



## 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, April 21, 2022

9:00 am to 11:00 am

Via Zoom by clicking [HERE](#)

Phone: 1-669-900-9128

Meeting ID: 840 3846 9814

Password: 2022

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

### AGENDA

- 1) 9:00 Call to Order, Agenda Review, and Roll Call Chair,  
Janelle  
Booth
- 2) 9:05 OCWCOG staffing changes Chair, Staff
- 3) 9:10 Public Comments Chair
- 4) 9:15 Approve minutes of March 17, 2022 Meeting (Attachment A) Chair  
*ACTION: Decision on minutes*
- 5) 9:20 OCWCOG Transportation Options Katie Trebes  
Katie Trebes will provide an overview of the OCWCOG's transportation options (TO) program work and lead a brief discussion about potential future TO work. The COG's TO webpage is linked [HERE](#). The state's TO webpage is linked [HERE](#).  
*ACTION: Information and discussion*
- 6) 9:30 STIP Revision (Attachment B) Jenny Glass  
Revision to project 21841: Albany area MPO planning SFY23  
*ACTION: Discussion of revision and recommendation to the Policy Board*
- 7) 9:35 AAMPO RTP: Continuity of work (Attachment C)  
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.  
*ACTION: Information only*
- 8) 9:45 AAMPO RTP: Regionally Significant Corridors (Attachment D) Jenny Glass  
Staff has incorporated TAC feedback and drafted a new map of regionally significant corridors to be studied in AAMPO's Regional

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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](mailto:echavez@ocwcog.org).

Transportation Plan. Staff is looking for additional input and feedback on new draft corridors.

**ACTION:** Discussion and potential consensus to recommend corridor selection to Policy Board

- 9) 10:10 **AAMPO RTP: Goals + Objectives (Attachment E)** **Jenny Glass**  
 Staff has drafted goals and objectives for AAMPO's RTP. Staff is looking for additional input and feedback on goals and objectives before sharing with the Policy Board and soliciting public input.  
  
**Action:** Discussion and potential consensus to recommend goals and objectives to Policy Board
- 10) 10:45 **Jurisdictional Updates/Other Business** **All**
  - Thoughts on returning to in-person meetings, suggestion to make every other meeting virtual.
- 11) 10:55 **Adjournment** **Chair**  
 Next meeting: Thursday, May 19, 9:00am – 11:00

### 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

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  
TAC REMOTE MEETING  
Thursday, March 17, 2022  
9:00 – 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	No
Gary Stockhoff	Benton County	Yes
James Feldmann	Oregon Department of Transportation	Yes
<b>Ex Officio</b>	<b>Jurisdiction</b>	<b>Attendance</b>
Mark Bernard	ODOT	Yes
<b>Guests:</b>	<b>Jurisdiction</b>	
Barry Hoffman	City of Albany	Yes
Ken Bronson	Linn County STF	Yes

**Staff:** Catherine Rohan, Nick Meltzer, Jenny Glass, and Emma Chavez

<b>TOPIC</b>	<b>DISCUSSION</b>	<b>DECISION / CONCLUSION</b>
1. Call to Order, Agenda Review, and Roll Call		Meeting called to order at 9:02 am by Chair Janelle Booth.

		<p><b>There were no changes to the agenda.</b></p> <p><b>Staff Catherine Rohan conducted role call.</b></p>
2. Public Comment		<b>There were no public comments.</b>
3. Approve minutes of February 17, 2022.		<b>Consensus to approve the February 17, 2022 meeting minutes as presented.</b>
4. STIP Revision	<p>Rohan advised that the STIP revision is for approval of a new, non-construction project to be added to the Statewide Transportation Improvement Program.</p> <p>The new project to be added would be Key #22580; OCWCOG Transportation Options FFY22-FFY24. This funding is used to promote and encourage the use of alternative transportation options during federal fiscal years 2022, 2023, and 2024.</p> <p>Funds are being split off from two funding poll projects and into project #22580. It is normal and expected for funds to transfer from these projects to more location's specific projects.</p> <p>Members shared that they were not aware of the transportation options program and funding, who the funds are available to, how it's used, and what type of reporting is required. They also wanted to know if there is a process for applying for these funds.</p> <p>Staff suggested having the ODOT transportation options staff to attend a meeting a give a statewide review of the program and for COG staff Katie Trebes to provide a local region overview of the program. Members agreed to have these presentations provided at a future AAMPO meeting.</p>	<p><b>The TAC met consensus to approve the STIP Revision request.</b></p> <p><b>Staff to schedule a TO presentation from ODOT lead staff and COG lead staff for a statewide and local level overview.</b></p>
5. SF2023 UPWP	Rohan reviewed the final SF2023 with member. She noted that Staff has added additional in-kind contributions details to the document, as requested by ODOT. She noted that those funds are used as match.	<b>Consensus from the TAC to recommend to the Policy Board for final</b>

	<p>Staff is looking for a final recommendation from the TAC for final approval by the Policy Board.</p> <p>Councilor Walt Perry asked for a brief description of Special Projects. Rohan noted that the Task table includes more description of the Special Projects. There are four identified projects within Task 500 and a \$54,189 allocation for an unidentified special project. Rohan noted that if AAMPO would like to pursue another project in FY23-24, they could use those funds.</p> <p>Chair Booth advised that members have seeing this document a number of times and the only update since the last review was the addition of the in-kind details.</p> <p>Councilor Walt Perry moved to recommend the SF2023 UPWP to the Policy Board for Final adoption. Gary Stockhoff seconded the motion. Motion carried.</p>	<p><b>approval.</b></p>
<p>6. AAMPO RTP: Regionally Significant Corridors</p>	<p>Rohan advised that she drafted a map of regionally significant corridors for member review and feedback. She noted that AAMPO decided to take a corridor level approach to project identification in the RTP and examine key roadways that link and span communities within and outside the AAMPO planning area. AAMPO 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. The RTP would then better serve MPO members by looking at regional connections. Rohan moved on to review the corridors with members.</p> <p>Members provided feedback as Rohan took live <a href="#">notes</a>.</p>	
<p>7. Funding Opportunities</p>	<p>Rohan provided a quick review of the following funding opportunities:</p> <ul style="list-style-type: none"> <li>• ODOT's <a href="#">Oregon Community Paths Program</a></li> <li>• ODOT's <a href="#">Transportation Growth Management</a> (TGM) Planning Grants</li> <li>• FTA's <a href="#">Grants for Buses and Bus Facilities Program</a></li> </ul>	

	Sub program: FTA's <a href="#">Low or No Emission Vehicle Program</a>	
8. Jurisdictional Updates/Other Business	<p>OCWCOG Update</p> <ul style="list-style-type: none"> <li>• Regional Housing Discussion/Housing Tool Kit – Rohan reported that the COG has started regional housing discussions and will be developing a housing tool kit. Staff Jenny Glass noted that a forum was held yesterday where good information was shared. The project is funded through DLCD. She asked members to let her know if they want to be involved or be in the mailing list.</li> </ul> <p>Jurisdictional Updates</p> <ul style="list-style-type: none"> <li>• James Feldmann for ODOT did not have an update.</li> <li>• Joe Samaniego from Tangent stated that the city is working on a TGM grant. The council is discussing a bus service line to go into central tangent and is looking for public input.</li> <li>• Chris Cerklewski for Albany noted that the city is planning to do a rehab project on the western park of Queen Avenue this summer. That project looks to be delayed by a year. There is some utility work that needs to be completed prior to that project. The interim railroad crossing is schedule to happen within the next two month.</li> <li>• Barry Hoffman for ATS noted that they are doing a lot of work on the proposed new Albany transit routes and stops.</li> <li>• Walt Perry for Jefferson advised that the TSP is moving forward. It was taken to the council last week. It had a fair amount of positive feedback, but it did have some pushback. It should return to the council next month for final approval.</li> <li>• Janelle Booth for Millersburg noted that there is a speed study on Old Salem Road.</li> </ul>	
9. Adjournment		<b>Meeting Adjourned at 10:28 am.</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:** March 31, 2022  
**To:** AAMPO TAC  
**From:** Catherine Rohan, AAMPO Staff  
**Re:** Statewide Transportation Improvement Program (STIP) Revisions

### Action Requested

Recommendation to Policy Board 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:** March 31, 2022  
**To:** AAMPO TAC and Policy Board  
**From:** Catherine Rohan, AAMPO Transportation Planner  
**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:** March 22, 2022  
**To:** AAMPO TAC  
**From:** Catherine Rohan, AAMPO Transportation Planner  
**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 to forward corridor selection to the Policy Board.

### 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 March meeting, provided feedback on initial draft corridors. Since then, Staff received a request on April 6<sup>th</sup> from Daineal Malone to add Seven Mile Lane from Columbus St. to the AAMPO boundary to the corridors. Feedback and new draft corridor information is summarized in the table below. A new corridor map is also provided.

### Discussion Questions to Consider

1. Are we missing any corridors?
2. Should any of the listed corridors be removed or edited?
  - a. Can we realistically expect recommendations along all sections of a corridor to be acted upon?
3. Should Springhill Dr be added as a study corridor?
4. Should Scrael Hill be added as a study corridor?

## Regionally Significant Corridors

1	<b>OR 164</b>	Begin: Talbot Rd	End: Just west of I5 interchange
<p><b>3/17/22</b> Walt: there are no/limited speed limit signs when going east on OR164 from I5 interchange</p> <p><b>4/21/22</b></p> <ul style="list-style-type: none"> <li>Note 1</li> </ul>			
2	<b>Old Salem Rd/Salem Ave</b>	Begin: Just west of I5 interchange	End: Roundabout at Main St
<p><b>3/17/22</b></p> <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 1<sup>st</sup> Ave to Santiam, and Santiam Rd from roundabout to 99E</b> (listed as new corridor)</li> </ul> <p><b>4/21/22</b></p> <ul style="list-style-type: none"> <li>Note 1</li> </ul>			
3	<b>1<sup>st</sup> &amp; 2<sup>nd</sup> Ave/Main St/Santiam Rd</b>	Begin: 1 <sup>st</sup> & Ellsworth/2 <sup>nd</sup> & Ellsworth	End: Santiam & 99E
<p><b>3/17/22</b></p> <ul style="list-style-type: none"> <li>Added as new corridor</li> </ul> <p><b>4/21/22</b></p> <ul style="list-style-type: none"> <li>Note 1</li> </ul>			
4	<b>Knox Butte Rd</b>	Begin: I5	End: Eastern AAMPO boundary
<p><b>3/17/22</b></p> <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> <p><b>4/21/22</b></p> <ul style="list-style-type: none"> <li>Note 1</li> </ul>			
5	<b>US20 (North Albany)</b>	Begin: Western edge of AAMPO planning area	End: 99E
<p><b>3/17/22</b></p> <ul style="list-style-type: none"> <li>Chris: Extend southern terminus from 1<sup>st</sup> 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> <p><b>4/21/22</b></p> <ul style="list-style-type: none"> <li>Note 1</li> </ul>			

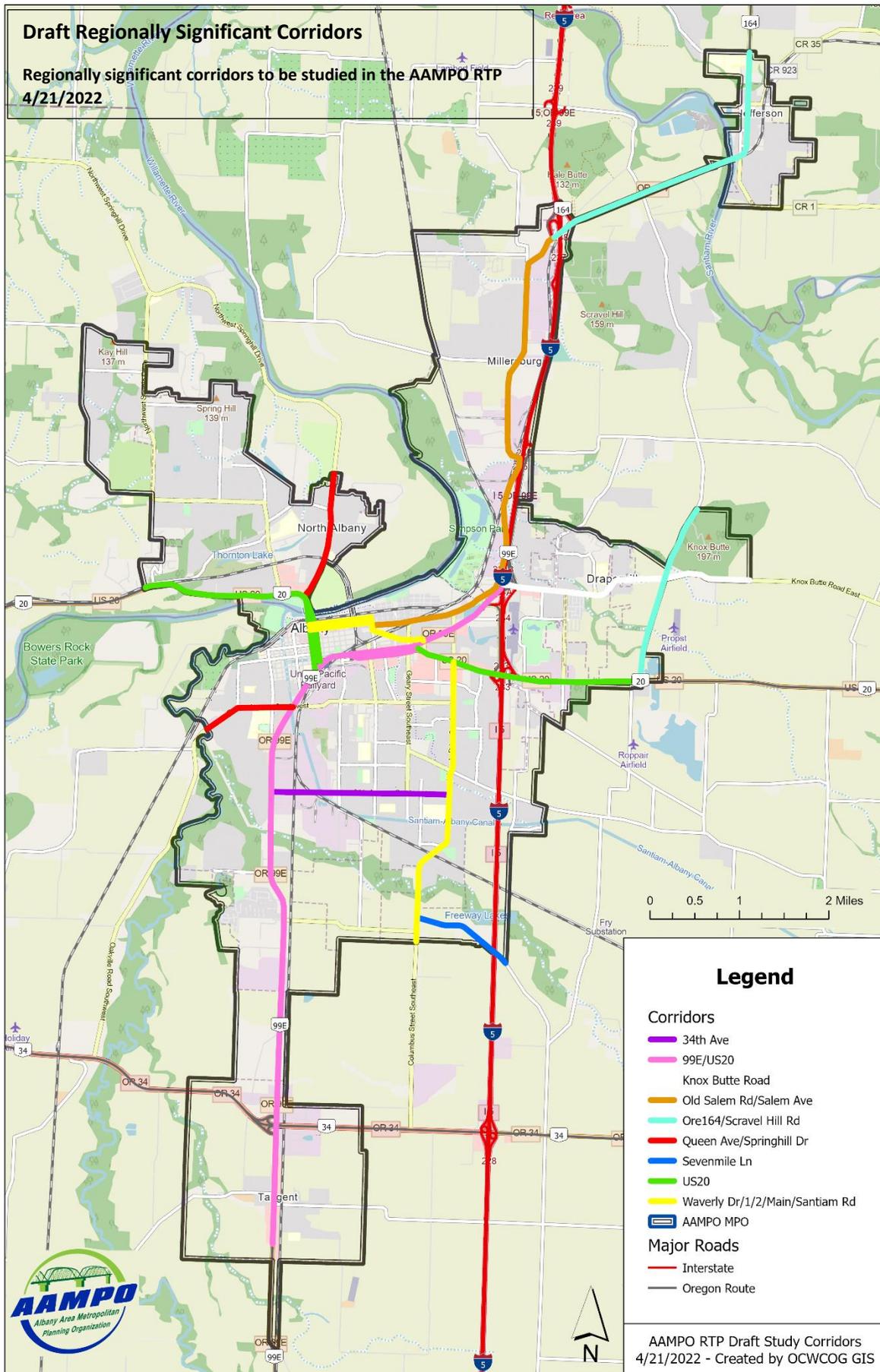
6	<b>Springhill Dr</b>	Begin: North AAMPO boundary	End: US20
<p><b>3/17/22</b></p> <ul style="list-style-type: none"> <li>Added as new corridor</li> </ul> <p><b>4/21/22</b></p> <ul style="list-style-type: none"> <li>Note 1</li> </ul>			
7	<b>US20 (around I5)</b>	Begin: Split with 99E/Burkhart St	End: Scrael Hill Rd
<p><b>3/17/22</b></p> <ul style="list-style-type: none"> <li>Gary: Will want to include intersection with Scrael Hill (potentially look north along Scrael Hill)</li> <li>Group: Include <b>Scrael 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> <p><b>4/21/22</b></p> <ul style="list-style-type: none"> <li>Note 1</li> </ul>			
8	<b>Scrael Hill Rd</b>	Begin: NE AAMPO boundary	End: US20
<p><b>3/17/22</b></p> <ul style="list-style-type: none"> <li>Added as new corridor</li> </ul> <p><b>4/21/22</b></p> <ul style="list-style-type: none"> <li>Note 1</li> </ul>			
9	<b>Queen Ave</b>	Begin: Western AAMPO boundary	End: 99E
<p><b>3/17/22</b></p> <ul style="list-style-type: none"> <li>Chris: Adjust eastern terminus from Waverly Dr to 99E</li> </ul> <p><b>4/21/22</b></p> <ul style="list-style-type: none"> <li>Note 1</li> </ul>			
*	<b>34th Ave</b>	Begin: 99E	End: Waverly Dr
<p><b>3/17/22</b></p> <ul style="list-style-type: none"> <li>Chris: Remove this corridor</li> </ul>			
10	<b>Waverly Dr</b>	Begin: US 20	End: AAMPO boundary
<p><b>3/17/22</b></p> <ul style="list-style-type: none"> <li>Chris: Extend southern terminus from Ellingson Rd to AAMPO boundary</li> </ul> <p><b>4/21/22</b></p> <ul style="list-style-type: none"> <li>Note 1</li> </ul>			
11	<b>99E</b>	Begin: I5	End: Glass Drive (Tangent)
<p><b>3/17/22</b></p> <ul style="list-style-type: none"> <li>Ok as is</li> </ul> <p><b>4/21/22</b></p>			

- Note 1

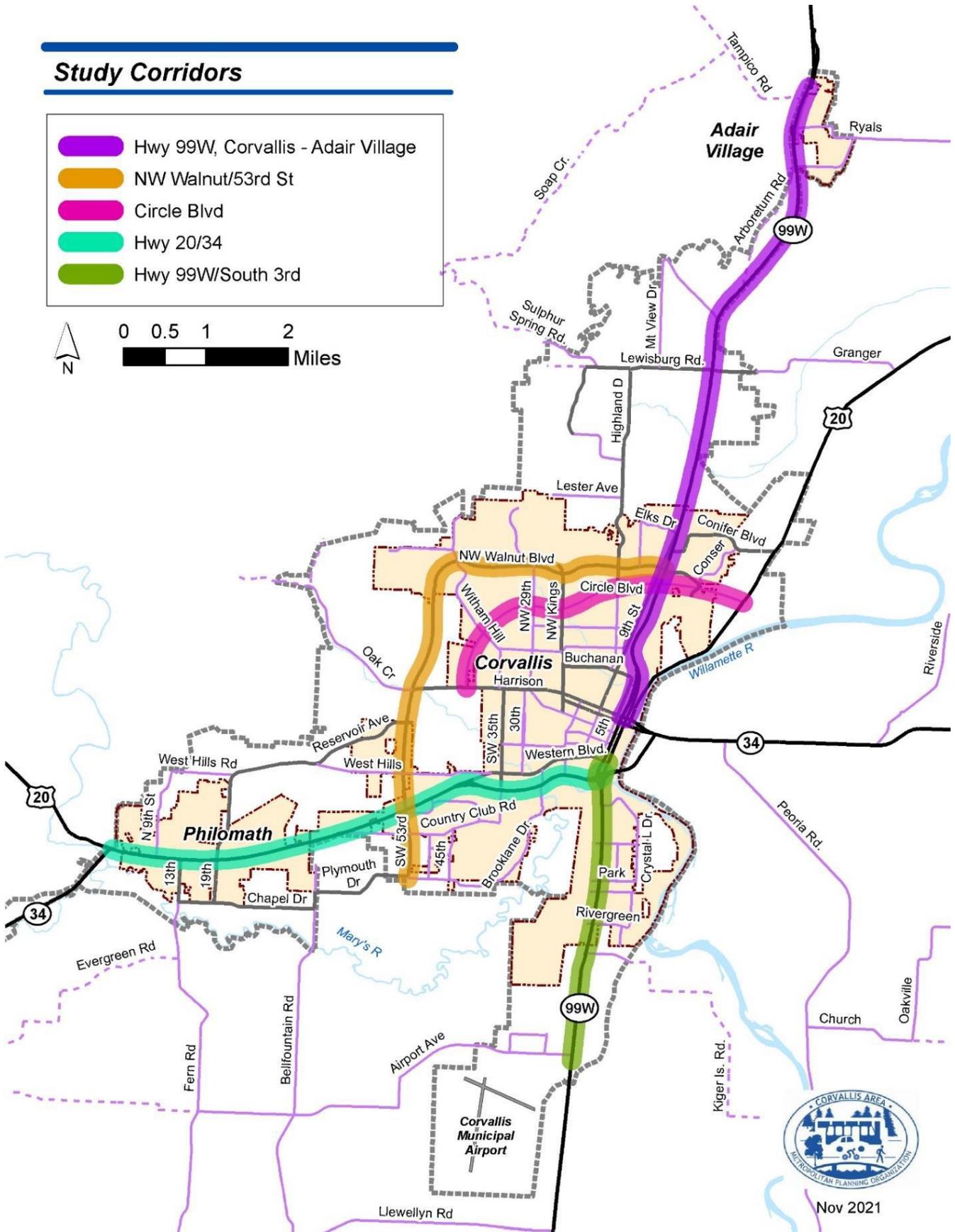
12	<b>Seven Mile Lane</b>	Begin: Columbus Street	End: AAMPO Boundary
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**4/21/22**

- Daineal Malone (Linn County) :The segment is Seven Mile Lane, from 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.
- Note 2



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



# MEMORANDUM

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**Date:** March 22, 2022  
**To:** AAMPO TAC  
**From:** Catherine Rohan, AAMPO Transportation Planner  
**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

Safety – Provide safe routes, corridors, and intersections for all modes of transportation.		
#	Draft objectives	Source
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 - Enhance regional and intermodal connectivity for movement of all modes within the MPO as well as between the MPO and other areas</b>		
<b>#</b>	<b>Draft objectives</b>	<b>Source</b>
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 - Protect the natural and built environment by judicious use of capacity enhancements and reduction in single-auto trip dependence</b>		
<b>#</b>	<b>Draft objectives</b>	<b>Source</b>
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 - Transportation investments should serve everyone in the community and recognize disparities in people's access to transportation modes</b>		
<b>#</b>	<b>Draft objectives</b>	<b>Source</b>
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 - 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.</b>		
<b>#</b>	<b>Draft objectives</b>	<b>Source</b>
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

Fiscal Stewardship – Demonstrate responsible stewardship of funds and resources		
#	Draft objectives	Source
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