



Albany Area Metropolitan Planning Organization

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

Policy Board Meeting Wednesday, April 26, 2023 2:30 pm to 4:30 pm

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

OCWCOG, Albany ABC Conference Room

1400 Queen Avenue SE, Albany, Oregon

Via Teams by Clicking [HERE](#)

Meeting ID: 294 775 811 756

Passcode: ocwzng

Mobile One Click Number

[+1 872 242 8088](#)

Phone Conference ID: 870 165 858#

Contact: Billy McGregor, bmcgregor@ocwcog.org

AGENDA

- | | | | |
|----|------|---|------------------------|
| 1) | 2:30 | Call to Order, Agenda Review, and Roll Call | Chair,
Darrin Lane |
| 2) | 2:35 | Public Comments | Chair |
| 3) | 2:40 | Approve minutes of February 22, 2023, Meeting (Attachment A) | Chair |
| | | <i>Action: Decision on minutes</i> | |
| 4) | 2:45 | AAMPO Bicycle/Pedestrian Plan
The Policy Board requested additional changes based on comments from ODOT Regional Traffic. Those changes have been made and the plan will be brought to the Policy Board.
The Bike Ped Plan can be found by clicking HERE . | Staff,
Nick Meltzer |
| | | <i>Action: Approval</i> | |
| 5) | 3:15 | STBG Project Discussion (Attachment B)
Review of historical STBG projects, funding available for 2025-2027 and discuss projects for submittal to the Policy Board for approval. | Staff,
Nick Meltzer |
| | | <i>Action: Approval of STBG projects</i> | |
| 6) | 3:45 | RTP Scenario Discussion (Attachment C)
Discuss model results of different future scenarios, and select preferred scenario for future project development. | Staff |
| | | <i>Action: Discussion and Recommendation</i> | |
| 7) | 4:00 | Jurisdictional Updates/Other Business | All |

The meeting location is accessible to persons with disabilities. Sign language, interpreter services or other accommodations can also be provided by contacting Ashlyn Muzechenko at least 48 hours prior to the meeting. Ashlyn can be reached at 541-812-2002 (TTY/TTD 711) or amuzechenko@ocwcog.org.

ATTENDANCE (FOR QUORUM PURPOSES)

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

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

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

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

**ALBANY METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD REMOTE MEETING
Wednesday, February 22, 2023
2:30 – 4:30 pm
Microsoft Teams**

DRAFT MINUTES

Board Members	Jurisdiction	Attendance
Walt Perry	City of Jefferson	No
Councilor John Sullivan	City of Millersburg	Yes
Councilor Ray Kopczynski	City of Albany	Yes
Councilor Greg Jones	City of Tangent	No
Commissioner Rodger Nyquist	Linn County	No
Commissioner Pat Malone	Benton County	Yes
Darrin Lane	Citizen Representative	No
Savannah Crawford	Oregon Department of Transportation	Yes
Alternates	Jurisdiction	Attendance
David Watkins	City of Jefferson	No
Janelle Booth	City of Millersburg	No
Chris Cerklewski	City of Albany	No
Joe Samaniego	City of Tangent	No
Wayne Mink	Linn County	No
Gary Stockhoff	Benton County	No
James Feldmann	Oregon Department of Transportation	No

Guests: Jennifer Boardman

Staff Present: Transportation Program Manager Nick Meltzer, AAMPO Assistant Planner Billy McGregor, and CED Administrative Assistant Ashlyn Muzechenko

TOPIC	DISCUSSION	DECISION / CONCLUSION
<p>1. Call to Order, Agenda Review, and Roll Call</p>	<p>The meeting was called to order by Vice-Chair Ray Kopczynski at 2:36pm as the Chair Darrin Lane was not in attendance.</p> <p>AAMPO Board Members started with agenda item number 5 which was an informational item since the fourth member required for quorum had not joined yet. The other items would follow next as soon as the last member for quorum arrived.</p> <p>Staff Nick Meltzer conducted roll call for the AAMPO Policy Board members.</p>	<p>Meeting called to order at 2:36pm by Vice - Chair Ray Kopczynski</p>
<p>2. Public Comments</p>	<p>There were no public comments made to the Policy Board members.</p>	<p>There were no public comments made.</p>
<p>3. Approve minutes of January 25, 2023 (Attachment A)</p> <p>ACTION: Decision on Minutes</p>	<p>Commissioner Pat Malone moved to approve the January 25, 2023, meeting minutes. The Policy Board approved the minutes by consensus.</p>	<p>There was consensus to approve the minutes of January 25, 2023.</p>
<p>4. RTP Goals and Objectives (Attachment B)</p> <p>Action: Approval of Revised goals and objectives</p>	<p>Staff Billy McGregor shared a presentation comparing AAMPO and CAMPO's goal and objectives. Staff McGregor noted that the goals and objectives for both MPO's meet and exceed the federal guidelines.</p> <p>McGregor noted that the wording was changed on some of the goals and objectives to be more helpful and supportive to member jurisdictions and less dictating.</p> <p>McGregor added that the presentation can be shared out to the Policy Board Members after the meeting as well if requested.</p> <p>McGregor read through, and summarized the goals and objectives for AAMPO and CAMPO for all of the Policy Board members to analyze.</p>	<p>Commissioner Malone moved to approve the Revised RTP Goals and Objectives. John Sullivan seconded. The motion passed unanimously.</p>

	<p>McGregor added that the outlook on the goals is to not decide exactly what the membership jurisdictions must accomplish, and rather specify language to support and give guidance to the members for ideas on projects and programs.</p> <p>Meltzer noted that the last time it was brought to policy board there was concern on language and also interest in seeing them compared to CAMPOs goals and objectives.</p> <p>Malone moved to approve the Revised RTP Goals and Objectives. John Sullivan seconded. The motion passed unanimously.</p>	
<p>5. UPWP Review (Attachment C)</p> <p>Action: Information and Discussion</p>	<p>McGregor introduced this agenda topic as the FY24 UPWP in its draft form that shows AAMPO’s budget and direction for staff work.</p> <p>McGregor stated that section 3 shows AAMPO’s accomplishments for the year. McGregor noted that in task 100 one of the added topics is time for staff to create a continuity of operations binder.</p> <p>McGregor added that the tasks would be focused around completing the RTP and other MPO operations.</p> <p>McGregor noted that task 200 is the long-range planning section. McGregor also added that the RTP will be concluding and will be moving to 220 instead of 210 since it isn’t as important once it is completed.</p> <p>McGregor shared with the AAMPO Policy Board Members the different levels of the UPWP and what the tasks for the FY24 are set up to be.</p> <p>McGregor noted that tasks in the 300 range have become more of a long-term permanent tasking section. McGregor added that tasks that are consistently present in the UPWP have been moved up in order of tasking.</p> <p>McGregor shared that in the task 400 range there is most of the state work listed out and accounted for.</p> <p>McGregor noted that task 500 is reserved as a special projects pool.</p>	

	<p>This task focuses on special projects that are of interest to the MPO and broader transportation organizations. It was created for the purpose to capture one-time projects that are not recurring in AAMPO year to year.</p> <p>McGregor added that the total budget did go up a bit, and there are still changes needed to be made on the UPWP and are looking for feedback from the Policy Board Members as well.</p> <p>Meltzer shared that there would be a final draft to present to the TAC and get final approval from the Policy Board in March or at the latest April of 2023.</p> <p>McGregor added that later the summary of comments would be added into the UPWP.</p>	
<p>6. OMPOC Legislative Priorities (Attachment D1 and D2)</p> <p>Action: Approve Decision</p>	<p>Meltzer shared attachments D1 and D2 and explained the purpose of the legislative priorities to the Policy Board Members. Meltzer also noted that feedback from the policy board members would be helpful regarding support for the different bills.</p> <p>Ray Kopczynski asked if staff are looking into the dates that these would be adopted or dropped off.</p> <p>Meltzer answered that OMPOC is keeping track of the legislative priorities and bills, but meets regularly with the MPOS for feedback.</p> <p>Malone asked about the dollar figure amounts on one of the priorities.</p> <p>Staff Nick Meltzer stated that the number is around \$50 million but is only available for ODOT streets.</p> <p>Policy Board Members decided by consensus that they approved of the OMPOC's Legislative priorities that were presented.</p>	
<p>7. Jurisdictional Updates/Other Business</p>	<p>Jurisdictional Updates:</p> <p>Ray Kopczynski shared for Albany there are no updates.</p> <p>John Sullivan of Millersburg stated there are no updates.</p>	

	<p>Staff Nick Meltzer for AAMPO noted that the COG was in Albany last night presenting the Climate Friendly and Equitable Communities and will be presenting in Corvallis tonight as well.</p> <p>Savannah Crawford for ODOT shared that new lighting was added to the hwy 20 section. Additionally, Crawford noted that bidding will open tomorrow for the Van Buren bridge.</p>	
8. Adjournment	The next AAMPO Policy Board Meeting is scheduled for Wednesday, March 22, 2023, from 2:30pm – 4:30pm.	The meeting was adjourned at 3:17 pm by Vice-Chair Ray Kopczynski.

MEMORANDUM

Albany Area Metropolitan Planning Organization

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Date: April 26, 2023
To: AAMPO Technical Advisory Committee
From: Nick Meltzer + Billy McGregor, AAMPO Staff
Re: Albany Area MPO 2024-2027 STBG Project Selection

This memorandum summarizes the STBG project TAC funding recommendations for 2025-2027 for the AAMPO Policy Board.

Recommendations

The TAC recommends that both Scoping projects, Cities of Albany and Millersburg, be approved for funding without contestation. When scoping projects are removed from the \$3.152 million funding available, \$3.018 is available for projects. As the City of Albany's project scored the highest among the three projects by a large margin, AAMPO TAC recommends funding that project in its entirety.

The TAC recommends leaving the remaining \$800,000 (approx.) unallocated for the time being, with the potential for TAC recommendation of potential uses in the future for Policy Board approval.

Locality	Project Type	Project Name	Project Dollar Request	Total Est Project Cost	Project Score
City of Albany	Modernization	Albany Ave Widening Project	\$2,200,000	\$ 3,100,000	86
City of Albany	Scoping	Pacific Blvd/Queen Ave Scoping Study	\$98,703	\$ 110,000	N/A
City of Millersburg	Scoping	Millersburg TSP Update	\$35,000	\$ 40,000	N/A
			\$2,333,703		

Background

The Albany Area MPO solicits projects for Surface Transportation Block Grant Funding (STBG) every three years. This process is known as the Metropolitan Transportation Improvement Program (MTIP) and aligns with the State Transportation Improvement Program (STIP), which are both federally required documents that catalog all federal transportation spending in the respective region (AAMPO region and State of Oregon, respectively). AAMPO receives between \$750,000 and \$1,000,0000 annually to spend on transportation projects of regional significance.

Available Funding

In the previous M/STIP cycle, projects were allocated for funding available through Federal Fiscal Year (FFY) 2024. The M/STIP always has a one-year overlap; as such the funding request for this cycle is for 2025-2027. The table below outlines the anticipated amount of funding available for each year.

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Year	Allocated Funding
2025	\$ 1,032,839.00
2026	\$ 1,050,666.00
2027	\$ 1,068,737.00
Total Available	\$ 3,152,242.00

Staff are checking with the Oregon Department of Transportation to see if any unused funds from previous years will be rolled over. In the interim, staff have conservatively assumed there will be no additional funds other than those listed in the above table.

Proposed Projects

Albany Area MPO Technical Advisory Committee (AAMPO TAC) members were invited to submit projects in the fall of 2022. Each project was ranked by the AAMPO TAC and then posted for public comment. The table below contains an overview of projects, the requested amount, total estimated cost and TAC score. No comments on the projects were received from the public.

Similar to Corvallis Area MPO practices, AAMPO decided to make scoping projects eligible for funding this cycle. Funding the planning and design of projects is both a good use of federal funds, as well as setting members up for future project requests either through the MPO or via other sources. Scoping projects can be up to 10% of the total STBG funding available, and are funded off the top, so they were not scored.

In 2022, the Oregon Department of Transportation sunset the popular State Fund Exchange Program, which allowed jurisdictions to exchange federal funds to more flexible state funds. This often resulted in more creative projects and cost savings through reduced requirements. Unfortunately, starting in FFY24, the program will no longer exist.

Locality	Project Type	Project Name	Project Dollar Request	Total Est Project Cost	Project Score
City of Albany	Modernization	Albany Ave Widening Project	\$2,200,000	\$ 3,100,000	86
		Know Butte/ Scrael Hill			63
Linn County	Modernization	Roundabout	\$1,577,063	\$ 1,757,566	
Benton County	Preservation	Scenic Drive Grind & Inlay	\$988,483	\$ 1,090,000	30
City of Albany	Scoping	Pacific Blvd/Queen Ave Scoping Study	\$98,703	\$ 110,000	N/A
City of Millersburg	Scoping	Millersburg TSP Update	\$35,000	\$ 40,000	N/A
			\$4,899,249	\$6,097,566	

The historical projects funded by AAMPO STBG funds are provided below:

Project	Applicant	Amount
Hill Street	Albany	\$ 2,332,000
24th Ave	Albany	\$ 94,000
Salem Ave	Albany	\$ 650,000
Queen Ave	Albany	\$ 1,736,300

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Springhill Drive	Benton County	\$ 650,000
Old Salem Rd	Linn County	\$ 413,000
Tangent Drive	Linn County	\$ 884,750
Goldfish Farm Rd	Linn County	\$ 1,218,600
Old Salem Guardrail	Millersburg	\$ 99,000
<i>Total Allocated 2015-2024</i>		\$ 8,077,650

Next Steps

Staff request approval or denial for additional consideration from the AAMPO Policy Board.

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Date: April 26, 2023
To: AAMPO Policy Board
From: Billy McGregor, AAMPO Staff
Re: AAMPO RTP Scenarios, Preferred Scenario

Background

RTP scenarios were approved in February of 2022 by the AAMPO Policy Board and reviewed by both the TAC and Policy Board again in December of 2022. Project selection in the RTP will be guided in part by the MPO's preferred future scenario for 2043, as well as the adopted goals and objectives. Preliminary model results have been received from ODOT's Transportation Planning and Analysis Unit (TPAU) and are presented below.

Approved Scenarios

1. *Trend Scenario:* This scenario serves as the baseline to measure outcomes against and assumes nominal transit investment over 20 years
 - *Assumptions:*
 - i. No significant capacity projects (i.e. highway widening)
 - ii. Projects currently funded on the MPO's MTIP are included
 - iii. Conditions based on adopted land use plans are included

2. *Increased Transit + Increased Walking and Biking Scenario:* This scenario would increase transit and the attractiveness of walking and bicycling
 - *Assumptions*
 - i. Transit will expand geographically, at a minimum, to the long term scenario identified in [Albany Transit System's Transit Development Plan](#)
 - ii. Transit headways will be comparable to the bus rapid transit currently running in [Eugene](#) (bus arrives ~ 15 minutes along key routes)
 - iii. Walking and bicycling will become more attractive by provision of safer and more comfortable infrastructure

3. *State and Federal Policies Scenario:* This scenario focuses on changes that align with trends in state and federal policies, including DLCD's [Climate Friendly and Equitable Community Rulemaking](#) effort which focuses on meeting our State's climate pollution reduction goals. This scenario will model increased barriers to single occupancy vehicle use, such as road usage fees/taxes and parking fees.
 - *Assumptions*
 - i. Assumptions will be finalized with TPAU and Tara Weidner, ODOT's Integrated Transportation Analysis Engineer

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Scenario Model Findings

Scenario 1 - Trend Scenario			
Metric	Unit	2019	2043
VMT	Daily All vehicle roadway VMT	1,092,280.0	1,505,262.0
VMTperCap	Daily All vehicle roadway VMT/capita	17.3	17.5
VDHT	Delay hours (PM Peak)	692.0	1,505.0
VDHTperCap	Annual delay hours per Capita (PM Peak)	4.0	6.4
CongVMTby_Collector	Congested Roadway VMT (PM Peak)	411.0	3,602.0
CongVMTby_Freeway	Congested Roadway VMT (PM Peak)	0	15,030.0
CongVMTby_Local	Congested Roadway VMT (PM Peak)	43.0	129.0
CongVMTby_Minor Arterial	Congested Roadway VMT (PM Peak)	2,193.0	4,744.0
CongVMTby_Principal Arterial	Congested Roadway VMT (PM Peak)	1,546.0	8,123.0
CongVMTby_Ramp	Congested Roadway VMT (PM Peak)	958.0	1,052.0
Mode Split - All Trips		Sums to 100%	
Bike		5	5
Drive Alone		42	41
Shared Ride		45	46
Transit		1	1
Walk		8	7
Mode Split - Journey to Work		Sums to 100%	
Bike		2	2
Drive Alone		86	86
Shared Ride		10	10
Transit		0	1
Walk		2	2

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Scenario 2 - Increased Transit, Walking, and Biking Scenario			
Metric	Unit	2019	2043
VMT	Daily All vehicle roadway VMT	1,092,280.0	1,437,692.0
VMTperCap	Daily All vehicle roadway VMT/capita	17.3	16.8
VDHT	Delay hours (PM Peak)	692.0	1,262.0
VDHTperCap	Annual delay hours per Capita (PM Peak)	4.0	5.4
CongVMTby_Collector	Congested Roadway VMT (PM Peak)	411.0	3,181.0
CongVMTby_Freeway	Congested Roadway VMT (PM Peak)	0	14,935.0
CongVMTby_Local	Congested Roadway VMT (PM Peak)	43.0	45.0
CongVMTby_Minor Arterial	Congested Roadway VMT (PM Peak)	2,193.0	3,516.0
CongVMTby_Principal Arterial	Congested Roadway VMT (PM Peak)	1,546.0	4,326.0
CongVMTby_Ramp	Congested Roadway VMT (PM Peak)	958.0	886.0
Mode Split - All Trips		Sums to 100%	
Bike		5	15
Drive Alone		42	36
Shared Ride		45	41
Transit		1	1
Walk		8	7
Mode Split - Journey to Work		Sums to 100%	
Bike		2	16
Drive Alone		86	75
Shared Ride		10	7
Transit		0	1
Walk		2	1

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Scenario 3 - State and Federal Policies Scenario			
Metric	Unit	2019	2043
VMT	Daily All vehicle roadway VMT	1,092,280.0	1,454,682.0
VMTperCap	Daily All vehicle roadway VMT/capita	17.3	17.4
VDHT	Delay hours (PM Peak)	692.0	1,351.0
VDHTperCap	Annual delay hours per Capita (PM Peak)	4.0	5.9
CongVMTby_Collector	Congested Roadway VMT (PM Peak)	411.0	3,181.0
CongVMTby_Freeway	Congested Roadway VMT (PM Peak)	0	15,879.0
CongVMTby_Local	Congested Roadway VMT (PM Peak)	43.0	43.0
CongVMTby_Minor Arterial	Congested Roadway VMT (PM Peak)	2,193.0	3,880.0
CongVMTby_Principal Arterial	Congested Roadway VMT (PM Peak)	1,546.0	5,608.0
CongVMTby_Ramp	Congested Roadway VMT (PM Peak)	958.0	1,158.0
Mode Split - All Trips		Sums to 100%	
Bike		5	5
Drive Alone		42	40
Shared Ride		45	43
Transit		1	1
Walk		8	11
Mode Split - Journey to Work		Sums to 100%	
Bike		2	2
Drive Alone		86	83
Shared Ride		10	9
Transit		0	1
Walk		2	5

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Approved Goals and Objectives

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

- a. Support implementation of standards to meet the requirements set forth in the Americans with Disabilities Act (ADA).
- b. Support a complete pedestrian and bicycle network throughout the MPO area.
- c. Promote equitable access to underserved, disenfranchised, and vulnerable populations in the transportation system.
- d. Identify areas that could support additional transit service, and work with transit providers to improve the coverage, quality, and frequency of services.

Goal 2: Support a safe and comfortable transportation system for all travel modes.

- a. Support design solutions that balance reducing congestion with improved safety for people walking and biking.
- b. Support the identification of truck routes to reduce commercial vehicle and neighborhood conflicts.
- c. Promote the installation of enhanced pedestrian crossings to improve safety of underserved and vulnerable populations.
- d. Promote projects that improve safety for all users and identify opportunities for including system management solutions.
- e. Help implement streetscape projects that enhance the comfort and aesthetics of the surrounding environment, promoting safe active transportation modes.

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

- a. Promote the addition of streets or roads, as identified in AAMPO Member plans, to increase connectivity between isolated areas.
- b. Educate the region on the benefits of mixed use development and reducing trip length through improved land use.
- c. Promote Complete Street design principles, the use of ODOT's Blueprint for Urban Design, and FHWA's Safe Systems approach, for use in street design.
- d. Improve multimodal connectivity across physical and natural barriers (i.e. I-5, Willamette River, OR-34, etc.).
- e. Identify regional corridors of significance that are important to multimodal travel in the region.

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

- a. Collaborate with the Corvallis Area MPO to investigate inter-regional housing, employment and travel demands, and their impact on the transportation system.
- 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. Coordinate with agencies external to the AAMPO region as appropriate.
- d. Coordinate transit services, facilities, and improvements with local jurisdictions within AAMPO.

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

- a. Support a freight system provides for the efficient movement of goods within and connecting to the AAMPO region.
- b. Identify transportation improvements that will enhance access to employment.
- c. Support reduced system lifecycle costs through asset based planning and preventative maintenance.
- d. Consider the increased cost of long commutes by populations that are unable to afford housing in more urban areas.
- e. Improve the resilience of the region's transportation system by planning for the protection of regionally critical facilities from catastrophic events and natural disasters.

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

- a. Encourage minimized impacts to the scenic, natural and cultural resources within the region from transportation related projects.
- b. Help maintain roadway and intersection operations while considering environmental and land use impacts.
- c. Improve health and wellness of the general population by increasing active transportation choices and access to health care and related facilities.
- d. Support lifecycle reduction of total air contaminates and toxins by transportation projects.
- e. Support access to public spaces and encourage active transportation and social interaction.

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

- a. Support programmatic approaches for increased user transportation options, commute reduction, and travel demand management.

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- a. Promote projects that support a comfortable and inviting downtown to promote regional tourism.
- b. Support connectivity between the various communities within the member region and nearby.
- c. Minimize conflicts between active transportation users and vehicles along high volume and/or highspeed corridors, especially corridors with a multimodal focus.
- d. 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.