

Agenda
Albany Area Metropolitan Planning Organization
Policy Board

Date: Wednesday, January 27, 2016
Time: 2:30 – 4:30 pm
Location: Oregon Cascades West Council of Governments
Upstairs Meeting Room / 1400 Queen Ave. SE, Albany
Contact: Theresa Conley, AAMPO Coordinator - (541) 924-4548

I. Call to Order and Introductions **Roger Nyquist, AAMPO Chair**

II. 2016 Chair and Vice Chair Selection **Roger Nyquist**
Action Requested: Elect Chair and Vice Chair for 2016

Board members are asked to confirm their reappointment for the 2016 calendar year and to elect a Chair and Vice Chair for 2016.

III. Agenda Review **Chair**

IV. Public Comment **Chair**

V. Minutes of December 3, 2015 Meeting (Attachment A) **Chair**
Action Requested: Approval of December 3, 2015 Meeting Minutes

VI. Regional Transportation Plan Update (Attachment B) **Theresa Conley, AAMPO**
Chris Maciejewski, DKS
Action Requested: Discussion only.

Staff and members of the consultant team will provide a progress report on the RTP, follow up on questions raised at the December 3rd meeting, and discuss next steps for development and adoption of an RTP Framework. Discussion items will include:

- a. Existing conditions and future needs analyses, including travel demand modeling used to identify future needs
- b. Transit needs analysis, including for areas that do not currently have transit
- c. Goals and policies refinement
- d. Discussion on project priorities as related to draft goals and policies
- e. Project Schedule

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@ocwocg.org.

VII. FY16-17 Work Program Discussion

Theresa Conley

Action Requested: No action required. Discussion only.

Staff will update the Board on progress with the FY15-16 Work Program and present a schedule for developing a FY16-17 Work Program. This will be the first opportunity for the Board to present ideas for work program.

VIII. 2016 Meeting Schedule (Attachment C)

Chair

Action Requested: Discuss and confirm meeting schedule.

IX. Information Sharing

Chair

Action Requested: Informational

- OCWCOG/AAMPO email procedure changes
- OMPOC Updates
- Jurisdictional Updates

X. Adjourn

Chair

Upcoming Meetings and Events

Governor's Transportation Vision Panel CWACT Regional Forum

Thursday, January 28 from 5:00 – 7:00 pm

Location Change – LBCC Calapooia Center – Fireside Room (upstairs)

<https://visionpanel.wordpress.com/regional-forums/>

CAMPO – AAMPO Joint Meeting

February 2nd, 2016

3:00 – 5:00 pm

Benton County Sunset Building

4077 SW Research Way, Corvallis

Draft Oregon Bicycle and Pedestrian Plan – Public Comment Period thought Feb 18

<http://www.oregon.gov/odot/td/tp/pages/bikepedplan.aspx>.

**ALBANY METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD MEETING MINUTES**

**Wednesday, October 28th, 2015
2:30 – 4:30 pm**

Oregon Cascades West Council of Governments
Upstairs Conference Room / 1400 Queen Ave. SE, Albany

Policy Board Members Attending: Frannie Brindle, Darrin Lane, Dave Beyerl, Floyd Collins, Gary Powell, and Roger Nyquist

Alternates: Georgia Edwards, and Valerie Grigg Devis

Members Absent: Annabelle Jaramillo

Staff Attending: Theresa Conley and Emma Chavez

Guests: Ron Irish and Josh Wheeler

TOPIC	DISCUSSION	DECISION / CONCLUSION
I. Call to Order and Introduction	The Chair called the meeting to order at 3:03 pm.	
II. Agenda Review		There were no changes to the agenda.
III. Public Comment		There were no comments from the public.
IV. Minutes of October 28, 2015 Meeting		Consensus from the Policy Board to approve the October 28, 2015 meeting minutes as written.
V. Interim TIP Amendment	ODOT has requested an amendment to the Interim TIP to include additional funds for the construction phase of ODOT’s I-5 N. Jefferson – N. Albany resurfacing project. The amendment would also combined this project with a related pavement preservation project.	Consensus from the Policy Board to amend the Interim TIP.

Draft Minutes

<p>VI. FFY15-18 STP Funding Recommendation</p>	<p>Three applications were submitted to the TAC who reviewed and prioritized the projects. Those projects are:</p> <ol style="list-style-type: none"> 1. Hill Street – Queen to 34th (City of Albany) 2. Old Salem Road Preservation, Safety and Modernization (Linn County Road Department) 3. 24th Avenue – Jackson to Geary (City of Albany) <p>Project presentations were conducted for each project. Question and answers were conducted. Staff recommended for the Policy Board to wait for the full TIP to be developed before final approval. Darrin requested a preliminary approval in order to begin designing the Linn County project.</p>	<p>Consensus of the Policy Board to approve on a preliminary basis, and pending final adoption of the FFY15-18 TIP, funding for the projects as presented</p>
<p>VII. Regional Transportation Plan Updates</p>	<p>Staff gave a presentation on the consultant’s work thus far and gave an overview of public comments received.</p> <p>The consultants looked at existing conditions components and regional networks. Consultants reviewed the conditions of safety, motor vehicle, pedestrian, bicycle and additional modes such as truck freight, rail freight, airport, water and ITS. A full report will come of these reviews.</p> <p>Members discussed the importance of broader regional connectivity as a planning consideration, and the impact of travel through the MPO. Members also discussed the impact of technology, including GPS navigation, on travel patterns within and through the AAMPO area. AAMPO will bring these concerns to the project management team for consideration and ODOT staff will bring these concerns to ODOT and the ODOT TPAU unit. Members also recommended a consideration for intermodal freight facilities and reaching out to smaller freight companies.</p>	<p>Staff will discuss with consultants and suggest the consideration of impacts of technology and driving patterns in the study as well as looking into regional connectivity outside the AAMPO. ODOT staff will also discuss this concern with their technology staff and TPAU.</p>

Draft Minutes

	<p>For the Public Involvement; a survey was conducted and translated for the Spanish speaking community, stakeholder interviews took place, a website was created and there is ongoing outreach via an interested parties list. A total of 174 responses were received for the survey. Staff reviewed the survey results with members.</p> <p>Members received a summary from the stakeholder interviews of major items that surfaced. Staff reviewed those key issues with members advising that a more in depth summary from each interview is available upon request.</p> <p>Next steps in the RTP process include public meetings in January. Josh Wheeler suggested for a meeting to take place in North Albany. He stated that there is concern that the area may be felt left out due to being in Benton County, even though they fall under the AAMPO. Staff advised that the work program calls for only four meetings which have already been set, however; staff can look into putting together an additional meeting.</p>	
<p>VIII. Jurisdictional Updates</p>	<p>City of Jefferson – its MPO-funded project has been postponed until Spring of 2016. The project lead is Marion County.</p> <p>City of Albany – the Urban Renewal District in constructing major improvements to down town. These improvements will address safety and parking issues. Floyd advised that city councilors are interested in fixing Hwy 20 through Albany to I-5, focusing on the fire station site.</p> <p>City of Tangent – provided a survey to residents on Tangent Drive looking for feedback on desired improvement. Most residents do not want a change. City staff believe that residents may fear that the cost of the improvements will come out of their pockets. Additional outreach will be done to clarify matters and receive additional feedback.</p>	

Draft Minutes

	<p>Benton County – two surveys have been conducted on the Corvallis to Albany path; one scientific survey via phone to landlines and cell phones. A supplemental online survey was also conducted and had 1,000 people who had taken the survey after only two days. At this time the county is focusing on solely identifying if there is a need for a trail.</p> <p>ODOT – the Safety Study on Hwy 20 kicked off in November. The consultant firm will be looking at existing conditions. Field observations are taking place at November to January. The Stakeholder Advisory Committee meetings will begin in January. A first community event is set to take place the second week of February 2016.</p>	
IX. Adjourn	Meeting adjourned at 4:45 pm.	



DRAFT MEMORANDUM #3

DATE: December 11, 2015

TO: Albany Area Metropolitan Planning Organization RTP Project Management Team

FROM: Chris Maciejewski, PE, PTOE – DKS Associates
Carl Springer, PE, PTOE, PTP – DKS Associates
Garth Appanaitis, PE – DKS Associates
Aaron Berger, EIT – DKS Associates

**SUBJECT: Albany Area Metropolitan Planning Organization Regional Transportation Plan
DRAFT Technical Memorandum #3: Plan Goals and Policies**

P14180-004

Introduction

The Goals and Policies of the Albany Area Metropolitan Planning Organization (AAMPO) reflect the transportation priorities of the jurisdictions¹ within the MPO, the goals established by the state of Oregon, and the guidelines set by the Federal Government for metropolitan regions (including requirements for transportation funding set forth in MAP-21²). The goals provide a measuring stick to judge how well the Regional Transportation Plan alternatives and final plan reflect the values expressed and prioritized by the community.

Purpose

The AAMPO Regional Transportation Plan (RTP) goals and policies provide a foundation for transportation plans, projects and programs completed within the MPO planning area. Each goal and policy was developed by the MPO in concert with local plans, especially Transportation System Plans for cities and counties within the MPO planning area. Continual coordination between local jurisdictions and the MPO is critical to achieving these regional goals, as the local and regional circulation patterns are intertwined.

¹ AAMPO RTP Technical Memorandum #2: Existing Document and Regulatory Review includes a summary of the goals and policies for various plans of jurisdiction within the MPO.

² Moving Ahead for Progress in the 21st Century (MAP-21), <http://www.fhwa.dot.gov/map21/>

Organization

This document contains a hierarchy of four planning elements:

- Goals
- Policies
- Potential Actions
- Objectives

Goals are broad overarching statements about the region’s desired outcomes. While not always appearing attainable, a goal describes a principal that will influence how decisions are made about transportation investments.

Policies describe the approach that the MPO will use to guide the region toward each goal.

Potential actions are projects or regulatory measures that may be implemented with the appropriate policies. The potential actions listed are examples of project level measures that could be taken. As the RTP is developed, these potential actions will be refined and amended, as appropriate.

An objective is a measureable outcome (sometimes referred to as a “performance indicator” in regional planning documents) that indicates if a policy is achieved. These objectives also address the performance-based planning requirements established in MAP-21.

Goals and Policies

This section outlines the RTP goals, policies, potential actions, and objectives.

Goal I

Provide for a balanced and multi-modal regional transportation system that meets existing needs and prepares for future needs.

Policies

- 1.1. Improve the accessibility, connectivity, efficiency and viability of the transportation system for all users
- 1.2. Maximize efficiency of existing regional roadway system
- 1.3. Maintain acceptable roadway and intersection operations
- 1.4. Protect the ability of major arterials to serve regional traffic while maintaining local connectivity to community activity centers
- 1.5. Preserve and protect transportation corridors essential to regional economic vitality
- 1.6. Ensure that the benefits and impacts of the transportation system are socially equitable
- 1.7. Support improvements to the passenger rail system which demonstrate positive community impacts

- 1.8. Define priorities and incremental steps needed for investment of ODOT and Federal revenues to address safety and major capacity problems on the State and Interstate transportation system serving the AAMPO planning area
- 1.9. Maintain the condition of the highway system infrastructure
- 1.10. Plan for transportation improvements that are needed to support future growth and transportation system needs
- 1.11. Provide a transportation system that serves a balance of transportation modes

Potential Action

- Add roadways, as identified in adopted plans, to increase regional connectivity
- Upgrade intersection capacity to meet future demand
- Implement or promote transportation options to meet future demand
- Provide wayside information dissemination on key regional routes
- Add video surveillance to improve incident detection and verification
- As transportation facilities are developed, incorporate design standards, landscaping and other amenities to encourage walking and bicycling opportunities

Objectives

- Reduce regional corridor travel times
- Reduce hours of congestion
- Reduce user travel costs
- Increase walking, bicycling and transit mode shares
- Increase travel reliability
- Increase transit frequency and reliability
- Reduce Vehicle Miles Traveled (VMT) per capita
- Maintain the transportation system in a state of good repair

Goal 2

Enhance regional and intermodal connectivity for movement of all modes within the MPO as well as between the MPO and other areas.

Policies

- 2.1. Employ access management strategies to maintain existing highway functionality
- 2.2. Increase transportation options to community activity centers such as schools, parks, employment and shopping areas, and major transit stops
- 2.3. Enhance freight connectivity to industrial centers and freight terminals
- 2.4. Improve regional and local transportation system connectivity for non-motorized travel.

Potential Action

- Fill gaps in bicycling and pedestrian infrastructure on regional corridors
- Enhance pedestrian crossings near community activity centers

- Develop and apply spacing criteria for streets, bikeways and pedestrian access ways

Objectives

- Increase the percentage of the population within a maximum travel time between work and home
- Encourage the location of future industrial job centers near the freight network
- Improve transit frequency and coverage in high employment and dense residential areas
- Increase the total length of regional multi-use paths and bike boulevards
- Increase sidewalk coverage on regional corridors
- Reduce out-of-direction travel

Goal 3

Increase the safety and security for all travel modes on the regional system

Policies

- 3.1. Improve safety on the regional system at locations with existing safety issues
- 3.2. Ensure that consistent security policies are practiced for all regional air, freight, pipeline, and roadway systems to reduce the risk of outside tampering
- 3.3. Coordinate with emergency-response agencies to design and operate a transportation system that supports timely and safe response
- 3.4. Reduce vulnerability of the public, goods movement, and critical transportation infrastructure to crime, emergencies and natural hazards
- 3.5. Improve safety for multimodal system users to enhance comfort and viability of system use for pedestrians and bicyclists

Potential Action

- Select projects designed to improve safety at known accident prone locations
- Consider safety for all users when considering and developing transportation projects
- Work with other agencies to promote traffic safety education and awareness
- Place a higher priority on investments that address safety-related deficiencies at high crash locations
- Improve system connectivity to enhance emergency response and natural disaster response travel route options
- Use All Roads Transportation Safety (ARTS) program to model system safety needs.
- Identify bridge condition needs

Objectives

- Reduce total fatal and injury crashes
- Reduce total property damage only accidents
- Reduce emergency response times
- Minimize conflicts along high-volume and high-speed corridors
- Reduce fatalities and injuries to pedestrians and bicyclists.

Goal 4

Protect the natural and built environment

Policies

- 4.1 Maintain acceptable roadway and intersection operations where feasible considering environmental, land use, and topographical factors
- 4.2 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
- 4.3 Reduce the regional carbon footprint by reducing stopped delay, trip lengths, and vehicle miles traveled
- 4.4 Increase multi-modal access to public parks and nature reserves to better expose the public to the benefits of environmental stewardship
- 4.5 Reduce single-auto trip dependence

Potential Action

- Implement transit system enhancements designed to shift trips from single-auto to transit
- Reduce environmental impacts through design for proper drainage and treatment

Objectives

- Reduce total air contaminants and toxins created by the regional transportation system
- Reduce total impacts on life cycle CO₂ caused by the transportation system
- Reduce transportation system related risks to the natural, built, and cultural resources

Goal 5

Preserve the mobility of existing freight routes to ensure the efficient movement of goods throughout the region for existing freight movements and future opportunities

Policies

- 5.1. Connect any existing system gaps between different freight modes
- 5.2. Promote efficient freight access to regional and state road, rail, airport and port infrastructure
- 5.3. Use judicious access management regulation to protect existing roadway freight routes
- 5.4. Provide freight system improvements that promote job growth and enhance employment opportunities

Potential Action

- Implement projects designed to enhance the safety of rail crossings
- Ensure projects on regional roadway freight corridors include geometric design considerations for large trucks
- Coordinate with external agencies to address the needs of critical freight connections outside the MPO that are needed to serve uses in the MPO

Objectives

- Increase total number of jobs by enhancing freight mobility
- Reduce transportation costs by industry (business travel and freight)
- Increase in productivity by increasing connectivity
- Increase total value of exports and imports

Goal 6

Demonstrate responsible stewardship of funds and resources.

Policies

- 6.1. Prioritize preservation of the existing system
- 6.2. Confirm that all funded projects meet high priority regional system needs
- 6.3. Maximize the cost effectiveness of transportation improvements
- 6.4. Encourage public/private partnerships
- 6.5. Leverage access to federal funding for large-scale regional transportation projects.
- 6.6. Support interjurisdictional coordination to improve project delivery and leverage funding opportunities
- 6.7. Encourage coordination and partnerships among public agencies within the MPO that promotes opportunities for additional external funding for the region
- 6.8. Seek opportunities for additional funding sources

Potential Action

- Develop a fiscally constrained project list designed to meet the most critical transportation needs within the region
- Apply for federal grants for major regional projects
- Consider alternative methods to supplement road maintenance funding, such as local gas tax

Objectives

- Minimize capital costs when possible
- Reduce system lifecycle costs through advance planning and
- Increase total transportation revenue
- Increase the share of lifecycle funds that are new or recycled
- Minimize the net impact on state and regional fiscal balance
- Retain funding allocations for maintaining the existing transportation system (such as pavement and bridge improvement projects)

Goal 7

Coordinate transportation and land use decision-making to foster development patterns which increase transportation options, encourage physical activity, and decrease reliance on the automobile.

Policies

- 7.1. Work towards consistency among local and regional transportation and land use policies
- 7.2. Use transportation investments to foster compact and mixed-use employment and residential land development within the region
- 7.3. Assess regional travel impacts of all major land use decisions
- 7.4. Encourage region wide jobs and population growth while protecting character and connectivity of local communities
- 7.5. 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
- 7.6. Parking space requirements integrate land use and transportation options.

Potential Action

- Encourage incorporation of mixed employment and housing land use policies into Urban Growth Boundary updates
- Review minimum and maximum parking requirements

Objectives

- Increase population and employment density
- Increase relative land values
- Provide opportunities for rural locations that have less commercial options

Goal 8

Provide for a transportation system with positive personal health impacts.

Policies

- 8.1. Identify and support beneficial public health impacts when planning and funding transportation projects
- 8.2. Support physical activity by maintaining existing recreational corridors and increasing recreational connectivity where feasible through opportunities including parks, open space, and greenways
- 8.3. Support active transportation options
- 8.4. Ensure that the transportation system provides adequate access to health services and resources

- 8.5. Reduce conflicts between transportation modes to create a transportation system that is safe and comfortable to navigate

Potential Action

- Increase multi-use path connections to parks
- Promote coordination among public transportation providers to improve efficiencies of service delivery

Objectives

- Improve health and wellness of the general population by increasing active transportation choices and access to care facilities
- Increase the quality of the travel environment
- Reduce transportation related noise impacts

Goal 9

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

Policies

- 9.1. Provide greater transportation options for those who are transportation disadvantaged
- 9.2. Ensure that those who are transportation disadvantaged have full access to the regional active transportation system
- 9.3. Maintain and improve accessibility of the public transportation system
- 9.4. Improve accessibility of transportation facilities servicing community activity centers such as schools, parks, health care services, employment and shopping areas
- 9.5. Provide redundant transportation options so that users do not become reliant on a single mode of travel

Potential Action

- Develop projects to increase transit service to low income neighborhoods
- Consider demand responsive transit service options

Objectives

- Distribute transportation system user benefits evenly across all population groups
- Reduce total particulate matter emissions evenly across all population groups
- Distribute health benefits of active transportation across all population groups

Goal 10

Provide an open and balanced process for planning and developing the transportation system.

Policies

- 10.1. Foster a dialog and coordination between city, county and state entities within the MPO and regional partners including other Metropolitan Planning Organizations (MPOs) and Area Commissions on Transportation (ACTs).
- 10.2. Ensure that all affected jurisdictions have a say in major regional transportation decisions
- 10.3. Conduct outreach consistent with the AAMPO Public Participation Plan to acquire input in the planning process
- 10.4. Decisions will be consistent with applicable state and federal regulations

Potential Action

- Include regional participation in local planning projects

Objectives

- Provide guidance to enable local jurisdictions to create adopt goals and projects in concert with the overall regional goals and policies
- Foster plan support through transparent process

Albany Area Metropolitan Planning Organization (AAMPO) 2016 Meeting Dates

Policy Board 4 th Wednesday of the Month 2:30 – 4:30 pm	Technical Advisory Committee 2 nd Thursday of the Month 1:30 – 3:30 pm
January 27	January 14
February 24	February 11
<i>*March 17 – FY16-17 Unified Planning Work Program Review 1:30 – 3:30 pm</i>	March 10
March 23	April 14
April 27	May 12
May 25	June 9
June 22	July 14
July 27	August 11
August 24	September 8
September 28	October 13
October 26	November 10
November 23	December 8
December 28	