests of the TAC members.</p> <p>Staff Nappa noted that the main changes were made to the maps and project lists. Nappa also added that there were a decent number of grammatical changes made due to corrections sent in by members.</p> <p>Staff Steph Nappa added that many of the maps were changed and edited to reflect each district having their own maps. Staph Nappa noted that there was jurisdictional info as well as the project</p>	<b>The TAC members agreed for staff to make those edits and then present to the joint TAC board meeting in December.</b>

	<p>information included in the project list which was added from members suggestions.</p> <p>James Feldmann recommended that the map should go along 99E along the OR34 overpass. Feldmann noted that he wasn't clear on how the bicyclists would cross OR34 to get to 99E.</p> <p>Staff Steph Nappa noted that all the projects in the BPP would need refinements in order to actually decide how the projects would be attainable.</p> <p>Joe Samaniego added that there was discussion regarding the neighborhoods, and there was significant support shown to bicycle up on McFarland, and away from the traffic on 99E.</p> <p>Walt Perry noted that he didn't understand the backtracking that would happen when going over and crossing back on OR34.</p> <p>James Feldman answered noting there are two trails.</p> <p>Staff Steph Nappa gave insight on the Tangent plan and drawn up plans regarding the map itself.</p> <p>Janelle Booth noted that one of the Millersburg projects is missing from the regular list.</p> <p>Staff Steph Nappa noted that she will get it added before submitting the BPP draft.</p> <p>Daineal Malone added that there was a typo in the appendix regarding 990 people who responded to the survey.</p> <p>Staff Steph Nappa noted she will get this fixed as well.</p> <p>James Feldmann asked about Millersburg's low stress bike facility project.</p>	
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	<p>Staff Steph Nappa answered noting that there wasn't enough room for buffered bike lines, so there would need to be refinement for that project.</p> <p>James Feldmann noted that there are 4 general terms regarding Bike Lines however, it didn't appear to be anywhere that defined each term in detail.</p> <p>Staff Steph Nappa added that Catherine Rohan, the previous lead on the BPP, had put definitions in the BPP, that discusses the different levels of traffic stress. Nappa noted that a few of them aren't defined so she would work on getting those definitions added to the plan.</p> <p>James Feldman noted that ODOT has tiers of the bike language, and staff members could use those to be clearer throughout the project.</p> <p>Chair Janelle Booth noted that they are going to work with what they have to lower the traffic stress.</p> <p>Staff Steph Nappa confirmed that it may look differently in different areas of the segment.</p> <p>James Feldmann asked about the weight this plan would have within each jurisdiction.</p> <p>Staff Steph Nappa noted that it is up to each jurisdiction.</p> <p>Staff Nick Meltzer noted that this isn't a requirement to adopt.</p> <p>Janelle Booth added that the BPP is a tool for everyone to use.</p> <p>Ron Irish noted that with the different classifications of bike facilities if there are projects in the plan that are identified for protected bike</p>	
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	<p>lines, and if the project needs flexibility, there needs to be well defined flexibility for all of the jurisdictions. Irish noted that if the money is coming directly from AAMPO, there might need to be specific language that includes flexibility.</p> <p>Staff Nick Meltzer noted that the term separated bike lanes is a federal term that leaves flexibility for the jurisdictions to lower the traffic stress level.</p> <p>James Feldmann noted that there should be distinction between physical and non-physical separation on the bike lanes.</p> <p>Staff Steph Nappa acknowledged that it needs to be more than a standard bike line, and whichever the space can do, that is the choice that should be made as long as it is better than a standard bike line.</p> <p>Walt Perry asked about 03003 on the Jefferson Map, and the jurisdiction it belongs too.</p> <p>Staff Steph Nappa noted that it is listed at Linn County.</p> <p>James Feldmann stated that it would actually need to be ODOT jurisdiction.</p> <p>Walt Perry asked about defining bike lines on the narrow part of 164.</p> <p>Chair Janelle Booth noted that a shared use path is a completely separate facility that is off the roadway.</p> <p>Daineal Malone noted there is a typo on the same page that was being looked at just before in the project list.</p> <p>James Feldmann added that there are Urban Design requirements that there are needed to be double checked with ODOT's highway</p>	
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	<p>design manual. Feldmann also noted that where there is gray area, the urban design manual might not cover all of the areas on the BPP.</p> <p>Nick Meltzer asked for clarification that the BPP is pretty close to being finished, and it could probably be brought to the policy board for approval in the joint meeting in December.</p> <p>Staff Steph Nappa noted that she will add more language definitions.</p> <p>The TAC members agreed for staff to make those edits and then present to the joint TAC board meeting in December.</p>	
<p>5. Mobility Hubs Project (Attachment B)</p> <p><b>Action:</b> Discussion and Request for Letter of Support</p>	<p>Staff Steph Nappa introduced the Mobility Hub Project as it is in need of a letter of support from AAMPO.</p> <p>Staff Nappa noted that the project is in need of project funding in order to finish constructing both mobility hubs. Nappa added that the TAC will need to approve the letter of support since the Board will not be meeting before the letter is due.</p> <p>The TAC members agreed to support the request for the letter of support for the Mobility Hub Project.</p> <p>Nick Meltzer noted that this project grew out of a Linn-Benton Loop Project.</p> <p>Staff Steph Nappa gave a short summary of the Mobility Hub Project, which has a current cost estimate of \$3 million, and with a match request from the colleges at \$300,000.</p> <p>Gary Stockhoff moved to recommend the letter to be approved by the Policy Board. Walt Perry seconded. Motion passed unanimously.</p>	<p><b>The TAC members agreed to support the request for the letter of support for the Mobility Hub Project.</b></p> <p><b>Gary Stockhoff moved to recommend the letter to be approved by the Policy Board. Walt Perry seconded. Motion passed unanimously.</b></p>

<p>6. AAMPO RTP Scenarios Memo (Attachment C)</p> <p><b>Action:</b> Discussion and Reaffirmation</p>	<p>Staff Billy McGregor introduced the RTP Scenarios as the trend scenarios that assumes the trends will continue over the next 20 years.</p> <p>Staff Nick Meltzer noted that as part of the RTP staff are required to do travel demand modeling. Meltzer also gave a summary on all three of the future scenarios.</p> <p>The TAC members agreed with consensus to reaffirm the scenarios and move forward with the RTP process.</p> <p>Staff Nick Meltzer noted that the Policy board and TAC have both discussed goals, and there will be the first of three public outreach events happening the week after thanksgiving for input.</p>	<p><b>The TAC members agreed with consensus to reaffirm the scenarios and move forward with the RTP process.</b></p>
<p>7. STBG Project Ranking (Attachment D and E)</p> <p><b>Action:</b> Draft Ranking of funded projects</p>	<p>Staff Billy McGregor noted that both scoping projects were approved, the two modernization projects were ranked, and all that is left is to rank the preservation project.</p> <p><b>Scenic Drive Grind and Inlay Project:</b></p> <p><b>Pavement Conditions:</b></p> <p>Fair – 30points</p> <p><b>Bike Ped Transit Improvements:</b></p> <p>No points awarded for Bikes</p> <p>No points awarded for Ped</p> <p>No points awarded for transit</p> <p><b>Safety Improvements:</b></p> <p>No points awarded for this section</p>	<p><b>Staff Nick Meltzer noted that now all the projects are scored, they will be released for public comment.</b></p> <p><b>TAC members decided to wait and see till after public comment to decide which projects would be funded.</b></p>

	<p><b>Project Leverage:</b></p> <p>No points were awarded for this section.</p> <p><b>Total Project Points: 30</b></p> <p>Staff Nick Meltzer noted that now all the projects are scored, they will be released for public comment.</p> <p>TAC members requested to look at the different projects with funding requested and available funding.</p> <p>TAC members decided to wait and see till after public comment to decide which projects would be funded.</p>	
<p>8. Jurisdictional Updates and Other Business</p> <ul style="list-style-type: none"> <li>• December Meeting Joint with Policy Board</li> </ul>	<p><b>Staff Updates:</b></p> <p>Staff Billy McGregor noted that there will be a joint AAMPO TAC and Policy Board meeting on December 15, 2022.</p> <p>Staff Nick Melzer added that staff are making progress on the RTP.</p> <p><b>Jurisdictional Updates:</b></p> <p>Joe Samaniego from Tangent noted that there was just recently a city council meeting that focused on Tangent transit. Tangent is looking into permanent crosswalks as well.</p> <p>Barry Hoffman for Linn-Benton Loop added that his staff has been talking with Tangent regarding the Loop and micro-transit options. Hoffman also added that STIF applications are due this month.</p> <p>Gary Stockhoff for Benton County added the 2023-2025 process is underway, which is the new combined program which is easier to administer. Stockhoff noted that finding drivers is one of the biggest</p>	

	<p>challenges and is impacting many different projects. Gary Stockhoff noted that Benton County is working on a new RFP as well.</p> <p>Walt Perry for Jefferson shared that there was work done for future visioning of transportation for Jefferson. Perry noted that conferencing between ATS and Chariots has become a quite issue due to driver shortages.</p> <p>James Feldmann for ODOT shared that there was an application submitted for Jefferson for the Great Streets grant funding source.</p> <p>Daineal Malone for Linn County noted that they are working on a traffic impact analysis on Old Salem Road.</p> <p>Chris Cerklewski added that the city of Albany has their transit stop project will be completed by the end of the year. Cerklewski noted that on the Queen Ave Crossing, The Union Pacific Railroad asked about the crossing and had a meeting on site. Chris Cerklewski also added that for the Queen Ave project they need to add a permit request in the Linn County.</p> <p>Janelle Booth for Millersburg shared that the traffic study is spurred by industrial growth potential. Booth added that that Millersburg had a meeting with ODOT as well to start the conversation on how to deal with improvements. Janelle Booth noted that the Intermodal center is open as well.</p>	
<p>9. Adjournment</p>	<p>The next AAMPO meeting will be a joint TAC and Board Meeting is scheduled for Thursday, December 15, 2022.</p>	<p><b>Meeting was adjourned at: 10:47 a.m. by Chair Janelle Booth</b></p>

# MEMORANDUM

## Albany Area Metropolitan Planning Organization

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**Date:** December 19, 2022  
**To:** AAMPO TAC  
**From:** Billy McGregor, AAMPO Transportation Planner  
**Re:** Statewide Transportation Improvement Program (STIP) Revisions

### Action Requested

Information regarding STIP approved Staff Adjustments.

### 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	Adjustment  Seeks to delay the project by one year/ Advancing or slipping an approved project or phase outside its current MTIP	18850  Corvallis to Albany Trail: Scenic Dr. - Springhill	Complete NEPA and right of way purchase, construct off-highway multiuse path.	Slip the CN phase to begin in FFY24.
2	Adjustment  Seeks to delay the project by one year/ Advancing or slipping an approved project or phase outside its current MTIP	21185  Queen Avenue Rail Crossing (Albany)	Upgrade existing railroad warning devices to improve pedestrian safety.	Slip the RW, UR, CN and Other phases to begin in FFY24.

# MEMORANDUM

## Albany Area Metropolitan Planning Organization

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**Date:** January 9, 2023  
**To:** AAMPO TAC & Policy Board  
**From:** Billy McGregor, AAMPO Transportation Planner  
**Re:** Statewide Transportation Improvement Program (STIP) Revisions

### Action Requested

Recommendation by TAC for Policy Board regarding Approval of Amendment(s) or Additional Public Outreach Requirements.

### 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

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- **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  Seeks to create a new copy of same project.  30 day public comment period initiated 12/15/2022, will run through 1/14/2022 (as required by ODOT)	23143  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.	Create a new project K23143.  Add new project, same ID as original, moving the Preliminary Engineering from the 2024-2027 STIP for delivery in federal fiscal year 2023.  Project will keep the same description of "Replace the bridge with one that meets current standards."
2	Full Amendment  Two-week public notice period from 1/10/23-1/24/23	21731  OR164: Jefferson (Santiam River) Bridge	Strengthen the bridge and overlay the bridge driving surface to ensure continued safety.	Increase the Construction phase by \$633,339 for a total of \$6,072,439 using Bridge Program funds. AT Leverage funds will be reduced by \$559,000 and Fix-It SW Bridge funds will be increased by \$1,222,339.
3	Full Amendment  Two-week public notice period from 1/10/23-1/24/23	22223  FY24 Loop Operations (AAMPO)	Albany Area MPO (5307) funds for loop operations projects to improve traffic flow.	Project is being canceled from the current STIP. It is a duplicate entry and will remain in the draft 2024-2027 STIP.
4	Full Amendment  Two-week public notice period from 1/10/23-1/24/23	22224  FY24 Loop Preventative Maintenance (AAMPO)	Funds (5307) for loop operations projects to improve traffic flow.	Project is being canceled from the current STIP. It is a duplicate entry and will remain in the draft 2024-2027 STIP.

# MEMORANDUM

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5	Full Amendment  Two-week public notice period from 1/10/23-1/24/23	22242  FY24 ATS/PT Operations	Funds (5307) used to operate Albany Transit System and paratransit for access to health, employment, shopping, and recreation for the community.	Project is being canceled from the current STIP. It is a duplicate entry and will remain in the draft 2024-2027 STIP.
6	Full Amendment  Two-week public notice period from 1/10/23-1/24/23	22243  FY24 ATS/PT Preventative Maintenance	Funds (5307) used for regular maintenance and repair of Albany Transit System (ATS) buses to ensure vehicle reliability, longevity, and passenger safety.	Project is being canceled from the current STIP. It is a duplicate entry and will remain in the draft 2024-2027 STIP.
7	Full Amendment  Two-week public notice period from 1/10/23-1/24/23	22244  FY24 ATS 1% for Safety	Funds (5307) used to improve safety.	Project is being canceled from the current STIP. It is a duplicate entry and will remain in the draft 2024-2027 STIP.
8	Full Amendment  Two-week public notice period from 1/10/23-1/24/23	22249  FY24 First 20% ATS ADA Paratransit Operations	Funds (5307) used for ADA complimentary paratransit service for equal access for seniors and disabled throughout the community.	Project is being canceled from the current STIP. It is a duplicate entry and will remain in the draft 2024-2027 STIP.

# MEMORANDUM

## Albany Area Metropolitan Planning Organization

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**Date:** January 12, 2023  
**To:** AAMPO Technical Advisory Committee  
**From:** Billy McGregor, AAMPO Transportation Planner  
**Re:** **Regional Transportation Plan: Draft Objectives**

This memorandum contains an overview of draft objectives prepared for the 2043 AAMPO Regional Transportation Plan (RTP).

### Background

Project selection in the RTP will be guided in part by the MPO's preferred goals for 2043. The MPO has pulled five applicable objectives for each goal from a pool of 127, taken from five local transportation system plans (TSPs). An order of importance/significance has not yet been determined.

### Suggested Objectives

The following are the seven goals based on categories defined by the federal government and determined most important to the region by the TAC, with five objectives associated to each goal. The objectives are taken from local Transportation System Plans within AAMPO's region. Objective language has been changed to more appropriately represent the AAMPO region (ie. Replacing county with AAMPO, etc)

**Goal 1: Accessibility** – Provide an equitable transportation system that ensures mobility for all members of the community.

- a) Confirm or revise city transportation design standards (as needed) to help ensure that they meet the requirements set forth in the Americans with Disabilities Act (ADA).
- b) Identify improvements that complement pedestrian, bicycle, and transit facilities, and that encourage increased use of these facilities.
- c) Ensure that the transportation system provides equitable access to underserved and vulnerable populations (e.g. those who cannot obtain their own transportation due to a disability, age, or income).
- d) Provide a complete pedestrian and bicycle network throughout the city that provides connectivity and access to transit facilities and services.
- e) Identify areas that support additional transit services, and coordinate with transit providers to improve the coverage, quality and frequency of services

**Goal 2: Safety/Security** – Support a safe and comfortable transportation system for all travel modes.

- a) Manage access to highways, arterials, and collectors where practical to improve safety, and to reduce congestion and conflicting travel patterns. Support consolidated and shared access points.
- b) Ensure an adequate truck route network to reduce commercial/neighborhood conflicts.
- c) Install amenities at signalized pedestrian crossings to improve safety of underserved and vulnerable populations (e.g., chirpers, tactile crossings).

- d) Prioritize projects that improve safety for all users and identify opportunities for including system management solutions.
- e) Implement streetscape projects that enhance the comfort and aesthetics of the surrounding environment, promoting safe active transportation modes.

**Goal 3: Connectivity** – Ensure the transportation system meets existing and future needs through wholistic, context sensitive multimodal solutions.

- a) Add local streets, as identified in AAMPO Member's adopted TSPs, to increase connectivity.
- b) Identify necessary changes to the land development code to ensure connectivity between compatible land uses for pedestrian and bicycle trips.
- c) Improve existing connections and create new connections between households and schools, parks, transit stops, employers, neighborhood commercial centers, health and social services and other essential destinations.
- d) Reduce vehicle miles traveled (VMT) through improved connectivity where “barriers” exist (such as Interstate 5, railroads, waterways, incomplete connections).
- e) Preserve and protect corridors of local and regional significance that are identified for vehicular and non-vehicular routes.

**Goal 4: Efficiency** – Partner with local and state agencies on regional transportation issues.

- a) Work with neighboring jurisdictions to identify and promote opportunities to commute to and around the AAMPO extended region by means other than single occupant vehicles.
- b) Pursue grants and collaboration with other agencies to efficiently fund transportation improvements and programs
- c) Support statewide and regional transit opportunities, including high-speed rail and passenger rail.
- d) Coordinate transit services, facilities, and improvements with local jurisdictions within AAMPO.
- e) Coordinate regional project development and implementation with local jurisdictions (e.g., evacuation routes, countywide transit, and jurisdictional transfer of roadways).

**Goal 5: Economy** – Ensure the transportation system supports a prosperous local and regional economy that leverages strengths to compete globally.

- a) Improve the freight system efficiency, access, capacity and reliability.
- b) Identify transportation improvements that will enhance access to employment.
- c) Reduce system lifecycle costs through advanced planning (maintenance and preservation).
- d) Maintain the existing transportation system assets to preserve their intended function and maintain their useful life.
- e) Consider the needs of the population that are unable to afford housing in close proximity to employment and daily needs in the project selection process.

**Goal 6: Environmental** – Plan and design a transportation system to enhance livability and supports positive environmental health outcomes.

- a) Minimize negative transportation related impacts to the scenic, natural, and cultural resources within the AAMPO region.

- b) Maintain acceptable roadway and intersection operations where feasible considering environmental, land use, and topographical factors.
- c) Improve health and wellness of the general population by increasing active transportation choices and access to care facilities.
- d) Reduce total lifecycle CO<sub>2</sub>, toxin, and air contaminants created by the transportation system.
- e) Support access to public spaces and encourage active transportation and social interaction.

**Goal 7: Travel/Tourism** – Provide an efficient transportation system that facilitates the local and regional multimodal movement of people and goods.

- a) Support travel options that allow individuals to reduce single-occupant vehicle trips
- b) Prioritize projects that support a comfortable and inviting downtown to promote regional tourism.
- c) Support connectivity between the various communities within the county and nearby (e.g. Harrisburg and Mill City).
- d) Minimize conflicts along high volume and/or high speed corridors.
- e) Adopt a standard for mobility to help maintain a minimum level of freight and/or motor vehicle travel efficiency and by which land use amendments and development proposals can be evaluated.

### **Next Steps**

Staff requests feedback on the draft objectives from Technical Advisory Committee members before sharing with the Policy Board.