



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, October 20, 2022 9:00 am to 11:00 am

HYBRID MEETING: IN-PERSON WITH TEAMS VIDEO/CALL-IN AVIALABLE

OCWCOG, Albany Upstairs Conference Room

1400 Queen Avenue SE, Albany

Via Teams by clicking [HERE](#)

Meeting ID: 213 291 970 940

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Phone Conference ID: 739 111 819#

Contact: Billy McGregor, bmcgregor@ocwcog.org

AGENDA

- | | | | |
|----|-------|--|-------------------------|
| 1) | 9:00 | Call to Order, Agenda Review, and Roll Call | Chair,
Janelle Booth |
| 2) | 9:10 | Public Comments | Chair |
| 3) | 9:15 | Approve minutes of September 15, 2022, Meeting
(Attachment A) | Chair |
| | | <i>Action: Decision on minutes</i> | |
| 4) | 9:20 | STBG Projects Solicitation
Application materials are due Friday. Staff will compile and
send out an updated packet on Tuesday for review at the
meeting on Thursday. | Staff |
| | | <i>Action: Draft ranking of funded projects</i> | |
| 5) | 10:05 | RTP Process – Presentation (Attachment B)
A brief PowerPoint detailing what the RTP process is and
where we as AAMPO are now. | Staff |
| | | <i>Action: Information and Discussion</i> | |
| 6) | 10:35 | RTP Goals & Objectives (Attachment B)
Continuation of the RTP Process presentation, staff will detail
Goals and Goal language, and take feedback on priorities. | Staff |

Action: Information and Discussion

- 7) **10:50 Jurisdictional Updates/Other Business** **All**
 - November Meeting – In Person or Virtual?

- 8) **11:00 Adjournment** **Chair**

Next meeting: Thursday, November 17th, 2022

ATTENDENCE (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 Area Metropolitan Planning Organization (AAMPO)

AAMPO TAC HYBRID MEEETING

Thursday September 15, 2022

9:00 am – 11:00 am

TAC Members	Jurisdiction	Attendance
Walt Perry	City of Jefferson	No
Janelle Booth (Chair)	City of Millersburg	Yes
Chris Cerklewski (Vice Chair)	City of Albany	Yes
Joe Samaniego	City of Tangent	No
Daineal Malone	Linn County	Yes
Gary Stockhoff	Benton County	Yes
James Feldmann	Oregon Department of Transportation	Yes
Ex Officio	Jurisdiction	Attendance
Mark Bernard	ODOT	No
Guests:	Jurisdiction	
Meg Walker	OCWCOG	Yes

Staff: Operations Supervisor Emma Chavez, Transportation Manager Nick Meltzer, AAMPO Assistant Planner Billy McGregor, CWACT Planner Steph Nappa, Communications Officer Meg Walker, and CED Administrative Assistant Ashlyn Muzechenko

TOPIC	DISCUSSION	DECISION/CONCLUSION
1. Call to Order, Agenda Review, and Roll Call		<p>Chair Janelle Booth called meeting to order at 9:03 a.m.</p> <p>There were no changes to previous agenda.</p> <p>Chair Janelle Booth conducted the roll call for the AAMPO TAC Meeting.</p>
2. Public Comments	No public comments were made, as no members of the public were present.	No public comments.
3. Approve Minutes of August 18 th , 2022, Meeting (Attachment A)	There were no changes made or comments on the minutes.	Minutes were approved by consensus.
<p>Action: Decision on Minutes</p> <p>4. Bike Ped Presentation (Attachment B)</p> <p>Action: Information and Discussion</p>	<p>Staff Steph Nappa introduced the bike ped plan draft and gave a background and brief introduction to the plan.</p> <p>Staff Steph Nappa noted she is just wrapping up the project for the previous staff member Catherine Rohan.</p> <p>Chair Janelle Booth had asked if the AAMPO TAC had reviewed this plan before.</p>	Bike and Pedestrian Plan will be going back to AAMPO Staff for review and updates from member jurisdictions. Updates should be sent in before October 1st, 2022.

	<p>Staff Nick Meltzer identified that the AAMPO TAC had seen parts of the draft but never the full one.</p> <p>Staff Steph Nappa added that she inputted the project map and the project list, but the rest was Catherine's original work.</p> <p>Chair Janelle Booth noted that it would be helpful to walk through the project list and maps.</p> <p>Staff Steph Nappa shared her screen and walked the AAMPO TAC members through the project map and the project list.</p> <p>The first item for discussion was the project map and it included the top 25% projects based on the evaluation criteria and the public engagement process.</p> <p>Staff Steph Nappa added that the map is based on the new transit stops that will be added in the future, and not on current ones that Albany has now. Steph also explained the map's color coding and what each color represented on the maps.</p> <p>Chair Janelle Booth asked about page 67, and the map regarding the extended projects. In particular there was a few problems with the plan as the numbers and which road they connect with were listing the wrong road names.</p> <p>Staff Steph Nappa noted that she will be going through that page again to fix the numbers affiliated with the road names.</p> <p>Staff Steph Nappa asked Chair Janelle Booth if the Millersburg projects looked correct.</p> <p>Chair Janelle Booth noted that numbers 1-4 looked right, however the other numbers on the map didn't add up to the right ones, however the numbers could mean something else. She also added that editing the page to address the number issues with the map could make the plan more user friendly.</p> <p>Staff Steph Nappa was grateful for the edits and made a note to fix them on the plan.</p>	
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Chris Cerklewski asked for clarification on where these projects came from.

Staff Steph Nappa noted that these were all ideas and hopes for projects from the public. She added that from what she saw those are lined up to where they are supposed to be on page 73.

Chair Janelle Booth noted that on the printing she couldn't read the numbers, however on the PDF being presented the numbers on the map document were more legible and easier to see.

Staff Steph Nappa and the members agreed to add bigger maps and print in color, as well as use a bigger font when moving forward to the next meeting.

Chair Janelle Booth added that the maps on page 73 may need to be updated with the newer projects for Millersburg.

Staff Steph Nappa then went to clarify which projects were on the map and which were missing, or repeated. She also added there were a couple sections where projects were broken up and duplicated rather than just having one large project.

Chris Cerklewski noted that 24th Ave (Project number 02047) where it states missing sidewalk, was actually done last year (2021) for the Albany section. He added that he will get edits sent to Steph by Monday.

Staff Billy McGregor added that Tangent's planner has had conversations with James Feldmann at ODOT regarding Tangent's project not being able to cross HWY 34 as shown on the map.

James Feldmann noted that Steph will need to add Creed's (Tangent's Planner) and Joe Samaniego's comments regarding Tangent's projects.

Chair Janelle Booth asked for more description for the projects requested from the public to be shown in the BPP (Bike Ped Plan).

	<p>James Feldmann with ODOT also asked to add the difference between location and jurisdiction such as for county or city.</p> <p>Chris Cerklewski added the example of Knox Butte Road, as a reason to why it is important to verify the jurisdiction as well as the location, as Knox Butte road's jurisdiction varies depending on the location.</p> <p>Staff Nick Meltzer asked if the AAMPO TAC would need to see this again before sending to the AAMPO Policy Board?</p> <p>The TAC members stated that yes, they do want to see it again first before sending it out to the Policy Board.</p> <p>Staff Nick Meltzer noted that this will not be going to Policy Board in two weeks, but staff can assure the Policy Board that the TAC has been reviewing it and getting the BPP ready to send on to them (the Policy Board).</p> <p>Staff Steph Nappa asked if they should include a full project list in the appendix section of the BPP.</p> <p>All TAC members agreed that yes, they should include a full list of projects with the plan.</p> <p>James Feldmann asked to know more about the general audience, and how this plan will be used, especially with the climate friendly equitable communities. He also noted that the plan doesn't address local jurisdiction's TSP's.</p> <p>Chris Cerklewski added that there are projects that sound good but aren't appropriate or possible unless the state is going to give them over a billion dollars.</p> <p>Chair Janelle Booth noted that this is the first time they have seen these new suggestions from the public.</p>	
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	<p>James Feldmann added that on some roads the separated bike lanes are more feasible than others, however the public who gave these project suggestions weren't really going to understand that.</p> <p>Chris Cerklewski added that an example in Albany would be Ellisgen road.</p> <p>Staff Steph Nappa noted that the plan is very vague on intersections, and it just provides the description as "intersection upgrades". She also noted that referencing the climate friendly equitable communities wasn't done by the previous members working on this project.</p> <p>James Feldmann didn't know if this plan could have a 2022 and a 2023 plan so that they could wait to see what the areas Albany identified as climate friendly areas were since they are required to by the end of the year (2022).</p> <p>Chris Cerklewski noted that a lot of the plan is based on public input, which shows what the interests of the public are. This in turn is valuable information. He noted that they may not be able to give the public exactly what they wanted, but they can certainly do things in the areas where the public was wanting improvements to be to appease the public.</p> <p>Staff Steph Nappa noted that this plan is more geared to the public audience, and it should be presented to the public as a signal that staff are willing to think about the information they are providing.</p> <p>Staff Nick Meltzer noted that at the next meeting, they could have an introduction on how this project came to be and explain how this relates to the RTP.</p> <p>James Feldmann added that this plan is very valuable to transportation updates and the RTP for more than just staff, but for the region's different jurisdictions as well.</p> <p>Staff Billy McGregor added that as the discussion continues into the future, staff and members should discuss whether they want to extend this plan, maybe adding additional items as well, or at least discussing the possibility of doing so.</p>	
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	<p>Chair Janelle Booth asked when Staff needs comments and edits back on the BPP.</p> <p>Staff members Nick Meltzer and Steph Nappa noted that the deadline will probably be two weeks from now, or before October 1st, to get it through and edited before the next TAC meeting.</p> <p>Staff Billy McGregor added he can send an email out next Thursday as a one-week reminder on comments and edits to the AAMPO TAC members.</p>	
<p>5. AAMPO MTIP: Project Solicitation (Attachment C)</p> <p>Action: Discussion</p>	<p>Staff Nick Meltzer noted that they are doing the AAMPO and CAMPO call for projects together. The document in the agenda packet provides an overview of what is all involved with this process. AAMPO has just over \$3 million for 2025-2027 cycles. He clarified that STBG funds will no longer be available, and all the projects starting in 2024 will all be federal projects. Nick then added the deadline for projects is by the 14th of October, and then the schedule in the document will be carried out from there.</p> <p>Chair Janelle Booth asked about certified agencies portion of accepting/submitting the projects.</p> <p>Staff Nick Meltzer added that they are exploring options for certified agencies, and when the projects are submitted, they don't necessarily have to have an agency selected the deliver them.</p> <p>Gary Stockhoff added they/Staff/ AAMPO can contract with the local agencies that are certified such as Linn County, or Corvallis. He then added that if you (members of the board) have a project, put in for it.</p> <p>Gary Stockhoff also added that there is going to be a plea from the legislatures to address the State Fund Exchange money going away.</p> <p>Staff Nick Meltzer noted that he agrees with Gary, they (staff and AAMPO/CAMPO) have until October of 2024 to get this figured out, with getting certified, and see what really happens with the State Fund Exchange.</p>	<p>Project solicitation has begun and projects must be submitted to AAMPO staff by October 14, 2022.</p>

	<p>Staff Nick Meltzer also noted that smaller projects wouldn't make sense to put in for, but discussion on adding to existing ODOT projects, or bundling jurisdictions to be delivered by Linn County as a whole would be a good idea.</p> <p>Daineal Malone asked if preservation or modernization were separate categories when it comes to the project types being applied for.</p> <p>Staff Nick Meltzer answered that the emphasis is on preservation projects, and modernization projects are evaluated on a case-by-case basis.</p> <p>Chris Cerklewski asked about the cost estimate forms for the project process.</p> <p>Staff Nick Meltzer said that it was included as a guide, it is not mandatory to use it when submitting projects for review.</p> <p>Chris Cerklewski added that with federal projects it will likely be 50% increase with costs.</p> <p>Staff Nick Meltzer noted that they (Staff/AAMPO/CAMPO) will collect all projects and at the next TAC they will rate them based on criteria.</p> <p>Chair Janelle Booth asked about projects that were already approved still being covered by the State Fund Exchange.</p> <p>Staff Nick Meltzer confirmed that as long as they are delivered before 2024, they will be covered by the State Fund Exchange.</p> <p>Chris Cerklewski asked a couple questions regarding Albany's Queen Ave project, would it still be covered, and if it wasn't going to be able to get done any quicker because they are waiting on ODOT to finish the railroad, it is still going to be covered by State Fund Exchange program or the 2024 cycle.</p> <p>Gary Stockhoff added that from what they have been told, is to pursue, and wrap up the projects that are close to being done. He noted you (members submitting</p>	
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	<p>projects) need to be at the front of the line to be getting those projects done and submitted.</p> <p>Chris Cerklewski also added that there isn't a good trust level with the public and having to add possibly taking those projects away wouldn't help relations.</p> <p>Chair Janelle Booth wanted it confirmed and noted with Staff Nick Meltzer that October 14th is the deadline for the projects, and that there is about 3.15 million for AAMPO projects.</p>	
<p>6. AAMPO RTP: Consultant Group</p> <p>Action: Discussion and Recommendation for Approval by the AAMPO Policy Board</p>	<p>Staff Nick Meltzer introduced the RTP, and added that from his understanding, the RTP was left with initial agreement on the process and a scope with light talk regarding scenarios. He also added there is still a bit of work to do over public engagement on others. This would mean taking the next few months to talk rigorously about the RTP. He also added that maybe staff needs a consultant to just select projects or help with parts of the RTP. Right now, RTP's need to be approved by May 2023, but it could be bumped out until June 2023. There might be a month or two grace period, with it being completed by July 2023.</p> <p>Chris Cerklewski noted that those thoughts from Nick seem reasonable.</p> <p>Daineal Malone noted that there should be a current one (RTP) that staff can just update and edit for this cycle.</p> <p>Staff Nick Meltzer answered that the last RTP was muddy as it was the first one done by AAMPO, so it wouldn't exactly be the best draft to fine tune and use. Nick also noted that just working through over the next few months with the TAC will make this easier for everyone.</p> <p>Chair Janelle Booth noted that the RTP won't have to be perfect, it just needs to be complete and done so that they won't be at risk to lose any funding.</p>	

<p>7. Jurisdictional Updates/Other Business</p>	<p>Other Business: Staff Billy McGregor introduced the OHAS survey, that was brought up at the last TAC meeting, but didn't make it into the agenda packet. It has been included for all the TAC members to get eyes on.</p> <p>October AAMPO TAC will be a hybrid meeting to accommodate members and staff and still have treats.</p> <p>Any staff updates: Staff Nick Meltzer noted that he is back, Staff Billy McGregor is here, and Staff Steph Nappa is leaving for Chicago, and those are all the staff updates for now.</p> <p>Jurisdictional Updates:</p> <p>Chris Cerklewski had a question on a timeline for the infrastructure bill and money filtering done through the programs.</p> <p>Staff Nick Meltzer noted that bill is in place now, and they are seeing more money to the MPO form that. He also said that across other programs there is a significant increase in dollar amounts too.</p> <p>Staff Steph Nappa noted that they just added more money into the STIP from those bills.</p> <p>James Feldmann supported that thought by adding anyone who wants a letter of support from ODOT can use the form on ODOT's website to receive support for funding.</p> <p>Chris Cerklewski continued his update with the Queen Ave railroad project, as well as Albany's multiuse path connecting the Talking Water Gardens to another multiuse path.</p> <p>James Feldmann noted that ODOT didn't have an update.</p>	
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	<p>Daineal Malone noted that out in Scio they are working on a covered bridge project, and they are finishing it up. There was another project on Folsen Road that was a bridge reconstruction that will be happening this summer too. Linn County also got award letters for three bridges in the county. Linn County also went on a scoping route with ODOT recently.</p> <p>Gary Stockhoff added that he wanted to thank Nick and AAMPO staff for getting the MOU in place, which now leads to the Gibson Hill project being pretty much complete. He also noted he is grateful for everyone's help and patience. Stockhoff also added that Benton County is working on a community path as well.</p> <p>Chair Janelle Booth noted that they are also noting that Millersburg is also working on adding a multi-use path near Woods Road. There is also development going on with the idea of interchanges and I5 work near Millersburg too. There also may be a signal going in as well, so conversations will be had on that topic.</p>	
<p>8. Adjournment</p>	<p>The next AAMPO TAC meeting is scheduled for Thursday, October 20, 2022, from 9:00am to 11:00am and will be a Hybrid Meeting.</p>	<p>Meeting was adjourned at: 10:21 a.m. by Chair Janelle Booth</p>



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

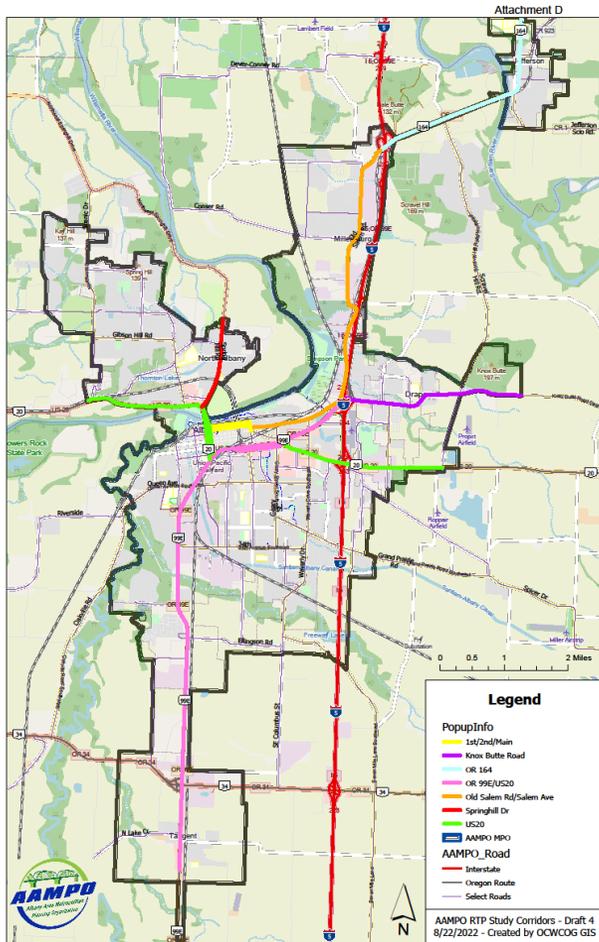


To date:

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



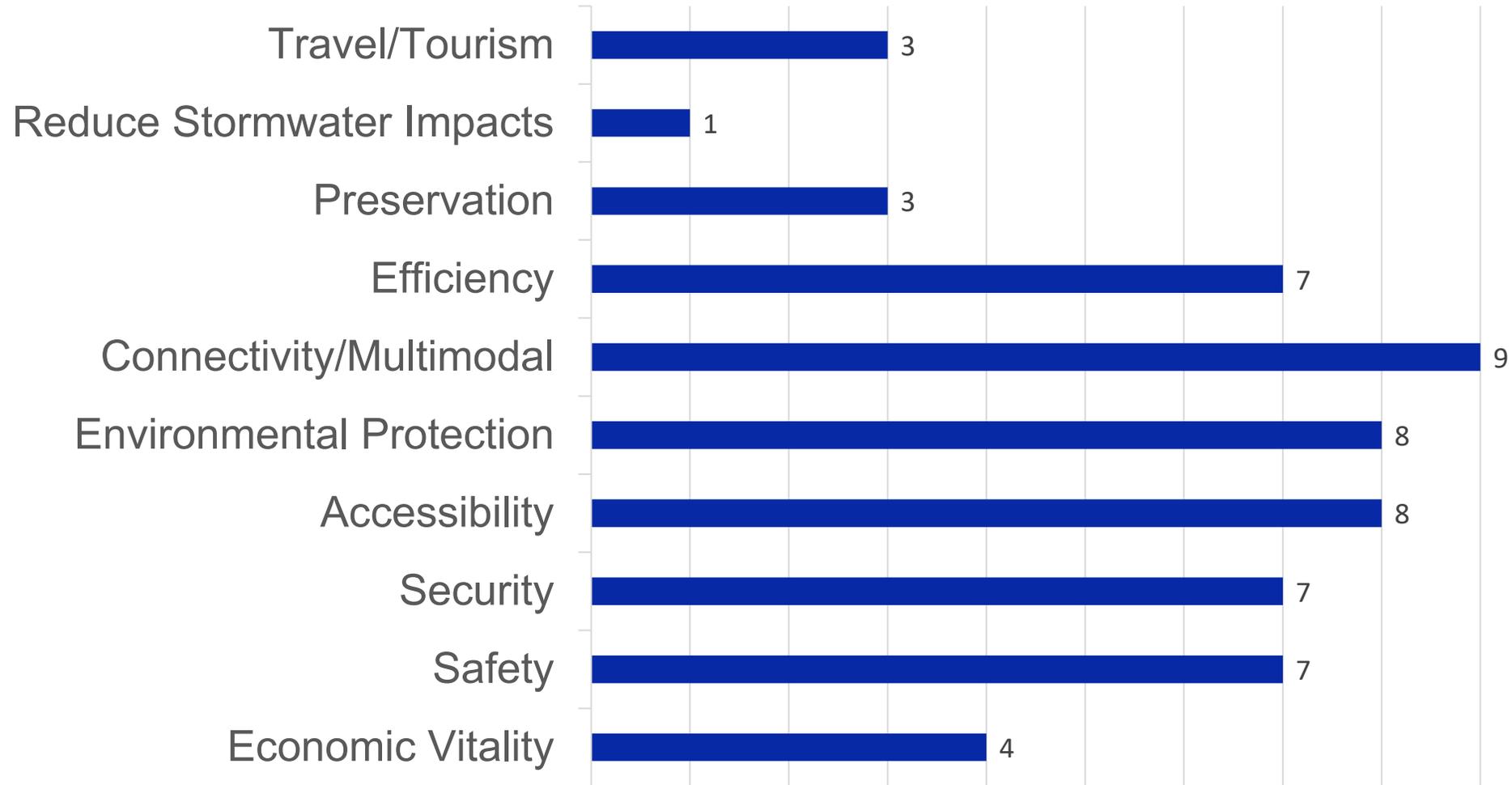
- 1) Support **economic vitality** by enabling global **competitiveness, productivity, and efficiency**;
- 2) Increase **safety** for **motorized** and **non-motorized users**;
- 3) Increase **security** for **motorized** and **non-motorized users**;
- 4) Increase **accessibility and mobility** of **people 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

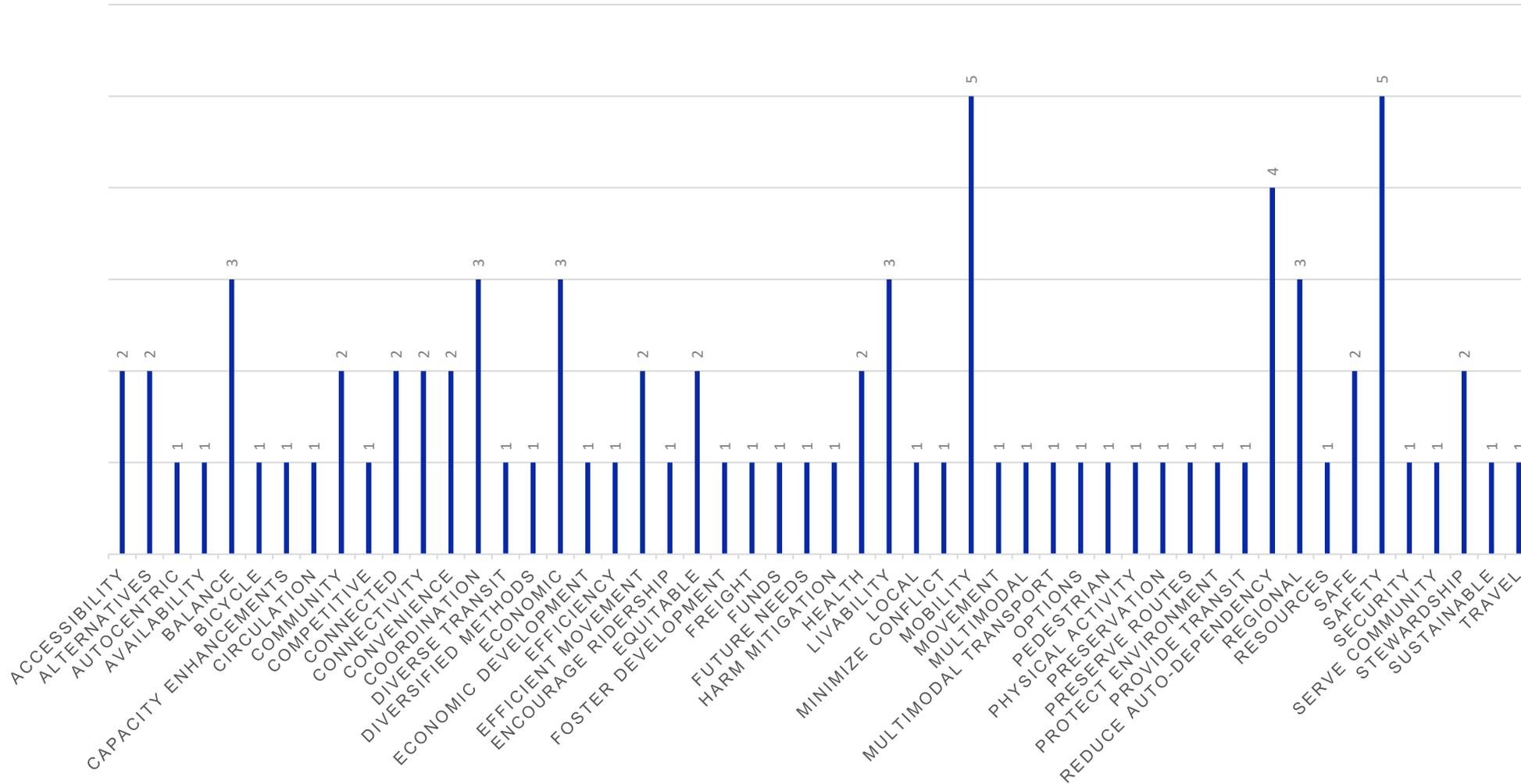
Quality of Life

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.