Agenda
Albany Area Metropolitan Planning Organization
Policy Board

Date: Wednesday, March 23, 2016
Time: 1:30 – 4:30 pm Note Revised Meeting Time
Location: Oregon Cascades West Council of Governments
Upstairs Meeting Room / 1400 Queen Ave. SE, Albany
Contact: Theresa Conley, AAMPO Coordinator - (541) 924-4548

I. 1:30 Call to Order and Agenda Review Roger Nyquist, AAMPO Chair

II. 1:35 Public Comment Roger Nyquist

III. 1:50 Minutes of February 24 2016 Meeting (Attachment A) Roger Nyquist
    Action Requested: Approval of February 24, 2016 Meeting Minutes

IV. 1:55 Regional Transportation Plan (Attachments B1 and B2) Theresa Conley, Staff
    Chris Maciejewski, DKS
    Action Requested: Approval of RTP Framework

    Staff will present a draft Regional Transportation Plan Framework to the Board for review and
    consideration for adoption. Adoption of the draft RTP Framework will complete the first phase
    of developing a Regional Transportation Plan (RTP) for the MPO. The RTP Framework
    includes goals and policies, a discussion of existing conditions and needs, an analysis of future
    needs, a transportation funding analysis, and a constrained 20-year project list. The second
    phase of the RTP process will include discussion of needed but currently unfunded projects, use
    of the Mosaic least-cost planning tool to discuss transportation investment strategies, further
    refinement of the constrained project list, and continued public outreach. The second phase, and
    completion of the RTP, is anticipated in late summer of 2017.

    As part of the discussion, staff will present a summary of public comments received to-date and
    discuss how issues of public interest are currently being addressed, or could potentially be
    addressed in the future. Handouts will be provided.

V. 2:55 FFY15-18 TIP (Attachment C) Theresa Conley
    Action Requested: Approval of FFY15-18 TIP

    Staff will present to the Board for approval a Transportation Improvement Program (TIP)
    outlining program federally-funded projects within the MPO over a four-year period. The draft

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.
TIP includes projects recommended for Surface Transportation Program funding allocated to the MPO during FFY15-18 and received during calendar years 2016 – 2019. The Board reviewed these projects at the December 3, 2015 meeting. The draft FFY15-18 TIP is consistent with the goals, priorities, and projects listed in the RTP Framework.

VI. 3:15 TIP Amendment  Theresa Conley
*Action Requested: Approve TIP amendment to include ARTS project*

The Board is asked to consider amending the Interim TIP, or FFY15-18 TIP if adopted, to include a project funded with 2016 All Roads Transportation Safety program funds. The project would construct roadway departure countermeasures on Springhill Drive from US 20 to Independence Highway. The project is bundled with two similar projects outside of the MPO - on Zena Rd in Polk County and Cruickshank Road in Yamhill County. The full project cost for all three road segments is $318,365 ($293,596 federal and $24,796 ODOT match).

VII. 3:20 ADA Transition Planning TGM Pre-Application  Theresa Conley
*Action Requested: No action required. Discussion only.*

At the March 10th Technical Advisory Committee meeting, TAC members advised staff to submit a pre-application for Transportation Growth Management (TGM) funds to assist MPO jurisdictions in developing Americans with Disabilities Act (ADA) transition plans. The pre-application was due the following day. The submittal does not commit the MPO or its members to move forward with the project or the application, but provides an opportunity for further discussion. The TAC requests guidance from the Board on next steps with this process.

VIII. 3:30 FY16-17 Work Program (Attachment D)  Theresa Conley
*Action Requested: No action required. Discussion only.*

Staff will provide an update on progress with the FY16-17 Unified Planning Work Program (UPWP), summarize comments received during the UPWP review with FHWA, FTA, and ODOT on March 17th, and accept guidance from the Board on final revisions.

IX. Information Sharing  Roger Nyquist
*Action Requested: Discussion only.*

This is an opportunity for MPO members to provide local updates and share information.

X. Adjourn  Roger Nyquist
**TOPIC** | **DISCUSSION** | **DECISION / CONCLUSION**
--- | --- | ---
I. Call to Order and Introduction | In the absence of the Chair, Vice Chair Dave Beyerl called the meeting to order at 2:30. | 

II. Agenda Review | There were no changes to the agenda. | 

III. Public Comment | Jim Power of the Albany Area Energy Taskforce submitted and read a letter to the AAMPO Board. The request is for the AAMPO Board to adopt a scientific baseline measurement of the transportation-related greenhouse gas emission in our region, consider and use ODOTs Regional Strategic Planning Model – RSPM for this purpose and set specific greenhouse gas emission ceilings out to 2050 for planning purposes as well as that all future project recommendations include an estimate of its GHG impact. Mr. Power’s letter is available upon request. | 

Mark S with the Albany Bike and Pedestrian Commission stated that for the Hwy 20 Albany to Corvallis Trail, it would be helpful for AAMPO and CAMPO to be on the same page in regards to the project. He stated that Benton County is the lead but it would be helpful to have good working relationship could be established with the MPOs. He noted that Benton County is currently debating whether to continue with the project. Mark stated that in regards to GHG emissions, car fuel is a major item. The Portland MPO has been instructed to increase commuting by bicycle by 17%. Mark stated that we should be able to do the same.

Jim Lawrence with the Albany Bike and Pedestrian Commission voiced his support of the Hwy 20 Albany to Corvallis Trail stating that he commuted via bicycle to OSU on Hwy 20. He stated that the number of cars traveling on Hwy 20 will continue to increase and that when bicycle trails are provided, the rate of cars decreases, reducing congestions and improving the health of the community. He also stated that there is no need to expand infrastructure to support automobiles.

<table>
<thead>
<tr>
<th>IV. Minutes of January 27th, 2016 Meeting Minutes</th>
<th>Consensus from the Policy Board to approve the January 27th, 2016 meeting minutes as written.</th>
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<td>V. Regional Transportation Plan (RTP) Update</td>
<td>Staff provided an update on progress with the RTP Framework and advised that the document should be adopted by March 2016. Staff provided an Executive Summary of feedback received during the Open House events for members to review. Staff noted that the feedback received is fairly consistent with the needs analysis work of the Draft RTP. A summary of all public input on the RTP will be brought to the Policy Board for consideration as the goals and objectives are finalized. Chris Maciejewski with DKS followed with a presentation of the Draft RTP Framework process thus far. Chris discussed the process for</td>
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<td></td>
<td>Staff will take today’s feedback, update the Draft RTP and email back to the Policy Board for review at the next meeting.</td>
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prioritizing and selecting the constrained project list, including the funding analysis.

Feedback from Policy Board:
- Include Project List Summary pie chart in RTP
- Include description of different bicycle level of stress categories
- Correct listing of pipelines in the MPO area
- Add explanation of how project list was developed

Members were requested to begin reviewing the draft document and provide input to staff. They were advised that additional input will be gathered at the next Open House on March 9th, 4:00 to 6:00 pm at the main Albany Public Library. At its March 10th meeting, the TAC will discuss additional input provided.

| VI. FY16-17 Work Program Discussion | The UPWP is a federally required document that outlines the planning activities that an MPO will participate in during a given fiscal year. The TAC has been working with staff on developing a Draft UPWP and recommended that the Policy Board receive a list of additional projects to consider for inclusion in the UPWP as funding permits. Staff reviewed potential projects with members and the Board recommended two for consideration: Linn-Benton Loop Service Analysis and Albany Area Paratransit Analysis. Staff will bring an updated draft of the FY16-17 UPWP to the next Policy Board meeting and a final document to the April meeting. | The Policy Board met consensus to consider two project for inclusion in the UPWP, funding permitting: Linn-Benton Loop Service Analysis and Albany Area Paratransit Analysis |
| VII. FY15-18 Transportation Improvement Program | AAMPO is required to adopt a Metropolitan TIP by March 2016. The TIP is a federally required document that outlines federally funded projects. The Draft TIP has been reviewed by the TAC and recommended to the Policy Board for consideration. Staff reviewed the draft document with members. Policy Board members expressed that it is important for all member jurisdictions to be present at meetings when these discussions and | Staff will email Policy Board members and request confirmation of their attendance at the March 23rd meeting and change the timeframe to 1:30 to 4:30 pm. |
decisions are being made. They requested that staff make an extra effort to reach out to members in regards to their attendance of future meetings. It was also suggested that the march 23rd meeting be rescheduled for 1:30 to 4:30 pm.

| VIII. Information Sharing | OCWCOG/AAMPO email procedure changes: The first mailchimp email has gone out. Members noted that they received the email and had no concerns.  
Administrative TIP Amendments: Renamed I5 South Jefferson Interchange project to Santiam Hwy Interchange to I5 Santiam Hwy to Viewcrest. Moved Traux Creek construction phase to 2016.  
FAST ACT: Staff provided a handout on the FAST Act, the five year federal reauthorization transportation bill. AAMPO may see a slight decrease in funds this year but it will increase again in the following years.  
Jurisdictional Updates: There were no updates from jurisdictions. |
| IX. Adjourn | Meeting adjourned at 4:16. |
Albany Area Metropolitan Planning Organization

DRAFT Regional Transportation Plan Framework

Adopted by the AAMPO Policy Board
March, XX 2016

Prepared by:
Albany Area Metropolitan Planning Organization
Oregon Cascades West Council of Governments
1400 Queen Ave SE, Suite 205, Albany, OR 97322
http://www.ocwcog.org/AAMPO / (541) 967-8551

With Assistance from:
DKS Associates in association with:
Nelson/Nygaard
CH2M
David Evans and Associates
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Adopting Resolution

Resolution Number 2016-1

FOR THE PURPOSE OF APPROVING THE ALBANY AREA REGIONAL TRANSPORTATION PLAN FRAMEWORK:

WHEREAS, the U.S. Department of Commerce, Bureau of Census has declared that the City of Albany, City of Millersburg, City of Tangent, City of Jefferson and adjoining areas of Linn, Benton, and Marion Counties form an Urbanized Area named the Albany Urbanized Area; and,

WHEREAS, the Albany Urbanized Area has been designated by the State of Oregon as the official Metropolitan Planning Organization (MPO) of the urbanized area; and,

WHEREAS, the US Department of Transportation and Oregon Department of Transportation (ODOT) have designated representatives of the said areas, together with a representative of ODOT, as the Albany Area Metropolitan Planning Organization (AAMPO) to carry out the Metropolitan Transportation Planning Process; and,

WHEREAS, the Regional Transportation Plan Framework provides a financially constrained project list consistent with the projects and priorities identified in the Metropolitan Transportation Improvement Program (MTIP); and,

WHEREAS, the comments received at the committee meetings, Policy Board meetings, and through other forms of communication were considered; and

WHEREAS, the Regional Transportation Plan Framework will serve as the federally required Metropolitan Transportation Plan (MTP) until a Regional Transportation System Plan (RTSP) is adopted to serve as both the MTP and RTSP for the AAMPO.

WHEREAS, a public hearing on draft components of the RTP Framework on March 23, 2016.

NOW, THEREFORE, BE IT RESOLVED, that the AAMPO Policy Board adopts the Albany Area Regional Transportation Plan Framework.

PASSED AND APPROVED THIS _____ DAY OF __________________, BY THE ALBANY AREA METROPOLITAN PLANNING ORGANIZATION.

SIGNED:

________________________________

ROGER NYQUIST

Albany Area Metropolitan Planning Organization
Policy Board Chair
Acknowledgements

Policy Board

Darrin Lane  
Floyd Collins  
Dave Beyerl  
Annabelle Jaramillo  
Roger Nyquist  
Frannie Brindle  
Gary Powell  
City of Millersburg  
City of Albany  
City of Jefferson  
Benton County  
Linn County  
Oregon Department of Transportation  
City of Tangent

Regional Transportation Plan Technical Advisory Committee

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Chris Bailey  
Josh Wheeler  
Chuck Knoll  
Darrin Lane  
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Laurie Starha  
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Oregon Department of Transportation  
City of Albany  
Benton County  
City of Millersburg  
City of Jefferson  
Benton County  
Linn County  
City of Tangent  
Benton County  
Benton County  
City of Albany  
Linn County Special Transportation Program  
City of Albany, Albany Transit Service  
Linn County Sheriff's Office  
Albany-Millersburg Economic Development Corporation  
Department of Land Conservation and Development  
City of Albany  
City of Albany, Call-A-Ride  
Sweet Home Senior Center  
ODOT Public Transit Division  
Salem-Keizer Area Public Transit  
City of Jefferson Resident  
Federal Transit Administration Region 10  
Federal Highway Administration  
Oregon Department of Environmental Quality  
Oregon Department of Land Conservation and Development

Development of this document was possible with funding from the Federal Highway Administration, the Federal Transit Administration, the Oregon Department of Transportation, and the support and involvement of AAMPO jurisdictions and stakeholders. AAMPO and the authors of this document are solely responsible for its contents.
Albany Area MPO Title VI Notice

Title VI Notice

Title VI of the Civil Rights Act of 1964 states:

“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

The Albany Area MPO is committed to complying with the requirements of Title VI in all of its programs and activities. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the Albany Area MPO. A complainant may also file a complaint directly with the Federal Transit Administration by addressing the complaint to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor - TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

For more information about the Albany Area MPO’s Title VI / Non-Discrimination Program, including procedures for filing a complaint, contact the AAMPO Coordinator at 541 924-4548; by e-mail to tconley@ocwcog.org; or by visiting the Albany Area MPO administrative offices at: 1400 Queen Ave SE, Suite 205, Albany OR 97322.

If information is needed in another language, contact (541)-924-8405.

Copies of this document area available:

- Online at the Albany Area MPO website: [http://www.ocwcog.org/transportation/aampo/](http://www.ocwcog.org/transportation/aampo/)

- At the Oregon Cascades West Council of Governments administrative offices: 1400 Queen Ave SE, Suite 205, Albany, OR 97322
Chapter 1: Introduction

The Albany Area MPO

Metropolitan Planning Organizations (MPOs) are transportation policy-making bodies established for urbanized areas with populations over 50,000. MPOs are intended to establish a continuing, cooperative, and comprehensive planning process for the metropolitan area.

The Albany Area Metropolitan Planning Organization (AAMPO) was formed following the 2010 Census, which determined that the Albany Urbanized Area had surpassed 50,000 in population. AAMPO membership includes the cities of Albany, Jefferson, Millersburg, and Tangent as well as Linn County, Benton County, and the Oregon Department of Transportation.

AAMPO is governed by a Policy Board composed of representatives from member jurisdictions. A Technical Advisory Committee (TAC) composed of representatives from member jurisdictions as well as ex-officio members from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the Oregon Department of Land Conservation and Development (DLCD), and the Oregon Department of Environmental Quality (DEQ) provides technical assistance and support. Staffing is provided through a contract with the Oregon Cascades West Council of Governments (OCWCWG).

Albany Area Planning Context

Geography

The AAMPO planning area is located in Oregon’s Willamette Valley, in fertile farmland between the Cascade Range and the Coast Range. AAMPO sits 70 miles south of Portland and 45 miles north of Eugene along the Interstate 5 corridor, at its junction with US. Highway 20 and Oregon Highway 34. The Union Pacific and Burlington Northern Sante Fe railroads provide mainline connections in all directions and Amtrak offers passenger rail service north and south. A map of the AAMPO planning area is shown on Figure 1.

Land Use Patterns

Oregon land use planning regulations require that each city have an urban growth boundary in order to foster compact urban growth and preservation of agricultural and forest lands. This land use pattern creates stretches of rural land uses among AAMPO jurisdictions and between AAMPO and neighboring metropolitan areas. It also creates opportunities for parks, natural areas, and agricultural uses that support local economies.
The communities that make up AAMPO are diverse in size. The City of Albany is the largest city, with a population of 51,670 in 2015, and the most residential, industrial, and commercial development. The three smaller cities – Millersburg, Tangent, and Jefferson - are all less than 3,500 residents. Despite their smaller size, each still has notable industrial development, as well as some employment opportunities in government, manufacturing, and skilled trades. Many residents of the smaller cities commute to Albany, Salem, or elsewhere for employment.

Economy

Key economic drivers in the AAMPO area have historically included agriculture and wood products manufacturing, although this has expanded to include rare metals manufacturing, finished building products, and food processing. Its location along the I-5 corridor has also made the AAMPO area attractive for warehousing and transportation services.

The broader region has also seen growth in the health care and education sectors, which has impacted regional travel patterns and enhanced the interconnectivity of the regional transportation system. Students, faculty, staff, and community members may travel from or through the AAMPO area to get to these regional destinations. The City of Lebanon, 15 miles east of Albany, has seen development of the Western University College of Osteopathic Medicine of the Pacific-Northwest, a Veterans Home, expanded Samaritan Health Services facilities, and the Linn-Benton Community College (LBCC) Alternative Transportation Technology Center. LBCC maintains its main campus in south Albany, and additional campuses in Sweet Home and Corvallis. Oregon State University (OSU), located 11 miles west of Albany in Corvallis, has a significant impact on regional travel patterns. Many students, faculty, and staff live in the AAMPO area and commute into Corvallis each day along Highway 20 and Highway 34. Additionally, a popular dual-enrollment program with LBCC increases daily travel between the LBCC main campus in South Albany and the OSU campus in central Corvallis.

Census data on commute patterns reflects this regional travelshed, showing that many Albany workers commute from the Corvallis-Philomath area, Salem-Keizer, or Lebanon. Approximately a third of Albany residents work in Albany. Albany residents who commute out of Albany for work most often commute to the Corvallis-Philomath area, Salem-Keizer area, or Portland.

Demographics

From 2000 to 2013, the City of Albany’s population grew by approximately 24%. During that time, the population of youth grew by 26% while older adults decreased by almost 12%. The number of people earning below the poverty line in Albany grew by 109%. Albany also became more diverse, with the number of people identifying as Hispanic/Latino growing by 159% and the number of individuals with limited English proficiency growing by 62%. The Albany area has a higher percentage of low-income individuals and individuals with disabilities than Linn County and the state as a whole.
Figure 1: AAMPO Area Map

Source: Oregon Cascades West Council of Governments
Chapter 2: Plan Overview

The Regional Transportation Plan Framework (RTP Framework) is the first phase in developing a Regional Transportation Plan (RTP). The RTP Framework and subsequent RTP will establish a vision for the Albany Area transportation system over a 20-year period. The RTP Framework builds upon policy direction and priorities identified in local planning documents to guide the development and management of the regional transportation system.

To develop a 20-year vision for the multi-modal regional transportation system, information was gathered about what exists today, what the projected transportation demands are through 2040, and where the gaps are to address both current and future demand. This information was provided in a series of technical memoranda that correspond closely with the chapters within this document and are referenced throughout.

Regulatory Framework

All MPOs are required to develop a Regional Transportation Plan that identifies transportation system needs and projects for implementation over a 20-year period using Federal, State and local funds (23 CFR 450). Oregon’s Transportation Planning Rule (TPR), also directs MPOs to prepare Regional Transportation System Plans (RTSPs) which place a greater emphasis on coordination with land use planning. The RTP Framework is the first phase in developing a state and federally complaint plan, and will primarily adhere to Federal requirements.

Federal guidance states that an MPO’s Regional Transportation Plan must:

1. Be consistent with federal transportation policies.
2. Consider a minimum 20-year forecast period.
3. Identify transportation facilities (including major roadways; transit, multimodal and intermodal facilities; and intermodal connectors) that function as an integrated metropolitan transportation system.
4. Emphasize facilities that serve important national and regional transportation functions.
5. Discuss potential environmental mitigation activities (and potential areas to carry them out), including activities with the greatest potential to restore and maintain the environmental functions affected by the plan.
6. Incorporate a financial plan that: (i) demonstrates how the plan can be implemented, (ii) indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan, and (iii) recommends any additional financing strategies for needed projects and programs.
7. Incorporate operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.
8. Incorporate investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
9. Incorporate transportation and transit enhancement activities.
10. Incorporate performance measures and targets and a report on system performance and condition.

The planning process should also consider following Eight Planning Factors:

1. Support economic vitality
2. Increase transportation safety for motorized and non-motorized users
3. Increase transportation 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 quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system across and between modes for both people and freight
7. Promote efficient system management and operation
8. Emphasize preservation of the existing transportation system

The Planning Process

The RTP will be developed in two phases. In the first phase, the MPO will develop an RTP Framework which will meet federal requirements and identify a constrained 20-year project list. In the second phase, the MPO will use ODOT’s least-cost as planning tool, Mosaic, to help refine regional priorities and develop the illustrative project list. During the second phase, the MPO will also identify strategies to comply with Oregon Transportation Planning Rule (TPR) requirements and complete a Transit Development Plan (TDP).

The RTP Framework and any other MPO planning documents must be formally approved by the MPO Policy Board; MPO member jurisdictions are not individually required to adopt the plans. In the second phase, however, MPO member jurisdictions will be asked to review the RTP and to either a) make a finding of consistency with their local land use and transportation plans; or, b) adopt amendments to those local plans in order to establish consistency.
Public Involvement

Community involvement is an important part of the metropolitan transportation planning process. A summary of public comments received through March 16, 2016 is included as Appendix A. Community involvement and stakeholder outreach activities during the development of the Regional Transportation Plan included the following:

Direct outreach
AAMPO staff conducted direct outreach to several to community organizations representing or working with transportation disadvantaged groups. These include seniors, individuals with disabilities, minority groups, youth, and low income families.

Stakeholder Interviews
Stakeholder Interviews were conducted with individuals who either represent, advocate for, or work directly with transportation stakeholder groups identified in the AAMPO RTP Public Involvement Strategy. Stakeholder groups include: pedestrians, bicyclists, economic development, freight, low income, youth, communities of color, seniors, individuals with disabilities, environmental advocates, and public safety.

Transportation Survey
A survey was conducted to gather information about how transportation is working in the area and to specifically seek input on how AAMPO residents use modes other than the passenger vehicle. The survey was available in Spanish, English, in hard-copy and online. It was distributed to the AAMPO Interested Parties list, to local community groups, and through direct outreach to a high-school class, the Greater Albany School District Welcome Center, and at a local grocery store.

Public meetings
A public meeting series was held in January 2016 to gather community input on draft goals statements and findings related to existing conditions and future transportation needs. Meetings were hosted in five locations at both day and evening times. An Online Open House was also hosted. A public meeting was also held in March 2016 prior to adoption of the RTP Framework. Additional public meetings will be held during the second phase of the planning process.

Ongoing Involvement Opportunities
Stakeholders and members of the public were able to directly contact AAMPO staff throughout the planning process, and provide input in-person, via email or by telephone. Public comment periods were also provided at all AAMPO meetings.

Plan Update and Amendment Process
At a minimum, the RTP must be reviewed and updated every five years. The RTP Framework will be updated in 2017, with the completion and adoption of the full RTP. In general, plan
updates give AAMPO the opportunity to review data, assumptions, and priorities in the plan and to make modifications or updates to ensure continued accuracy and relevance of the document. Amendments to the plan can be made between the five-year updates, although major amendment, such as the addition of a large project, may require a financial-constraint determination.

Existing Plans and Regulations

Existing land use plans, transportation plans, and other regulatory documents providing guidance within the AAMPO area were reviewed in order to establish a context and foundation for the RTP. Forty-one documents were reviewed to identify existing transportation goals, policies, and objectives; highlight key criteria and standards; and, flag any gaps to be addressed through the RTP planning process.

Key themes that emerged from the document review include:

- Balancing financial resources with community livability and economic vitality
- Providing for the safe, convenient and efficient movement of people and goods
- Facilitating the flow of goods and services so as to strengthen the regional economy
- Using available resources effectively and responsibly
- Maintaining and preserving the existing transportation system
- Providing sufficient transportation capacity
- Improving safety
- Promoting transportation options
- Ensuring mobility for all citizens, and specifically the transportation disadvantaged

Gaps that were identified include:

- Numerous plans reviewed are currently undergoing updates.
- Federal Regulatory Changes resulting from MAP-21 and the FAST Act
- Numerous updates made to the State of Oregon guidance for transportation planning
- State of Oregon Transportation Planning Rule requirements associated with the MPO
Chapter 3: Goals, Policies, and Objectives

The RTP Framework 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, and Transportation System Plans in particular.

This chapter contains a hierarchy of four planning elements:

- **Goals**: Broad statements about the region’s desired outcomes. A goal is an aspirational statement identifying a principal that will influence how decisions are made about transportation investments.
- **Policies**: Statements describing the approach that the MPO will use to guide the region toward each goal.
- **Potential actions**: Projects or regulatory measures that may be implemented to achieve the identified goals.
- **Objectives**: Measureable outcomes that indicates if a policy is achieved. These objectives also address the performance-based planning requirements established in MAP-21.

**Goal 1**

*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
• Place a high priority on investments that address bridge maintenance needs for seismic event resiliency
• 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**

• Improve system resiliency for seismic and other natural events
• 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
• Improve pollinator habitat by developing Integrated Vegetation Management (IVM) standards for roadside areas

**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, including addressing regional pinch-points
- 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 collaboration and to encourage 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 consistent with local agencies vision of a balanced land use pattern
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 to promote safe and efficient access to and through the site
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
• Assess site plan review and traffic impact study requirements for on-site pedestrian and bicycle facilities

Objectives

• Achieve balanced growth in housing and employment
• Support population and employment density in city and neighborhood centers as defined in local Comprehensive Plans
• 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
- Support Safe Routes to School programming

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 by requiring notifications to potentially affected agencies in capital project or development review processes.
- Create a process for ongoing updates to local agency transportation system plans and the RTP to ensure consistency as plans are amended and to capture future opportunities.

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.
Chapter 4: Existing Transportation System

The existing regional transportation system was assessed to identify current deficiencies and needs and to help identify needs through 2040. Each component of the multimodal system was reviewed: roadways, public transportation, pedestrian facilities, bicycle facilities, rail freight, air travel, waterways, intelligent transportation system infrastructure, transportation demand management, pipelines, and other transport facilities as applicable.

The full assessment of existing transportation system is available in Technical Memoranda #4 Existing Transportation Conditions and #5 Existing Transit Conditions. Technical Memorandum #6 Environmental Considerations includes a review of environmental, cultural and historical resources in the MPO area that may be impacted by the transportation system, and is included as Appendix B.

Roadways

Regionally significant roadways, identified as all arterials and collectors, within the AAMPO area were inventoried. Roadway characteristics, traffic operations, traffic safety considerations, and freight routes were reviewed to help identify current roadway conditions and deficiencies.

Roadway Characteristics

There are six urban roadway classifications within the AAMPO area: freeway, principal arterial, minor arterial, major collector, minor collector, and local. One freeway and four primary arterials provide connections within and to areas outside of the MPO: I-5 and OR 99E travel north/south while OR 34, US 20 and OR 164 travel east/west. Minor arterials and collectors throughout the MPO allow for more access and circulation within the MPO and also create connections to regional destinations, I-5, and other arterial roadways. These roadways are illustrated in Figure 2.

Speed limits for regional roadways in the MPO area range from 25 to 55 miles per hour (mph), with posted speeds typically decreasing to 25 to 45 mph within city limits and increasing to 55 mph between cities. A majority of AAMPO’s regional roadways have two to three travel lanes, although portions of OR 99E and OR 34 have a cross section of five travel lanes. AAMPO area speed limits are illustrated in Figure 3.

There are 135 bridges, both roadway and railroad, identified in the 2014 National Bridge Inventory within the MPO area. According to the 2015 ODOT Bridge Condition Report, there is one ‘posted’ bridge in on Highway 164 as it crosses the Santiam River into Jefferson. There are six functionally obsolete bridges: I-5 at the Viewcrest Interchange in Millersburg, I-5 at the Knox Butte Interchange in Albany, 99E at Waverly Lake in Albany, Highway 20 / 99E at the rail overpass in Albany, the Lyons Bridge over the Willamette River in Albany, and the Ellsworth
Bridge over the Willamette River in Albany. The Ellsworth Bridge is also a freight ‘pinch point’ due to vertical clearance issues, further described below. A ‘functionally obsolete’ classification indicates that the bridge was built to standards that do not meet current federal minimum clearance requirements. ‘Posted’ bridges have insufficient load capacity for heavy vehicles.

Traffic Operations

The efficiency of traffic operations is traditionally judged by the mobility of vehicles along roadway corridors and specifically at intersections. Level of service and v/c ratios are two commonly used performance measures that provide a gauge of intersection operations. Level of service is a “report card” rating (A through F) based on the average delay experienced by vehicles at the intersection. A v/c ratio is a decimal representation of the volume to capacity ratio of an intersection; a lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00, congestion increases and performance is reduced.

Intersection turn movement counts for 15 study intersections were conducted during the p.m. peak period in May 2015. In addition, traffic operations results for 13 study intersections analyzed in the City of Albany Transportation System Plan\(^{ix}\) were included to complete the regional analysis. These intersections are shown in Figure 3. Operations at these 28 key intersections were analyzed based on the 2000 Highway Capacity Manual\(^{x}\) for signalized intersections and 2010 Highway Capacity Manual for unsignalized intersections. Of the 28 study intersections, there are two unsignalized intersections under ODOT jurisdiction that currently do not meet OHP mobility targets - Century Drive & I-5 NB Off Ramp/Knox Butte Road and Scenic Drive/US 20.\(^{xi}\)

Truck Freight

There are two designated state and federal freight routes within the AAMPO area: OR 34 and I-5. OR 99E and US 20 also play key role in moving freight both through and within the MPO area. Table 1 summarizes the most recent truck freight volumes based on data collected at permanent ODOT Automatic Traffic Recorder (ATR) stations.

<table>
<thead>
<tr>
<th>Route</th>
<th>Automatic Traffic Recorder Location</th>
<th>2013 Average Daily Traffic(^{xii})</th>
<th>Truck ADT</th>
<th>Truck %(^{xiii})</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate 5</td>
<td>0.41 mile north of Albany Junction City Highway</td>
<td>59,400</td>
<td>12,890</td>
<td>21.7%</td>
</tr>
<tr>
<td>Oregon 34</td>
<td>0.89 mile east of Riverside Drive</td>
<td>27,100</td>
<td>1,978</td>
<td>7.3%</td>
</tr>
<tr>
<td>US 20/Oregon 99E</td>
<td>0.28 mile northeast of Albany-Corvallis Highway</td>
<td>35,500</td>
<td>1,456</td>
<td>4.1%</td>
</tr>
</tbody>
</table>

Source: Albany Area Regional Transportation Plan Technical Memorandum #4: Existing Conditions, DKS Associates

Counts at 28 key intersection show between 0-16% of daily traffic going through the intersection to be heavy vehicles. Nine intersections had at least one approach with more than 5% of heavy vehicles. Intersections with the highest heavy-vehicle counts were:
Six freight ‘pinch points’ have been identified within the AAMPO area\textsuperscript{xiv}. Pinch points restrict over-dimension freight loads due to width, length, vertical clearance or weight constraints and can include low overpasses, narrow roadways, sharp curves, weight-restricted bridges and other feature. The Ellsworth Bridge on Highway 20 was identified as a high priority pinch point due to vertical clearance. It is a high priority due to being the only vertical clearance pinch point on a Reduction Review Route (RRR). Oregon law states that freight routes identified as RRRs must not see permanent reductions in vehicle carrying capacity unless for safety of access considerations. The remaining five pinch points were identified along I-5 at the following overpasses: Viewcrest Drive, US20, Grand Prairie, Seven Mile Lane, and Tangent Drive. All are vertical clearance pinch points of low priority due to there being eleven other vertical clearance pinch points within a twenty-four mile stretch.

**Regional Roadway Safety**

**AAMPO Area Crash Data**
Crash data for the most recent five years available (2009-2013) on all roadways within the AAMPO area were obtained from ODOT. This data is shown in Figure 4. There were 3,022 reported vehicle crashes within the AAMPO area during the five-year span, yielding an average of over 605 crashes per year. Of the 3,022 vehicle crashes, there were 18 fatalities, 61 incapacitating injuries, 423 non-incapacitating injuries, 961 possible injuries and 1,559 property-damage-only crashes. Four study intersections were found to have relatively high crash rates\textsuperscript{xv}:

- Century Drive / I-5 NB Ramps
- Scavel Hill Road / Knox Butte Road
- Waverly Drive / US 20
- Queen Avenue/ OR 99E

A comparison with ODOT’s State Highway Crash Rate Tables\textsuperscript{xvi} found that there crash rates in the AAMPO area are similar to or less than statewide averages for similar facilities. Additional crash data for the City of Albany was collected and is available, along with additional analysis, in the supporting *Technical Memoranda #4 Existing Transportation Conditions.*
**ODOT SPIS**

ODOT maintains a Safety Priority Index System (SPIS) to identify sites on state highways with higher crash histories and may benefit from safety improvements. The most recent SPIS list\(^{xvii}\) indicates that there are 19 sites within the AAMPO area that rank among the top 10% of SPIS sites. Sites are identified by one-tenth mile sections, so many sites occur along the same highway corridor. The 19 sites located along I-5, US 20, and OR 99E.

**ODOT All Roads Transportation Safety Program**

The ODOT All Roads Transportation Safety (ARTS) Program identifies hot-spot locations involving fatal and serious injury crashes. There were ten hot spot locations identified with in the AAMPO area as shown in Figure 5, some of which are consistent with the high crash locations listed above. Data for fatal and serious injury crashes, key issues, and potential low cost or systemic improvements for each site are described in Table 2.

### Table 2: Albany Area MPO Hot-Spot Crash Location Summary

<table>
<thead>
<tr>
<th>Location</th>
<th>Fatal and Serious Crashes</th>
<th>Total Crashes</th>
<th>Issues</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waverly Drive / US 20</td>
<td>3</td>
<td>75</td>
<td>1. Only one existing luminaire at the intersection. (A fatal pedestrian crash occurred at night)  2. There are a considerable number of access points near the intersection. 3. One-third of the crashes involved pedestrians.</td>
</tr>
<tr>
<td>Geary Street / OR 99E</td>
<td>2</td>
<td>77</td>
<td>1. Need to upgrade traffic signal.</td>
</tr>
<tr>
<td>Geary Street / US 20</td>
<td>2</td>
<td>50</td>
<td>1. Connection to I-5, OR 99E and US 20</td>
</tr>
<tr>
<td>Clay Street / US 20</td>
<td>2</td>
<td>37</td>
<td>1. High number of access points near the intersection along US 20. 2. 41% of crashes involved a turning movement and both serious injury crashes involved a left turning movement.</td>
</tr>
<tr>
<td>OR 99E / Albany Avenue &amp; Airport Road</td>
<td>2</td>
<td>36</td>
<td>1. Serious injury crashes involve turning movement and pedestrians. 31% of all crashes involved a turning movement. 2. There are no dedicated left-turn only lanes on the minor approaches. 3. Rear-end crashes account for 44% of all crashes.</td>
</tr>
<tr>
<td>Geary Street / Queen Avenue</td>
<td>1</td>
<td>47</td>
<td>1. Bicycle conflict points from each approach. 2. Out-dated traffic signal equipment (five-section &quot;Doghouse&quot;).</td>
</tr>
</tbody>
</table>

*Source: Albany Area Regional Transportation Plan Technical Memorandum #4: Existing Conditions, DKS Associates*

**Intelligent Transportation Systems**

There are few intelligent transportation systems (ITS) within the AAMPO area. There are ITS systems along I-5, including a dynamic message sign for northbound travelers in Millersburg, highway advisory radio in North Albany, and a closed-circuit television camera in Millersburg. Off of the I-5 corridor, a fixed mount camera is located at the intersection of Queen Avenue/Geary Street in an effort to capture traffic infractions at the signal. There are several planned enhancements to the ITS infrastructure within the AAMPO area including additional cameras in Tangent and Albany and a dynamic message sign I-5 (SB) in Millersburg\(^{xviii}\).
Figure 2: AAMPO Roadway Functional Classification

Source: Albany Area Regional Transportation Plan Technical Memorandum #4: Existing Conditions, DKS Associates
Figure 3: AAMPO Study Intersection and Posted Speed Limits

Source: Albany Area Regional Transportation Plan Technical Memorandum #4: Existing Conditions, DKS Associates
Figure 4: AAMPO Vehicle Fatal and Serious Injury Crashes (2009-2013)

Source: Albany Area Regional Transportation Plan Technical Memorandum #4: Existing Conditions, DKS Associates
Figure 5: AAMPO Vehicle Crashes and Hot-Spots (2009-2013) and 2014 SPIS Sites

Source: Albany Area Regional Transportation Plan Technical Memorandum #4: Existing Conditions, DKS Associates
Public Transportation

The Albany Area MPO is served by a small urban transit system. Several rural and statewide services also provide connectivity within the MPO and to surrounding areas. Below is a brief summary of these and other regional public transportation services in the MPO area. More information is available in Technical Memorandum #5 Existing Transit Conditions.

Albany Transit System

The Albany Transit System (ATS) operates four fixed routes, Monday through Friday at 60-minute frequencies. These routes, along with key regional fixed-route services are shown in Figure 6. Route 1 operates throughout most of Albany only the early morning. After 9:00 am, service is provided by Routes 2 and 3. Route 2 operates on Albany’s east side, and Route 3 operates service on Albany’s west side. The single-ride fare is $1.00 for adults, and $0.50 for seniors (60 and older), youth (6-17), and disabled individuals. Children 5 and younger ride free. Free transfers are available. Routes 1, 2, and 3 are confined to the City of Albany.

The fourth fixed route operated by ATS is the Linn-Benton Loop. The ‘Loop’ operates as an inter-city route connecting Corvallis and Albany. The Loop operates from 6:25 am until 7:00 pm, Monday through Friday, and 8:00 am until 6:00 pm on Saturday. The Loop fare is $1.50, however free or reduced transfers are available.

The City of Albany also operates Call-A-Ride (CAR), a wheelchair accessible, curb-to-curb transportation for Albany residents 60 years of age and over, and for people of all ages with disabilities who are unable to access fixed route bus service. CAR provides trips within Albany city limits and ¾- mile outside Albany city limits. This service operates Monday through Friday, from 6:30 am to 6:30 pm and on Saturdays from 8:00 am to 6:00 pm. A one-way trip costs $2.00. Call-A-Ride also serves the City of Millersburg on a contract basis.

Additional Regional Services

Linn Shuttle
The Linn Shuttle provides regional service connecting Albany, the Linn-Benton Community College, Lebanon and Sweet Home. The Linn Shuttle is operated by the Sweet Home Senior and Community Center and operates from 6:25 am until 7:35 pm, Monday through Friday. The service typically runs every three hours, though peak service is every 60 minutes.

Benton County Dial-A-Bus
Benton County provides wheelchair accessible, curb-to-curb transportation for Benton County residents who are older adults 60 years of age and over, and for people of all ages with documented disabilities who are unable to access fixed route bus service. Dial-A-Bus operates
the Corvallis-Albany Connection on Tuesday and Thursday, providing nine one-way runs each day (four round trips). A one-way trip costs $3.00.

**Coast-to-Valley Express**  
Benton and Lincoln Counties provide four daily round trips between Newport and Corvallis on the Cost-to-Valley Express. Two of these trips serve the Albany Station. Fares range from $2.00 to $10.00 depending on age and destination. This service is part of the North by Northwest Connector, an alliance of transit providers providing coordinate services. In addition to Benton County, members of the Connector Alliance include Tillamook County Transportation District, Lincoln County Transit, Columbia County Rider and the Sunset Empire Transportation District.

**Valley Retriever**  
Valley Retriever is a private bus service providing twice-daily service between Newport and Salem with stops in Philomath, Corvallis and Albany. Once a day service is provided through to Portland and Bend. The service operates Sunday through Friday with fares ranging from $25.00 to $38.00 depending on destination.

**Bolt Bus**  
The Bolt Bus is a private service which stops in Albany twice a day, Thursday through Monday, enroute to Eugene and Portland. Trips can cost as low as $1.00 with costs increasing as seats are booked. Average fares are $6.00 - $8.00 to Portland or Eugene.

**Non-Emergent Medical Transportation**  
The Cascades West Rideshare and TripLink Call Center provide non-emergent medical transportation to eligible Oregon Health Plan clients in the AAMPO area. These transportation services are limited to trips for covered medical services. Volunteer services such as Volunteer Caregivers provide additional transportation options.

**Taxis**  
Several private taxi companies serve the AAMPO area. Real-time ridesharing companies such as Uber and Lyft do not currently serve the AAMPO area.

**Amtrak Passenger Rail**  
The Albany Station is served by the Amtrak Cascades and the Coast Starlight routes which together provide nine northbound and nine southbound trips each day of the week. The Amtrak Cascades service travels between Eugene, Oregon and Vancouver, British Columbia. The Amtrak Coast Starlight service travels between Seattle, Washington and Los Angeles, California. As part of some of the connections, an Amtrak Cascades Thruway carries passengers in a bus along the I-5 corridor parallel to the regular Amtrak train lines. During Amtrak’s 2014 Fiscal Year, approximately 35,100 passengers traveled to or from the Albany Station.

ODOT is currently considering development of higher-speed and more frequent passenger rail service in the I-5 corridor, with the preferred future alignment following the existing alignment
on the Union Pacific Railroad line. This alignment bisects the AAMPO area and runs through all cities within the MPO (heading northbound, first Tangent, then Albany, Millersburg, and Jefferson). This may impact safe railroad crossings, congestion (particularly in the vicinity of the Albany Station and the Queen Avenue crossing), and public health. Additional information about rail infrastructure, services and safety issues is provided in the ‘Rail Freight’ section.

Public Transportation Facilities

The Albany Station is the primary public transportation facility in the MPO area. It is where passengers transfer between routes, where most vehicle trips start and end, and where operators take their break. Intercity and regional services such as Amtrak, Valley Retriever and Linn Shuttle also stop here. In addition to the Albany Station, there are approximately 93 bus stops in Albany, approximately 20 of which have shelters and benches. All stops have signs indicating the routes that serve that stop, but only stops located at a timepoint have additional schedule information for each route. The Linn-Benton Community College has a large shelter with seating protected from the elements.

Rail Freight

There are currently three railroads serving the AAMPO area: Union Pacific (UP), Portland & Western (PNWR), and Albany & Eastern (AERC). Collectively, these rail lines have up to 46 freight trains moving through the MPO each day, including switching trains. The railroad companies serve local industries transporting commodities such as lumber, seed, feed, fertilizer, and frozen food. There are seven grade separated crossing, 33 gated crossings, 20 stop controlled crossings, and six yield controlled crossings in the AAMPO area.

Railroads run through all cities in the AAMPO area, and at grade rail crossings create safety, travel time, and connectivity issues throughout the MPO. Freight and passenger rail travels non-stop and at higher speeds through Tangent, Millersburg, and Jefferson. Rails service often slows in Albany before stopping at the Albany Station. At-grade crossings in Jefferson and Tangent bisect the communities and create unsafe routes to school for school-age children and regular delays for residents.

The City of Albany has numerous at-grade crossings which similarly bisect neighborhoods and commercial areas, creating delays and safety concerns. Primary among these is the Queen Avenue crossing, adjacent to the Albany Rail Yard and Albany Station. This crossing has significant impacts to system reliability and safety, as switching movements create long delays for vehicles, pedestrians, and bicyclists traveling along Queen Avenue to OR99E or Oakville Road / Riverisde Drive. The Albany Rail Yard serves as a crossing point for all UP rail lines in Albany, however limited distance between tracks where UP trains can meet and pass can result in long delays while passing trains await permissions to cross. Additionally, switching trains also
cross Queen Avenue, creating long delays. Several pedestrian and bicycle fatalities have occurred at this location. A recent project attempted to alleviate delays by rehabilitating the Millersburg switching yard and adding a short section of track in Albany to connect the Toledo Branch directly to the Millersburg Yard.

The City of Millersburg sees the least impact, as rail service primarily travels through and serves industrial and commercial areas before heading along OR 164 towards Jefferson. There is are two above grade crossings in the Millersburg area which alleviate conflicts with other modes.

North Albany and Benton County see delays and safety concerns primarily at the at-grade crossing at Scenic Drive, directly adjacent to US 20 corridor. Slow-moving or stopped trains can create delays and safety concerns when vehicles back up onto US 20, waiting to turn onto Scenic Drive. While less frequent than at Queen Ave, this line also sees delays due to trains awaiting permission to travel eastward toward the Albany and Millersburg stations.

**Transportation Demand Management**

The Oregon Cascades West Council of Governments (OCWC OG) manages a Transportation Demand Management (TDM) program serving much of the AAMPO area. Through the program, OCWC OG helps employers implement commuter benefit programs, educates the public about transportation options, and advocates for transportation options. OCWC OG staffs Cascades West Rideshare, a regional vanpool and carpooling program for Linn, Lincoln, and Benton Counties. The Salem-Keizer Transit District provides similar services for Jefferson (in Marion County), including staffing the Cherriots Rideshare carpool and vanpool program. Both are part of a regional network which coordinates commuter vanpools throughout the Central Willamette Valley and on the Central Oregon Coast.

Several Park and Rides are located in the MPO area to facilitate carpooling and transferring to other modes. There may be additional sites, or informal sites, that are not accounted for.

- Santiam Highway and Spicer Drive, at I-5 in Albany (30 spots, 2 ADA compliant)
- Hickory Drive in North Albany (40 spots, 2 ADA compliant. 4 bike parking spots. 4 bike lockers. Stop for ATS routes 1 and 3)
- I-5 and Highway 34 junction, east of Tangent (40 spots)
- I-5 & Highway 164 Junction (20 spots)
Figure 6: Fixed Route Transit in the Albany Area

Source: Albany Area Regional Transportation Plan Technical Memorandum #5: Existing Conditions, Nelson\Nygaard
Pedestrian Facilities

Sidewalks, multi-use paths, trails, and crosswalks along regionally significant roadway corridors were assessed for completeness, connectivity, Americans with Disability (ADA) compliance, and safety concerns. A summary of findings is provided below, and the full findings are available in Technical Memorandum #4 Existing Transportation Conditions.

Completeness and Connectivity

Pedestrian facilities were reviewed for completeness using ODOT’s Multimodal Analysis methodology. It was found that nearly 45% of regional roadways have complete sidewalks coverage which includes “Excellent”, “Good” and “Fair” ratings, as shown in Figure 7 and Figure 8. While Central Albany has adequate pedestrian connectivity, there are considerable pedestrian facility gaps along regional roadways outside of central Albany, including those within and connecting to Millersburg, Jefferson and Tangent.

ADA compliance within the AAMPO area is incomplete. Recently rehabilitated or constructed roadways such as North Albany Road or Oak Street have been designed to meet ADA requirements; however, older areas such as 9th Avenue in Albany have incomplete ADA design features.

Pedestrian Safety

A review of the most recent five years (2009-2013) of ODOT crash data found that there were 56 reported vehicle-pedestrian crashes, as illustrated in Figure 9. A majority of the crashes occurred in Albany along arterial roadways, with one reported crash in each Tangent, Millersburg and Jefferson. 65% of pedestrian related crashes occurred at an intersection or alley and 34% occurred along a straight roadway segment. There were five pedestrian fatalities, with the pedestrian deemed at-fault in four of the fatal crashes mainly for being illegally in the roadway.

Two locations in Albany were identified as high vehicle-pedestrian crash areas: the Ellsworth and Lyons couplet (US 20) in downtown Albany and the Heritage Plaza Shopping Center.
In addition to crash data, a need for safe routes to school was identified throughout the MPO area. Regional roadways may have unsafe crossings or rail crossings which deem routes unsafe even if they are in close proximity to a school.

**Bicycle Facilities**

Bicycle facilities, including bicycle lanes, multi-use paths and trails, along regionally significant corridors were reviewed to identify deficient areas and safety concerns. A summary of findings is provided below, and the full findings are available in Technical Memorandum #4 Existing Transportation Conditions.

**Bicycle Level of Stress**

Existing bicycle facilities were evaluated using the ODOT Bicycle Level of Stress Methodology\textsuperscript{xi}. This methodology uses roadway characteristics such as bike lane width, posted speed limit, and traffic volume to quantify the perceived comfort levels of the average cyclist on a given facility. Perceived comfort is ranked from Level of Stress (LTS) 1 to 4, with LTS 4 representing the highest traffic stress and LTS 1 representing the lowest.

- **LTS 1**: Separated facilities or shared roadways with low traffic speeds, low traffic volume, one lane in each direction and intersections are easy to cross.
- **LTS 2**: Has little traffic stress but is more suitable for teens and adults. There are slightly higher traffic speeds and up to three lanes total in both directions.
- **LTS 3**: Requires more attention due to moderate stress imposed by increased traffic speeds and up to five lanes in both directions.
- **LTS 4**: Requires experience and skill. There could be high traffic speeds, multi-lane travel ways, complex intersections and high traffic volumes.

Similar to pedestrian facilities, bicycle facilities within central Albany have the lowest levels of stress, and those in outlying areas see higher levels of stress. Regional corridors in Tangent, North Albany and Millersburg are characterized by high levels of stress. In Jefferson, there is little traffic stress within residential areas but OR 164 demonstrates a high level of stress due to frequent driveways and higher speeds. Figure 10 illustrates LTS throughout the AAMPO area.

**Bicycle Safety**

A review of the most recent five years (2009-2013) of ODOT crash data found that there were 73 vehicle-bicycle crashes during that five-year span, as shown in Figure 11. The majority of crashes occurred at intersections or alleyways in Albany, typically involving a crossing or turning movement. Ten crashes resulted in an incapacitating or serious injury, 43 crashes resulted in a non-incapacitating or moderate injury, and 20 crashes resulted in a possible or minor injury.
Three locations in Albany were identified as high vehicle-bicycle crash areas: the Lyons-Ellsworth Couplet, the Heritage Plaza Shopping Center, and Queen Avenue. Many of the crashes in these three locations were attributed to traffic violations such as failure to yield the right-of-way, disregarding a traffic signal, non-motorists illegally in the roadway, or vehicles crossing the centerline.

**Air Travel**

The AAMPO area has one general aviation airport - Albany Municipal Airport, owned and operated by the City of Albany. The airport consists of 147 acres with a single 3,004 foot runway which is constrained between Knox Butte Road and US 20, alongside I-5. The runway constraints inhibit passenger air travel. The airport is estimated to house 51 home-based aircraft including 43 single engine, seven multi engine and one jet. The currently sees 23,300 departures and arrivals annually. The Airport Master Plan defines the needs and direction of future development at the airport.

The Eugene Airport (Mahlon Sweet Field), located 40 miles south of the AAMPO area, helps to serve regional air travel needs. The airport is operated by the City of Eugene and is categorized as a general aviation ‘Non-Hub, Commercial Service, Primary Airport’. Four passenger carriers serve the airport, providing 28 arrivals and 27 departures a day to 10 U.S. cities. The airport supports cargo freight, military aircraft, and other general aviation uses.

**Waterways**

Two rivers run through the AAMPO area - the Willamette River runs through Albany and Millersburg and the Santiam River runs through Jefferson. The Willamette River is considered navigable but is not currently used for transporting goods or people and is restricted in height and width due to stationary highway and railroad bridge crossings.

**Pipelines**

Williams Northwest Pipeline owns a high-pressure natural gas pipeline that runs in the north-south direction along the eastern edge of the AAMPO area. There are several delivery points between Jefferson and Tangent which provide services to Northwest Natural Gas, International Paper Company-Albany, and Oremet-Wah Chang, who in turn distribute their product to the cities with a smaller pipe network. Santa Fe Pacific Pipeline-North owns a major pipeline running through Millersburg and Albany that carries petroleum products that runs along I-5.
Figure 8: AAMPO Existing Pedestrian Facilities

Source: Albany Area Regional Transportation Plan Technical Memorandum #4: Existing Conditions, DKS Associates
Figure 9: AAMPO Vehicle-Pedestrian Crashes (2009-2013)

Source: Albany Area Regional Transportation Plan Technical Memorandum #4: Existing Conditions, DKS Associates
Figure 10: AAMPO Existing Bicycle Facilities

Source: Albany Area Regional Transportation Plan Technical Memorandum #4: Existing Conditions, DKS Associates
Figure 1: AAMPO Vehicle-Bicycle Crashes (2009-2013)

Source: Albany Area Regional Transportation Plan Technical Memorandum #4: Existing Conditions, DKS Associates
Chapter 5: Future Forecasting

A regional travel demand model was used to help forecast future transportation system needs through the 2040 planning horizon. The full analysis of is included in Technical Memorandum #7 Future Forecasting.

The CALM Travel Demand Model

The CALM (Corvallis, Albany and Lebanon Model) Regional Travel Demand Model was developed by ODOT to estimate vehicular and non-vehicular traffic based on existing traffic volumes and land uses, projected land use changes, and travel behaviors and patterns. The model estimates daily and p.m. peak hour demand for the existing year (2010) and future year (2040) transportation system. Projected land uses were developed for the model area based on general development patterns and the Comprehensive Plan designations for the Cities of Albany, Jefferson, Millersburg and Tangent.

Growth Projections

Population in the AAMPO area is projected to increase by approximately 30% between 2010 and 2040, and number of households is expected to increase by 40%. Albany, Millersburg, and Tangent each follow a similar trend and are projected to increase in population by 20-30%, while Jefferson’s population is projected to increase by about 70%. Unincorporated areas of Benton and Linn Counties may increase by 50% or more. Significant residential growth areas, as shown in Figure 12, include the south end of Jefferson, east of I-5 and north of US 20 in Albany, and the south end of Albany.

Overall, employment is projected to increase by approximately 45%. Albany, Jefferson and Tangent employment will follow this general increase. However, employment is expected to increase by 50% in unincorporated Linn County and by 90% in Millersburg. Employment within unincorporated Benton County will be relatively unchanged. As shown in Figure 13, significant employment growth is anticipated for south Millersburg, south Albany and north Albany. Significant educational growth is anticipated in north Jefferson, around LBCC and Albany east of I-5 and north of US 20. Overall enrollment for primary schools will increase by roughly 30%. College trips are also expected to increase by roughly 30%.

Wider regional population and employment growth patterns and future projections are also an important consideration, as the travelshed continues to become more interconnected.

Forecasted Trip Distribution

The CALM Model was used to estimate the number and types of trips within the MPO using current and projected household attributes such as size, income, and number of workers.
The number of vehicle trips is expected to grow by approximately 30% between 2010 and 2040, generally consistent with the projected population increase, but assuming a slight reduction in the average rate of trips by motor vehicle. Albany and Tangent are both projected to see a 25% increase in motor vehicle travel. Jefferson and Millersburg are projected to see a greater increase of 60%, in part due to their relatively greater increases in population and employment.

Outputs from the CALM travel demand model project 2040 travel patterns to be similar to 2010 patterns. The area to the west of the MPO (including Corvallis) are projected to continue to see the highest number of trips by AAMPO residents exiting the AAMPO area. The most significant increases are expected to be seen along the primary regional state facilities: I-5, US 20, OR 99E, and OR 34. Other routes with significant growth include Waverly Drive, Queen Avenue, and North Albany Road.
Figure 12: CALM Model Household Growth

Figure 13: CALM Model Employment Growth

Source: Albany Area Regional Transportation Plan Technical Memorandum #7: Future Forecasting, DKS Associates
Chapter 6: Future Transportation Needs

Findings from the existing condition analyses, travel demand modeling and stakeholder input helped to identify future transportation system needs as outlined below, and in more detail in Technical Memorandum #8 Future Transportation Conditions and Needs, Technical Memorandum #9 Transit Future Conditions, and Appendix A: Summary of Public Comments.

Regional Roadway System Needs

Intersection Mobility

Two unsignalized intersections currently do not meet Oregon Highway Plan mobility targets: Century Drive & I-5 NB Off Ramp/Knox Butte Road and Scenic Drive/US 20. An additional nine locations are projected to not meet their 2040 mobility targets during either the daily pm peak or the seasonal peak:

- OR 164 / North Ave
- OR 164 / I-5 NB ramps
- OR 164 / Main St
- Knox Butte Rd / I-5 NB off-ramp
- Knox Butte Rd / Clover Ridge Rd
- US 20 / Scenic Dr
- US 20 / Springhill Dr
- OR 99E / Airport Rd
- US 20 / Waverly Dr
- OR 99E / Queen Ave
- US 20 (Lyons St) / 1st Ave

Regional Capacity Needs

The CALM travel demand model was used to assess the condition of future corridors in the region based on volume-to-capacity (v/c) ratios. Table 3 lists the regional corridors nearing or exceeding capacity by the year 2040. Key findings include:

- Congestion of US 20 between Corvallis and downtown Albany has the potential to impact the alternate regional route of OR 34.
- Congestion on the OR 99E/US 20 couplet could cause additional burden to the local system, with regional traffic re-routing onto parallel local streets to avoid delays.
- With limited alternate routing opportunities, the modeled over-capacity conditions on OR 164 could lead to increases in travel time between Jefferson and Millersburg.
- Congestion along Scenic Drive, I-5, and Waverly may to divert traffic flow to neighboring streets such as Gibson Hill, North Albany Road, OR 99E, Old Salem Road, Geary Street, and Center Street.
Table 3: Summary of 2040 Committed Network Corridor Capacity Deficiencies

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<td>OR 99E</td>
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<td></td>
</tr>
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<td></td>
<td>Westbound</td>
<td>2nd Ave</td>
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</table>

Source: CALM Travel Demand Model
Note: The model does not incorporate added capacity due to the presence of center turn lanes.

Roadway Safety Needs

ODOT crash data for the most recent five years available (2009-2013) identified four locations that could benefit from safety improvements, based on higher than normal vehicle crash rates:

- Century Drive and I-5 NB Ramps
- Scravel Hill and Knox Butte Roads
- Waverly Drive and US 20
- Queen Avenue and OR 99E

Additionally, several hot-spot crash locations were identified through the All Roads Transportation Safety (ARTS) Program:

- Waverly Drive and US 20
- Geary Street and OR 99E
- Clay Street and US 20
- Geary Street and Queen Avenue
- Albany Ave/Airport Rd and OR 99E
- Clay Street and US 20
- Geary Street and Queen Avenue
- Albany Ave/Airport Rd and OR 99E

Lastly, the ODOT Safety Priority Index System (SPIS) identifies OR 99E and US 20 to be among the top 10% SPIS sites. The locations along each corridor within the AAMPO area are:

- US 20 - through downtown Albany
- OR 99E/US 20 - between Queen Avenue and Waverly Drive
- OR 99E - at 34th Avenue
- OR 99E - near Linn-Benton Community College
Public Transportation System Needs

Transit service in Albany is currently limited and as the AAMPO area grows additional transit investments will be required to serve current and future markets. The MPO is expected to add 20,000 new people and 10,000 new jobs over the next few decades. To maintain existing per capita and per employee service levels in the City of Albany, transit service hours will need to increase between 30% – 70%. Further, residential growth in east Albany and Jefferson and employment growth in Millersburg will increase travel demand to those areas and may require additional transit service to meet their specific needs. Improved sidewalk connectivity will play an important role in improving the efficacy of transit service in the MPO area.

More immediately, however, limited frequency and long travel times make current service ineffective for most people. Improving service would make transit more feasible for people and for a wider variety of trips. Travel training and bilingual information, or information with universal imagery, can also improve system efficacy.

Pedestrian System Needs

Pedestrian connectivity from central Albany to outlying areas, and to some extent within individual communities, is limited. Coincidentally, these outlying areas are also expected to have greater future employment and household growth. More complete sidewalk coverage and the addition of trails or multi-use paths will help support that future growth, improve mobility, and increase safety throughout the AAMPO area. To establish a pedestrian system accessible to all users, improvements should be made to support ADA compliance and the creation of safer routes to school. Development of ADA transition plans or Safe Routes to School programs can help facilitate these improvements.

Two locations in Albany were identified as high vehicle-pedestrian crash areas: the Ellsworth and Lyons couplet (US 20) and the vicinity of the Heritage Plaza Shopping Center. Installation of mid-block crossings, improved lighting, and access management along US 20 may improve safety, along with enforcement or education strategies. Ellsworth and Lyons are part of a Special Transportation Area which creates additional opportunities for pedestrian improvements along ODOT roadways. At a regional scale, programmatic and enforcement activities can also improve the safety and accessibility of for pedestrians in the MPO area.

Bicycle System Needs

Regional bicycle facilities in the AAMPO area generally demonstrate a high level of stress, and anticipated traffic volume growth will compound this. Segments that currently have high levels
of traffic stress and anticipate at least a 50% increase in motor vehicle volume growth through 2040 (relative to existing traffic volumes) are listed below. Several of these high stress roadways also include bridges which currently do not have adequate bicycle facilities.

- Ellingson Road
- Lochner Road
- Grand Prairie Road
- Knox Butte Road
- Scarvel Hill Road
- Scenic Drive
- Oak Grove Drive
- Palestine Avenue
- 1st Avenue
- 2nd Avenue
- Columbus Street
- Seven Mile Lane
- Goldfish Farm Road
- Dogwood Avenue
- Quarry Road
- Valley View Drive
- Old Salem Road
- OR 164
- Main Street/Jefferson-Scio Drive
- North Avenue/Marion Road
- Portions of US 20
- Portions of OR 99E

The Lyons-Ellsworth Couplet (US 20), the Heritage Plaza Shopping Center, and Queen Avenue were identified as high vehicle-bicycle crash areas that could benefit from safety improvements. Design treatments and education programs can help to improve safety in these areas. At a regional scale, programmatic and enforcement activities can also improve the safety and accessibility of bicycling in the AAMPO area.

**Rail System Needs**

At-grade rail crossings throughout the AAMPO area, and particularly in Tangent, Jefferson and Albany, cause travel delays, safety concerns, public health impacts, and unreliable routes for emergency vehicles. A contributing factor to these delays are switching movements and permission delays. A prior project which made improvements at the Millersburg switching yard did not alleviate issues related to switching movements or permission delays. These issues may grow in future years as passenger and freight travel increase. At-grade crossings of primary concern are:

- Queen Avenue at OR 99E (Albany)
- Main Street at Hwy 164 (Jefferson)
- Hazel (Jefferson)
- Tangent Drive (Tangent)
- Birdfoot Drive (Tangent)

ODOT is currently considering development of higher-speed and more frequent passenger rail through the AAMPO area. While enhanced passenger rail will support a stronger regional public transportation system, it can also have an impact on safe railroad crossings, congestion (particularly in the vicinity of the Albany Station and the Queen Avenue crossing), and the
general health and wellbeing of area residents impacted by increased noise pollution and vibrations of the higher-speed trains.

**ITS System Needs**

The ITS infrastructure within the AAMPO area is limited, and the following ITS strategies have been identified by the *Central Willamette Valley ITS Plan* or the *I-5 Optimization Study*:

- Expand Traveler Information Services, specifically on arterial roadways for all modes
- Implement Transit Service Enhancements, through real-time updates and increased speed
- Enhance Safety with bicycle detection and improved signal timing
- Improve Corridor System Management Capabilities through improved signal timing, video monitoring, vehicle detection, and transit signal prioritization
- Construct a Regional Communications Network for data exchange and video sharing
- Construct Virtual Traffic Operations Centers, by providing staffing resources
- Enable Emergency Service Coordination, specifically for planning and operations
- Along the I-5 corridor, improve traffic surveillance, implement ramp metering, improve incident information, and consider weather-responsive variable speed signs
Chapter 7: Recommended Project List

Funding Assumptions

Regional transportation funding was reviewed to estimate potential transportation funds that would be available for transportation capital projects through 2040. The review considered both historical and projected revenue sources and expenses (including operations and maintenance needs) at the city, county, regional, and state levels. Available revenues from public sources (after accounting for ongoing operations and maintenance needs) are forecast to be $3.3 million in FYE 2016, and are expected to remain relatively flat during the course of the forecast period (in constant 2016 dollars). Total revenues are expected to be $172.4 million over the forecast period, including $79.4 million in public sources, and $93.0 million in private sources. Average annual revenues are estimated to be $6.9 million. ODOT and the City of Albany are anticipated to contribute the largest amounts of public funding for projects in the AAMPO, combining for 75% of the total public funding.

The revenue estimates shown in Table 4 are not guaranteed. This forecast was developed for the specific purpose of establishing a fiscally-constrained project list for the RTP. In some situations, assumptions were made regarding the level of funding that could be considered aggressive, resulting in a higher level of funding than may ultimately be realized. In particular, the estimate for the amount of private-sector funding is speculative, and dependent on the timing and location of private development relative to the location and timing of future infrastructure investments.

Project Development

The following sections describe coordination with local plans to compile planned projects for each agency and develop the regional project list.

Developing a List of Potential Projects

The list of potential projects includes both “committed” and planned transportation improvement projects identified by local agencies and new projects that address a regional need identified through the RTP development process. Planned transportation projects identified by local agencies were reviewed to determine how they address currently identified regional needs.xxxiii There were also previously planned transportation projects that did not address a specific regional need identified during the RTP process. However, many of these projects align with the goals and policies of the AAMPO RTP, thus they were included in the list of potential projects. Project from the following plans were used to identify the initial project list:

- Regional Plans: AAMPO 2015-2018 STP Project Recommendations
- County Plans: Benton County TSP and Linn County Draft 2015-2020 CIP List

Due to the date of some of the plans, the data and standards referenced may be out of date. Local agency staff were given the opportunity to update planned projects and identify additional projects to include in the list of potential projects, which would not be reflected in current plans.

Finally, the project list was augmented with new project concepts developed by the project team to address regional system needs not previously identified by local agencies. A complete list of potential projects is attached. This project list may be further amended as additional projects are identified by agency staff prior to adoption of the RTP Framework.

**Evaluation Criteria**

To develop a draft financially-constrained transportation solution package, the list of potential projects were evaluated using the AAMPO RTP Draft Goals and Policies\(^{xxxiv}\). The initial evaluation process provides a basis to compare projects across all modes and help to prioritize projects to determine funding priorities through 2040.

The AAMPO RTP Draft Goals and Policies includes ten transportation goals that were used to develop the evaluation criteria. The Draft Goals and Policies were developed through review of local plan goals and policies and coordination with the TAC and Policy Board. The criteria were separated into quantifiable conditions which formed a point ranking system. A project was given a score ranging between -1 and 1, based to measure how well each project addressed each goal. To determine the final evaluation score, each goal was weighted by the Technical Advisory Committee\(^{xxxv}\).

**Figure 14: Constrained Project List by Type of Project**

![Figure 14: Constrained Project List by Type of Project](attachment:image.png)
Figure 15: Constrained Project List Map

Source: DKS Associates
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<th>ODOT</th>
<th>Regional (STP)</th>
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<th>City of Jefferson</th>
<th>City of Tangent</th>
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<td>$494,093</td>
<td>$1,124,475</td>
<td>$133,420</td>
<td>$-</td>
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<td><strong>Total Public</strong></td>
<td>$31,922,124</td>
<td>$14,211,120</td>
<td>$27,487,406</td>
<td>$3,253,140</td>
<td>$-</td>
<td>$-</td>
<td>$2,501,917</td>
<td>$-</td>
<td>$-</td>
<td>$79,375,707</td>
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<tr>
<td><strong>Plus Private</strong></td>
<td>-</td>
<td>-</td>
<td>$3,000,000</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>$-</td>
<td>-</td>
<td>-</td>
<td>$93,000,000</td>
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<tr>
<td><strong>Total</strong></td>
<td>$31,922,124</td>
<td>$14,211,120</td>
<td>$120,487,406</td>
<td>$3,253,140</td>
<td>$-</td>
<td>$-</td>
<td>$2,501,917</td>
<td>$-</td>
<td>$-</td>
<td>$172,375,707</td>
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<tr>
<td><strong>Average</strong></td>
<td>$1,276,885</td>
<td>$568,445</td>
<td>$1,099,496</td>
<td>$130,126</td>
<td>$-</td>
<td>$-</td>
<td>$100,077</td>
<td>$-</td>
<td>$-</td>
<td>$6,895,028</td>
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Notes: Calculated by ECONorthwest based on various sources (see prior tables in document for list of sources). Uses constant 2016 dollar.
## Draft Project List

The list of potential projects was condensed into a draft transportation solution package based on transportation funding assumptions, regional needs and the evaluation process. Table 5 lists the draft projects, which are mapped in Figure 14.

### Table 5: Draft 20-Year Project List

<table>
<thead>
<tr>
<th>#</th>
<th>Project Name</th>
<th>Roadway or Trail</th>
<th>Location</th>
<th>Description</th>
<th>City/County (Area)</th>
<th>Jurisdiction</th>
<th>Mode</th>
<th>Cost</th>
<th>Project Type</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Benton County Projects</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>BC1</td>
<td>Corvallis to Albany Trail</td>
<td>Hwy 20</td>
<td>Scenic Dr - Springhill Rd</td>
<td>Construct off highway multiuse path</td>
<td>Benton County</td>
<td>ODOT</td>
<td>B/P</td>
<td>$2,434,000</td>
<td>New Multi-Use Path</td>
</tr>
<tr>
<td>BC2</td>
<td>Gibson Hill Urbanization</td>
<td>Gibson Hill Rd</td>
<td>North Albany Rd to Scenic Dr</td>
<td>Urbanization</td>
<td>Benton County</td>
<td>Benton County</td>
<td>M/B/P</td>
<td>$500,000</td>
<td>Modernization</td>
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<td>BC3</td>
<td>Crocker Urbanization - Part 1</td>
<td>Crocker Ln</td>
<td>Valley View to Meadowwood</td>
<td>Urbanization</td>
<td>Benton County</td>
<td>Benton County</td>
<td>M/B/P</td>
<td>$ -</td>
<td>Modernization</td>
</tr>
<tr>
<td>BC4</td>
<td>Crocker Urbanization - Part 2</td>
<td>Crocker Ln</td>
<td>Cluster Oak Ave - Gibson Hill Rd</td>
<td>Urbanization</td>
<td>Benton County</td>
<td>Benton County</td>
<td>M/B/P</td>
<td>$ -</td>
<td>Modernization</td>
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<td>BC5</td>
<td>Palestine Ave/Oak Grove Dr Re-alignment</td>
<td>Palestine Ave/Oak Grove Dr</td>
<td>Palestine Ave/Oak Grove Dr</td>
<td>Intersection re-alignment</td>
<td>Benton County</td>
<td>Benton County</td>
<td>M/B/P</td>
<td>$-</td>
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<tr>
<td>BC7</td>
<td>US 20/Scenic Dr Intersection Improvements</td>
<td>US 20/Scenic Dr</td>
<td>US 20/Scenic Dr</td>
<td>Add turn lanes</td>
<td>Benton County</td>
<td>ODOT</td>
<td>M</td>
<td>$ -</td>
<td>Intersection Capacity Improvement</td>
</tr>
<tr>
<td><strong>City of Albany Projects</strong></td>
<td></td>
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</tr>
<tr>
<td>A6</td>
<td>14th Ave Sharrows</td>
<td>14th Ave</td>
<td>Waverly Dr to Center St</td>
<td>Install painted “Sharrows” in the bike lane gaps on 14th Avenue from Waverly Dr to Center St. Painting a shared right-of-way (sharrow) symbol on the pavement does not require parking removal.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>B</td>
<td>$2,000</td>
<td>Bike Improvement</td>
</tr>
<tr>
<td>#</td>
<td>Project Name</td>
<td>Roadway or Trail</td>
<td>Location</td>
<td>Description</td>
<td>City/County (Area)</td>
<td>Jurisdiction</td>
<td>Mode</td>
<td>Cost</td>
<td>Project Type</td>
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</tr>
<tr>
<td>A7</td>
<td>Waverly Dr Sharrows</td>
<td>Waverly Dr</td>
<td>99E to US 20</td>
<td>Install bike &quot;Sharrows&quot; on Waverly Drive between Oregon 99E and US 20. Painting a shared right-of-way (sharrow) symbol on the pavement does not require parking removal.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>B</td>
<td>$5,000</td>
<td>Bike Improvement</td>
</tr>
<tr>
<td>A11</td>
<td>Lyon St Sharrows</td>
<td>Lyon St</td>
<td>9th Ave to Willamette River</td>
<td>Install painted &quot;Sharrows&quot; in the bike lane gaps on Lyon Street from 9th Avenue to the Willamette River (no sharrows needed on bridge due to shoulder). Painting a shared right-of-way (sharrow) symbol on the pavement does not require parking removal. This project is contingent upon ODOT approval, inclusion of sharrows in the MUTCD, and the associated guidance in the MUTCD.</td>
<td>City of Albany</td>
<td>ODOT</td>
<td>B</td>
<td>$2,000</td>
<td>Bike Improvement</td>
</tr>
<tr>
<td>A12</td>
<td>Ellsworth St Sharrows</td>
<td>Ellsworth St</td>
<td>9th Ave to Springhill Dr</td>
<td>Install painted &quot;Sharrows&quot; in the bike lane gaps on Ellsworth Street from 9th Avenue to Springhill Drive, including Ellsworth Street bridge. Painting a shared right-of-way (sharrow) symbol on the pavement does not require parking removal. Project is contingent upon ODOT approval, inclusion of sharrows in the MUTCD, and the associated guidance in the MUTCD.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>B</td>
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</tr>
<tr>
<td>#</td>
<td>Project Name</td>
<td>Roadway or Trail</td>
<td>Location</td>
<td>Description</td>
<td>City/County (Area)</td>
<td>Jurisdiction</td>
<td>Mode</td>
<td>Cost</td>
<td>Project Type</td>
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</tr>
<tr>
<td>A17</td>
<td>US 20/Springhill Dr Intersection</td>
<td>US 20/Springhill Dr</td>
<td>US 20/Springhill Dr</td>
<td>Convert southbound right-turn to a shared left-right lane, creating dual-southbound lefts on Springhill Road. Relocate westbound stop bar on US 20 of inside lane 10-20 feet east of current location. Lengthen cycle length to 120 seconds and develop coordination between North Albany Road and Springhill Road along US 20. Design of the intersection should allow for right-turns on red for southbound vehicles if feasible.</td>
<td>City of Albany</td>
<td>ODOT</td>
<td>M</td>
<td>$14,000</td>
<td>Intersection Capacity Improvement</td>
</tr>
<tr>
<td>A18</td>
<td>Knox Butte Rd/Century Dr Interim Signal</td>
<td>Knox Butte Rd/Century Dr</td>
<td>Knox Butte Rd/Century Dr</td>
<td>If warranted, install an interim traffic signal. This signal may be removed when the intersection is reconstructed by ODOT.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M</td>
<td>$345,000</td>
<td>Intersection Capacity Improvement</td>
</tr>
<tr>
<td>A20</td>
<td>Timber St Extension</td>
<td>Timber St</td>
<td>US 20 to Three Lakes Rd</td>
<td>Right-of-way acquisition for extension Timber Street south of US 20 to connect to the Three Lakes Rd/Spicer Dr intersection. The design and alignment review will be completed with the I-5 Corridor Study (project S10). Alternate routes for the Industrial Way ingress/egress will be considered.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M</td>
<td>$966,000</td>
<td>New Roadway</td>
</tr>
<tr>
<td>A23</td>
<td>Knox Butte Rd Widening ROW</td>
<td>Knox Butte Rd</td>
<td>I-5 to Clover Ridge Rd</td>
<td>ROW Acquisition for I-5 to Clover Ridge Rd portion of Knox Butte Rd widening project.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M/B/P</td>
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<td>Roadway Capacity Improvement</td>
</tr>
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<td>A24</td>
<td>Knox Butte Rd Widening ROW</td>
<td>Knox Butte Rd</td>
<td>Clover Ridge Rd to Goldfish Farm Rd</td>
<td>ROW Acquisition for Clover Ridge Rd to Goldfish Farm Rd portion of Knox Butte Rd widening project.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M/B/P</td>
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<td>Location</td>
<td>Description</td>
<td>City/County (Area)</td>
<td>Jurisdiction</td>
<td>Mode</td>
<td>Cost</td>
<td>Project Type</td>
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<tr>
<td>A25</td>
<td>Three Lakes Rd Realignment ROW</td>
<td>Three Lakes Rd</td>
<td>Kelly Supply Company to Grand Prairie Rd</td>
<td>ROW required to realign the short roadway segment that includes the 90-degree curves to a typical three-lane roadway to improve the horizontal alignment.</td>
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<td>City of Albany</td>
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<td>A26</td>
<td>Gibson Hill Rd Improvements</td>
<td>Gibson Hill Rd</td>
<td>Scenic Dr to North Albany Rd</td>
<td>Add sidewalk, curb, and gutter, and bicycle lanes from Scenic Drive to the roundabout at North Albany Road. Consider rural design standard with setback sidewalks</td>
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<td>Modernization</td>
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<tr>
<td>A28</td>
<td>Lochner Rd Improvements - North</td>
<td>Lochner Rd</td>
<td>Youth Authority to 34th Ave</td>
<td>Add sidewalk, curb, gutter, and bike lanes to Lochner Road and Marion Road.</td>
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<td>A29</td>
<td>Three Lakes Rd Improvements ROW</td>
<td>Three Lakes Rd</td>
<td>Spicer Road to Grand Prairie Rd</td>
<td>ROW acquisition for adding sidewalk, curb, gutter, and bike lanes from Spicer Road to Grand Prairie Road, excluding Three Lakes Road realignment at 90-degree curves.</td>
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<td>M/B/P</td>
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<td>Modernization</td>
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<td>A31</td>
<td>Queen/Geary Periwinkle Path</td>
<td>Periwinkle Trail</td>
<td>Queen Ave/Geary St</td>
<td>Construct multi-use path improvement by widening the sidewalk to connect the Periwinkle Trail through the Queen Avenue/Geary Street intersection</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>B/P</td>
<td>$46,000</td>
<td>New Multi-Use Path</td>
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<tr>
<td>A32</td>
<td>Gibson Hill Rd Sidewalks</td>
<td>Gibson Hill Rd</td>
<td>Scenic Rd to North Albany Rd</td>
<td>Add 6-foot wide asphalt sidewalks set back from the roadway on both sides of Gibson Hill Rd from Scenic Dr to the roundabout at North Albany Rd.</td>
<td>City of Albany</td>
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<td>$1,034,000</td>
<td>Sidewalk Infill</td>
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<td>Hwy 20 Corridor and Downtown Refinement Plan</td>
<td>Hwy 20</td>
<td>Hwy 20 Corridor and Downtown Albany</td>
<td>Conduct a Highway 20 Corridor and Downtown Refinement Plan that extends to I-5 to look at regional bridge capacity needs, potential bridge locations, other corridor and intersection needs, and continue through permitting process.</td>
<td>City of Albany</td>
<td>ODOT</td>
<td>M</td>
<td>$250,000</td>
<td>Study</td>
</tr>
<tr>
<td>#</td>
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<td>Roadway or Trail</td>
<td>Location</td>
<td>Description</td>
<td>City/County (Area)</td>
<td>Jurisdiction</td>
<td>Mode</td>
<td>Cost</td>
<td>Project Type</td>
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<tr>
<td>A35</td>
<td>Safety Audit</td>
<td>Geary St/Salem Ave, Geary St/14th Ave, Queen Ave/Hill St</td>
<td>Geary St/Salem Ave, Geary St/14th Ave, Queen Ave/Hill St</td>
<td>Intersection Safety Audit/Study at Geary Street/Salem Avenue, Geary Street/14th Avenue, and Queen Avenue/Hill Street. Consider countermeasures for rear-end and turning-type crashes.</td>
<td>City of Albany</td>
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<td>M</td>
<td>$30,000</td>
<td>Study</td>
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<td>34th Ave/Marion St Signal</td>
<td>34th Ave/Marion St</td>
<td>34th Ave/Marion St</td>
<td>Install a new traffic signal.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M</td>
<td>$345,000</td>
<td>Intersection Capacity Improvement</td>
</tr>
<tr>
<td>A43</td>
<td>US 20/Clay St Intersection Capacity Upgrade</td>
<td>US 20/Clay St</td>
<td>US 20/Clay St</td>
<td>Restripe intersection lane markings and convert left-turn phasing on Clay Street to protected-permissive with the flashing yellow arrow signal head. Install exclusive eastbound right-turn lane on US 20.</td>
<td>City of Albany</td>
<td>ODOT</td>
<td>M</td>
<td>$185,000</td>
<td>Intersection Capacity Improvement</td>
</tr>
<tr>
<td>A44</td>
<td>US 20 (Ellsworth St)/1st Ave Signal Mod</td>
<td>US 20 (Ellsworth St)/1st Ave</td>
<td>US 20 (Ellsworth St)/1st Ave</td>
<td>Implement actuated-coordinated signal control. Shorten pedestrian crossing distance across Ellsworth Street. Extend cycle length to 70 seconds, and develop timing plans with offsets that facilitate southbound and westbound progression.</td>
<td>City of Albany</td>
<td>ODOT</td>
<td>M</td>
<td>$18,000</td>
<td>Intersection Capacity Improvement</td>
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<tr>
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<td>Timber St Extension/18th Ave/Spicer Dr Roundabout</td>
<td>Timber St Extension/18th Ave/Spicer Dr</td>
<td>Timber St Extension/18th Ave/Spicer Dr</td>
<td>ROW acquisition for a roundabout as the traffic control for the new intersection of Three Lakes Road/18th Street/Timber Street/Spicer Road. The north extension of Spicer Road will not connect to the intersection. Rather, it will become a local street with a cul-de-sac located northwest of the roundabout.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M</td>
<td>$650,000</td>
<td>Intersection Capacity Improvement</td>
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<tr>
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<td>Project Name</td>
<td>Roadway or Trail</td>
<td>Location</td>
<td>Description</td>
<td>City/County (Area)</td>
<td>Jurisdiction</td>
<td>Mode</td>
<td>Cost</td>
<td>Project Type</td>
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<tr>
<td>A49</td>
<td>Main St, 7th Ave, Hill St</td>
<td>Roadway</td>
<td>Main St, 7th Ave, Hill St</td>
<td>Reconstruct Main Street with new sidewalk, curb, and gutter from Santiam Road to 7th Avenue. Repave 7th Avenue between Main Street and Hill Street, then reconstruct Hill Street with new sidewalk, curb, and gutter from 7th Avenue to Pacific Boulevard.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M/P</td>
<td>$1,292,000</td>
<td>Rehabilitation</td>
</tr>
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<td></td>
<td></td>
<td>Trail</td>
<td>Santiam Rd to 7th Ave,</td>
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<td></td>
<td>Main St to Hill St,</td>
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<td>7th Ave to Pacific Blvd</td>
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<tr>
<td>A50</td>
<td>West Timber-Linn Trail</td>
<td>New Trail</td>
<td>Timber-Linn Park to South</td>
<td>Construct multi-use path to connect Timber-Linn Park to South Shore Drive (assumes that I-5 undercrossing will not require widening and/or additional excavation of the existing creek under-crossing, or that any such widening will occur as part of I-5 reconstruction).</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>B/P</td>
<td>$161,000</td>
<td>New Multi-Use Path</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>Shore Dr</td>
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<tr>
<td>A54</td>
<td>35th Ave/Hill St Signal</td>
<td>Roadway</td>
<td>34th Ave/Hill St</td>
<td>Install 100-foot northbound and southbound left-turn lanes, and a new traffic signal.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M</td>
<td>$350,000</td>
<td>Intersection Capacity Improvement</td>
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<td></td>
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<td></td>
<td>34th Ave/Hill St</td>
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<tr>
<td>A55</td>
<td>Hill St Reconstruction</td>
<td>Roadway</td>
<td>Hill St</td>
<td>The project will reconstruct 1.03 miles of Hill Street. The existing pavement is heavily deteriorated. In addition to new pavement the project will add on-street bike lanes to the street and retain on-street parking. Curb ramps at intersections will be upgraded to meet current ADA standards. The project is on Hill Street and will extend 1.03 miles from Queen Avenue south to 34th Avenue.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M/B/</td>
<td>$6,100,000</td>
<td>Rehabilitation</td>
</tr>
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<td></td>
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<td></td>
<td>Queen Ave to 34th Ave</td>
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<tr>
<td>A56</td>
<td>US 20 Bike Lanes</td>
<td>Roadway</td>
<td>US 20</td>
<td>Convert shoulders to bike lanes on US 20 in North Albany from Willamette River (including the Lyon Street bridge which has an existing shoulder) to UGB.</td>
<td>City of Albany</td>
<td>ODOT</td>
<td>B</td>
<td>$31,000</td>
<td>Bike Improvement</td>
</tr>
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<td></td>
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<td></td>
<td>Willamette River west to</td>
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<td>UGB</td>
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<td>#</td>
<td>Project Name</td>
<td>Roadway or Trail</td>
<td>Location</td>
<td>Description</td>
<td>City/County (Area)</td>
<td>Jurisdiction</td>
<td>Mode</td>
<td>Cost</td>
<td>Project Type</td>
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<tr>
<td>A62</td>
<td>Liberty/Lakewood Bike Boulevard</td>
<td>Liberty St and Lakewood St</td>
<td>24th Ave to 99E</td>
<td>Install bike boulevard treatments including wayfinding, traffic calming, and intersections treatments as deemed necessary on Liberty/Lakewood from 24th Avenue to Oregon 99E.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>B</td>
<td>$76,000</td>
<td>Bike Improvement</td>
</tr>
<tr>
<td>A63</td>
<td>Bain St Bike Boulevard</td>
<td>Bain St</td>
<td>99E to US 20</td>
<td>Install bike boulevard treatments including wayfinding, traffic calming, and intersections treatments as deemed necessary on Bain Street from Oregon 99E to US 20.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>B</td>
<td>$49,000</td>
<td>Bike Improvement</td>
</tr>
<tr>
<td>A64</td>
<td>South Shore Dr Bike Boulevard</td>
<td>South Shore Dr</td>
<td>Bain St to Airport Rd</td>
<td>Install bike boulevard treatments including wayfinding, traffic calming, and intersections treatments as deemed necessary on Southshore Drive from Bain St to Airport Rd.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>B</td>
<td>$33,000</td>
<td>Bike Improvement</td>
</tr>
<tr>
<td>A65</td>
<td>Shortridge St Bike Boulevard</td>
<td>Shortridge St</td>
<td>US 20 to 14th Ave</td>
<td>Install bike boulevard treatments including wayfinding, traffic calming, and intersections treatments as deemed necessary on Shortridge Street from US 20 to 14th Avenue.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>B</td>
<td>$27,000</td>
<td>Bike Improvement</td>
</tr>
<tr>
<td>A75</td>
<td>US 20/Waverly Dr Intersection Capacity Upgrade</td>
<td>US 20/Waverly Dr</td>
<td>US 20/Waverly Dr</td>
<td>Install second westbound left-turn lane and eastbound right-turn lane on US 20. Install northbound right-turn overlap, add another southbound through lane on Waverly Drive. Obtain right-of-way for an additional northbound through lane at time impacted parcels redevelop and construct when warranted (cost for this improvement identified separately under other costs).</td>
<td>City of Albany</td>
<td>ODOT</td>
<td>M</td>
<td>$1,093,000</td>
<td>Intersection Capacity Improvement</td>
</tr>
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<td>#</td>
<td>Project Name</td>
<td>Roadway or Trail</td>
<td>Location</td>
<td>Description</td>
<td>City/County (Area)</td>
<td>Jurisdiction</td>
<td>Mode</td>
<td>Cost</td>
<td>Project Type</td>
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<tr>
<td>A76</td>
<td>OR 99E/Queen Ave Intersection Capacity Upgrade</td>
<td>OR 99E/Queen Ave</td>
<td>OR 99E/Queen Ave</td>
<td>Install northbound and southbound right-turn lanes on OR 99E. On Queen Avenue, add second westbound and eastbound left-turn lanes, and extend eastbound right-turn lane to 200-feet. Review pavement and drainage quality to ensure sufficiency.</td>
<td>City of Albany</td>
<td>ODOT</td>
<td>M</td>
<td>$894,000</td>
<td>Intersection Capacity Improvement</td>
</tr>
<tr>
<td>A82</td>
<td>Timber St Extension/18th Ave/Spicer Dr Roundabout</td>
<td>Timber St Extension/18th Ave/Spicer Dr</td>
<td>Timber St Extension/18th Ave/Spicer Dr</td>
<td>Develop a roundabout as the traffic control for the new intersection of Three Lakes Road/18th Street/Timber Street/Spicer Road. The north extension of Spicer Road will not connect to the intersection. Rather, it will become a local street with a cul-de-sac located northwest of the roundabout.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M</td>
<td>$863,000</td>
<td>Intersection Capacity Improvement</td>
</tr>
<tr>
<td>A92</td>
<td>Waverly Dr Capacity Improvements</td>
<td>Waverly Dr</td>
<td>Queen Ave to Grand Prairie Rd</td>
<td>Widen Waverly Drive to a 4-lane cross-section between Queen Avenue and Grand Prairie Road using two southbound lanes, one northbound lane and a two-way left-turn lane. This project will maintain sidewalks and bicycle lanes, but remove on-street parking on Waverly in this segment due to ROW constraints.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M</td>
<td>$1,394,000</td>
<td>Intersection Capacity Improvement</td>
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<td>#</td>
<td>Project Name</td>
<td>Roadway or Trail</td>
<td>Location</td>
<td>Description</td>
<td>City/County (Area)</td>
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<td>A106</td>
<td>Knox Butte Rd Widening</td>
<td>Knox Butte Rd</td>
<td>I-5 to Clover Ridge Rd</td>
<td>Widens Knox Butte Road to five lanes eastbound from I-5 to Clover Ridge Road. Includes bike lanes, sidewalks, curb, and gutter on both sides of the roadway. Right-of-way acquisition will occur in the short-term (and be 100% SDC eligible) with construction occurring in the long-term. Alternative access to the RV Park located on Expo Parkway, potentially to access Knox Butte Road, should be considered as traffic volumes on Expo Parkway increase. Final design should mitigate access and driveway impact to the houses that remain.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M/B/P</td>
<td>$1,901,400</td>
<td>Roadway Capacity Improvement</td>
</tr>
<tr>
<td>A107</td>
<td>Knox Butte Rd Widening</td>
<td>Knox Butte Rd</td>
<td>Clover Ridge Rd to Goldfish Farm Rd</td>
<td>Widen Knox Butte Road to four lanes from Clover Ridge Road to Goldfish Farm Road. Includes bike lanes, sidewalks, curb, and gutter on both sides of the roadway. Right-of-way acquisition will occur in the short-term (and be 100% SDC eligible) with construction occurring in the long-term.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M/B/P</td>
<td>$825,000</td>
<td>Roadway Capacity Improvement</td>
</tr>
<tr>
<td>A108</td>
<td>Knox Butte Rd Widening</td>
<td>Knox Butte Rd</td>
<td>Goldfish Farm Rd to new North/South Collector</td>
<td>Widens Knox Butte Road to three lanes from Goldfish Farm Road to the new North/South Collector including the Burkhart Creek bridge. Includes bike lanes, sidewalks, curb, and gutter on both sides of the roadway.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M/B/P</td>
<td>$1,256,000</td>
<td>Roadway Capacity Improvement</td>
</tr>
<tr>
<td>A109</td>
<td>Knox Butte Rd Widening</td>
<td>Knox Butte Rd</td>
<td>New North/South Collector east to UGB</td>
<td>Urban upgrade of Knox Butte Road from the new North/South Collector to the urban growth boundary. Includes bike lanes, sidewalks, curb, and gutter on both sides of the roadway.</td>
<td>City of Albany</td>
<td>Linn County</td>
<td>M/B/P</td>
<td>$7,688,000</td>
<td>Modernization</td>
</tr>
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<td>#</td>
<td>Project Name</td>
<td>Roadway or Trail</td>
<td>Location</td>
<td>Description</td>
<td>City/County (Area)</td>
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<tr>
<td>A111</td>
<td>Springhill Rd Widening</td>
<td>Springhill Rd</td>
<td>US 20 to railroad crossing</td>
<td>Widens Springhill Road to two lanes northbound and southbound from US 20 to north of Hickory Road then transition to three lanes across the rail crossing. Springhill Road is under Benton County jurisdiction and this project is not in their 2001 TSP.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M</td>
<td>$3,406,000</td>
<td>Roadway Capacity Improvement</td>
</tr>
<tr>
<td>A112</td>
<td>US 20 Widening</td>
<td>US 20</td>
<td>North Albany Rd west to the UGB</td>
<td>Widens US 20 to two lanes eastbound and westbound and add sidewalk, curb, and gutter from North Albany Road west to the urban growth boundary.</td>
<td>City of Albany</td>
<td>ODOT</td>
<td>M</td>
<td>$8,351,000</td>
<td>Roadway Capacity Improvement</td>
</tr>
<tr>
<td>A113</td>
<td>Ellingson Rd Extension</td>
<td>Ellingson Rd</td>
<td>Columbus Ave to I-5 overcrossing</td>
<td>Extends Ellingson Road from Columbus Avenue to Interstate 5 overcrossing at Seven Mile Lane. Realign Seven Mile Lane on the west side of I-5 to align with current Ellingson Road, forming a four-leg intersection at Columbus Street. This section of Ellingson Road should be evaluated for the need to preserve right-of-way for a future five-lane section at the next TSP Update. Project cost assumes ROW will be dedicated.</td>
<td>City of Albany</td>
<td>Linn County</td>
<td>M</td>
<td>$4,430,000</td>
<td>New Roadway</td>
</tr>
<tr>
<td>A118</td>
<td>Albany Ave Widening</td>
<td>Albany Ave</td>
<td>Old Salem Rd to Pacific Hwy</td>
<td>Widen Albany Avenue to four lanes. Includes widening bridge structure. Project cost assumes ROW will be dedicated.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M</td>
<td>$1,177,000</td>
<td>Roadway Capacity Improvement</td>
</tr>
<tr>
<td>A120</td>
<td>Springhill Dr Improvements</td>
<td>Springhill Dr</td>
<td>RR crossing north to UGB</td>
<td>Add sidewalk, curb, and gutter from the railroad to urban growth boundary. US 20 to railroad is Project A111 (Albany TSP L26). Coordinate project with Benton County.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M/P</td>
<td>$4,158,000</td>
<td>Modernization</td>
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<td>#</td>
<td>Project Name</td>
<td>Roadway or Trail</td>
<td>Location</td>
<td>Description</td>
<td>City/County (Area)</td>
<td>Jurisdiction</td>
<td>Mode</td>
<td>Cost</td>
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<tr>
<td>A121</td>
<td>Scenic Dr Improvements</td>
<td>Scenic Dr</td>
<td>Scenic Woods Pl north to UGB</td>
<td>Add sidewalk, bike lane, curb, and gutter from east of Scenic Woods Place to northern urban growth boundary. Coordinate project with Benton County. Project cost assumes ROW will be dedicated.</td>
<td>City of Albany</td>
<td>Benton County</td>
<td>M/B/P</td>
<td>$6,842,000</td>
<td>Modernization</td>
</tr>
<tr>
<td>A122</td>
<td>Century Dr Improvements</td>
<td>Century Dr</td>
<td>Dunlap Ave north to UGB</td>
<td>Add sidewalk, bike lane, curb, and gutter from Dunlap Avenue to northern urban growth boundary. Project cost assumes ROW will be dedicated.</td>
<td>City of Albany</td>
<td>Linn County</td>
<td>M/B/P</td>
<td>$3,199,000</td>
<td>Modernization</td>
</tr>
<tr>
<td>A123</td>
<td>Skyline Dr Improvements</td>
<td>Skyline Dr</td>
<td>Gibson Hill Rd to Mirada St</td>
<td>Add sidewalk, curb and gutter, and bicycle lanes or sharrows depending upon volumes and right-of-way constraints from Gibson Hill Road to Mirada Street.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M/B/P</td>
<td>$1,523,000</td>
<td>Modernization</td>
</tr>
<tr>
<td>A125</td>
<td>Valley View Dr Improvements</td>
<td>Valley View Dr</td>
<td>Scenic Dr to Crocker Rd</td>
<td>Add sidewalk, curb and gutter, and bicycle lanes from Scenic Drive to Crocker Road.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M/B/P</td>
<td>$3,695,000</td>
<td>Modernization</td>
</tr>
<tr>
<td>A126</td>
<td>West Thornton Lake Dr</td>
<td>West Thornton Lake Dr</td>
<td>North Albany Rd to Scenic Dr</td>
<td>Add sidewalk, bike lanes, curb, and gutter from North Albany Road to Scenic Drive.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M/B/P</td>
<td>$6,097,000</td>
<td>Modernization</td>
</tr>
<tr>
<td>A127</td>
<td>Allen Ln Improvements</td>
<td>Allen Ln</td>
<td>Hwy 99 to Looney Ln</td>
<td>Add sidewalk, curb, and gutter from Highway 99E to Looney Lane.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M/B/P</td>
<td>$2,689,000</td>
<td>Modernization</td>
</tr>
<tr>
<td>A131</td>
<td>Scravel Hill Rd Improvements</td>
<td>Scravel Hill Rd</td>
<td>US 20 north to UGB</td>
<td>Add sidewalk, curb, and gutter from US 20 (Santiam Hwy) to the urban growth boundary with a three-lane section from US 20 to north of Knox Butte Road and a two-lane section from north of Knox Butte Road to the UGB. Project cost assumes ROW for the three-lane section will be dedicated.</td>
<td>City of Albany</td>
<td>Linn County</td>
<td>M/P</td>
<td>$9,699,000</td>
<td>Modernization</td>
</tr>
<tr>
<td>A132</td>
<td>Quarry Rd Improvements</td>
<td>Quarry Rd</td>
<td>North Albany Rd to Springhill Dr</td>
<td>Add sidewalk, curb, and gutter from North Albany Road to Springhill Drive.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M/P</td>
<td>$3,493,000</td>
<td>Modernization</td>
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<td>#</td>
<td>Project Name</td>
<td>Roadway or Trail</td>
<td>Location</td>
<td>Description</td>
<td>City/County (Area)</td>
<td>Jurisdiction</td>
<td>Mode</td>
<td>Cost</td>
<td>Project Type</td>
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<td>A134</td>
<td>Goldfish Farm Rd Improvements</td>
<td>Goldfish Farm Rd</td>
<td>Dogwood Ave to US 20</td>
<td>Add sidewalk, curb, and gutter from Dogwood Avenue to US 20.</td>
<td>City of Albany</td>
<td>Linn County</td>
<td>M/P</td>
<td>$4,444,000</td>
<td>Modernization</td>
</tr>
<tr>
<td>A138</td>
<td>US 20 Improvements</td>
<td>US 20</td>
<td>I-5 east to UGB</td>
<td>Add sidewalk, curb, gutter, and shoulder bike lanes to US 20 from Interstate 5 to the urban growth boundary</td>
<td>City of Albany</td>
<td>ODOT</td>
<td>M/B/P</td>
<td>$2,068,000</td>
<td>Modernization</td>
</tr>
<tr>
<td>A148</td>
<td>Bain Street/Waverly Lake Trail</td>
<td>New Trail Connection</td>
<td>Bain St to OR99 path</td>
<td>Construct a bike/ped bridge over Cox Creek to connect Bain Street to the existing Oregon 99E multi-use path under-crossing.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>B/P</td>
<td>$153,000</td>
<td>New Multi-Use Path</td>
</tr>
<tr>
<td>A154</td>
<td>Springhill Dr Sidewalks</td>
<td>Springhill Dr</td>
<td>Quarry Dr to railroad line</td>
<td>Construct sidewalks on both sides of Springhill Drive between Quarry Drive and the railroad line.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>P</td>
<td>$542,000</td>
<td>Sidewalk Infill</td>
</tr>
<tr>
<td>A156</td>
<td>99E: Burkhart to Waverly Ped Crossing</td>
<td>99E</td>
<td>Between Burkart St and Waverly Dr</td>
<td>Construct pedestrian crossing improvement on Oregon 99E between Burkhart Street and Waverly Drive</td>
<td>City of Albany</td>
<td>ODOT</td>
<td>P</td>
<td>$129,000</td>
<td>Pedestrian Crossing Improvement</td>
</tr>
<tr>
<td>A157</td>
<td>Ferry St Sidewalks</td>
<td>Ferry St</td>
<td>Queen Ave to 34th Ave</td>
<td>Eliminate the sidewalk gaps on Ferry Street between Queen Avenue and 34th Street.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>P</td>
<td>$725,000</td>
<td>Sidewalk Infill</td>
</tr>
<tr>
<td>A158</td>
<td>Columbus St Sidewalks</td>
<td>Columbus St</td>
<td>Del Rio Ave to 34th Ave</td>
<td>Eliminate the sidewalk gap on Columbus Street between Del Rio Avenue and 34th Avenue.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>P</td>
<td>$277,000</td>
<td>Sidewalk Infill</td>
</tr>
<tr>
<td>A159</td>
<td>Geary St Sidewalks</td>
<td>Geary St</td>
<td>Santiam Rd to 34th Ave</td>
<td>Eliminate the sidewalk gaps on Geary Street between Santiam Road and 34th Avenue.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>P</td>
<td>$791,000</td>
<td>Sidewalk Infill</td>
</tr>
<tr>
<td>#</td>
<td>Project Name</td>
<td>Roadway or Trail</td>
<td>Location</td>
<td>Description</td>
<td>City/County (Area)</td>
<td>Jurisdiction</td>
<td>Mode</td>
<td>Cost</td>
<td>Project Type</td>
</tr>
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</tr>
<tr>
<td>A160</td>
<td>Airport Rd Sidewalks</td>
<td>Airport Rd</td>
<td>99E and I-5 SB off-ramp</td>
<td>Construct sidewalk on both sides of Airport Road between Oregon 99E and I-5 SB off-ramp. Construct sidewalk on the west side of Airport Road between I-5 SB off-ramp and US 20.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>P</td>
<td>$485,000</td>
<td>Sidewalk Infill</td>
</tr>
<tr>
<td>A161</td>
<td>Killdeer St Sidewalks</td>
<td>Killdeer St</td>
<td>Airport Rd to Pacific Blvd</td>
<td>Eliminate the sidewalk gaps on Killdeer Street.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>P</td>
<td>$174,000</td>
<td>Sidewalk Infill</td>
</tr>
<tr>
<td>A167</td>
<td>Interstate 5/OR 99E/Knox Butte</td>
<td>Knox Butte Rd/I-5 Ramps</td>
<td>Knox Butte Rd/I-5 Interchange Area</td>
<td>I-5 EIS includes Knox Butte interchange options and area management plan including 99E/Albany Avenue &amp; Knox Butte/Century Drive. EIS will be followed by Design/ROW Acquisition, development of an Interchange Area Management Plan (IAMP), and Reconstruction. Total project cost is an estimate of the potential city contribution to the project.</td>
<td>City of Albany</td>
<td>ODOT</td>
<td>M</td>
<td>$100,000</td>
<td>Study</td>
</tr>
<tr>
<td>A168</td>
<td>Interstate 5 / US 20 (Santiam)</td>
<td>I-5/US 20</td>
<td>I-5/US 20</td>
<td>I-5 EIS includes Santiam interchange options and area management plan including Hwy20/Fescue/Spicer &amp; Hwy 20/Airport Rd. EIS will be followed by Design/ROW Acquisition, development of an Interchange Area Management Plan (IAMP), and Reconstruction. Total project cost is an estimate of the potential city contribution to the project.</td>
<td>City of Albany</td>
<td>ODOT</td>
<td>M</td>
<td>$100,000</td>
<td>Study</td>
</tr>
<tr>
<td>A182</td>
<td>Hwy 99/9th Ave/Geary St Safety Upgrades</td>
<td>Hwy 99/9th Ave/Geary St</td>
<td>Hwy 99/9th Ave/Geary St</td>
<td>Intersection safety upgrades</td>
<td>City of Albany</td>
<td>ODOT</td>
<td>M</td>
<td>$300,000</td>
<td>Intersection Safety Improvement</td>
</tr>
<tr>
<td>A183</td>
<td>Hwy 99/Pacific Ave/Geary St</td>
<td>Hwy 99/Pacific Ave/Geary St</td>
<td>Hwy 99/Pacific Ave/Geary St</td>
<td>Signal safety upgrade</td>
<td>City of Albany</td>
<td>ODOT</td>
<td>M</td>
<td>$50,000</td>
<td>Intersection Safety Improvement</td>
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<tr>
<td>#</td>
<td>Project Name</td>
<td>Roadway or Trail</td>
<td>Location</td>
<td>Description</td>
<td>City/County (Area)</td>
<td>Jurisdiction</td>
<td>Mode</td>
<td>Cost</td>
<td>Project Type</td>
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<tr>
<td>A184</td>
<td>Queen Avenue Rail Crossing Safety Improvements</td>
<td>Queen Ave</td>
<td>OR 99E to Ferry St</td>
<td>The Albany Rail Yard, situated just north of Queen Avenue on the east side of OR 99E, is a crossing point for all of the UPRR rail lines in Albany and is one of the most capacity-constrained segments on the UPRR resulting in long delays while passing trains await permissions to cross. (Albany TSP) To help minimize the blockage at the Queen Avenue crossing the Albany Rail Corridor Improvement Project will add a short section of track in Albany to connect the Toledo Branch directly to the Millersburg Yard. The nearly $8.7 million dollar project will also rehabilitate the Millersburg Yard. The additional track will allow switching movements and training building to move from the Albany Yard to the Millersburg Yard.</td>
<td>City of Albany</td>
<td>UPRR</td>
<td>M</td>
<td>$ --</td>
<td>Intersection Safety Improvement</td>
</tr>
<tr>
<td>A187</td>
<td>Looney Ln Sidewalk</td>
<td>Looney Ln</td>
<td>Belmont Ave to Campbell Ct</td>
<td>Add sidewalk on east side</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>P</td>
<td>$75,000</td>
<td>Sidewalk Infill</td>
</tr>
<tr>
<td>A188</td>
<td>Liberty St Sidewalk</td>
<td>Liberty St</td>
<td>Queen Ave to 24th Ave</td>
<td>Fill in sidewalk gaps.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>P</td>
<td>$125,000</td>
<td>Sidewalk Infill</td>
</tr>
<tr>
<td>A189</td>
<td>Lexington St Sidewalk</td>
<td>Lexington St</td>
<td>Grand Prairie Rd - 30th Ave</td>
<td>Fill in sidewalk gaps.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>P</td>
<td>$55,000</td>
<td>Sidewalk Infill</td>
</tr>
<tr>
<td>A191</td>
<td>Del Rio Ave Sidewalk</td>
<td>Del Rio Ave</td>
<td>Waverly Dr - Shortridge St</td>
<td>Fill in sidewalk gaps.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>P</td>
<td>$150,000</td>
<td>Sidewalk Infill</td>
</tr>
<tr>
<td>A192</td>
<td>24th Ave West Sidewalk</td>
<td>24th Ave</td>
<td>Elm St</td>
<td>Fill in sidewalk gaps.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>P</td>
<td>$135,000</td>
<td>Sidewalk Infill</td>
</tr>
</tbody>
</table>

Albany Area MPO Regional Transportation Plan
| #   | Project Name                | Roadway or Trail | Location                        | Description                                                                                                                   | City/County (Area) | Jurisdiction | Mode | Cost    | Project Type    |
|-----|----------------------------|------------------|---------------------------------|------------------------------------------------------------------------------------------------------------------------------|-------------------|--------------|------|---------|----------------|----------------|--------------|
| A193| 28th Ave Sidewalk          | 28th Ave         | Pine St to Geary St             | Fill in sidewalk gaps.                                                                                                        | City of Albany     | City of Albany | P    | $40,000 | Sidewalk Infill |
| A194| Belmont Ave Sidewalk       | Belmont Ave      | Looney Ln to Piedmont Pl        | Fill in sidewalk gaps.                                                                                                        | City of Albany     | City of Albany | P    | $50,000 | Sidewalk Infill |
| A195| 24th Ave Reconstruction    | 24th Ave         | Jackson St to Geary St          | Reconstruct 0.66 miles of 24th Ave. Existing pavement is heavily deteriorated. In addition to new pavement the project will construct infill sidewalks to improve access to Sunrise Elementary School, upgrade curb ramps at intersections to meet current ADA standards, and construct bicycle boulevard improvement as identified in Albany’s TSP. The project is on 24th Avenue and will extend 0.66 miles from Jackson Street east to Geary Street. | City of Albany     | City of Albany | M/B/P | $1,100,000 | Rehabilitation |
| A196| 21st Ave Sidewalk          | 21st Ave         | Waverly Dr to Center St         | Fill in sidewalk gaps.                                                                                                        | City of Albany     | City of Albany | P    | $130,000 | Sidewalk Infill |
| A197| 7th Ave Sidewalk           | 7th Ave          | Jackson St to Madison St        | Fill in sidewalk gaps.                                                                                                        | City of Albany     | City of Albany | P    | $300,000 | Sidewalk Infill |
| A198| Columbus St Sidewalk North | Columbus St      | 54th Ave to Becca Ct            | Fill in sidewalk gaps.                                                                                                        | City of Albany     | City of Albany | P    | $300,000 | Sidewalk Infill |
| A206| Albany Area Pavement       | All Albany       | Various Locations within the Albany Area MPO Boundary | Pavement preservation and maintenance projects will be identified on an ongoing basis consistent with prioritization process adopted by AAMPO (ongoing). | Albany Area MPO    | Albany Area MPO | M    | $29,000,000 | Preservation |
|     | Preservation and Maintenance | MPO collectors and arterials |                                |                                                                                                                              |                   |              |      |         |                 |

**Marion County Projects**

<p>| MC1 | Main St widening | Main St | Hwy 99E east to UGB | Widen shoulders on both sides | City of Jefferson | Marion County | B    | $20,000 | Bike Improvement |</p>
<table>
<thead>
<tr>
<th>#</th>
<th>Project Name</th>
<th>Roadway or Trail</th>
<th>Location</th>
<th>Description</th>
<th>City/County (Area)</th>
<th>Jurisdiction</th>
<th>Mode</th>
<th>Cost</th>
<th>Project Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>MC2</td>
<td>North Ave Widening</td>
<td>North Ave</td>
<td>Hwy 99E to Jefferson-Marion Rd</td>
<td>Widen shoulders on both sides</td>
<td>City of Jefferson</td>
<td>Marion County</td>
<td>B</td>
<td>$3,000</td>
<td>Bike Improvement</td>
</tr>
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<td></td>
<td>City of Jefferson Projects</td>
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</tr>
<tr>
<td>J1</td>
<td>North Ave Bike Lanes</td>
<td>North Ave</td>
<td>99E to 3rd Ave</td>
<td>Hwy 99E/2nd St to 3rd St: ADA compliant sidewalk on N side--bike lanes on N &amp; S</td>
<td>City of Jefferson</td>
<td>Marion County</td>
<td>B/P</td>
<td>$71,000</td>
<td>Bike Improvement</td>
</tr>
<tr>
<td>J2</td>
<td>5th St extension</td>
<td>5th St</td>
<td>North Ave to Jefferson-Scio Dr</td>
<td>Complete collector connection from North Ave to Jefferson-Scio Dr</td>
<td>City of Jefferson</td>
<td>City of Jefferson</td>
<td>M</td>
<td>$800,000</td>
<td>New Roadway</td>
</tr>
<tr>
<td>J7</td>
<td>Hwy 99E/North Ave Signal</td>
<td>Hwy 99E/North Ave</td>
<td>Hwy 99E/North Ave</td>
<td>Add northbound and westbound right-turn lanes and traffic signal.</td>
<td>City of Jefferson</td>
<td>ODOT</td>
<td>M</td>
<td>$275,000</td>
<td>Intersection Capacity Improvement</td>
</tr>
<tr>
<td>J8</td>
<td>Hwy 99E Sidewalk</td>
<td>Hwy 99E</td>
<td>Santiam River Bridge to north of Union St</td>
<td>New sidewalks on east side</td>
<td>City of Jefferson</td>
<td>ODOT</td>
<td>P</td>
<td>$36,000</td>
<td>Sidewalk Infill</td>
</tr>
<tr>
<td>J11</td>
<td>Hwy 99E Sidewalk</td>
<td>Hwy 99E</td>
<td>University St to North Ave</td>
<td>New sidewalks on west side</td>
<td>City of Jefferson</td>
<td>ODOT</td>
<td>P</td>
<td>$20,400</td>
<td>Sidewalk Infill</td>
</tr>
<tr>
<td>J14</td>
<td>Greenwood St Sidewalk</td>
<td>Greenwood St</td>
<td>Main St to 3rd St</td>
<td>New sidewalks on both sides</td>
<td>City of Jefferson</td>
<td>City of Jefferson</td>
<td>P</td>
<td>$37,500</td>
<td>Sidewalk Infill</td>
</tr>
<tr>
<td>J16</td>
<td>Hwy 99/Main St Intersection Capacity Upgrade</td>
<td>Hwy 99/Main St</td>
<td>Hwy 99/Main St</td>
<td>Add turn lanes</td>
<td>City of Jefferson</td>
<td>ODOT</td>
<td>M</td>
<td>$1,500,000</td>
<td>Intersection Capacity Improvement</td>
</tr>
<tr>
<td>J17</td>
<td>Main St Rail Crossing Improvements</td>
<td>Main St</td>
<td>Main St Rail Crossing</td>
<td>Improvements to Ped/Bike rail crossing facilities</td>
<td>City of Jefferson</td>
<td>Marion County</td>
<td>B/P</td>
<td>$500,000</td>
<td>Pedestrian Crossing Improvement</td>
</tr>
<tr>
<td>J18</td>
<td>Hazel St Rail Crossing Improvements</td>
<td>Hazel St</td>
<td>Hazel St Rail Crossing</td>
<td>Improvements to Ped/Bike rail crossing facilities</td>
<td>City of Jefferson</td>
<td>City of Jefferson</td>
<td>B/P</td>
<td>$500,000</td>
<td>Pedestrian Crossing Improvement</td>
</tr>
<tr>
<td>J19</td>
<td>Cemetery Hill Rd Rail Crossing Improvements</td>
<td>Cemetery Hill Rd</td>
<td>Cemetery Hill Rd Rail Crossing</td>
<td>Improvements to Ped/Bike rail crossing facilities</td>
<td>City of Jefferson</td>
<td>Marion County</td>
<td>B/P</td>
<td>$500,000</td>
<td>Pedestrian Crossing Improvement</td>
</tr>
<tr>
<td>J20</td>
<td>North Ave Sidewalks</td>
<td>North Ave</td>
<td>OR 164 to Cemetery Hill Rd</td>
<td>Fill in sidewalk gaps.</td>
<td>City of Jefferson</td>
<td>Marion County</td>
<td>P</td>
<td>$75,000</td>
<td>Sidewalk Infill</td>
</tr>
<tr>
<td>#</td>
<td>Project Name</td>
<td>Roadway or Trail</td>
<td>Location</td>
<td>Description</td>
<td>City/County (Area)</td>
<td>Jurisdiction</td>
<td>Mode</td>
<td>Cost</td>
<td>Project Type</td>
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</tr>
<tr>
<td>J21</td>
<td>High St Sidewalks</td>
<td>High St</td>
<td>Main St to 3rd St</td>
<td>Fill in sidewalk gaps.</td>
<td>City of Jefferson</td>
<td>City of Jefferson</td>
<td>P</td>
<td>$135,000</td>
<td>Sidewalk Infill</td>
</tr>
<tr>
<td>J22</td>
<td>Greenwood St Sidewalk East</td>
<td>Greenwood St</td>
<td>Faith Dr to 5th St</td>
<td>Fill in sidewalk gaps.</td>
<td>City of Jefferson</td>
<td>City of Jefferson</td>
<td>P</td>
<td>$35,000</td>
<td>Sidewalk Infill</td>
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<tr>
<td>J24</td>
<td>7th St Sidewalks</td>
<td>7th St</td>
<td>Maple Ct to Greenwood Dr</td>
<td>Fill in sidewalk gaps.</td>
<td>City of Jefferson</td>
<td>City of Jefferson</td>
<td>P</td>
<td>$200,000</td>
<td>Sidewalk Infill</td>
</tr>
</tbody>
</table>

**City of Tangent Projects**

<p>| T2  | McFarland Dr Bikeway         | McFarland Dr     | 99E to Old Hwy 34       | Add shoulder bikeways                 | City of Tangent    | Linn County | B    | $33,000 | Bike Improvement      |
| T4  | McFarland Dr Bike Lanes      | McFarland Dr     | Hwy 34 to Lake Creek Dr | Add shoulder bike lanes                | City of Tangent    | Linn County | B    | $174,000 | Bike Improvement      |
| T5  | Old Hwy 34 On-Street Bike Lane| Old Hwy 34      | Looney Ln to 99E        | Add on-street bike lane               | City of Tangent    | ODOT        | B    | $214,000 | Bike Improvement      |
| T6  | Tangent Dr On-Street Bike Lane| Tangent Dr     | 99E to City Limits      | Add on-street bike lane (City Portion)| City of Tangent    | Linn County | B    | $149,000 | Bike Improvement      |
| T13 | Hwy 99E Sidewalks            | Hwy 99E          | Old Hwy 34 to south City Limits | Install sidewalks                     | City of Tangent    | ODOT        | P    | $1,088,000 | Sidewalk Infill        |
| T17 | McFarland Dr Sidewalks       | McFarland Dr     | East UGB to N Lake Creek Rd | Install curb, gutter, and sidewalks on both sides | City of Tangent    | Linn County | M/P  | $112,000 | Modernization         |
| T18 | N Lake Creek Dr Sidewalks    | N Lake Creek Dr  | Meadow Lark Loop to west UGB | Install curb, gutter, and sidewalks on the south side | City of Tangent    | Linn County | M/P  | $79,000  | Modernization         |
| T20 | Old Hwy 34 Sidewalks         | Old Hwy 34       | Looney Ln east to UGB    | Install curb, gutter, and sidewalks on the south side. Install on north side between Looney Ln and approximately 500’ east of railroad tracks | City of Tangent    | ODOT        | M/P  | $881,000 | Modernization         |
| T22 | Tangent Dr Sidewalks         | Tangent Dr       | Hwy 99E east to UGB      | Install curb, gutter, and sidewalks on both sides | City of Tangent    | Linn County | M/P  | $515,000 | Modernization         |</p>
<table>
<thead>
<tr>
<th>#</th>
<th>Project Name</th>
<th>Roadway or Trail</th>
<th>Location</th>
<th>Description</th>
<th>City/County (Area)</th>
<th>Jurisdiction</th>
<th>Mode</th>
<th>Cost</th>
<th>Project Type</th>
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</thead>
<tbody>
<tr>
<td>T32</td>
<td>Tangent Dr Rail Crossing Bike/Ped Improvements</td>
<td>Tangent Dr</td>
<td>Tangent Dr Rail Crossing</td>
<td>Improvements to Ped/Bike rail crossing facilities</td>
<td>City of Tangent</td>
<td>Linn County / Railroad</td>
<td>B/P</td>
<td>$500,000</td>
<td>Pedestrian Crossing Improvement</td>
</tr>
<tr>
<td>T33</td>
<td>Birdfoot Dr Rail Crossing Bike/Ped Improvements</td>
<td>Birdfoot Dr</td>
<td>Birdfoot Dr Rail Crossing</td>
<td>Improvements to Ped/Bike rail crossing facilities</td>
<td>City of Tangent</td>
<td>City of Tangent / Railroad</td>
<td>B/P</td>
<td>$500,000</td>
<td>Pedestrian Crossing Improvement</td>
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<td>T34</td>
<td>Old Hwy 34 Rail Crossing Bike/Ped Improvements</td>
<td>Old Hwy 34</td>
<td>Old Hwy 34 Rail Crossing</td>
<td>Improvements to Ped/Bike rail crossing facilities</td>
<td>City of Tangent</td>
<td>ODOT / Railroad</td>
<td>B/P</td>
<td>$500,000</td>
<td>Pedestrian Crossing Improvement</td>
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<td><strong>Linn County Projects</strong></td>
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</tr>
<tr>
<td>LC1</td>
<td>Closure of Columbus St Hwy 34 Access</td>
<td>Columbus St</td>
<td>Columbus St/Hwy 34</td>
<td>Closure of Columbus St to HWY 34 and redirecting traffic to Seven Mile Lane</td>
<td>Linn County</td>
<td>ODOT</td>
<td>M</td>
<td>$3,000,000</td>
<td>Intersection Safety Improvement</td>
</tr>
<tr>
<td>LC2</td>
<td>Seven Mile Ln Improvements</td>
<td>Seven Mile Ln</td>
<td>Columbus St to I-5 Bridge</td>
<td>Improvement of Seven Mile Lane from Columbus to I-5 bridge</td>
<td>Linn County</td>
<td>Linn County</td>
<td>M/B/P</td>
<td>$281,000</td>
<td>Modernization</td>
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<tr>
<td>LC6</td>
<td>Truax Creek Bridge Replacement</td>
<td>Old Salem Rd</td>
<td>Truax Creek</td>
<td>Project adds bike lanes and a sidewalk to a portion of the road in relation to the bridge replacement. (Only the AAMPO funded portion of larger bridge replacement project.)</td>
<td>Linn County</td>
<td>Linn County</td>
<td>M/B/P</td>
<td>$2,000,000</td>
<td>Intersection Capacity Improvement</td>
</tr>
<tr>
<td>LC7</td>
<td>Seven Mile Ln/Hwy 34 Signal</td>
<td>Seven Mile Ln/Hwy 34</td>
<td>Seven Mile Ln/Hwy 34</td>
<td>Add traffic signal</td>
<td>Linn County</td>
<td>ODOT</td>
<td>M</td>
<td>$2,000,000</td>
<td>Modernization</td>
</tr>
<tr>
<td>LC8</td>
<td>Clover Ridge Rd Improvements</td>
<td>Clover Ridge Rd</td>
<td>Knox Butte Rd to AAMPO Boundary</td>
<td>Clover Ridge Road going north from Knox Butte Road with ODOT’s closure of Century Drive</td>
<td>Linn County</td>
<td>Linn County</td>
<td>M/B/P</td>
<td>$2,000,000</td>
<td>Modernization</td>
</tr>
<tr>
<td>LC10</td>
<td>Tangent Dr Improvements</td>
<td>Tangent Dr</td>
<td>99E to City Limits</td>
<td>Add curb, gutter, sidewalk</td>
<td>City of Tangent</td>
<td>M/P</td>
<td></td>
<td>$1,200,000</td>
<td>Modernization</td>
</tr>
<tr>
<td>LC13</td>
<td>Grand Prairie Road Bridge Widening</td>
<td>Grand Prairie Rd</td>
<td>I-5 Bridge</td>
<td>Widen Bridge to provide safe passage for Bicycles and Pedestrians</td>
<td>Linn County</td>
<td>Linn County</td>
<td>M/B/P</td>
<td>$2,000,000</td>
<td>Bridge Replacement</td>
</tr>
<tr>
<td>LC16</td>
<td>Goldfish Farm Rd Bridge Widening</td>
<td>Goldfish Farm Rd</td>
<td>Cox Creek</td>
<td>Bridge Replacement and Widening</td>
<td>Linn County</td>
<td>Linn County</td>
<td>M/B/P</td>
<td>$400,000</td>
<td>Bridge Replacement</td>
</tr>
<tr>
<td>#</td>
<td>Project Name</td>
<td>Roadway or Trail</td>
<td>Location</td>
<td>Description</td>
<td>City/County (Area)</td>
<td>Jurisdiction</td>
<td>Mode</td>
<td>Cost</td>
<td>Project Type</td>
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Source: DKS Associate
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Albany Area MPO Regional Transportation Plan
Memorandum: Albany Area Metropolitan Planning Organization Regional Transportation Plan DRAFT

Technical Advisory Committee (TAC) Meeting on December 16, 2015
Albany Area Metropolitan Planning Organization

DRAFT Regional Transportation Plan Framework

Adopted by the AAMPO Policy Board
March, XX 2016

Prepared by:
Albany Area Metropolitan Planning Organization
Oregon Cascades West Council of Governments
1400 Queen Ave SE, Suite 205, Albany, OR 97322
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With Assistance from:
DKS Associates in association with:
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CH2M
David Evans and Associates
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Adopting Resolution

Resolution Number 2016-1

FOR THE PURPOSE OF APPROVING THE ALBANY AREA REGIONAL TRANSPORTATION PLAN FRAMEWORK:

WHEREAS, the U.S. Department of Commerce, Bureau of Census has declared that the City of Albany, City of Millersburg, City of Tangent, City of Jefferson and adjoining areas of Linn, Benton, and Marion Counties form an Urbanized Area named the Albany Urbanized Area; and,

WHEREAS, the Albany Urbanized Area has been designated by the State of Oregon as the official Metropolitan Planning Organization (MPO) of the urbanized area; and,

WHEREAS, the US Department of Transportation and Oregon Department of Transportation (ODOT) have designated representatives of the said areas, together with a representative of ODOT, as the Albany Area Metropolitan Planning Organization (AAMPO) to carry out the Metropolitan Transportation Planning Process; and,

WHEREAS, the Regional Transportation Plan Framework provides a financially constrained project list consistent with the projects and priorities identified in the Metropolitan Transportation Improvement Program (MTIP); and,

WHEREAS, the comments received at the committee meetings, Policy Board meetings, and through other forms of communication were considered; and

WHEREAS, the Regional Transportation Plan Framework will serve as the federally required Metropolitan Transportation Plan (MTP) until a Regional Transportation System Plan (RTSP) is adopted to serve as both the MTP and RTSP for the AAMPO.

WHEREAS, a public hearing on draft components of the RTP Framework on March 23, 2016.

NOW, THEREFORE, BE IT RESOLVED, that the AAMPO Policy Board adopts the Albany Area Regional Transportation Plan Framework.

PASSED AND APPROVED THIS _____ DAY OF ______________, BY THE ALBANY AREA METROPOLITAN PLANNING ORGANIZATION.

SIGNED:

______________________________
ROGER NYQUIST
Albany Area Metropolitan Planning Organization
Policy Board Chair
Acknowledgements

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Floyd Collins        City of Albany
Dave Beyerl          City of Jefferson
Annabelle Jaramillo  Benton County
Roger Nyquist        Linn County
Frannie Brindle      Oregon Department of Transportation
Gary Powell          City of Tangent

Regional Transportation Plan Technical Advisory Committee

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Chris Bailey         City of Albany
Josh Wheeler         Benton County
Chuck Knoll          Linn County
Darrin Lane          City of Millersburg
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Development of this document was possible with funding from the Federal Highway Administration, the Federal Transit Administration, the Oregon Department of Transportation, and the support and involvement of AAMPO jurisdictions and stakeholders. AAMPO and the authors of this document are solely responsible for its contents.
Albany Area MPO Title VI Notice

Title VI of the Civil Rights Act of 1964 states:

“No person in the United States shall, on the grounds of race, color, or national origin, be
excluded from participation in, be denied the benefits of, or be subjected to discrimination under
any program or activity receiving Federal financial assistance.”

The Albany Area MPO is committed to complying with the requirements of Title VI in all of its
programs and activities. Any person who believes she or he has been aggrieved by any unlawful
discriminatory practice under Title VI may file a complaint with the Albany Area MPO. A
complainant may also file a complaint directly with the Federal Transit Administration by
addressing the complaint to the Office of Civil Rights, Attention: Title VI Program Coordinator,
East Building, 5th Floor - TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

For more information about the Albany Area MPO’s Title VI / Non-Discrimination Program,
including procedures for filing a complaint, contact the AAMPO Coordinator at 541 924-4548;
by e-mail to tconley@ocwcog.org; or by visiting the Albany Area MPO administrative offices at:
1400 Queen Ave SE, Suite 205, Albany OR 97322.

If information is needed in another language, contact (541)-924-8405.
Si se necesita información en otro idioma de contacto 541-924-8405

Copies of this document area available:

- Online at the Albany Area MPO website: http://www.ocwcog.org/transportation/aampo/
- At the Oregon Cascades West Council of Governments administrative offices: 1400
  Queen Ave SE, Suite 205, Albany, OR 97322
Chapter 1: Introduction

The Albany Area MPO

Metropolitan Planning Organizations (MPOs) are transportation policy-making bodies established for urbanized areas with populations over 50,000. MPOs are intended to establish a continuing, cooperative, and comprehensive planning process for the metropolitan area.

The Albany Area Metropolitan Planning Organization (AAMPO) was formed following the 2010 Census, which determined that the Albany Urbanized Area had surpassed 50,000 in population. AAMPO membership includes the cities of Albany, Jefferson, Millersburg, and Tangent as well as Linn County, Benton County, and the Oregon Department of Transportation.

AAMPO is governed by a Policy Board composed of representatives from member jurisdictions. A Technical Advisory Committee (TAC) composed of representatives from member jurisdictions as well as ex-officio members from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the Oregon Department of Land Conservation and Development (DLCD), and the Oregon Department of Environmental Quality (DEQ) provides technical assistance and support. Staffing is provided through a contract with the Oregon Cascades West Council of Governments (OCWCOG).

Albany Area Planning Context

Geography

The AAMPO planning area is located in Oregon’s Willamette Valley, in fertile farmland between the Cascade Range and the Coast Range. AAMPO sits 70 miles south of Portland and 45 miles north of Eugene along the Interstate 5 corridor, at its junction with US. Highway 20 and Oregon Highway 34. The Union Pacific and Burlington Northern Sante Fe railroads provide mainline connections in all directions and Amtrak offers passenger rail service north and south. A map of the AAMPO planning area is shown on Figure 1.

Land Use Patterns

Oregon land use planning regulations require that each city have an urban growth boundary in order to foster compact urban growth and preservation of agricultural and forest lands. This land use pattern creates stretches of rural land uses among AAMPO jurisdictions and between AAMPO and neighboring metropolitan areas. It also creates opportunities for parks, natural areas, and agricultural uses that support local economies.
The communities that make up AAMPO are diverse in size. The City of Albany is the largest city, with a population of 51,670 in 2015, and the most residential, industrial, and commercial development. The three smaller cities – Millersburg, Tangent, and Jefferson - are all less than 3,500 residents. Despite their smaller size, each still has notable industrial development, as well as some employment opportunities in government, manufacturing, and skilled trades. Many residents of the smaller cities commute to Albany, Salem, or elsewhere for employment.

**Economy**

Key economic drivers in the AAMPO area have historically included agriculture and wood products manufacturing, although this has expanded to include rare metals manufacturing, finished building products, and food processing. Its location along the I-5 corridor has also made the AAMPO area attractive for warehousing and transportation services.

The broader region has also seen growth in the health care and education sectors, which has impacted regional travel patterns and enhanced the interconnectivity of the regional transportation system. Students, faculty, staff, and community members may travel from or through the AAMPO area to get to these regional destinations. The City of Lebanon, 15 miles east of Albany, has seen development of the Western University College of Osteopathic Medicine of the Pacific-Northwest, a Veterans Home, expanded Samaritan Health Services facilities, and the Linn-Benton Community College (LBCC) Alternative Transportation Technology Center. LBCC maintains its main campus in south Albany, and additional campuses in Sweet Home and Corvallis. Oregon State University (OSU), located 11 miles west of Albany in Corvallis, has a significant impact on regional travel patterns. Many students, faculty, and staff live in the AAMPO area and commute into Corvallis each day along Highway 20 and Highway 34. Additionally, a popular dual-enrollment program with LBCC increases daily travel between the LBCC main campus in South Albany and the OSU campus in central Corvallis.

Census data on commute patterns reflects this regional travel shed, showing that many Albany workers commute from the Corvallis-Philomath area, Salem-Keizer, or Lebanon. Approximately a third of Albany residents work in Albany. Albany residents who commute out of Albany for work most often commute to the Corvallis-Philomath area, Salem-Keizer area, or Portland.

**Demographics**

From 2000 to 2013, the City of Albany’s population grew by approximately 24%. During that time, the population of youth grew by 26% while older adults decreased by almost 12%. The number of people earning below the poverty line in Albany grew by 109%. Albany also became more diverse, with the number of people identifying as Hispanic/Latino growing by 159% and the number of individuals with limited English proficiency growing by 62%. The Albany area has a higher percentage of low-income individuals and individuals with disabilities than Linn County and the state as a whole.
Figure 1: AAMPO Area Map

Source: Oregon Cascades West Council of Governments
Chapter 2: Plan Overview

The Regional Transportation Plan Framework (RTP Framework) is the first phase in developing a Regional Transportation Plan (RTP). The RTP Framework and subsequent RTP will establish a vision for the Albany Area transportation system over a 20-year period. The RTP Framework builds upon policy direction and priorities identified in local planning documents to guide the development and management of the regional transportation system.

To develop a 20-year vision for the multi-modal regional transportation system, information was gathered about what exists today, what the projected transportation demands are through 2040, and where the gaps are to address both current and future demand. This information was provided in a series of technical memoranda that correspond closely with the chapters within this document and are referenced throughout.

Regulatory Framework

All MPOs are required to develop a Regional Transportation Plan that identifies transportation system needs and projects for implementation over a 20-year period using Federal, State and local funds (23 CFR 450). Oregon’s Transportation Planning Rule (TPR), also directs MPOs to prepare Regional Transportation System Plans (RTSPs) which place a greater emphasis on coordination with land use planning. The RTP Framework is the first phase in developing a state and federally complaint plan, and will primarily adhere to Federal requirements.

Federal guidance states that an MPO’s Regional Transportation Plan must:

1. Be consistent with federal transportation policies.
2. Consider a minimum 20-year forecast period.
3. Identify transportation facilities (including major roadways; transit, multimodal and intermodal facilities; and intermodal connectors) that function as an integrated metropolitan transportation system.
4. Emphasize facilities that serve important national and regional transportation functions.
5. Discuss potential environmental mitigation activities (and potential areas to carry them out), including activities with the greatest potential to restore and maintain the environmental functions affected by the plan.
6. Incorporate a financial plan that: (i) demonstrates how the plan can be implemented, (ii) indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan, and (iii) recommends any additional financing strategies for needed projects and programs.
7. Incorporate operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.
8. Incorporate investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
9. Incorporate transportation and transit enhancement activities.
10. Incorporate performance measures and targets and a report on system performance and condition.

The planning process should also consider following Eight Planning Factors:

1. Support economic vitality
2. Increase transportation safety for motorized and non-motorized users
3. Increase transportation 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 quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system across and between modes for both people and freight
7. Promote efficient system management and operation
8. Emphasize preservation of the existing transportation system

The Planning Process

The RTP will be developed in two phases. In the first phase, the MPO will develop an RTP Framework which will meet federal requirements and identify a constrained 20-year project list. In the second phase, the MPO will use ODOT’s least-cost as planning tool, Mosaic, to help refine regional priorities and develop the illustrative project list. During the second phase, the MPO will also identify strategies to comply with Oregon Transportation Planning Rule (TPR) requirements and complete a Transit Development Plan (TDP).

The RTP Framework and any other MPO planning documents must be formally approved by the MPO Policy Board; MPO member jurisdictions are not individually required to adopt the plans. In the second phase, however, MPO member jurisdictions will be asked to review the RTP and to either a) make a finding of consistency with their local land use and transportation plans; or, b) adopt amendments to those local plans in order to establish consistency.
Public Involvement

Community involvement is an important part of the metropolitan transportation planning process. A summary of public comments received through March 16, 2016 is included as Appendix A. Community involvement and stakeholder outreach activities during the development of the Regional Transportation Plan included the following:

Direct outreach
AAMPO staff conducted direct outreach to several to community organizations representing or working with transportation disadvantaged groups. These include seniors, individuals with disabilities, minority groups, youth, and low income families.

Stakeholder Interviews
Stakeholder Interviews were conducted with individuals who either represent, advocate for, or work directly with transportation stakeholder groups identified in the AAMPO RTP Public Involvement Strategy. Stakeholder groups include: pedestrians, bicyclists, economic development, freight, low income, youth, communities of color, seniors, individuals with disabilities, environmental advocates, and public safety.

Transportation Survey
A survey was conducted to gather information about how transportation is working in the area and to specifically seek input on how AAMPO residents use modes other than the passenger vehicle. The survey was available in Spanish, English, in hard-copy and online. It was distributed to the AAMPO Interested Parties list, to local community groups, and through direct outreach to a high-school class, the Greater Albany School District Welcome Center, and at a local grocery store.

Public meetings
A public meeting series was held in January 2016 to gather community input on draft goals statements and findings related to existing conditions and future transportation needs. Meetings were hosted in five locations at both day and evening times. An Online Open House was also hosted. A public meeting was also held in March 2016 prior to adoption of the RTP Framework. Additional public meetings will be held during the second phase of the planning process.

Ongoing Involvement Opportunities
Stakeholders and members of the public were able to directly contact AAMPO staff throughout the planning process, and provide input in-person, via email or by telephone. Public comment periods were also provided at all AAMPO meetings.

Plan Update and Amendment Process
At a minimum, the RTP must be reviewed and updated every five years. The RTP Framework will be updated in 2017, with the completion and adoption of the full RTP. In general, plan
updates give AAMPO the opportunity to review data, assumptions, and priorities in the plan and to make modifications or updates to ensure continued accuracy and relevance of the document. Amendments to the plan can be made between the five-year updates, although major amendment, such as the addition of a large project, may require a financial-constraint determination.

**Existing Plans and Regulations**

Existing land use plans, transportation plans, and other regulatory documents providing guidance within the AAMPO area were reviewed in order to establish a context and foundation for the RTP. Forty-one documents were reviewed to identify existing transportation goals, policies, and objectives; highlight key criteria and standards; and, flag any gaps to be addressed through the RTP planning process.

Key themes that emerged from the document review include:
- Balancing financial resources with community livability and economic vitality
- Providing for the safe, convenient and efficient movement of people and goods
- Facilitating the flow of goods and services so as to strengthen the regional economy
- Using available resources effectively and responsibly
- Maintaining and preserving the existing transportation system
- Providing sufficient transportation capacity
- Improving safety
- Promoting transportation options
- Ensuring mobility for all citizens, and specifically the transportation disadvantaged

Gaps that were identified include:
- Numerous plans reviewed are currently undergoing updates.
- Federal Regulatory Changes resulting from MAP-21 and the FAST Act
- Numerous updates made to the State of Oregon guidance for transportation planning
- State of Oregon Transportation Planning Rule requirements associated with the MPO
Chapter 3: Goals, Policies, and Objectives

The RTP Framework 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, and Transportation System Plans in particular.

This chapter contains a hierarchy of four planning elements:

- **Goals**: Broad statements about the region’s desired outcomes. A goal is an aspirational statement identifying a principal that will influence how decisions are made about transportation investments.
- **Policies**: Statements describing the approach that the MPO will use to guide the region toward each goal.
- **Potential actions**: Projects or regulatory measures that may be implemented to achieve the identified goals.
- **Objectives**: Measureable outcomes that indicates if a policy is achieved. These objectives also address the performance-based planning requirements established in MAP-21.

**Goal 1**

*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
• Place a high priority on investments that address bridge maintenance needs for seismic event resiliency
• 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

• Improve system resiliency for seismic and other natural events
• 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

• Improve pollinator habitat by developing Integrated Vegetation Management (IVM) standards for roadside areas

**Objectives**

• Reduce total air contaminates 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, including addressing regional pinch-points
- 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 collaboration and to encourage 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 consistent with local agencies vision of a balanced land use pattern
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 to promote safe and efficient access to and through the site
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
• Assess site plan review and traffic impact study requirements for on-site pedestrian and bicycle facilities

Objectives
• Achieve balanced growth in housing and employment
• Support population and employment density in city and neighborhood centers as defined in local Comprehensive Plans
• 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
- Support Safe Routes to School programming

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 by requiring notifications to potentially affected agencies in capital project or development review processes
- Create a process for on-going updates to local agency transportation system plans and the RTP to ensure consistency as plans are amended and to capture future opportunities

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.
Chapter 4: Existing Transportation System

The existing regional transportation system was assessed to identify current deficiencies and needs and to help identify needs through 2040. Each component of the multimodal system was reviewed: roadways, public transportation, pedestrian facilities, bicycle facilities, rail freight, air travel, waterways, intelligent transportation system infrastructure, transportation demand management, pipelines, and other transport facilities as applicable.

The full assessment of existing transportation system is available in Technical Memoranda #4 Existing Transportation Conditions and #5 Existing Transit Conditions. Technical Memorandum #6 Environmental Considerations includes a review of environmental, cultural and historical resources in the MPO area that may be impacted by the transportation system, and is included as Appendix B.

Roadways

Regionally significant roadways, identified as all arterials and collectors, within the AAMPO area were inventoried. Roadway characteristics, traffic operations, traffic safety considerations, and freight routes were reviewed to help identify current roadway conditions and deficiencies.

Roadway Characteristics

There are six urban roadway classifications within the AAMPO area: freeway, principal arterial, minor arterial, major collector, minor collector, and local. One freeway and four primary arterials provide connections within and to areas outside of the MPO: I-5 and OR 99E travel north/south while OR 34, US 20 and OR 164 travel east/west. Minor arterials and collectors throughout the MPO allow for more access and circulation within the MPO and also create connections to regional destinations, I-5, and other arterial roadways. These roadways are illustrated in Figure 2.

Speed limits for regional roadways in the MPO area range from 25 to 55 miles per hour (mph), with posted speeds typically decreasing to 25 to 45 mph within city limits and increasing to 55 mph between cities. A majority of AAMPO’s regional roadways have two to three travel lanes, although portions of OR 99E and OR 34 have a cross section of five travel lanes. AAMPO area speed limits are illustrated in Figure 3.

There are 135 bridges, both roadway and railroad, identified in the 2014 National Bridge Inventory within the MPO area. According to the 2015 ODOT Bridge Condition Report, there is one ‘posted’ bridge in on Highway 164 as it crosses the Santiam River into Jefferson. There are six functionally obsolete bridges: I-5 at the Viewcrest Interchange in Millersburg, I-5 at the Knox Butte Interchange in Albany, 99E at Waverly Lake in Albany, Highway 20 / 99E at the rail overpass in Albany, the Lyons Bridge over the Willamette River in Albany, and the Ellsworth
Bridge over the Willamette River in Albany. The Ellsworth Bridge is also a freight ‘pinch point’ due to vertical clearance issues, further described below. A ‘functionally obsolete’ classification indicates that the bridge was built to standards that do not meet current federal minimum clearance requirements. ‘Posted’ bridges have insufficient load capacity for heavy vehicles.

**Traffic Operations**

The efficiency of traffic operations is traditionally judged by the mobility of vehicles along roadway corridors and specifically at intersections. Level of service and v/c ratios are two commonly used performance measures that provide a gauge of intersection operations. Level of service is a “report card” rating (A through F) based on the average delay experienced by vehicles at the intersection. A v/c ratio is a decimal representation of the volume to capacity ratio of an intersection; a lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00, congestion increases and performance is reduced.

Intersection turn movement counts for 15 study intersections were conducted during the p.m. peak period in May 2015. In addition, traffic operations results for 13 study intersections analyzed in the City of Albany Transportation System Plan\textsuperscript{xix} were included to complete the regional analysis. These intersections are shown in Figure 3. Operations at these 28 key intersections were analyzed based on the 2000 Highway Capacity Manual\textsuperscript{x} for signalized intersections and 2010 Highway Capacity Manual for unsignalized intersections. Of the 28 study intersections, there are two unsignalized intersections under ODOT jurisdiction that currently do not meet OHP mobility targets - Century Drive & I-5 NB Off Ramp/Knox Butte Road and Scenic Drive/US 20.\textsuperscript{xi}

**Truck Freight**

There are two designated state and federal freight routes within the AAMPO area: OR 34 and I-5. OR 99E and US 20 also play key role in moving freight both through and within the MPO area. Table 1 summarizes the most recent truck freight volumes based on data collected at permanent ODOT Automatic Traffic Recorder (ATR) stations.

<table>
<thead>
<tr>
<th>Route</th>
<th>Automatic Traffic Recorder Location</th>
<th>2013 Average Daily Traffic\textsuperscript{xii}</th>
<th>Truck ADT</th>
<th>Truck %\textsuperscript{xiii}</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate 5</td>
<td>0.41 mile north of Albany Junction City Highway</td>
<td>59,400</td>
<td>12,890</td>
<td>21.7%</td>
</tr>
<tr>
<td>Oregon 34</td>
<td>0.89 mile east of Riverside Drive</td>
<td>27,100</td>
<td>1,978</td>
<td>7.3%</td>
</tr>
<tr>
<td>US 20/Oregon 99E</td>
<td>0.28 mile northeast of Albany-Corvallis Highway</td>
<td>35,500</td>
<td>1,456</td>
<td>4.1%</td>
</tr>
</tbody>
</table>

Source: Albany Area Regional Transportation Plan Technical Memorandum #4: Existing Conditions, DKS Associates

Counts at 28 key intersection show between 0-16% of daily traffic going through the intersection to be heavy vehicles. Nine intersections had at least one approach with more than 5% of heavy vehicles. Intersections with the highest heavy-vehicle counts were:
Six freight ‘pinch points’ have been identified within the AAMPO area\textsuperscript{xiv}. Pinch points restrict over-dimension freight loads due to width, length, vertical clearance or weight constraints and can include low overpasses, narrow roadways, sharp curves, weight-restricted bridges and other feature. The Ellsworth Bridge on Highway 20 was identified as a high priority pinch point due to vertical clearance. It is a high priority due to being the only vertical clearance pinch point on a Reduction Review Route (RRR). Oregon law states that freight routes identified as RRRs must not see permanent reductions in vehicle carrying capacity unless for safety of access considerations. The remaining five pinch points were identified along I-5 at the following overpasses: Viewcrest Drive, US20, Grand Prairie, Seven Mile Lane, and Tangent Drive. All are vertical clearance pinch points of low priority due to there being eleven other vertical clearance pinch points within a twenty-four mile stretch.

\textbf{Regional Roadway Safety}

\textbf{AAMPO Area Crash Data}
Crash data for the most recent five years available (2009-2013) on all roadways within the AAMPO area were obtained from ODOT. This data is shown in Figure 4. There were 3,022 reported vehicle crashes within the AAMPO area during the five-year span, yielding an average of over 605 crashes per year. Of the 3,022 vehicle crashes, there were 18 fatalities, 61 incapacitating injuries, 423 non-incapacitating injuries, 961 possible injuries and 1,559 property-damage-only crashes. Four study intersections were found to have relatively high crash rates\textsuperscript{xv}:

- Century Drive / I-5 NB Ramps
- Scravel Hill Road / Knox Butte Road
- Waverly Drive / US 20
- Queen Avenue / OR 99E

A comparison with ODOT’s State Highway Crash Rate Tables\textsuperscript{xvi} found that there crash rates in the AAMPO area are similar to or less than statewide averages for similar facilities. Additional crash data for the City of Albany was collected and is available, along with additional analysis, in the supporting \textit{Technical Memoranda #4 Existing Transportation Conditions}. 

\begin{itemize}
  \item Century Drive/I-5 NB Ramps and Scravel Hill Road/US 20
  \item Century Drive/Knox Butte Road and Three Lakes Road/Seven Mile Lane
  \item South Jefferson I-5/OR 164 interchange
  \item Scravel Hill Road/OR 164
  \item Old Salem Road/I-5 SB Ramps
  \item Scravel Hill Road/Knox Butte Road.
\end{itemize}
ODOT SPIS
ODOT maintains a Safety Priority Index System (SPIS) to identify sites on state highways with higher crash histories and may benefit from safety improvements. The most recent SPIS list indicates that there are 19 sites within the AAMPO area that rank among the top 10% of SPIS sites. Sites are identified by one-tenth mile sections, so many sites occur along the same highway corridor. The 19 sites located along I-5, US 20, and OR 99E.

ODOT All Roads Transportation Safety Program
The ODOT All Roads Transportation Safety (ARTS) Program identifies hot-spot locations involving fatal and serious injury crashes. There were ten hot spot locations identified with in the AAMPO area as shown in Figure 5, some of which are consistent with the high crash locations listed above. Data for fatal and serious injury crashes, key issues, and potential low cost or systemic improvements for each site are described in Table 2.

Table 2: Albany Area MPO Hot-Spot Crash Location Summary

<table>
<thead>
<tr>
<th>Location</th>
<th>Fatal and Serious Crashes</th>
<th>Total Crashes</th>
<th>Issues</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waverly Drive / US 20</td>
<td>3</td>
<td>75</td>
<td>1. Only one existing luminaire at the intersection. (A fatal pedestrian crash occurred at night) 2. There are a considerable number of access points near the intersection. 3. One-third of the crashes involved pedestrians.</td>
</tr>
<tr>
<td>Geary Street / OR 99E</td>
<td>2</td>
<td>77</td>
<td>1. Need to upgrade traffic signal.</td>
</tr>
<tr>
<td>Geary Street / US 20</td>
<td>2</td>
<td>50</td>
<td>1. Connection to I-5, OR 99E and US 20</td>
</tr>
<tr>
<td>Clay Street / US 20</td>
<td>2</td>
<td>37</td>
<td>1. High number of access points near the intersection along US 20. 2. 41% of crashes involved a turning movement and both serious injury crashes involved a left turning movement.</td>
</tr>
<tr>
<td>OR 99E / Albany Avenue &amp; Airport Road</td>
<td>2</td>
<td>36</td>
<td>1. Serious injury crashes involve turning movement and pedestrians. 31% of all crashes involved a turning movement. 2. There are no dedicated left-turn only lanes on the minor approaches. 3. Rear-end crashes account for 44% of all crashes.</td>
</tr>
<tr>
<td>Geary Street / Queen Avenue</td>
<td>1</td>
<td>47</td>
<td>1. Bicycle conflict points from each approach. 2. Out-dated traffic signal equipment (five-section “Doghouse”).</td>
</tr>
</tbody>
</table>

Source: Albany Area Regional Transportation Plan Technical Memorandum #4: Existing Conditions, DKS Associates

Intelligent Transportation Systems

There are few intelligent transportation systems (ITS) within the AAMPO area. There are ITS systems along I-5, including a dynamic message sign for northbound travelers in Millersburg, highway advisory radio in North Albany, and a closed-circuit television camera in Millersburg. Off of the I-5 corridor, a fixed mount camera is located at the intersection of Queen Avenue/Geary Street in an effort to capture traffic infractions at the signal. There are several planned enhancements to the ITS infrastructure within the AAMPO area including additional cameras in Tangent and Albany and a dynamic message sign I-5 (SB) in Millersburg.
Figure 2: AAMPO Roadway Functional Classification

Source: Albany Area Regional Transportation Plan Technical Memorandum #4: Existing Conditions, DKS Associates
Figure 3: AAMPO Study Intersection and Posted Speed Limits

Source: Albany Area Regional Transportation Plan Technical Memorandum #4: Existing Conditions, DKS Associates
Figure 4: AAMPO Vehicle Fatal and Serious Injury Crashes (2009-2013)

Source: Albany Area Regional Transportation Plan Technical Memorandum #4: Existing Conditions, DKS Associates
Figure 5: AAMPO Vehicle Crashes and Hot-Spots (2009-2013) and 2014 SPIS Sites

Source: Albany Area Regional Transportation Plan Technical Memorandum #4: Existing Conditions, DKS Associates
Public Transportation

The Albany Area MPO is served by a small urban transit system. Several rural and statewide services also provide connectivity within the MPO and to surrounding areas. Below is a brief summary of these and other regional public transportation services in the MPO area. More information is available in Technical Memorandum #5 Existing Transit Conditions.

Albany Transit System

The Albany Transit System (ATS) operates four fixed routes, Monday through Friday at 60-minute frequencies. These routes, along with key regional fixed-route services are shown in Figure 6. Route 1 operates throughout most of Albany only the early morning. After 9:00 am, service is provided by Routes 2 and 3. Route 2 operates on Albany’s east side, and Route 3 operates service on Albany’s west side. The single-ride fare is $1.00 for adults, and $0.50 for seniors (60 and older), youth (6-17), and disabled individuals. Children 5 and younger ride free. Free transfers are available. Routes 1, 2, and 3 are confined to the City of Albany.

The fourth fixed route operated by ATS is the Linn-Benton Loop. The ‘Loop’ operates as an inter-city route connecting Corvallis and Albany. The Loop operates from 6:25 am until 7:00 pm, Monday through Friday, and 8:00 am until 6:00 pm on Saturday. The Loop fare is $1.50, however free or reduced transfers are available.

The City of Albany also operates Call-A-Ride (CAR), a wheelchair accessible, curb-to-curb transportation for Albany residents 60 years of age and over, and for people of all ages with disabilities who are unable to access fixed route bus service. CAR provides trips within Albany city limits and ¾-mile outside Albany city limits. This service operates Monday through Friday, from 6:30 am to 6:30 pm and on Saturdays from 8:00 am to 6:00 pm. A one-way trip costs $2.00. Call-A-Ride also serves the City of Millersburg on a contract basis.

Additional Regional Services

Linn Shuttle
The Linn Shuttle provides regional service connecting Albany, the Linn-Benton Community College, Lebanon and Sweet Home. The Linn Shuttle is operated by the Sweet Home Senior and Community Center and operates from 6:25 am until 7:35 pm, Monday through Friday. The service typically runs every three hours, though peak service is every 60 minutes.

Benton County Dial-A-Bus
Benton County provides wheelchair accessible, curb-to-curb transportation for Benton County residents who are older adults 60 years of age and over, and for people of all ages with documented disabilities who are unable to access fixed route bus service. Dial-A-Bus operates
the Corvallis-Albany Connection on Tuesday and Thursday, providing nine one-way runs each day (four round trips). A one-way trip costs $3.00.

**Coast-to-Valley Express**
Benton and Lincoln Counties provide four daily round trips between Newport and Corvallis on the Cost-to-Valley Express. Two of these trips serve the Albany Station. Fares range from $2.00 to $10.00 depending on age and destination. This service is part of the North by Northwest Connector, an alliance of transit providers providing coordinate services. In addition to Benton County, members of the Connector Alliance include Tillamook County Transportation District, Lincoln County Transit, Columbia County Rider and the Sunset Empire Transportation District.

**Valley Retriever**
Valley Retriever is a private bus service providing twice-daily service between Newport and Salem with stops in Philomath, Corvallis and Albany. Once a day service is provided through to Portland and Bend. The service operates Sunday through Friday with fares ranging from $25.00 to $38.00 depending on destination.

**Bolt Bus**
The Bolt Bus is a private service which stops in Albany twice a day, Thursday through Monday, enroute to Eugene and Portland. Trips can cost as low as $1.00 with costs increasing as seats are booked. Average fares are $6.00 - $8.00 to Portland or Eugene.

**Non-Emergent Medical Transportation**
The Cascades West Rideshare and TripLink Call Center provide non-emergent medical transportation to eligible Oregon Health Plan clients in the AAMPO area. These transportation services are limited to trips for covered medical services. Volunteer services such as Volunteer Caregivers provide additional transportation options.

**Taxis**
Several private taxi companies serve the AAMPO area. Real-time ridesharing companies such as Uber and Lyft do not currently serve the AAMPO area.

**Amtrak Passenger Rail**
The Albany Station is served by the Amtrak Cascades and the Coast Starlight routes which together provide nine northbound and nine southbound trips each day of the week. The Amtrak Cascades service travels between Eugene, Oregon and Vancouver, British Columbia. The Amtrak Coast Starlight service travels between Seattle, Washington and Los Angeles, California. As part of some of the connections, an Amtrak Cascades Thruway carries passengers in a bus along the I-5 corridor parallel to the regular Amtrak train lines. During Amtrak’s 2014 Fiscal Year, approximately 35,100 passengers traveled to or from the Albany Station.

ODOT is currently considering development of higher-speed and more frequent passenger rail service in the I-5 corridor, with the preferred future alignment following the existing alignment
on the Union Pacific Railroad line. This alignment bisects the AAMPO area and runs through all cities within the MPO (heading northbound, first Tangent, then Albany, Millersburg, and Jefferson). This may impact safe railroad crossings, congestion (particularly in the vicinity of the Albany Station and the Queen Avenue crossing), and public health. Additional information about rail infrastructure, services and safety issues is provided in the ‘Rail Freight’ section.

Public Transportation Facilities

The Albany Station is the primary public transportation facility in the MPO area. It is where passengers transfer between routes, where most vehicle trips start and end, and where operators take their break. Intercity and regional services such as Amtrak, Valley Retriever and Linn Shuttle also stop here. In addition to the Albany Station, there are approximately 93 bus stops in Albany, approximately 20 of which have shelters and benches. All stops have signs indicating the routes that serve that stop, but only stops located at a timepoint have additional schedule information for each route. The Linn-Benton Community College has a large shelter with seating protected from the elements.

Rail Freight

There are currently three railroads serving the AAMPO area: Union Pacific (UP), Portland & Western (PNWR), and Albany & Eastern (AERC). Collectively, these rail lines have up to 46 freight trains moving through the MPO each day, including switching trains. The railroad companies serve local industries transporting commodities such as lumber, seed, feed, fertilizer, and frozen food. There are seven grade separated crossing, 33 gated crossings, 20 stop controlled crossings, and six yield controlled crossings in the AAMPO area.

Railroads run through all cities in the AAMPO area, and at grade rail crossings create safety, travel time, and connectivity issues throughout the MPO. Freight and passenger rail travels non-stop and at higher speeds through Tangent, Millersburg, and Jefferson. Rails service often slows in Albany before stopping at the Albany Station. At-grade crossings in Jefferson and Tangent bisect the communities and create unsafe routes to school for school-age children and regular delays for residents.

The City of Albany has numerous at-grade crossings which similarly bisect neighborhoods and commercial areas, creating delays and safety concerns. Primary among these is the Queen Avenue crossing, adjacent to the Albany Rail Yard and Albany Station. This crossing has significant impacts to system reliability and safety, as switching movements create long delays for vehicles, pedestrians, and bicyclists traveling along Queen Avenue to OR99E or Oakville Road / Riverisde Drive. The Albany Rail Yard serves as a crossing point for all UP rail lines in Albany, however limited distance between tracks where UP trains can meet and pass can result in long delays while passing trains await permissions to cross. Additionally, switching trains also
cross Queen Avenue, creating long delays. Several pedestrian and bicycle fatalities have occurred at this location. A recent project attempted to alleviate delays by rehabilitating the Millersburg switching yard and adding a short section of track in Albany to connect the Toledo Branch directly to the Millersburg Yard.

The City of Millersburg sees the least impact, as rail service primarily travels through and serves industrial and commercial areas before heading along OR 164 towards Jefferson. There is are two above grade crossings in the Millersburg area which alleviate conflicts with other modes.

North Albany and Benton County see delays and safety concerns primarily at the at-grade crossing at Scenic Drive, directly adjacent to US 20 corridor. Slow-moving or stopped trains can create delays and safety concerns when vehicles back up onto US 20, waiting to turn onto Scenic Drive. While less frequent than at Queen Ave, this line also sees delays due to trains awaiting permission to travel eastward toward the Albany and Millersburg stations.

**Transportation Demand Management**

The Oregon Cascades West Council of Governments (OCWCOG) manages a Transportation Demand Management (TDM) program serving much of the AAMPO area. Through the program, OCWCOG helps employers implement commuter benefit programs, educates the public about transportation options, and advocates for transportation options. OCWCOG staffs Cascades West Rideshare, a regional vanpool and carpooling program for Linn, Lincoln, and Benton Counties. The Salem-Keizer Transit District provides similar services for Jefferson (in Marion County), including staffing the Cherriots Rideshare carpool and vanpool program. Both are part of a regional network which coordinates commuter vanpools throughout the Central Willamette Valley and on the Central Oregon Coast.

Several Park and Rides are located in the MPO area to facilitate carpooling and transferring to other modes. There may be additional sites, or informal sites, that are not accounted for.

- Santiam Highway and Spicer Drive, at I-5 in Albany (30 spots, 2 ADA compliant)
- Hickory Drive in North Albany (40 spots, 2 ADA compliant. 4 bike parking spots. 4 bike lockers. Stop for ATS routes 1 and 3)
- I-5 and Highway 34 junction, east of Tangent (40 spots)
- I-5 & Highway 164 Junction (20 spots)
Figure 6: Fixed Route Transit in the Albany Area

Source: Albany Area Regional Transportation Plan Technical Memorandum #5: Existing Conditions, Nelson\Nygaard
Pedestrian Facilities

Sidewalks, multi-use paths, trails, and crosswalks along regionally significant roadway corridors were assessed for completeness, connectivity, Americans with Disability (ADA) compliance, and safety concerns. A summary of findings is provided below, and the full findings are available in Technical Memorandum #4 Existing Transportation Conditions.

Completeness and Connectivity

Pedestrian facilities were reviewed for completeness using ODOT’s Multimodal Analysis methodology\textsuperscript{xix}. It was found that nearly 45% of regional roadways have complete sidewalks coverage which includes “Excellent”, “Good” and “Fair” ratings, as shown in Figure 7 and Figure 8\textsuperscript{xx}. While Central Albany has adequate pedestrian connectivity, there are considerable pedestrian facility gaps along regional roadways outside of central Albany, including those within and connecting to Millersburg, Jefferson and Tangent.

ADA compliance within the AAMPO area is incomplete. Recently rehabilitated or constructed roadways such as North Albany Road or Oak Street have been designed to meet ADA requirements; however, older areas such as 9th Avenue in Albany have incomplete ADA design features.

Pedestrian Safety

A review of the most recent five years (2009-2013) of ODOT crash data found that there were 56 reported vehicle-pedestrian crashes, as illustrated in Figure 9. A majority of the crashes occurred in Albany along arterial roadways, with one reported crash in each Tangent, Millersburg and Jefferson. 65% of pedestrian related crashes occurred at an intersection or alley and 34% occurred along a straight roadway segment. There were five pedestrian fatalities, with the pedestrian deemed at-fault in four of the fatal crashes mainly for being illegally in the roadway.

Two locations in Albany were identified as high vehicle-pedestrian crash areas: the Ellsworth and Lyons couplet (US 20) in downtown Albany and the Heritage Plaza Shopping Center.
In addition to crash data, a need for safe routes to school was identified throughout the MPO area. Regional roadways may have unsafe crossings or rail crossings which deem routes unsafe even if they are in close proximity to a school.

**Bicycle Facilities**

Bicycle facilities, including bicycle lanes, multi-use paths and trails, along regionally significant corridors were reviewed to identify deficient areas and safety concerns. A summary of findings is provided below, and the full findings are available in *Technical Memorandum #4 Existing Transportation Conditions*.

**Bicycle Level of Stress**

Existing bicycle facilities were evaluated using the ODOT Bicycle Level of Stress Methodology\textsuperscript{xi}. This methodology uses roadway characteristics such as bike lane width, posted speed limit, and traffic volume to quantify the perceived comfort levels of the average cyclist on a given facility. Perceived comfort is ranked from Level of Stress (LTS) 1 to 4, with LTS 4 representing the highest traffic stress and LTS 1 representing the lowest.

- **LTS 1**: Separated facilities or shared roadways with low traffic speeds, low traffic volume, one lane in each direction and intersections are easy to cross.
- **LTS 2**: Has little traffic stress but is more suitable for teens and adults. There are slightly higher traffic speeds and up to three lanes total in both directions.
- **LTS 3**: Requires more attention due to moderate stress imposed by increased traffic speeds and up to five lanes in both directions.
- **LTS 4**: Requires experience and skill. There could be high traffic speeds, multi-lane travel ways, complex intersections and high traffic volumes

Similar to pedestrian facilities, bicycle facilities within central Albany have the lowest levels of stress, and those in outlying areas see higher levels of stress. Regional corridors in Tangent, North Albany and Millersburg are characterized by high levels of stress. In Jefferson, there is little traffic stress within residential areas but OR 164 demonstrates a high level of stress due to frequent driveways and higher speeds. Figure 10 illustrates LTS throughout the AAMPO area.

**Bicycle Safety**

A review of the most recent five years (2009-2013) of ODOT crash data found that there were 73 vehicle-bicycle crashes during that five-year span, as shown in Figure 11. The majority of crashes occurred at intersections or alleyways in Albany, typically involving a crossing or turning movement. Ten crashes resulted in an incapacitating or serious injury, 43 crashes resulted in a non-incapacitating or moderate injury, and 20 crashes resulted in a possible or minor injury.
Three locations in Albany were identified as high vehicle-bicycle crash areas: the Lyons-Ellsworth Couplet, the Heritage Plaza Shopping Center, and Queen Avenue. Many of the crashes in these three locations were attributed to traffic violations such as failure to yield the right-of-way, disregarding a traffic signal, non-motorists illegally in the roadway, or vehicles crossing the centerline.

**Air Travel**

The AAMPO area has one general aviation airport - Albany Municipal Airport, owned and operated by the City of Albanyxxii. The airport consists of 147 acres with a single 3,004 foot runway which is constrained between Knox Butte Road and US 20, alongside I-5xxiii. The runway constraints inhibit passenger air travel. The airport is estimated to house 51 home-based aircraft including 43 single engine, seven multi engine and one jet. The currently sees 23,300 departures and arrivals annuallyxxiv. The Airport Master Plan defines the needs and direction of future development at the airport.

The Eugene Airport (Mahlon Sweet Field), located 40 miles south of the AAMPO area, helps to serve regional air travel needs. The airport is operated by the City of Eugene and is categorized as a general aviation ‘Non-Hub, Commercial Service, Primary Airport’. Four passenger carriers serve the airport, providing 28 arrivals and 27 departures a day to 10 U.S. cities. The airport supports cargo freight, military aircraft, and other general aviation usesxxv.

**Waterways**

Two rivers run through the AAMPO area - the Willamette River runs through Albany and Millersburg and the Santiam River runs through Jefferson. The Willamette River is considered navigable but is not currently used for transporting goods or people and is restricted in height and width due to stationary highway and railroad bridge crossings.

**Pipelines**

Williams Northwest Pipeline owns a high-pressure natural gas pipeline that runs in the north-south direction along the eastern edge of the AAMPO area. There are several delivery points between Jefferson and Tangent which provide services to Northwest Natural Gas, International Paper Company-Albany, and Oremet-Wah Chang, who in turn distribute their product to the cities with a smaller pipe network. Santa Fe Pacific Pipeline-North owns a major pipeline running through Millersburg and Albany that carries petroleum products that runs along I-5xxvi.
Figure 8: AAMPO Existing Pedestrian Facilities

Source: Albany Area Regional Transportation Plan Technical Memorandum #4: Existing Conditions, DKS Associates
Figure 9: AAMPO Vehicle-Pedestrian Crashes (2009-2013)

Source: Albany Area Regional Transportation Plan Technical Memorandum #4: Existing Conditions, DKS Associates
Figure 10: AAMPO Existing Bicycle Facilities

Source: Albany Area Regional Transportation Plan Technical Memorandum #4: Existing Conditions, DKS Associates
Figure 11: AAMPO Vehicle-Bicycle Crashes (2009-2013)

Source: Albany Area Regional Transportation Plan Technical Memorandum #4: Existing Conditions, DKS Associates
Chapter 5: Future Forecasting

A regional travel demand model was used to help forecast future transportation system needs through the 2040 planning horizon. The full analysis of is included in Technical Memorandum #7 Future Forecasting.

The CALM Travel Demand Model

The CALM (Corvallis, Albany and Lebanon Model) Regional Travel Demand Model was developed by ODOT to estimate vehicular and non-vehicular traffic based on existing traffic volumes and land uses, projected land use changes, and travel behaviors and patterns. The model estimates daily and p.m. peak hour demand for the existing year (2010) and future year (2040) transportation system. Projected land uses were developed for the model area based on general development patterns and the Comprehensive Plan designations for the Cities of Albany, Jefferson, Millersburg and Tangent.

Growth Projections

Population in the AAMPO area is projected to increase by approximately 30% between 2010 and 2040, and number of households is expected to increase by 40%. Albany, Millersburg, and Tangent each follow a similar trend and are projected to increase in population by 20-30%, while Jefferson’s population is projected to increase by about 70%. Unincorporated areas of Benton and Linn Counties may increase by 50% or more. Significant residential growth areas, as shown in Figure 12, include the south end of Jefferson, east of I-5 and north of US 20 in Albany, and the south end of Albany.

Overall, employment is projected to increase by approximately 45%. Albany, Jefferson and Tangent employment will follow this general increase. However, employment is expected to increase by 50% in unincorporated Linn County and by 90% in Millersburg. Employment within unincorporated Benton County will be relatively unchanged. As shown in Figure 13, significant employment growth is anticipated for south Millersburg, south Albany and north Albany. Significant educational growth is anticipated in north Jefferson, around LBCC and Albany east of I-5 and north of US 20. Overall enrollment for primary schools will increase by roughly 30%. College trips are also expected to increase by roughly 30%.

Wider regional population and employment growth patterns and future projections are also an important consideration, as the travelshed continues to become more interconnected.

Forecasted Trip Distribution

The CALM Model was used to estimate the number and types of trips within the MPO using current and projected household attributes such as size, income, and number of workers.
The number of vehicle trips is expected to grow by approximately 30% between 2010 and 2040, generally consistent with the projected population increase, but assuming a slight reduction in the average rate of trips by motor vehicle. Albany and Tangent are both projected to see a 25% increase in motor vehicle travel. Jefferson and Millersburg are projected to see a greater increase of 60%, in part due to their relatively greater increases in population and employment.

Outputs from the CALM travel demand model project 2040 travel patterns to be similar to 2010 patterns. The area to the west of the MPO (including Corvallis) are projected to continue to seeing the highest number of trips by AAMPO residents exiting the AAMPO area. The most significant increases are expected to be seen along the primary regional state facilities: I-5, US 20, OR 99E, and OR 34. Other routes with significant growth include Waverly Drive, Queen Avenue, and North Albany Road.
Figure 12: CALM Model Household Growth

Figure 13: CALM Model Employment Growth

Source: Albany Area Regional Transportation Plan Technical Memorandum #7: Future Forecasting, DKS Associates
Chapter 6: Future Transportation Needs

Findings from the existing condition analyses, travel demand modeling and stakeholder input helped to identify future transportation system needs as outlined below, and in more detail in Technical Memorandum #8 Future Transportation Conditions and Needs, Technical Memorandum #9 Transit Future Conditions, and Appendix A: Summary of Public Comments.

Regional Roadway System Needs

Intersection Mobility

Two unsignalized intersections currently do not meet Oregon Highway Plan mobility targets: Century Drive & I-5 NB Off Ramp/Knox Butte Road and Scenic Drive/US 20. An additional nine locations are projected to not meet their 2040 mobility targets during either the daily pm peak or the seasonal peak:

- OR 164 / North Ave
- OR 164 / I-5 NB ramps
- OR 164 / Main St
- Knox Butte Rd / I-5 NB off-ramp
- Knox Butte Rd / Clover Ridge Rd
- US 20 / Scenic Dr
- US 20 / Springhill Dr
- OR 99E / Airport Rd
- US 20 / Waverly Dr
- OR 99E / Queen Ave
- US 20 (Lyons St) / 1st Ave

Regional Capacity Needs

The CALM travel demand model was used to assess the condition of future corridors in the region based on volume-to-capacity (v/c) ratios. Table 3 lists the regional corridors nearing or exceeding capacity by the year 2040. Key findings include:

- Congestion of US 20 between Corvallis and downtown Albany has the potential to impact the alternate regional route of OR 34.
- Congestion on the OR 99E/US 20 couplet could cause additional burden to the local system, with regional traffic re-routing onto parallel local streets to avoid delays.
- With limited alternate routing opportunities, the modeled over-capacity conditions on OR 164 could lead to increases in travel time between Jefferson and Millersburg.
- Congestion along Scenic Drive, I-5, and Waverly may to divert traffic flow to neighboring streets such as Gibson Hill, North Albany Road, OR 99E, Old Salem Road, Geary Street, and Center Street.
### Table 3: Summary of 2040 Committed Network Corridor Capacity Deficiencies

<table>
<thead>
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<td></td>
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<td></td>
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<td>7th Ave</td>
<td>Over Capacity</td>
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<td></td>
<td>Westbound</td>
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</tr>
<tr>
<td></td>
<td>Northbound</td>
<td>OR 99E Off-Ramp</td>
<td>5th Ave</td>
<td>Nearing Capacity</td>
</tr>
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<td></td>
<td></td>
<td>3rd Ave</td>
<td>2nd Ave</td>
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<td></td>
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<td>Over Capacity</td>
</tr>
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<td>US 20/ OR 99E</td>
<td>Eastbound</td>
<td>OR 99E EB Off-Ramp</td>
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<td>Madison St</td>
<td>OR 99E WB Off-Ramp</td>
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<td>Broadway St</td>
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<td>I-5 NB Off-Ramps</td>
<td>Main St (Jefferson)</td>
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<td><strong>North-South Regional Corridors</strong></td>
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<td>Northbound</td>
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<td>I-5 Ramps</td>
<td>Northbound</td>
<td>OR 99E</td>
<td>I-5</td>
<td>Over Capacity</td>
</tr>
</tbody>
</table>

Source: CALM Travel Demand Model
Note: The model does not incorporate added capacity due to the presence of center turn lanes.

### Roadway Safety Needs

ODOT crash data for the most recent five years available (2009-2013) identified four locations that could benefit from safety improvements, based on higher than normal vehicle crash rates:

- Century Drive and I-5 NB Ramps
- Scaravel Hill and Knox Butte Roads
- Waverly Drive and US 20
- Queen Avenue and OR 99E

Additionally, several hot-spot crash locations were identified through the All Roads Transportation Safety (ARTS) Program:

- Waverly Drive and US 20
- Clay Street and US 20
- Geary Street and OR 99E
- Geary Street and Queen Avenue
- Geary Street and US 20
- Albany Ave/Airport Rd and OR 99E

Lastly, the ODOT Safety Priority Index System (SPIS) identifies OR 99E and US 20 to be among the top 10% SPIS sites. The locations along each corridor within the AAMPO area are:

- US 20 - through downtown Albany
- OR 99E/US 20 - between Queen Avenue and Waverly Drive
- OR 99E - at 34th Avenue
- OR 99E - near Linn-Benton Community College
Public Transportation System Needs

Transit service in Albany is currently limited and as the AAMPO area grows additional transit investments will be required to serve current and future markets. The MPO is expected to add 20,000 new people and 10,000 new jobs over the next few decades. To maintain existing per capita and per employee service levels in the City of Albany, transit service hours will need to increase between 30% – 70%. Further, residential growth in east Albany and Jefferson and employment growth in Millersburg will increase travel demand to those areas and may require additional transit service to meet their specific needs. Improved sidewalk connectivity will play an important role in improving the efficacy of transit service in the MPO area.

More immediately, however, limited frequency and long travel times make current service ineffective for most people. Improving service would make transit more feasible for people and for a wider variety of trips. Travel training and bilingual information, or information with universal imagery, can also improve system efficacy.

Pedestrian System Needs

Pedestrian connectivity from central Albany to outlying areas, and to some extent within individual communities, is limited. Coincidentally, these outlying areas are also expected to have greater future employment and household growth. More complete sidewalk coverage and the addition of trails or multi-use paths will help support that future growth, improve mobility, and increase safety throughout the AAMPO area. To establish a pedestrian system accessible to all users, improvements should be made to support ADA compliance and the creation of safer routes to school. Development of ADA transition plans or Safe Routes to School programs can help facilitate these improvements.

Two locations in Albany were identified as high vehicle-pedestrian crash areas: the Ellsworth and Lyons couplet (US 20) and the vicinity of the Heritage Plaza Shopping Center. Installation of mid-block crossings, improved lighting, and access management along US 20 may improve safety, along with enforcement or education strategies. Ellsworth and Lyons are part of a Special Transportation Area which creates additional opportunities for pedestrian improvements along ODOT roadways. At a regional scale, programmatic and enforcement activities can also improve the safety and accessibility of for pedestrians in the MPO area.

Bicycle System Needs

Regional bicycle facilities in the AAMPO area generally demonstrate a high level of stress, and anticipated traffic volume growth will compound this. Segments that currently have high levels
of traffic stress and anticipate at least a 50% increase in motor vehicle volume growth through 2040 (relative to existing traffic volumes) are listed below. Several of these high stress roadways also include bridges which currently do not have adequate bicycle facilities.

- Ellingson Road
- Lochner Road
- Grand Prairie Road
- Knox Butte Road
- Scarvel Hill Road
- Scenic Drive
- Oak Grove Drive
- Palestine Avenue
- 1st Avenue
- 2nd Avenue
- Columbus Street
- Seven Mile Lane
- Goldfish Farm Road
- Dogwood Avenue
- Quarry Road
- Valley View Drive
- Old Salem Road
- OR 164
- Main Street/Jefferson-Scio Drive
- North Avenue/Marion Road
- Portions of US 20
- Portions of OR 99E

The Lyons-Ellsworth Couplet (US 20), the Heritage Plaza Shopping Center, and Queen Avenue were identified as high vehicle-bicycle crash areas that could benefit from safety improvements. Design treatments and education programs can help to improve safety in these areas. At a regional scale, programmatic and enforcement activities can also improve the safety and accessibility of bicycling in the AAMPO area.

**Rail System Needs**

At-grade rail crossings throughout the AAMPO area, and particularly in Tangent, Jefferson and Albany, cause travel delays, safety concerns, public health impacts, and unreliable routes for emergency vehicles. A contributing factor to these delays are switching movements and permission delays. A prior project which made improvements at the Millersburg switching yard did not alleviate issues related to switching movements or permission delays. These issues may grow in future years as passenger and freight travel increase. At-grade crossings of primary concern are:

- Queen Avenue at OR 99E (Albany)
- Main Street at Hwy 164 (Jefferson)
- Hazel (Jefferson)
- Tangent Drive (Tangent)
- Birdfoot Drive (Tangent)

ODOT is currently considering development of higher-speed and more frequent passenger rail through the AAMPO area. While enhanced passenger rail will support a stronger regional public transportation system, it can also have an impact on safe railroad crossings, congestion (particularly in the vicinity of the Albany Station and the Queen Avenue crossing), and the
general health and wellbeing of area residents impacted by increased noise pollution and vibrations of the higher-speed trains.

**ITS System Needs**

The ITS infrastructure within the AAMPO area is limited, and the following ITS strategies have been identified by the *Central Willamette Valley ITS Plan* or the *I-5 Optimization Study*:

- Expand Traveler Information Services, specifically on arterial roadways for all modes
- Implement Transit Service Enhancements, through real-time updates and increased speed
- Enhance Safety with bicycle detection and improved signal timing
- Improve Corridor System Management Capabilities through improved signal timing, video monitoring, vehicle detection, and transit signal prioritization
- Construct a Regional Communications Network for data exchange and video sharing
- Construct Virtual Traffic Operations Centers, by providing staffing resources
- Enable Emergency Service Coordination, specifically for planning and operations
- Along the I-5 corridor, improve traffic surveillance, implement ramp metering, improve incident information, and consider weather-responsive variable speed signs
Chapter 7: Recommended Project List

Funding Assumptions

Regional transportation funding was reviewed to estimate potential transportation funds that would be available for transportation capital projects through 2040. The review considered both historical and projected revenue sources and expenses (including operations and maintenance needs) at the city, county, regional, and state levels. Available revenues from public sources (after accounting for ongoing operations and maintenance needs) are forecast to be $3.3 million in FYE 2016, and are expected to remain relatively flat during the course of the forecast period (in constant 2016 dollars). Total revenues are expected to be $172.4 million over the forecast period, including $79.4 million in public sources, and $93.0 million in private sources. Average annual revenues are estimated to be $6.9 million. ODOT and the City of Albany are anticipated to contribute the largest amounts of public funding for projects in the AAMPO, combining for 75% of the total public funding.

The revenue estimates shown in Table 4 are not guaranteed. This forecast was developed for the specific purpose of establishing a fiscally-constrained project list for the RTP. In some situations, assumptions were made regarding the level of funding that could be considered aggressive, resulting in a higher level of funding than may ultimately be realized. In particular, the estimate for the amount of private-sector funding is speculative, and dependent on the timing and location of private development relative to the location and timing of future infrastructure investments.

Project Development

The following sections describe coordination with local plans to compile planned projects for each agency and develop the regional project list.

Developing a List of Potential Projects

The list of potential projects includes both “committed” and planned transportation improvement projects identified by local agencies and new projects that address a regional need identified through the RTP development process. Planned transportation projects identified by local agencies were reviewed to determine how they address currently identified regional needs. There were also previously planned transportation projects that did not address a specific regional need identified during the RTP process. However, many of these projects align with the goals and policies of the AAMPO RTP, thus they were included in the list of potential projects. Project from the following plans were used to identify the initial project list:

• Regional Plans: AAMPO 2015-2018 STP Project Recommendations
• County Plans: Benton County TSP and Linn County Draft 2015-2020 CIP List

Due to the date of some of the plans, the data and standards referenced may be out of date. Local agency staff were given the opportunity to update planned projects and identify additional projects to include in the list of potential projects, which would not be reflected in current plans.

Finally, the project list was augmented with new project concepts developed by the project team to address regional system needs not previously identified by local agencies. A complete list of potential projects is attached. This project list may be further amended as additional projects are identified by agency staff prior to adoption of the RTP Framework.

**Evaluation Criteria**

To develop a draft financially-constrained transportation solution package, the list of potential projects were evaluated using the AAMPO RTP Draft Goals and Policies. The initial evaluation process provides a basis to compare projects across all modes and help to prioritize projects to determine funding priorities through 2040.

The AAMPO RTP Draft Goals and Policies includes ten transportation goals that were used to develop the evaluation criteria. The Draft Goals and Policies were developed through review of local plan goals and policies and coordination with the TAC and Policy Board. The criteria were separated into quantifiable conditions which formed a point ranking system. A project was given a score ranging between -1 and 1, based to measure how well each project addressed each goal. To determine the final evaluation score, each goal was weighted by the Technical Advisory Committee.

**Figure 14: Constrained Project List by Type of Project**
Figure 15: Constrained Project List Map

Source: DKS Associates
Table 4. Projected Revenue Available for Transportation Capital Projects, FY 2016 - 2040

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<th>ODOT</th>
<th>Regional (STP)</th>
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<th>City of Jefferson</th>
<th>City of Tangent</th>
<th>City of Millersburg</th>
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<td>$31,922,124</td>
<td>$14,211,120</td>
<td>$27,487,406</td>
<td>$3,253,140</td>
<td>$ -</td>
<td>$2,501,917</td>
<td>$ -</td>
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<td>$14,211,120</td>
<td>$27,487,406</td>
<td>$3,253,140</td>
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<td>$2,501,917</td>
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Notes: Calculated by ECONorthwest based on various sources (see prior tables in document for list of sources). Uses constant 2016 dollar.
Draft Project List

The list of potential projects was condensed into a draft transportation solution package based on transportation funding assumptions, regional needs and the evaluation process. Table 5 lists the draft projects, which are mapped in Figure 14.

Table 5: Draft 20-Year Project List

<table>
<thead>
<tr>
<th>#</th>
<th>Project Name</th>
<th>Roadway or Trail</th>
<th>Location</th>
<th>Description</th>
<th>City/County (Area)</th>
<th>Jurisdiction</th>
<th>Mode</th>
<th>Cost</th>
<th>Project Type</th>
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<tr>
<td></td>
<td>Benton County Projects</td>
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<tr>
<td>BC1</td>
<td>Corvallis to Albany Trail</td>
<td>Hwy 20</td>
<td>Scenic Dr - Springhill Rd</td>
<td>Construct off highway multiuse path</td>
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<td>ODOT</td>
<td>B/P</td>
<td>$2,434,000</td>
<td>New Multi-Use Path</td>
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<td>BC2</td>
<td>Gibson Hill Urbanization</td>
<td>Gibson Hill Rd</td>
<td>North Albany Rd to Scenic Dr</td>
<td>Urbanization</td>
<td>Benton County</td>
<td>Benton County</td>
<td>M/B/P</td>
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<td>BC3</td>
<td>Crocker Urbanization - Part 1</td>
<td>Crocker Ln</td>
<td>Valley View to Meadowwood</td>
<td>Urbanization</td>
<td>Benton County</td>
<td>Benton County</td>
<td>M/B/P</td>
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<td>Modernization</td>
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<tr>
<td>BC4</td>
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<td>Crocker Ln</td>
<td>Cluster Oak Ave - Gibson Hill Rd</td>
<td>Urbanization</td>
<td>Benton County</td>
<td>Benton County</td>
<td>M/B/P</td>
<td>-</td>
<td>Modernization</td>
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<td>BC5</td>
<td>Palestine Ave/Oak Grove Dr Re-alignment</td>
<td>Palestine Ave/Oak Grove Dr</td>
<td>Palestine Ave/Oak Grove Dr</td>
<td>Intersection re-alignment</td>
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<td>Benton County</td>
<td>M/B/P</td>
<td>-</td>
<td>Intersection Safety Improvement</td>
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<td>BC7</td>
<td>US 20/Scenic Dr Intersection Improvements</td>
<td>US 20/Scenic Dr</td>
<td>US 20/Scenic Dr</td>
<td>Add turn lanes</td>
<td>Benton County</td>
<td>City of Albany</td>
<td>ODOT</td>
<td>-</td>
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</tr>
<tr>
<td>A6</td>
<td>14th Ave Sharrows</td>
<td>14th Ave</td>
<td>Waverly Dr to Center St</td>
<td>Install painted “Sharrows” in the bike lane gaps on 14th Avenue from Waverly Dr to Center St. Painting a shared right-of-way (sharrow) symbol on the pavement does not require parking removal.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>B</td>
<td>$2,000</td>
<td>Bike Improvement</td>
</tr>
<tr>
<td>#</td>
<td>Project Name</td>
<td>Roadway or Trail</td>
<td>Location</td>
<td>Description</td>
<td>City/County (Area)</td>
<td>Jurisdiction</td>
<td>Mode</td>
<td>Cost</td>
<td>Project Type</td>
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</tr>
<tr>
<td>A7</td>
<td>Waverly Dr Sharrows</td>
<td>Waverly Dr</td>
<td>99E to US 20</td>
<td>Install bike &quot;Sharrows&quot; on Waverly Drive between Oregon 99E and US 20. Painting a shared right-of-way (sharrow) symbol on the pavement does not require parking removal.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>B</td>
<td>$5,000</td>
<td>Bike Improvement</td>
</tr>
<tr>
<td>A11</td>
<td>Lyon St Sharrows</td>
<td>Lyon St</td>
<td>9th Ave to Willamette River</td>
<td>Install painted &quot;Sharrows&quot; in the bike lane gaps on Lyon Street from 9th Avenue to the Willamette River (no sharrows needed on bridge due to shoulder). Painting a shared right-of-way (sharrow) symbol on the pavement does not require parking removal. This project is contingent upon ODOT approval, inclusion of sharrows in the MUTCD, and the associated guidance in the MUTCD.</td>
<td>City of Albany</td>
<td>ODOT</td>
<td>B</td>
<td>$2,000</td>
<td>Bike Improvement</td>
</tr>
<tr>
<td>A12</td>
<td>Ellsworth St Sharrows</td>
<td>Ellsworth St</td>
<td>9th Ave to Springhill Dr</td>
<td>Install painted “Sharrows” in the bike lane gaps on Ellsworth Street from 9th Avenue to Springhill Drive, including Ellsworth Street bridge. Painting a shared right-of-way (sharrow) symbol on the pavement does not require parking removal. Project is contingent upon ODOT approval, inclusion of sharrows in the MUTCD, and the associated guidance in the MUTCD.</td>
<td>City of Albany</td>
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<td>City/County (Area)</td>
<td>Jurisdiction</td>
<td>Mode</td>
<td>Cost</td>
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<tr>
<td>A17</td>
<td>US 20/Springhill Dr Intersection</td>
<td>US 20/Springhill Dr</td>
<td>US 20/Springhill Dr</td>
<td>Convert southbound right-turn to a shared left-right lane, creating dual-southbound lefts on Springhill Road. Relocate westbound stop bar on US 20 of inside lane 10-20 feet east of current location. Lengthen cycle length to 120 seconds and develop coordination between North Albany Road and Springhill Road along US 20. Design of the intersection should allow for right-turns on red for southbound vehicles if feasible.</td>
<td>City of Albany</td>
<td>ODOT</td>
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<td>$14,000</td>
<td>Intersection Capacity Improvement</td>
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<tr>
<td>A18</td>
<td>Knox Butte Rd/Century Dr Interim Signal</td>
<td>Knox Butte Rd/Century Dr</td>
<td>Knox Butte Rd/Century Dr</td>
<td>If warranted, install an interim traffic signal. This signal may be removed when the intersection is reconstructed by ODOT.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M</td>
<td>$345,000</td>
<td>Intersection Capacity Improvement</td>
</tr>
<tr>
<td>A20</td>
<td>Timber St Extension</td>
<td>Timber St</td>
<td>US 20 to Three Lakes Rd</td>
<td>Right-of-way acquisition for extension Timber Street south of US 20 to connect to the Three Lakes Rd/Spicer Dr intersection. The design and alignment review will be completed with the I-5 Corridor Study (project S10). Alternate routes for the Industrial Way ingress/egress will be considered.</td>
<td>City of Albany</td>
<td>City of Albany</td>
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<td>$966,000</td>
<td>New Roadway</td>
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<td>A23</td>
<td>Knox Butte Rd Widening ROW</td>
<td>Knox Butte Rd</td>
<td>I-5 to Clover Ridge Rd</td>
<td>ROW Acquisition for I-5 to Clover Ridge Rd portion of Knox Butte Rd widening project.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M/B/P</td>
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<td>A24</td>
<td>Knox Butte Rd Widening ROW</td>
<td>Knox Butte Rd</td>
<td>Clover Ridge Rd to Goldfish Farm Rd</td>
<td>ROW Acquisition for Clover Ridge Rd to Goldfish Farm Rd portion of Knox Butte Rd widening project.</td>
<td>City of Albany</td>
<td>City of Albany</td>
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<td>City/County (Area)</td>
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<td>A25</td>
<td>Three Lakes Rd Realignment ROW</td>
<td>Three Lakes Rd</td>
<td>Kelly Supply Company to Grand Prairie Rd</td>
<td>ROW required to realign the short roadway segment that includes the 90-degree curves to a typical three-lane roadway to improve the horizontal alignment.</td>
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<td>A26</td>
<td>Gibson Hill Rd Improvements</td>
<td>Gibson Hill Rd</td>
<td>Scenic Dr to North Albany Rd</td>
<td>Add sidewalk, curb, and gutter, and bicycle lanes from Scenic Drive to the roundabout at North Albany Road. Consider rural design standard with setback sidewalks</td>
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<td>A28</td>
<td>Lochner Rd Improvements - North</td>
<td>Lochner Rd</td>
<td>Youth Authority to 34th Ave</td>
<td>Add sidewalk, curb, gutter, and bike lanes to Lochner Road and Marion Road.</td>
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<td>City of Albany</td>
<td>M/B/P</td>
<td>$3,722,000</td>
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<tr>
<td>A29</td>
<td>Three Lakes Rd Improvements ROW</td>
<td>Three Lakes Rd</td>
<td>Spicer Road to Grand Prairie Rd</td>
<td>ROW acquisition for adding sidewalk, curb, gutter, and bike lanes from Spicer Road to Grand Prairie Road, excluding Three Lakes Road realignment at 90-degree curves.</td>
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<td>M/B/P</td>
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<td>A31</td>
<td>Queen/Geary Periwinkle Path</td>
<td>Periwinkle Trail</td>
<td>Queen Ave/Geary St</td>
<td>Construct multi-use path improvement by widening the sidewalk to connect the Periwinkle Trail through the Queen Avenue/Geary Street intersection</td>
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<td>New Multi-Use Path</td>
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<td>A32</td>
<td>Gibson Hill Rd Sidewalks</td>
<td>Gibson Hill Rd</td>
<td>Scenic Rd to North Albany Rd</td>
<td>Add 6-foot wide asphalt sidewalks set back from the roadway on both sides of Gibson Hill Rd from Scenic Dr to the roundabout at North Albany Rd.</td>
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<td>Sidewalk Infill</td>
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<td>Hwy 20 Corridor and Downtown Refinement Plan</td>
<td>Hwy 20</td>
<td>Hwy 20 Corridor and Downtown Albany</td>
<td>Conduct a Highway 20 Corridor and Downtown Refinement Plan that extends to I-5 to look at regional bridge capacity needs, potential bridge locations, other corridor and intersection needs, and continue through permitting process.</td>
<td>City of Albany</td>
<td>ODOT</td>
<td>M</td>
<td>$250,000</td>
<td>Study</td>
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<td>Roadway or Trail</td>
<td>Location</td>
<td>Description</td>
<td>City/County (Area)</td>
<td>Jurisdiction</td>
<td>Mode</td>
<td>Cost</td>
<td>Project Type</td>
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<td>A35</td>
<td>Safety Audit</td>
<td>Geary St/Salem Ave, Geary St/14th Ave, Queen Ave/Hill St</td>
<td>Geary St/Salem Ave, Geary St 14th Ave, Queen Ave/Hill St</td>
<td>Intersection Safety Audit/Study at Geary Street/Salem Avenue, Geary Street/14th Avenue, and Queen Avenue/Hill Street. Consider countermeasures for rear-end and turning-type crashes.</td>
<td>City of Albany</td>
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<td>Study</td>
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<td>A38</td>
<td>34th Ave/Marion St Signal</td>
<td>34th Ave/Marion St</td>
<td>34th Ave/Marion St</td>
<td>Install a new traffic signal.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M</td>
<td>$345,000</td>
<td>Intersection Capacity Improvement</td>
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<td>A43</td>
<td>US 20/Clay St Intersection Capacity Upgrade</td>
<td>US 20/Clay St</td>
<td>US 20/Clay St</td>
<td>Restripe intersection lane markings and convert left-turn phasing on Clay Street to protected-permissive with the flashing yellow arrow signal head. Install exclusive eastbound right-turn lane on US 20.</td>
<td>City of Albany</td>
<td>ODOT</td>
<td>M</td>
<td>$185,000</td>
<td>Intersection Capacity Improvement</td>
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<tr>
<td>A44</td>
<td>US 20 (Ellsworth St)/1st Ave Signal Mod</td>
<td>US 20 (Ellsworth St)/1st Ave</td>
<td>US 20 (Ellsworth St)/1st Ave</td>
<td>Implement actuated-coordinated signal control. Shorten pedestrian crossing distance across Ellsworth Street. Extend cycle length to 70 seconds, and develop timing plans with offsets that facilitate southbound and westbound progression.</td>
<td>City of Albany</td>
<td>ODOT</td>
<td>M</td>
<td>$18,000</td>
<td>Intersection Capacity Improvement</td>
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<td>Timber St Extension/18th Ave/Spicer Dr Roundabout</td>
<td>Timber St Extension/18th Ave/Spicer Dr</td>
<td>Timber St Extension/18th Ave/Spicer Dr</td>
<td>ROW acquisition for a roundabout as the traffic control for the new intersection of Three Lakes Road/18th Street/Timber Street/Spicer Road. The north extension of Spicer Road will not connect to the intersection. Rather, it will become a local street with a cul-de-sac located northwest of the roundabout.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M</td>
<td>$650,000</td>
<td>Intersection Capacity Improvement</td>
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<td>Project Name</td>
<td>Roadway or Trail</td>
<td>Location</td>
<td>Description</td>
<td>City/County (Area)</td>
<td>Jurisdiction</td>
<td>Mode</td>
<td>Cost</td>
<td>Project Type</td>
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<tr>
<td>A49</td>
<td>Main St, 7th Ave, Hill St improvements</td>
<td>Main St, 7th Ave, Hill St</td>
<td>Santiam Rd to 7th Ave, Main St to Hill St, 7th Ave to Pacific Blvd</td>
<td>Reconstruct Main Street with new sidewalk, curb, and gutter from Santiam Road to 7th Avenue. Repave 7th Avenue between Main Street and Hill Street, then reconstruct Hill Street with new sidewalk, curb, and gutter from 7th Avenue to Pacific Boulevard.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M/P</td>
<td>$1,292,000</td>
<td>Rehabilitation</td>
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<td>A50</td>
<td>West Timber-Linn Trail</td>
<td>New Trail</td>
<td>Timber-Linn Park to South Shore Dr</td>
<td>Construct multi-use path to connect Timber-Linn Park to South Shore Drive (assumes that I-5 undercrossing will not require widening and/or additional excavation of the existing creek under-crossing, or that any such widening will occur as part of I-5 reconstruction).</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>B/P</td>
<td>$161,000</td>
<td>New Multi-Use Path</td>
</tr>
<tr>
<td>A54</td>
<td>35th Ave/Hill St Signal</td>
<td>34th Ave/Hill St</td>
<td>34th Ave/Hill St</td>
<td>Install 100-foot northbound and southbound left-turn lanes, and a new traffic signal.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M</td>
<td>$350,000</td>
<td>Intersection Capacity Improvement</td>
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<tr>
<td>A55</td>
<td>Hill St Reconstruction</td>
<td>Hill St</td>
<td>Queen Ave to 34th Ave</td>
<td>The project will reconstruct 1.03 miles of Hill Street. The existing pavement is heavily deteriorated. In addition to new pavement the project will add on-street bike lanes to the street and retain on-street parking. Curb ramps at intersections will be upgraded to meet current ADA standards. The project is on Hill Street and will extend 1.03 miles from Queen Avenue south to 34th Avenue.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M/B/ P</td>
<td>$6,100,000</td>
<td>Rehabilitation</td>
</tr>
<tr>
<td>A56</td>
<td>US 20 Bike Lanes</td>
<td>US 20</td>
<td>Willamette River west to UGB</td>
<td>Convert shoulders to bike lanes on US 20 in North Albany from Willamette River (including the Lyon Street bridge which has an existing shoulder) to UGB.</td>
<td>City of Albany</td>
<td>ODOT</td>
<td>B</td>
<td>$31,000</td>
<td>Bike Improvement</td>
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<tr>
<td>#</td>
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<td>Location</td>
<td>Description</td>
<td>City/County (Area)</td>
<td>Jurisdiction</td>
<td>Mode</td>
<td>Cost</td>
<td>Project Type</td>
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</tr>
<tr>
<td>A62</td>
<td>Liberty/Lakewood Bike Boulevard</td>
<td>Liberty St and Lakewood St</td>
<td>24th Ave to 99E</td>
<td>Install bike boulevard treatments including wayfinding, traffic calming, and intersections treatments as deemed necessary on Liberty/Lakewood from 24th Avenue to Oregon 99E.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>B</td>
<td>$76,000</td>
<td>Bike Improvement</td>
</tr>
<tr>
<td>A63</td>
<td>Bain St Bike Boulevard</td>
<td>Bain St</td>
<td>99E to US 20</td>
<td>Install bike boulevard treatments including wayfinding, traffic calming, and intersections treatments as deemed necessary on Bain Street from Oregon 99E to US 20.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>B</td>
<td>$49,000</td>
<td>Bike Improvement</td>
</tr>
<tr>
<td>A64</td>
<td>South Shore Dr Bike Boulevard</td>
<td>South Shore Dr</td>
<td>Bain St to Airport Rd</td>
<td>Install bike boulevard treatments including wayfinding, traffic calming, and intersections treatments as deemed necessary on Southshore Drive from Bain St to Airport Rd.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>B</td>
<td>$33,000</td>
<td>Bike Improvement</td>
</tr>
<tr>
<td>A65</td>
<td>Shortridge St Bike Boulevard</td>
<td>Shortridge St</td>
<td>US 20 to 14th Ave</td>
<td>Install bike boulevard treatments including wayfinding, traffic calming, and intersections treatments as deemed necessary on Shortridge Street from US 20 to 14th Avenue.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>B</td>
<td>$27,000</td>
<td>Bike Improvement</td>
</tr>
<tr>
<td>A75</td>
<td>US 20/Waverly Dr Intersection Capacity Upgrade</td>
<td>US 20/Waverly Dr</td>
<td>US 20/Waverly Dr</td>
<td>Install second westbound left-turn lane and eastbound right-turn lane on US 20. Install northbound right-turn overlap, add another southbound through lane on Waverly Drive. Obtain right-of-way for an additional northbound through lane at time impacted parcels redevelop and construct when warranted (cost for this improvement identified separately under other costs).</td>
<td>City of Albany</td>
<td>ODOT</td>
<td>M</td>
<td>$1,093,000</td>
<td>Intersection Capacity Improvement</td>
</tr>
<tr>
<td>#</td>
<td>Project Name</td>
<td>Roadway or Trail</td>
<td>Location</td>
<td>Description</td>
<td>City/County (Area)</td>
<td>Jurisdiction</td>
<td>Mode</td>
<td>Cost</td>
<td>Project Type</td>
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<tr>
<td>A76</td>
<td>OR 99E/Queen Ave Intersection Capacity Upgrade</td>
<td>OR 99E/Queen Ave</td>
<td>OR 99E/Queen Ave</td>
<td>Install northbound and southbound right-turn lanes on OR 99E. On Queen Avenue, add second westbound and eastbound left-turn lanes, and extend eastbound right-turn lane to 200-feet. Review pavement and drainage quality to ensure sufficiency.</td>
<td>City of Albany</td>
<td>ODOT</td>
<td>M</td>
<td>$894,000</td>
<td>Intersection Capacity Improvement</td>
</tr>
<tr>
<td>A82</td>
<td>Timber St Extension/18th Ave/Spicer Dr Roundabout</td>
<td>Timber St Extension/18th Ave/Spicer Dr</td>
<td>Timber St Extension/18th Ave/Spicer Dr</td>
<td>Develop a roundabout as the traffic control for the new intersection of Three Lakes Road/18th Street/Timber Street/Spicer Road. The north extension of Spicer Road will not connect to the intersection. Rather, it will become a local street with a cul-de-sac located northwest of the roundabout.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M</td>
<td>$863,000</td>
<td>Intersection Capacity Improvement</td>
</tr>
<tr>
<td>A92</td>
<td>Waverly Dr Capacity Improvements</td>
<td>Waverly Dr</td>
<td>Queen Ave to Grand Prairie Rd</td>
<td>Widen Waverly Drive to a 4-lane cross-section between Queen Avenue and Grand Prairie Road using two southbound lanes, one northbound lane and a two-way left-turn lane. This project will maintain sidewalks and bicycle lanes, but remove on-street parking on Waverly in this segment due to ROW constraints.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M</td>
<td>$1,394,000</td>
<td>Intersection Capacity Improvement</td>
</tr>
<tr>
<td>#</td>
<td>Project Name</td>
<td>Roadway or Trail</td>
<td>Location</td>
<td>Description</td>
<td>City/County (Area)</td>
<td>Jurisdiction</td>
<td>Mode</td>
<td>Cost</td>
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<tr>
<td>A106</td>
<td>Knox Butte Rd Widening</td>
<td>Knox Butte Rd</td>
<td>I-5 to Clover Ridge Rd</td>
<td>Widens Knox Butte Road to five lanes eastbound from I-5 to Clover Ridge Road. Includes bike lanes, sidewalks, curb, and gutter on both sides of the roadway. Right-of-way acquisition will occur in the short-term (and be 100% SDC eligible) with construction occurring in the long-term. Alternative access to the RV Park located on Expo Parkway, potentially to access Knox Butte Road, should be considered as traffic volumes on Expo Parkway increase. Final design should mitigate access and driveway impact to the houses that remain.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M/B/P</td>
<td>$1,901,400</td>
<td>Roadway Capacity Improvement</td>
</tr>
<tr>
<td>A107</td>
<td>Knox Butte Rd Widening</td>
<td>Knox Butte Rd</td>
<td>Clover Ridge Rd to Goldfish Farm Rd</td>
<td>Widen Knox Butte Road to four lanes from Clover Ridge Road to Goldfish Farm Road. Includes bike lanes, sidewalks, curb, and gutter on both sides of the roadway. Right-of-way acquisition will occur in the short-term (and be 100% SDC eligible) with construction occurring in the long-term.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M/B/P</td>
<td>$825,000</td>
<td>Roadway Capacity Improvement</td>
</tr>
<tr>
<td>A108</td>
<td>Knox Butte Rd Widening</td>
<td>Knox Butte Rd</td>
<td>Goldfish Farm Rd to new North/South Collector</td>
<td>Widens Knox Butte Road to three lanes from Goldfish Farm Road to the new North/South Collector including the Burkhart Creek bridge. Includes bike lanes, sidewalks, curb, and gutter on both sides of the roadway.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M/B/P</td>
<td>$1,256,000</td>
<td>Roadway Capacity Improvement</td>
</tr>
<tr>
<td>A109</td>
<td>Knox Butte Rd Widening</td>
<td>Knox Butte Rd</td>
<td>New North/South Collector east to UGB</td>
<td>Urban upgrade of Knox Butte Road from the new North/South Collector to the urban growth boundary. Includes bike lanes, sidewalks, curb, and gutter on both sides of the roadway.</td>
<td>City of Albany</td>
<td>Linn County</td>
<td>M/B/P</td>
<td>$7,688,000</td>
<td>Modernization</td>
</tr>
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<td>#</td>
<td>Project Name</td>
<td>Roadway or Trail</td>
<td>Location</td>
<td>Description</td>
<td>City/County (Area)</td>
<td>Jurisdiction</td>
<td>Mode</td>
<td>Cost</td>
<td>Project Type</td>
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<tr>
<td>A111</td>
<td>Springhill Rd Widening</td>
<td>Springhill Rd</td>
<td>US 20 to railroad crossing</td>
<td>Widens Springhill Road to two lanes northbound and southbound from US 20 to north of Hickory Road then transition to three lanes across the rail crossing. Springhill Road is under Benton County jurisdiction and this project is not in their 2001 TSP.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M</td>
<td>$3,406,000</td>
<td>Roadway Capacity Improvement</td>
</tr>
<tr>
<td>A112</td>
<td>US 20 Widening</td>
<td>US 20</td>
<td>North Albany Rd west to the UGB</td>
<td>Widens US 20 to two lanes eastbound and westbound and add sidewalk, curb, and gutter from North Albany Road west to the urban growth boundary.</td>
<td>City of Albany</td>
<td>ODOT</td>
<td>M</td>
<td>$8,351,000</td>
<td>Roadway Capacity Improvement</td>
</tr>
<tr>
<td>A113</td>
<td>Ellingson Rd Extension</td>
<td>Ellingson Rd</td>
<td>Columbus Ave to I-5 overcrossing</td>
<td>Extends Ellingson Road from Columbus Avenue to Interstate 5 overcrossing at Seven Mile Lane. Realign Seven Mile Lane on the west side of I-5 to align with current Ellingson Road, forming a four-leg intersection at Columbus Street. This section of Ellingson Road should be evaluated for the need to preserve right-of-way for a future five-lane section at the next TSP Update. Project cost assumes ROW will be dedicated.</td>
<td>City of Albany</td>
<td>Linn County</td>
<td>M</td>
<td>$4,430,000</td>
<td>New Roadway</td>
</tr>
<tr>
<td>A118</td>
<td>Albany Ave Widening</td>
<td>Albany Ave</td>
<td>Old Salem Rd to Pacific Hwy</td>
<td>Widen Albany Avenue to four lanes. Includes widening bridge structure. Project cost assumes ROW will be dedicated.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M</td>
<td>$1,177,000</td>
<td>Roadway Capacity Improvement</td>
</tr>
<tr>
<td>A120</td>
<td>Springhill Dr Improvements</td>
<td>Springhill Dr</td>
<td>RR crossing north to UGB</td>
<td>Add sidewalk, curb, and gutter from the railroad to urban growth boundary. US 20 to railroad is Project A111 (Albany TSP L26). Coordinate project with Benton County.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M/P</td>
<td>$4,158,000</td>
<td>Modernization</td>
</tr>
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<td>#</td>
<td>Project Name</td>
<td>Roadway or Trail</td>
<td>Location</td>
<td>Description</td>
<td>City/County (Area)</td>
<td>Jurisdiction</td>
<td>Mode</td>
<td>Cost</td>
<td>Project Type</td>
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<tr>
<td>A121</td>
<td>Scenic Dr Improvements</td>
<td>Scenic Dr</td>
<td>Scenic Woods Pl north to UGB</td>
<td>Add sidewalk, bike lane, curb, and gutter from east of Scenic Woods Place to northern urban growth boundary. Coordinate project with Benton County. Project cost assumes ROW will be dedicated.</td>
<td>City of Albany</td>
<td>Benton County</td>
<td>M/B/P</td>
<td>$6,842,000</td>
<td>Modernization</td>
</tr>
<tr>
<td>A122</td>
<td>Century Dr Improvements</td>
<td>Century Dr</td>
<td>Dunlap Ave north to UGB</td>
<td>Add sidewalk, bike lane, curb, and gutter from Dunlap Avenue to northern urban growth boundary. Project cost assumes ROW will be dedicated.</td>
<td>City of Albany</td>
<td>Linn County</td>
<td>M/B/P</td>
<td>$3,199,000</td>
<td>Modernization</td>
</tr>
<tr>
<td>A123</td>
<td>Skyline Dr Improvements</td>
<td>Skyline Dr</td>
<td>Gibson Hill Rd to Mirada St</td>
<td>Add sidewalk, curb and gutter, and bicycle lanes or sharrows depending upon volumes and right-of-way constraints from Gibson Hill Road to Mirada Street.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M/B/P</td>
<td>$1,523,000</td>
<td>Modernization</td>
</tr>
<tr>
<td>A125</td>
<td>Valley View Dr Improvements</td>
<td>Valley View Dr</td>
<td>Scenic Dr to Crocker Rd</td>
<td>Add sidewalk, curb and gutter, and bicycle lanes from Scenic Drive to Crocker Road.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M/B/P</td>
<td>$3,695,000</td>
<td>Modernization</td>
</tr>
<tr>
<td>A126</td>
<td>West Thornton Lake Dr Improvements</td>
<td>West Thornton Lake Dr</td>
<td>North Albany Rd to Scenic Dr</td>
<td>Add sidewalk, bike lanes, curb, and gutter from North Albany Road to Scenic Drive.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M/B/P</td>
<td>$6,097,000</td>
<td>Modernization</td>
</tr>
<tr>
<td>A127</td>
<td>Allen Ln Improvements</td>
<td>Allen Ln</td>
<td>Hwy 99 to Looney Ln</td>
<td>Add sidewalk, curb, and gutter from Highway 99E to Looney Lane.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M/B/P</td>
<td>$2,689,000</td>
<td>Modernization</td>
</tr>
<tr>
<td>A131</td>
<td>Scravel Hill Rd Improvements</td>
<td>Scravel Hill Rd</td>
<td>US 20 north to UGB</td>
<td>Add sidewalk, curb, and gutter from US 20 (Santiam Hwy) to the urban growth boundary with a three-lane section from US 20 to north of Knox Butte Road and a two-lane section from north of Knox Butte Road to the UGB. Project cost assumes ROW for the three-lane section will be dedicated.</td>
<td>City of Albany</td>
<td>Linn County</td>
<td>M/P</td>
<td>$9,699,000</td>
<td>Modernization</td>
</tr>
<tr>
<td>A132</td>
<td>Quarry Rd Improvements</td>
<td>Quarry Rd</td>
<td>North Albany Rd to Springhill Dr</td>
<td>Add sidewalk, curb, and gutter from North Albany Road to Springhill Drive.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M/P</td>
<td>$3,493,000</td>
<td>Modernization</td>
</tr>
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<td>#</td>
<td>Project Name</td>
<td>Roadway or Trail</td>
<td>Location</td>
<td>Description</td>
<td>City/County (Area)</td>
<td>Jurisdiction</td>
<td>Mode</td>
<td>Cost</td>
<td>Project Type</td>
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<tr>
<td>A134</td>
<td>Goldfish Farm Rd Improvements</td>
<td>Goldfish Farm Rd</td>
<td>Dogwood Ave to US 20</td>
<td>Add sidewalk, curb, and gutter from Dogwood Avenue to US 20.</td>
<td>City of Albany</td>
<td>Linn County</td>
<td>M/P</td>
<td>$4,444,000</td>
<td>Modernization</td>
</tr>
<tr>
<td>A138</td>
<td>US 20 Improvements</td>
<td>US 20</td>
<td>I-5 east to UGB</td>
<td>Add sidewalk, curb, gutter, and shoulder bike lanes to US 20 from Interstate 5 to the urban growth boundary</td>
<td>City of Albany</td>
<td>ODOT</td>
<td>M/B/P</td>
<td>$2,068,000</td>
<td>Modernization</td>
</tr>
<tr>
<td>A148</td>
<td>Bain Street/Waverly Lake Trail</td>
<td>New Trail Connection</td>
<td>Bain St to OR99 path</td>
<td>Construct a bike/ped bridge over Cox Creek to connect Bain Street to the existing Oregon 99E multi-use path under-crossing.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>B/P</td>
<td>$153,000</td>
<td>New Multi-Use Path</td>
</tr>
<tr>
<td>A154</td>
<td>Springhill Dr Sidewalks</td>
<td>Springhill Dr</td>
<td>Quarry Dr to railroad line</td>
<td>Construct sidewalks on both sides of Springhill Drive between Quarry Drive and the railroad line.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>P</td>
<td>$542,000</td>
<td>Sidewalk Infill</td>
</tr>
<tr>
<td>A156</td>
<td>99E: Burkhart to Waverly Ped Crossing</td>
<td>99E</td>
<td>Between Burkart St and Waverly Dr</td>
<td>Construct pedestrian crossing improvement on Oregon 99E between Burkhart Street and Waverly Drive</td>
<td>City of Albany</td>
<td>ODOT</td>
<td>P</td>
<td>$129,000</td>
<td>Pedestrian Crossing Improvement</td>
</tr>
<tr>
<td>A157</td>
<td>Ferry St Sidewalks</td>
<td>Ferry</td>
<td>Queen Ave to 34th Ave</td>
<td>Eliminate the sidewalk gaps on Ferry Street between Queen Avenue and 34th Street</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>P</td>
<td>$725,000</td>
<td>Sidewalk Infill</td>
</tr>
<tr>
<td>A158</td>
<td>Columbus St Sidewalks</td>
<td>Columbus St</td>
<td>Del Rio Ave to 34th Ave</td>
<td>Eliminate the sidewalk gap on Columbus Street between Del Rio Avenue and 34th Avenue.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>P</td>
<td>$277,000</td>
<td>Sidewalk Infill</td>
</tr>
<tr>
<td>A159</td>
<td>Geary St Sidewalks</td>
<td>Geary</td>
<td>Santiam Rd to 34th Ave</td>
<td>Eliminate the sidewalk gaps on Geary Street between Santiam Road and 34th Avenue.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>P</td>
<td>$791,000</td>
<td>Sidewalk Infill</td>
</tr>
<tr>
<td>#</td>
<td>Project Name</td>
<td>Roadway or Trail</td>
<td>Location</td>
<td>Description</td>
<td>City/County (Area)</td>
<td>Jurisdiction</td>
<td>Mode</td>
<td>Cost</td>
<td>Project Type</td>
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<tr>
<td>A160</td>
<td>Airport Rd Sidewalks</td>
<td>Airport Rd</td>
<td>99E and I-5 SB off-ramp</td>
<td>Construct sidewalk on both sides of Airport Road between Oregon 99E and I-5 SB off-ramp. Construct sidewalk on the west side of Airport Road between I-5 SB off-ramp and US 20.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>P</td>
<td>$485,000</td>
<td>Sidewalk Infill</td>
</tr>
<tr>
<td>A161</td>
<td>Killdeer St Sidewalks</td>
<td>Killdeer St</td>
<td>Airport Rd to Pacific Blvd</td>
<td>Eliminate the sidewalk gaps on Killdeer Street.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>P</td>
<td>$174,000</td>
<td>Sidewalk Infill</td>
</tr>
<tr>
<td>A167</td>
<td>Interstate 5/OR 99E/Knox Butte</td>
<td>Knox Butte Rd/I-5 Ramps</td>
<td>Knox Butte Rd/I-5 Interchange Area</td>
<td>I-5 EIS includes Knox Butte interchange options and area management plan including 99E/Albany Avenue &amp; Knox Butte/Century Drive. EIS will be followed by Design/ROW Acquisition, development of an Interchange Area Management Plan (IAMP), and Reconstruction. Total project cost is an estimate of the potential city contribution to the project.</td>
<td>City of Albany</td>
<td>ODOT</td>
<td>M</td>
<td>$100,000</td>
<td>Study</td>
</tr>
<tr>
<td>A168</td>
<td>Interstate 5 / US 20 (Santiam)</td>
<td>I-5/US 20</td>
<td>I-5/US 20</td>
<td>I-5 EIS includes Santiam interchange options and area management plan including Hwy20/Fescue/Spicer &amp; Hwy 20/Airport Rd. EIS will be followed by Design/ROW Acquisition, development of an Interchange Area Management Plan (IAMP), and Reconstruction. Total project cost is an estimate of the potential city contribution to the project.</td>
<td>City of Albany</td>
<td>ODOT</td>
<td>M</td>
<td>$100,000</td>
<td>Study</td>
</tr>
<tr>
<td>A182</td>
<td>Hwy 99/9th Ave/Geary St Safety Upgrades</td>
<td>Hwy 99/9th Ave/Geary St</td>
<td>Hwy 99/9th Ave/Geary St</td>
<td>Intersection safety upgrades</td>
<td>City of Albany</td>
<td>ODOT</td>
<td>M</td>
<td>$300,000</td>
<td>Intersection Safety Improvement</td>
</tr>
<tr>
<td>A183</td>
<td>Hwy 99/Pacific Ave/Geary St</td>
<td>Hwy 99/Pacific Ave/Geary St</td>
<td>Hwy 99/Pacific Ave/Geary St</td>
<td>Signal safety upgrade</td>
<td>City of Albany</td>
<td>ODOT</td>
<td>M</td>
<td>$50,000</td>
<td>Intersection Safety Improvement</td>
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<td>#</td>
<td>Project Name</td>
<td>Roadway or Trail</td>
<td>Location</td>
<td>Description</td>
<td>City/County (Area)</td>
<td>Jurisdiction</td>
<td>Mode</td>
<td>Cost</td>
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<tr>
<td>A184</td>
<td>Queen Avenue Rail Crossing Safety Improvements</td>
<td>Queen Ave</td>
<td>OR 99E to Ferry St</td>
<td>The Albany Rail Yard, situated just north of Queen Avenue on the east side of OR 99E, is a crossing point for all of the UPRR rail lines in Albany and is one of the most capacity-constrained segments on the UPRR resulting in long delays while passing trains await permissions to cross. (Albany TSP) To help minimize the blockage at the Queen Avenue crossing the Albany Rail Corridor Improvement Project will add a short section of track in Albany to connect the Toledo Branch directly to the Millersburg Yard. The nearly $8.7 million dollar project will also rehabilitate the Millersburg Yard. The additional track will allow switching movements and training building to move from the Albany Yard to the Millersburg Yard.</td>
<td>City of Albany</td>
<td>UPRR</td>
<td>M</td>
<td>$ --</td>
<td>Intersection Safety Improvement</td>
</tr>
<tr>
<td>A187</td>
<td>Looney Ln Sidewalk</td>
<td>Looney Ln</td>
<td>Belmont Ave to Campbell Ct</td>
<td>Add sidewalk on east side</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>P</td>
<td>$75,000</td>
<td>Sidewalk Infill</td>
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<tr>
<td>A188</td>
<td>Liberty St Sidewalk</td>
<td>Liberty St</td>
<td>Queen Ave to 24th Ave</td>
<td>Fill in sidewalk gaps.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>P</td>
<td>$125,000</td>
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<tr>
<td>A189</td>
<td>Lexington St Sidewalk</td>
<td>Lexington St</td>
<td>Grand Prairie Rd - 30th Ave</td>
<td>Fill in sidewalk gaps.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>P</td>
<td>$55,000</td>
<td>Sidewalk Infill</td>
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<tr>
<td>A191</td>
<td>Del Rio Ave Sidewalk</td>
<td>Del Rio Ave</td>
<td>Waverly Dr - Shortridge St</td>
<td>Fill in sidewalk gaps.</td>
<td>City of Albany</td>
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<td>P</td>
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<tr>
<td>A192</td>
<td>24th Ave West Sidewalk</td>
<td>24th Ave</td>
<td>Elm St</td>
<td>Fill in sidewalk gaps.</td>
<td>City of Albany</td>
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<td>$135,000</td>
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<td>Project Name</td>
<td>Roadway or Trail</td>
<td>Location</td>
<td>Description</td>
<td>City/County (Area)</td>
<td>Jurisdiction</td>
<td>Mode</td>
<td>Cost</td>
<td>Project Type</td>
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<tr>
<td>A193</td>
<td>28th Ave Sidewalk</td>
<td>28th Ave</td>
<td>Pine St to Geary St</td>
<td>Fill in sidewalk gaps.</td>
<td>City of Albany</td>
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<td>P</td>
<td>$40,000</td>
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<tr>
<td>A194</td>
<td>Belmont Ave Sidewalk</td>
<td>Belmont Ave</td>
<td>Looney Ln to Piedmont Pl</td>
<td>Fill in sidewalk gaps.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>P</td>
<td>$50,000</td>
<td>Sidewalk Infill</td>
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<tr>
<td>A195</td>
<td>24th Ave Reconstruction</td>
<td>24th Ave</td>
<td>Jackson St to Geary St</td>
<td>Reconstruct 0.66 miles of 24th Ave. Existing pavement is heavily deteriorated. In addition to new pavement the project will construct infill sidewalks to improve access to Sunrise Elementary School, upgrade curb ramps at intersections to meet current ADA standards, and construct bicycle boulevard improvement as identified in Albany’s TSP. The project is on 24th Avenue and will extend 0.66 miles from Jackson Street east to Geary Street.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>M/B/P</td>
<td>$1,100,000</td>
<td>Rehabilitation</td>
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<tr>
<td>A196</td>
<td>21st Ave Sidewalk</td>
<td>21st Ave</td>
<td>Waverly Dr to Center St</td>
<td>Fill in sidewalk gaps.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>P</td>
<td>$130,000</td>
<td>Sidewalk Infill</td>
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<tr>
<td>A197</td>
<td>7th Ave Sidewalk</td>
<td>7th Ave</td>
<td>Jackson St to Madison St</td>
<td>Fill in sidewalk gaps.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>P</td>
<td>$300,000</td>
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<tr>
<td>A198</td>
<td>Columbus St Sidewalks North</td>
<td>Columbus St</td>
<td>54th Ave to Becca Ct</td>
<td>Fill in sidewalk gaps.</td>
<td>City of Albany</td>
<td>City of Albany</td>
<td>P</td>
<td>$300,000</td>
<td>Sidewalk Infill</td>
</tr>
<tr>
<td>A206</td>
<td>Albany Area Pavement Preservation and Maintenance</td>
<td>All Albany Area MPO collectors and arterials</td>
<td>Various Locations within the Albany Area MPO Boundary</td>
<td>Pavement preservation and maintenance projects will be identified on an ongoing basis consistent with prioritization process adopted by AAMPO (ongoing).</td>
<td>Albany Area MPO</td>
<td>Albany Area MPO</td>
<td>M</td>
<td>$29,000,000</td>
<td>Preservation</td>
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**Marion County Projects**

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<tr>
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<th>Project Name</th>
<th>Roadway or Trail</th>
<th>Location</th>
<th>Description</th>
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<th>Mode</th>
<th>Cost</th>
<th>Project Type</th>
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<tbody>
<tr>
<td>MC1</td>
<td>Main St widening</td>
<td>Main St</td>
<td>Hwy 99E east to UGB</td>
<td>Widen shoulders on both sides</td>
<td>City of Jefferson</td>
<td>Marion County</td>
<td>B</td>
<td>$20,000</td>
<td>Bike Improvement</td>
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<td>#</td>
<td>Project Name</td>
<td>Roadway or Trail</td>
<td>Location</td>
<td>Description</td>
<td>City/County (Area)</td>
<td>Jurisdiction</td>
<td>Mode</td>
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<tr>
<td>MC2</td>
<td>North Ave Widening</td>
<td>North Ave</td>
<td>Hwy 99E to Jefferson-Marion Rd</td>
<td>Widen shoulders on both sides</td>
<td>City of Jefferson</td>
<td>Marion County</td>
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<tr>
<td>J1</td>
<td>North Ave Bike Lanes</td>
<td>North Ave</td>
<td>99E to 3rd Ave</td>
<td>Hwy 99E/2nd St to 3rd St: ADA compliant sidewalk on N side--bike lanes on N &amp; S</td>
<td>City of Jefferson</td>
<td>Marion County</td>
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<td>$71,000</td>
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<tr>
<td>J2</td>
<td>5th St extension</td>
<td>5th St</td>
<td>North Ave to Jefferson-Scio Dr</td>
<td>Complete collector connection from North Ave to Jefferson-Scio Dr</td>
<td>City of Jefferson</td>
<td>City of Jefferson</td>
<td>M</td>
<td>$800,000</td>
<td>New Roadway</td>
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<tr>
<td>J7</td>
<td>Hwy 99E/North Ave Signal</td>
<td>Hwy 99E/North Ave</td>
<td>Hwy 99E/North Ave</td>
<td>Add northbound and westbound turn lanes and traffic signal.</td>
<td>City of Jefferson</td>
<td>ODOT</td>
<td>M</td>
<td>$275,000</td>
<td>Intersection Capacity Improvement</td>
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<tr>
<td>J8</td>
<td>Hwy 99E Sidewalk</td>
<td>Hwy 99E</td>
<td>Santiam River Bridge to north of Union St</td>
<td>New sidewalks on east side</td>
<td>City of Jefferson</td>
<td>ODOT</td>
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<tr>
<td>J11</td>
<td>Hwy 99E Sidewalk</td>
<td>Hwy 99E</td>
<td>University St to North Ave</td>
<td>New sidewalks on west side</td>
<td>City of Jefferson</td>
<td>ODOT</td>
<td>P</td>
<td>$20,400</td>
<td>Sidewalk Infill</td>
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<tr>
<td>J14</td>
<td>Greenwood St Sidewalk</td>
<td>Greenwood St</td>
<td>Main St to 3rd St</td>
<td>New sidewalks on both sides</td>
<td>City of Jefferson</td>
<td>City of Jefferson</td>
<td>P</td>
<td>$37,500</td>
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<tr>
<td>J16</td>
<td>Hwy 99/Main St Intersection Capacity Upgrade</td>
<td>Hwy 99/Main St</td>
<td>Hwy 99/Main St</td>
<td>Add turn lanes</td>
<td>City of Jefferson</td>
<td>ODOT</td>
<td>M</td>
<td>$1,500,000</td>
<td>Intersection Capacity Improvement</td>
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<tr>
<td>J17</td>
<td>Main St Rail Crossing Improvements</td>
<td>Main St</td>
<td>Main St Rail Crossing</td>
<td>Improvements to Ped/Bike rail crossing facilities</td>
<td>City of Jefferson</td>
<td>Marion County</td>
<td>B/P</td>
<td>$500,000</td>
<td>Pedestrian Crossing Improvement</td>
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<tr>
<td>J18</td>
<td>Hazel St Rail Crossing Improvements</td>
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<td>Hazel St Rail Crossing</td>
<td>Improvements to Ped/Bike rail crossing facilities</td>
<td>City of Jefferson</td>
<td>City of Jefferson</td>
<td>B/P</td>
<td>$500,000</td>
<td>Pedestrian Crossing Improvement</td>
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<tr>
<td>J19</td>
<td>Cemetery Hill Rd Rail Crossing Improvements</td>
<td>Cemetery Hill Rd</td>
<td>Cemetery Hill Rd Rail Crossing</td>
<td>Improvements to Ped/Bike rail crossing facilities</td>
<td>City of Jefferson</td>
<td>Marion County</td>
<td>B/P</td>
<td>$500,000</td>
<td>Pedestrian Crossing Improvement</td>
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<tr>
<td>J20</td>
<td>North Ave Sidewalks</td>
<td>North Ave</td>
<td>OR 164 to Cemetery Hill Rd</td>
<td>Fill in sidewalk gaps.</td>
<td>City of Jefferson</td>
<td>Marion County</td>
<td>P</td>
<td>$75,000</td>
<td>Sidewalk Infill</td>
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Albany Area MPO Regional Transportation Plan
<table>
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<tr>
<th>#</th>
<th>Project Name</th>
<th>Roadway or Trail</th>
<th>Location</th>
<th>Description</th>
<th>City/County (Area)</th>
<th>Jurisdiction</th>
<th>Mode</th>
<th>Cost</th>
<th>Project Type</th>
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<tbody>
<tr>
<td>J21</td>
<td>High St Sidewalks</td>
<td>High St</td>
<td>Main St to 3rd St</td>
<td>Fill in sidewalk gaps.</td>
<td>City of Jefferson</td>
<td>City of Jefferson</td>
<td>P</td>
<td>$135,000</td>
<td>Sidewalk Infill</td>
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<tr>
<td>J22</td>
<td>Greenwood St Sidewalk East</td>
<td>Greenwood St</td>
<td>Faith Dr to 5th St</td>
<td>Fill in sidewalk gaps.</td>
<td>City of Jefferson</td>
<td>City of Jefferson</td>
<td>P</td>
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<tr>
<td>J24</td>
<td>7th St Sidewalks</td>
<td>7th St</td>
<td>Maple Ct to Greenwood Dr</td>
<td>Fill in sidewalk gaps.</td>
<td>City of Jefferson</td>
<td>City of Jefferson</td>
<td>P</td>
<td>$200,000</td>
<td>Sidewalk Infill</td>
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<tr>
<td></td>
<td><strong>City of Tangent Projects</strong></td>
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<td></td>
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<tr>
<td>T2</td>
<td>McFarland Dr Bikeway</td>
<td>McFarland Dr</td>
<td>99E to Old Hwy 34</td>
<td>Add shoulder bikeways</td>
<td>City of Tangent</td>
<td>Linn County</td>
<td>B</td>
<td>$33,000</td>
<td>Bike Improvement</td>
</tr>
<tr>
<td>T4</td>
<td>McFarland Dr Bike Lanes</td>
<td>McFarland Dr</td>
<td>Hwy 34 to Lake Creek Dr</td>
<td>Add shoulder bike lanes</td>
<td>City of Tangent</td>
<td>Linn County</td>
<td>B</td>
<td>$174,000</td>
<td>Bike Improvement</td>
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<tr>
<td>T5</td>
<td>Old Hwy 34 On-Street Bike Lane</td>
<td>Old Hwy 34</td>
<td>Looney Ln to 99E</td>
<td>Add on-street bike lane</td>
<td>City of Tangent</td>
<td>ODOT</td>
<td>B</td>
<td>$214,000</td>
<td>Bike Improvement</td>
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<tr>
<td>T6</td>
<td>Tangent Dr On-Street Bike Lane</td>
<td>Tangent Dr</td>
<td>99E to City Limits</td>
<td>Add on-street bike lane (City Portion)</td>
<td>City of Tangent</td>
<td>Linn County</td>
<td>B</td>
<td>$149,000</td>
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<tr>
<td>T13</td>
<td>Hwy 99E Sidewalks</td>
<td>Hwy 99E</td>
<td>Old Hwy 34 to south City Limits</td>
<td>Install sidewalks</td>
<td>City of Tangent</td>
<td>ODOT</td>
<td>P</td>
<td>$1,088,000</td>
<td>Sidewalk Infill</td>
</tr>
<tr>
<td>T17</td>
<td>McFarland Dr Sidewalks</td>
<td>McFarland Dr</td>
<td>East UGB to N Lake Creek Rd</td>
<td>Install curb, gutter, and sidewalks on both sides</td>
<td>City of Tangent</td>
<td>Linn County</td>
<td>M/P</td>
<td>$112,000</td>
<td>Modernization</td>
</tr>
<tr>
<td>T18</td>
<td>N Lake Creek Dr Sidewalks</td>
<td>N Lake Creek Dr</td>
<td>Meadow Lark Loop to west UGB</td>
<td>Install curb, gutter, and sidewalks on the south side</td>
<td>City of Tangent</td>
<td>Linn County</td>
<td>M/P</td>
<td>$79,000</td>
<td>Modernization</td>
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<tr>
<td>T20</td>
<td>Old Hwy 34 Sidewalks</td>
<td>Old Hwy 34</td>
<td>Looney Ln east to UGB</td>
<td>Install curb, gutter, and sidewalks on the south side. Install on north side between Looney Ln and approximately 500’ east of railroad tracks</td>
<td>City of Tangent</td>
<td>ODOT</td>
<td>M/P</td>
<td>$881,000</td>
<td>Modernization</td>
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<tr>
<td>T22</td>
<td>Tangent Dr Sidewalks</td>
<td>Tangent Dr</td>
<td>Hwy 99E east to UGB</td>
<td>Install curb, gutter, and sidewalks on both sides</td>
<td>City of Tangent</td>
<td>Linn County</td>
<td>M/P</td>
<td>$515,000</td>
<td>Modernization</td>
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<td>City/County (Area)</td>
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<td>T32</td>
<td>Tangent Dr Rail Crossing Bike/Ped Improvements</td>
<td>Tangent Dr</td>
<td>Tangent Dr Rail Crossing</td>
<td>Improvements to Ped/Bike rail crossing facilities</td>
<td>City of Tangent</td>
<td>Linn County / Railroad</td>
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<td>$500,000</td>
<td>Pedestrian Crossing Improvement</td>
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<td>T33</td>
<td>Birdfoot Dr Rail Crossing Bike/Ped Improvements</td>
<td>Birdfoot Dr</td>
<td>Birdfoot Dr Rail Crossing</td>
<td>Improvements to Ped/Bike rail crossing facilities</td>
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<td>City of Tangent / Railroad</td>
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<td>T34</td>
<td>Old Hwy 34 Rail Crossing Bike/Ped Improvements</td>
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<td>Old Hwy 34 Rail Crossing</td>
<td>Improvements to Ped/Bike rail crossing facilities</td>
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<td>ODOT / Railroad</td>
<td>B/P</td>
<td>$500,000</td>
<td>Pedestrian Crossing Improvement</td>
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**Linn County Projects**

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<th>#</th>
<th>Project Name</th>
<th>Roadway or Trail</th>
<th>Location</th>
<th>Description</th>
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<th>Jurisdiction</th>
<th>Mode</th>
<th>Cost</th>
<th>Project Type</th>
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<tr>
<td>LC1</td>
<td>Closure of Columbus St Hwy 34 Access</td>
<td>Columbus St</td>
<td>Columbus St/Hwy 34</td>
<td>Closure of Columbus St to HWY 34 and redirecting traffic to Seven Mile Lane</td>
<td>Linn County</td>
<td>ODOT</td>
<td>M</td>
<td>$3,000,000</td>
<td>Intersection Safety Improvement</td>
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<tr>
<td>LC2</td>
<td>Seven Mile Ln Improvements</td>
<td>Seven Mile Ln</td>
<td>Columbus St to I-5 Bridge</td>
<td>Improvement of Seven Mile Lane from Columbus to I-5 bridge</td>
<td>Linn County</td>
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<td>M/B/P</td>
<td>$281,000</td>
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<tr>
<td>LC6</td>
<td>Truax Creek Bridge Replacement</td>
<td>Old Salem Rd</td>
<td>Truax Creek</td>
<td>Project adds bike lanes and a sidewalk to a portion of the road in relation to the bridge replacement. (Only the AAMPO funded portion of larger bridge replacement project.)</td>
<td>Linn County</td>
<td>Linn County</td>
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<tr>
<td>LC7</td>
<td>Seven Mile Ln/Hwy 34 Signal</td>
<td>Seven Mile Ln/Hwy 34</td>
<td>Seven Mile Ln/Hwy 34</td>
<td>Add traffic signal</td>
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<td>Intersection Capacity Improvement</td>
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<td>LC8</td>
<td>Clover Ridge Rd Improvements</td>
<td>Clover Ridge Rd</td>
<td>Knox Butte Rd to AAMPO Boundary</td>
<td>Clover Ridge Road going north from Knox Butte Road with ODOT’s closure of Century Drive</td>
<td>Linn County</td>
<td>Linn County</td>
<td>M/B/P</td>
<td>$2,000,000</td>
<td>Modernization</td>
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<td>LC10</td>
<td>Tangent Dr Improvements</td>
<td>Tangent Dr</td>
<td>99E to City Limits</td>
<td>Add curb, gutter, sidewalk</td>
<td>Linn County</td>
<td>City of Tangent</td>
<td>M/P</td>
<td>$1,200,000</td>
<td>Modernization</td>
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<tr>
<td>LC13</td>
<td>Grand Prairie Road Bridge Widening</td>
<td>Grand Prairie Rd</td>
<td>I-5 Bridge</td>
<td>Widen Bridge to provide safe passage for Bicycles and Pedestrians</td>
<td>Linn County</td>
<td>Linn County</td>
<td>M/B/P</td>
<td>$2,000,000</td>
<td>Bridge Replacement</td>
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<tr>
<td>LC16</td>
<td>Goldfish Farm Rd Bridge Replacement</td>
<td>Goldfish Farm Rd</td>
<td>Cox Creek</td>
<td>Bridge Replacement and Widening</td>
<td>Linn County</td>
<td>Linn County</td>
<td>M/B/P</td>
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<td>-----------------------------------------------------------------------------</td>
<td>-------------------------</td>
<td>---------------------------</td>
<td>-------</td>
<td>------------</td>
<td>----------------------------</td>
</tr>
<tr>
<td>LC17</td>
<td>LC17 Clover Ridge Road Bridge Replacement</td>
<td>Clover Ridge Road</td>
<td>Truax Creek</td>
<td>Widen and replace bridge to include sidewalks and bike lanes and stormwater treatment</td>
<td>Linn County</td>
<td>Linn County</td>
<td>M/B/P</td>
<td>$1,500,000</td>
<td>Bridge Replacement</td>
</tr>
<tr>
<td>LC19</td>
<td>LC19 Queen Avenue ADA Transition Requirements</td>
<td>Queen Avenue</td>
<td>Queen Ave to Riverside Drive</td>
<td>Curb, gutter sidewalk and ADA improvements</td>
<td>Linn County/City of Albany</td>
<td>City of Albany</td>
<td>M/P</td>
<td>$1,500,000</td>
<td>Modernization</td>
</tr>
</tbody>
</table>

**City of Millersburg Projects**

<table>
<thead>
<tr>
<th>#</th>
<th>Project Name</th>
<th>Roadway or Trail</th>
<th>Location</th>
<th>Description</th>
<th>City/County (Area)</th>
<th>Jurisdiction</th>
<th>Mode</th>
<th>Cost</th>
<th>Project Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>M1</td>
<td>M1 Old Salem Road ADA Transition Improvements</td>
<td>Old Salem Road</td>
<td>City of Albany to Duraflake Entrance</td>
<td>Add Curb Gutter and Sidewalk and ADA improvements to meet current ADA Requirements</td>
<td>City of Millersburg</td>
<td>Linn County</td>
<td>M/P</td>
<td>$2,000,000</td>
<td>Modernization</td>
</tr>
<tr>
<td>M2</td>
<td>M2 Woods Rd Reconstruction Phase 1</td>
<td>Woods Rd</td>
<td>City of Millersburg</td>
<td>Add Curb Gutter and Sidewalk and ADA improvements to meet current ADA Requirements</td>
<td>City of Millersburg</td>
<td>City of Millersburg</td>
<td>M/B/P</td>
<td>$750,000</td>
<td>Modernization</td>
</tr>
<tr>
<td>M3</td>
<td>M3 Woods Rd Reconstruction Phase 2</td>
<td>Woods Rd</td>
<td>City of Millersburg</td>
<td>Add Curb Gutter and Sidewalk and ADA improvements to meet current ADA Requirements</td>
<td>City of Millersburg</td>
<td>City of Millersburg</td>
<td>M/B/P</td>
<td>$750,000</td>
<td>Modernization</td>
</tr>
<tr>
<td>M8</td>
<td>M8 Old Salem RD Sidewalk and Bicycle Improvements</td>
<td>Old Salem Rd</td>
<td>City of Millersburg</td>
<td>Add Curb Gutter and Sidewalk and ADA improvements to meet current ADA Requirements</td>
<td>Linn County</td>
<td>City of Millersburg</td>
<td>B/P</td>
<td>$375,000</td>
<td>Sidewalk Infill</td>
</tr>
<tr>
<td>M9</td>
<td>M9 Morning Star Rd Reconstruction - Urban Conversion</td>
<td>Morningstar Rd</td>
<td>City of Millersburg</td>
<td>Add Curb Gutter and Sidewalk and ADA improvements to meet current ADA Requirements</td>
<td>City of Millersburg</td>
<td>City of Millersburg</td>
<td>M/B/P</td>
<td>$650,000</td>
<td>Modernization</td>
</tr>
</tbody>
</table>

Source: DKS Associate
References

i US Census Bureau, Center for Economic Studies

ii US Census Bureau, American Community Survey, 2009-2013 5-Year Estimates: Table B01003

iii US Census Bureau, 2000 US Census Summary File 1: Table P012; US Census Bureau, American Community Survey, 2009-2013 5-Year Estimates: Table B01001

iv US Census Bureau, American Community Survey, 2009-2013 5-Year Estimates: Table C17003

v US Census Bureau, American Community Survey, 2009-2013 5-Year Estimates: Table B03002

vi Guidance is still being developed for implementation of performance-based planning requirements put in place by MAP-21

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viii 2015 ODOT Bridge Condition Report, Oregon Department of Transportation, 2015


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xiv Highway Over-dimension Load Pinch Points Study, Oregon Department of Transportation, 2015

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xvi 2013 State Highway Crash Rate Tables, Oregon Department of Transportation, October 2014.

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xx Albany Area Regional Transportation Plan Technical Memorandum #4: Existing Conditions, DKS Associates, August 10, 2015


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xxx Albany Area Regional Transportation Plan Draft Technical Memorandum #7 Future Forecasting, DKS Associates, December 14, 2015

xxxi Albany Area Regional Transportation Plan Draft Technical Memorandum #8 Future Transportation Conditions and Needs, DKS Associates, December 14, 2015

xxxii Albany Area Regional Transportation Plan Draft Technical Memorandum #8 Future Transportation Conditions and Needs, DKS Associates, December 14, 2015


Technical Advisory Committee (TAC) Meeting on December 16, 2015
ALBANY AREA METROPOLITAN PLANNING ORGANIZATION
FFY 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM
Adopted by the AAMPO Policy Board on XXX,XX,XXXX

Prepared By:
Albany Area Metropolitan Planning Organization
1400 Queen Ave SE, Suite 205, Albany, OR 97322
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http://www.ocwcog.org/transportation/aampo/

Development of this document was made possible with funding from the Federal Highway Administration, the Federal Transit Administration, the Oregon Department of Transportation and the support and involvement of AAMPO jurisdictions and stakeholders.
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Title VI Notice

ALBANY AREA MPO’S TITLE VI NOTICE TO PUBLIC
ALBANY AREA MPO’S TÍTULO VI COMUNICACIÓN PUBLICA

Title VI of the Civil Rights Act of 1964 states:

“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

The Albany Area MPO is committed to complying with the requirements of Title VI in all of its programs and activities. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the Albany Area MPO. A complainant may also file a complaint directly with the Federal Transit Administration by addressing the complaint to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor - TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

For more information about the Albany Area MPO’s Title VI / Non-Discrimination Program, including procedures for filing a complaint, contact the AAMPO Coordinator at 541 924-4548; by e-mail to tconley@ocwcog.org; or by visiting the Albany Area MPO administrative offices at: 1400 Queen Ave SE, Suite 205, Albany OR 97322.

If information is needed in another language, contact 541-924-8405. Si se necesita información en otro idioma de contacto 541-924-8405
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RECORD OF APPROVAL

Albany Area Metropolitan Planning Organization Policy Board
Resolution Number 2016-02

FOR THE PURPOSE OF ADOPTING THE ALBANY AREA MPO FFY 2015-2018
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)

WHEREAS, the U.S. Department of Commerce, Bureau of Census has declared that the City of Albany, City of Millersburg, City of Tangent, City of Jefferson and adjoining areas of Linn, Benton and Marion Counties form an Urbanized Area named the Albany Urbanized Area; and,

WHEREAS, the Albany Urbanized Area has been designated by the State of Oregon as the official Metropolitan Planning Organization (MPO) of the urbanized area; and,

WHEREAS, among the major requirements of the Metropolitan Transportation Planning Process is the development of a Metropolitan Transportation Improvement Program that enumerates priority transportation projects in the MPO Area consistent with an adopted Metropolitan Transportation Plan; and

WHEREAS, the Albany Area Metropolitan Planning Organization has developed a Metropolitan Transportation Improvement Program for FFY 2015 - 2018 in coordination with ODOT and the local transit agency to comply with all applicable federal and state requirements; and,

WHEREAS, the public has been notified and afforded reasonable opportunities to review and comment on projects included in the FFY 2015-2018 TIP and will be afforded additional opportunities for review and comment as the document is amended.

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the Albany Area MPO approves the Albany Area MPO FFY 2015 - 2018 Transportation Improvement Program.

PASSED AND APPROVED THIS _______DAY OF __________________, BY THE ALBANY AREA METROPOLITAN PLANNING ORGANIZATION.

SIGNED:

________________________________________
ROGER NYQUIST
Albany Area Metropolitan Planning Organization
Policy Board Chair
**INTRODUCTION**

The Albany Area Metropolitan Planning Organization (AAMPO) serves as the metropolitan planning organization (MPO) for the Albany Urbanized Area. Federal transportation legislation requires the formation of MPOs for all urbanized areas with a population of 50,000 or more. AAMPO was formed after the 2010 Census, which determined that the Albany Urbanized Area had reached a population of 56,997. AAMPO membership includes the cities of Albany, Jefferson, Millersburg and Tangent, as well as Linn and Benton Counties and the Oregon Department of Transportation. A map of the AAMPO area is included as Appendix A.

MPOs are regional transportation policy-making bodies established for the purpose of conducting continuing, cooperative and comprehensive (3-C) transportation planning in urbanized areas. In accordance with federal regulations, key work products of an MPO include development of: an annual Unified Planning Work Program (UPWP), an annual list of obligated projects, a bi-annual 4-year Transportation Improvement Program (TIP) and a long-range Regional Transportation Plan (RTP). AAMPO must also demonstrate compliance with Title VI and other Non-discrimination requirements and facilitate an effective Public Involvement Plan.

**TRANSPORTATION IMPROVEMENT PROGRAM OVERVIEW**

The Metropolitan Transportation Improvement Plan (MTIP, or simply TIP) is the formal programming mechanism by which the MPO allocates funding to surface transportation projects identified within RTP – the MPO’s long-range planning and visioning document. The TIP must identify all capital and non-capital surface transportation projects within the MPO planning area that are proposed for federal funding during fiscal years covered by the TIP. The TIP must also include any ‘regionally significant’ projects, whether or not they are proposed for federal funding.

The AAMPO TIP also serves as the programming mechanism for AAMPO 5307 transit funds and satisfies federal requirements that all recipients of FTA 5307 Urban Transit funds prepare a Program of Projects (POP) describing how those funds will be spent. The TIP development process also satisfies required public participation requirements for the POP.

Federal requirements for the TIP include the following:

**Time Period:** The TIP must cover a period of not less than four years, and must be updated at least every four years. Beyond the four-year period, projects in outlying years are considered informational only. (23 CFR 450.324(a))

**Public Involvement and Comment:** Reasonable opportunity must be provided for public comment prior to approval and the TIP must be made readily available including electronically accessible formats and means such as publication on the World Wide Web. (23 CFR 450.324(b))
Projects: The TIP must include all federally funded projects (including pedestrian walkways, bicycle facilities and transportation enhancement projects) to be funded under Title 23 and the Federal Transit Act and regionally significant projects requiring an action by FHWA regardless of funding source. Projects in the TIP must be consistent with the metropolitan transportation plan. 
(23 CFR 450.324(c),(d),(g))

Financial Constraint: The TIP must be consistent with funding that is expected to be available during the relevant period. The TIP must be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources. Only projects for which funds are reasonably expected to be available can be included in the TIP. As the amount of federal funds coming into the region may vary as the result of Congressional actions, the revenues anticipated in the TIP represent the best estimates possible currently. Programmed projects may need to be delayed or phased over two or more years if less funding is received than originally forecast. The scheduling of projects listed may also change due to delays in funding, project changes and other unforeseen circumstances. (23 CFR 450.324(f),(i))

TIP and Statewide Transportation Improvement Program (STIP) Relationship: The frequency and cycle for updating the TIP must be compatible with Oregon's Statewide Transportation Improvement Program (STIP) development and approval process. The current TIP expires when FHWA and FTA approval of the current STIP expires. After approval of the TIP by the Policy Board and the Governor, the TIP must be included without modification directly or by reference in the STIP. The portion of the STIP in the metropolitan planning area shall be developed by the Albany Area MPO in cooperation with ODOT STIP coordinators. The STIP is a listing of transportation projects and programs that shows prioritization, funding, and scheduling of transportation projects and programs over four years. It includes projects on Oregon’s interstate, federal, state, city, and county transportation systems. The STIP covers highway, passenger rail, public transit, bicycle and pedestrian projects, and includes projects in the National Parks, National Forests and Indian tribal lands in Oregon. (23 CFR 450.324(a))

TIP Development

The TIP was developed in cooperation with the state and transit operators and in accordance with AAMPO’s adopted policies and procedures. These include the IGA establishing the Albany Area MPO, the Policy on Allocation of Surface Transportation Program (STP) Funds, and the AAMPO Public Participation Plan (PPP). The TIP was also developed in compliance with federal requirements for the FTA-required Program of Projects (POP).

The IGA establishing the Albany Area MPO (Section 6.2) states that: “Policy Board decisions that create criteria that will be used to prioritize and/or rank transportation projects located within the MPO boundary must be made by a unanimous vote of all Policy Board members present.” On September 23,
2015, the AAMPO Policy Board adopted a *Policy on Allocation of Surface Transportation Program (STP) Funds*. This policy is shown as Appendix B. Based on the Policy on Allocation of STP Funds, the Technical Advisory Committee developed and oversaw a project application and prioritization process. The application announcement and form are included in Appendix C. The application period extended from October 1st - 30th, 2015. The AAMPO Technical Advisory Committee recommended a TIP to the AAMPO Policy Board for review and adoption in December, 2015.

Reasonable opportunity for public involvement was provided in adherence with the adopted AAMPO Public Participation Plan and federal requirements for the Program of Projects (POP). All TAC and Policy Board meetings are open to the public, with email notification of all meetings provided to local media, to the AAMPO Interested Parties email list, and posted on the MPO webpage. All meetings agendas include time for public comment. Additionally, the MPO hosted a public meeting on March 9th, 2016 coincident with a meeting for the Regional Transportation Plan, to solicit public input on the draft TIP. Public notifications during the TIP development process stated that the public involvement activities and public review period for the TIP satisfied requirements for the POP.

Upon adoption of the TIP by the Policy Board, the approved TIP shall be approved by the Governor and incorporated in the STIP. Copies of the TIP shall provided to FHWA, FTA, and made available to the general public on the AAMPO webpage.

No additional action is required for the funding of these projects up to the dollar amounts programmed in the TIP. If additional funds become available or if a project experiences an unexpected delay, the Policy Board may select other projects from the TIP to take advantage of the additional funds or to replace a delayed project. The TIP may also be periodically amended to add, remove, or make adjustments to projects. The amendment process is described below. Copies of the adopted TIP are provided to the FHWA and the FTA and made available on the AAMPO webpage.

**Financial Plan**

Federal regulations require that the TIP be fiscally-constrained, meaning that a ‘reasonable anticipated funding source’ be identified for all projects and project phases included in the TIP. The TIP must also include a financial plan which illustrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs.

Although the AAMPO has no direct operations or maintenance authority, its responsibilities related to the production of coordinated, comprehensive transportation plans for the urban area involve the cooperative development of a financial statement indicating the ability of the various operating jurisdictions to adequately maintain, operate, and provide for capital replacement of their respective facilities.
Each project programmed in the fiscally-constrained AAMPO FFY15-18 TIP has an identified funding source or combination of sources reasonably expected to be available during the planning period. All project cost estimates have been developed in cooperation with the local jurisdictions and other affected agencies. They are consistent with the Regional Transportation Plan project list and financial plan.

AAMPO member jurisdictions responsible for implementing projects within the FFY15-18 TIP have demonstrated their capacity to implement those projects and to finance the operations, maintenance, and capital replacement activities required to maintain the system of transportation facilities within the MPO area.

Federal Highway Administration Funds

The Albany Area MPO annually receives approximately $670,000 of Surface Transportation Program (STP) funds through the Oregon Department of Transportation. For the purposes of the FFY15-18 TIP it was assumed that this funding level would remain unchanged over the four-year period, resulting in $670,000 to be allocated to AAMPO in each federal fiscal year, totaling $2,680,000 over the four year period, in addition to any funds remaining from prior allocations.

With the approval of the FAST Act authorizing federal transportation funding through 2020, the funding levels assumed in this document can be reasonably anticipated. However, because STP funds are allocated to AAMPO on an annual basis, actual funding levels may shift from year to year. Funds will be made available by ODOT during calendar years 2016, 2017, 2018 and 2019.

Table 1: Anticipated STP Revenue and Programmed Costs, FFY15-18

<table>
<thead>
<tr>
<th>FFY Allocation</th>
<th>Funding Available</th>
<th>Accumulated</th>
<th>Programmed Funds</th>
<th>Balance</th>
</tr>
</thead>
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<tr>
<td>FFY 2014</td>
<td>$27,000</td>
<td>$27,000</td>
<td>$0</td>
<td>$27,000</td>
</tr>
<tr>
<td>FFY 2015</td>
<td>$670,000</td>
<td>$697,000</td>
<td>$281,000</td>
<td>$416,000</td>
</tr>
<tr>
<td>FFY 2016</td>
<td>$670,000</td>
<td>$1,086,000</td>
<td>$0</td>
<td>$1,086,000</td>
</tr>
<tr>
<td>FFY 2017</td>
<td>$670,000</td>
<td>$1,756,000</td>
<td>$0</td>
<td>$1,756,000</td>
</tr>
<tr>
<td>FFY 2018</td>
<td>$670,000</td>
<td>$2,426,000</td>
<td>$2,426,000</td>
<td>$0</td>
</tr>
<tr>
<td>Total</td>
<td>$2,707,000</td>
<td></td>
<td>$2,426,000</td>
<td>$0</td>
</tr>
</tbody>
</table>

Because of the limited STP funds available to small MPOs, this FFY15-18 TIP programs funds for three project, two of which are sponsored by the City of Albany and one of which is sponsored by Linn County. Marion County and Benton County also have jurisdiction over classified roadways within the MPO planning area but did not request AAMPO STP funds during this funding cycle.

MPO jurisdictions, including the City of Albany and Linn County, prepare and annually update Capital Improvement Programs (CIPs) which program funding for transportation system improvements.
Projects listed in the CIPs are typically funded with STP funds, state gas tax revenues, Street SDCs, and other local sources.

**Federal Transit Administration Funds**

The City of Albany is the Direct Recipient of FTA 5307 funds allocated to the Albany Area MPO. These funds support operational and capital costs of the Albany Transit System and Albany Call-A-Ride. Projects contained in the FFY15-18 TIP were developed in consultation with Albany Transit System staff.

The FFY15-18 TIP includes conservative assumptions for 5307 revenue and expenditures, based on recent trends. These assumptions include limited service enhancements, relatively flat revenue, little increase in available local match, and regular capital expenses. The City of Albany anticipates 5307 revenues from FFY 2015 through FFY2018 to remain relatively flat, increasing from $906,000 in FFY15 to an estimated $913,000 in FFY18 - less than a 1% increase each federal fiscal year.

A key factor in the City of Albany’s ability to access additional 5307 revenue would be provision of local match. The match requirements for FTA 5307 funds are 20% for capital costs and 50% for operations. The City of Albany has programmed several vehicle replacements in the latter part of this TIP cycle to account for regular replacement requirements and to leverage the 5307 funds available. The projects programmed in this FFY15-18 TIP reflect a conservative estimate on reasonably anticipated matching funds from the City of Albany General Fund.

Each year, the City of Albany, as the operator of the Albany Transit System submits a financial statement and signed assurances and certifications to the FTA. Please contact ATS for copies of the certificates and assurances. ATS can be contacted at the Albany Transit Center 112 Tenth Ave, SE, Albany, OR 97322 or by phone at (541) 917-7667.

**Revisions to the TIP**

A TIP revision is a change that is made between full updates of the TIP. There are two types of TIP revisions – amendments and administrative modifications. All TIP revisions should be submitted to MPO staff to determine if the proposed TIP revision is an amendment or an administrative modification. Full amendments require Policy Board adoption and public notice. Administrative amendments are processed by MPO staff in cooperation with project sponsor and ODOT and are brought to the Policy Board as informational items.

**Amendments:** An amendment involves a major change to a project in the TIP and requires approval by the MPO Policy Board at a public meeting. The following changes qualify as Amendments:

- Changes in the total project cost exceeding either $50,000 or 5% of the total project cost (whichever is greater)
- Addition or deletion of a project
Major changes in project schedule or scope

Administrative Modifications: Administrative modifications involve minor changes to the TIP and do not require approval by the Policy Board at a public meeting. The following are examples of items that may be processed as administrative modifications:

- Changes in the total project cost that are less than either $50,000 or 5% of the total project cost (whichever is greater)
- Minor changes in project or phase initiation dates
- Minor changes in funding sources for previously-included projects
- Splitting or combining individually listed projects, provided that these changes do not create major changes to overall cost, schedule, or scope

List of Projects

Projects programmed within the AAMPO planning area for FFY15-18 are listed in the following two tables:

Table 2: AAMPO Interim TIP – Listing of Surface Transportation Projects
Table 3: AAMPO Interim TIP – Listing of Public Transportation Projects

These tables include federally funded or otherwise regionally significant projects. Projects are listed by agency and by year. Individual projects vary enough that their descriptions are necessarily general. For street projects, all are assumed to be urban cross-section with curb, gutter, underground drainage, and sidewalks, unless otherwise noted. When provisions for bicycles are anticipated, they are specifically mentioned. A list of funding sources is included as Appendix D. Abbreviations or acronyms, which may be included in the list of projects or elsewhere in the TIP, are included as Appendix E. Below are descriptions of information included in the tables.

STIP Cycle indicates which STIP document the project was programmed into

Lead Agency indicates the agency or jurisdiction facility implementing the project

Key number is the project number, assigned by ODOT, by which the project is known in the STIP. A project which covers several years may have a different key number for each year

Project Name is prepared based on ODOT conventions, and is the name by which the project is known in the State Transportation Improvement Program (STIP).

Phase / Description provides details about what the project entails, and is based on the description provided by the project sponsor. Phase indicates the type of work undertaken in the year indicated; this may include: planning (Plan), preliminary engineering (PE), right of way acquisition (ROW), utility
relocation (UR), or construction (Cons). Transit projects typically consist of operations support (Ops), preventative maintenance (PM) and capital support (Cap).

**Fiscal Year** is the Federal fiscal year in which the funds for the indicated project phase or stage are expected to be obligated through a contractual or intergovernmental agreement.

**Total All Sources** indicates the cost estimate of the project phase or stage regardless of fund source.

**Federal Source and Federal Amount** indicates the amount of federal funding that is programmed for this phase, and the type of federal funds.

**Federal Required Match Source and Amount** indicates the amount of local money that must be programmed in order to match the federal funding. This is typically 10.27% of the total project cost for STP funded projects and either 20% or 50% of the total project cost for FTA-funded transit projects.

**Other Source and Amount** indicates local funds that are programmed for the project phase in excess of any federal funds or local match to federal funds.
### Table 2: AAMPO Interim TIP – Listing of Surface Transportation Projects

<table>
<thead>
<tr>
<th>Key Number</th>
<th>Sponsor</th>
<th>Project Name</th>
<th>Description</th>
<th>Phase</th>
<th>FFY</th>
<th>Fund 1 Share</th>
<th>Fund 2 Share</th>
<th>Fund 3 Share</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>19662</td>
<td>ODOT</td>
<td>OR34 Safety Improvements from Interstate 5 to Corvallis</td>
<td>Safety improvements within and adjacent to AAMPO area. Install center median barrier, centerline rumble strips and enhanced intersection warning.</td>
<td>PE</td>
<td>2016</td>
<td>HSIP $276,660</td>
<td>State $23,340</td>
<td>$300,000</td>
<td>$300,000</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ROW</td>
<td>2016</td>
<td>HSIP $92,220.00</td>
<td>State $7,780.00</td>
<td>$100,000</td>
<td>$100,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>CN</td>
<td>2017</td>
<td>HSIP $2,397,720</td>
<td>State $202,280</td>
<td>$2,600,000</td>
<td>$2,600,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>HSIP $2,766,600</td>
<td>State $233,400</td>
<td>$3,000,000</td>
<td>$3,000,000</td>
</tr>
<tr>
<td>18850</td>
<td>ODOT</td>
<td>Corvallis to Albany Trail: Scenic Dr - Springhill</td>
<td>$2,029,500</td>
<td>State $232,286</td>
<td>$172,215</td>
<td>$2,434,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18849</td>
<td>ODOT</td>
<td>I-5: South Jefferson I/C - Santiam Hwy I/C</td>
<td>Complete PE and begin ROW purchase for future development and construction of a SB on ramp at Knox Butte with an auxiliary lane to the Santiam Highway exit, and a NB lane from Knox Butte to about Viewcrest. MP 30.40 - 31.40</td>
<td>PE</td>
<td>2015</td>
<td>STP-FLX $1,977,232</td>
<td>State $251,677</td>
<td>$2,228,909</td>
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<td>ROW</td>
<td>2017</td>
<td>STP-FLX $9,000,000</td>
<td>City of Albany, Linn County $400,000</td>
<td>$2,628,909</td>
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<td>18709</td>
<td>ODOT</td>
<td>I-5: N. Albany - Halsey</td>
<td>$13,728,690</td>
<td>State $1,571,310</td>
<td>$0</td>
<td>$25,300,000</td>
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<td>19390</td>
<td>ODOT</td>
<td>I-5: N. Jefferson - N. Albany</td>
<td>I-5 resurfacing. Two projects combined - K19390 (I-5: N. JEFFERSON - N. ALBANY) and K18707 (I-5: S. JEFFERSON - N. ALBANY (NB))</td>
<td>PE</td>
<td>2015</td>
<td>STP-FLX $450,000</td>
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<td>STP-FLX $9,000,000</td>
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<td>19129</td>
<td>ODOT</td>
<td>US30 &amp; OR34 Continuous Left Turn Lane Rumble Strips</td>
<td>Install rumble strips from Corvallis city limits to Lebanon city limits, to address lane departure crashes. Includes rumble strips</td>
<td>PE</td>
<td>2015</td>
<td>HSIP $80,000.00</td>
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<td>Project Description</td>
<td>Completion Date</td>
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<td>FY 2016</td>
<td>FY 2017</td>
<td>FY 2018</td>
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<td>17752</td>
<td>ODOT - R_Rail Crossing Improvements (UPRR) (Linn County)</td>
<td>Safety project. Install automatic signals at three crossings and lose two crossings between Albany and Eugene. Signal arms to be installed at Griffith Dr. in Tangent.</td>
<td>PE 2013</td>
<td>MS40</td>
<td>$470,000</td>
<td>$179,000</td>
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<td>ODOT - I5 -North Albany - Halsey (Resurfacing)</td>
<td>I1 diamond grind and patch concrete preservation</td>
<td>PE 2016</td>
<td>STP-FLX</td>
<td>$269,190</td>
<td>$13,459</td>
<td>$30,810</td>
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<td>City of Albany</td>
<td>City of Albany - Hill Street (Queen to 34th)</td>
<td>Reconstruct 1.03 miles of Hill St, to provide two travel lanes, on-street parking and bike lanes. Curb ramp and sidewalk improvements at intersections to meet ADA standards. STP funds may be exchanged.</td>
<td>CN 2018</td>
<td>STP-FLX</td>
<td>$13,459,500</td>
<td>$1,540,500</td>
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<td>City of Albany</td>
<td>City of Albany - 24th Ave (Hill to Geary)</td>
<td>Rehabilitation of deteriorated pavement. Construction of infill sidewalk and ADA curb ramps, and bike boulevard treatments. STP funds may be exchanged.</td>
<td>CN 2018</td>
<td>STP-FLX</td>
<td>$2,332,000</td>
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<td>18115</td>
<td>City of Albany - Gibson Hill Rd: Scenic Dr - N Albany Rd (Albany)</td>
<td>$1,308,283</td>
<td>State</td>
<td>$149,739</td>
<td>$1,458,022</td>
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<td>Linn County</td>
<td>Linn County - Old Salem Rd Preservation and Safety</td>
<td>Extend curb, gutter and sidewalk on the west side and bicycle lanes on both sides. Pavement preservation for 200 ft, in conjunction with Traux Creek bridge replacement. STP funds may be exchanged.</td>
<td>CN 2016</td>
<td>STP-FLX</td>
<td>$281,000</td>
<td>$31,000</td>
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<td>Development of County Transportation System Plan. AAMPO FFY2015 STP Funds, exchanged.</td>
<td>PLN 2015</td>
<td>STP</td>
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<td>Linn County - Old Salem Rd: Truax Creek Bridge Replacement</td>
<td>Replace bridge #22C08, MP 3.18-3.20</td>
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<td>FFY18</td>
<td>FY18-19</td>
<td>5307</td>
<td>$9,000</td>
<td>City of Albany 80:20</td>
</tr>
<tr>
<td>15-18</td>
<td>City of Albany (ATS)</td>
<td>FY18 ATS ADA Paratransit</td>
<td>FFY18</td>
<td>FY18-19</td>
<td>5307</td>
<td>$117,000</td>
<td>City of Albany 50:50</td>
</tr>
<tr>
<td>15-18</td>
<td>City of Albany (ATS)</td>
<td>FY18 First 10% ATS ADA Paratransit operating funds</td>
<td>FFY18</td>
<td>FY18-19</td>
<td>5307</td>
<td>$90,000</td>
<td>City of Albany 80:20</td>
</tr>
<tr>
<td>15-18</td>
<td>City of Albany (ATS)</td>
<td>FY18 ATS capital</td>
<td>FFY18</td>
<td>FY18-19</td>
<td>5307</td>
<td>$160,000</td>
<td>City of Albany 80:20</td>
</tr>
</tbody>
</table>

**Total Allocated FFY18** $1,981,740

**TOTAL FFY15-18 ALLOCATED** $8,285,845
APPENDIX A: AAMPO PLANNING AREA MAPS
A. **Funding Allocation**
   It is the policy of the Albany Area Metropolitan Planning Organization (AAMPO) to:
   1. Allocate the majority of Surface Transportation Program (STP) funds in each adopted Transportation Improvement Program to preservation and maintenance of the existing transportation system.
   2. Provide support and give due considerations to all jurisdictions’ projects, using an equitable review process.

B. **Renewal of Policy**
   This *Policy on Allocation of STP Funds* should be reviewed and reaffirmed with the development of each AAMPO Transportation Improvement Program.

C. **Project Eligibility**
   Eligibility requirements for AAMPO STP funds include the following:
   1. Project must be within the AAMPO planning area
   2. Project must be included in or consistent with the approved AAMPO Regional Transportation Plan.
   3. Project must be eligible under current Federal guidelines as stated in 23 USC 133.
   4. Roadway projects must occur on roadways functionally classified as collector or higher.
   5. The project sponsor must demonstrate readiness and capacity to complete project, including the ability to provide the required match, ability to acquire sufficient funds to complete project, and ability to utilize the funds in the fiscal year requested.

D. **Definitions of Project Types**
   The following project types may be considered for STP funds. AAMPO realizes that its adopted definitions of Preservation and Modernization may be different from those of ODOT’s for the same category of projects.
   - **Preservation and Maintenance**: Projects that improve or maintain the existing transportation system’s operation, productivity, safety or useful life without expansion of capacity.
   - **Modernization**: Projects that add capacity to the transportation system in order to meet preservation and maintenance goals; this includes constructing new lanes, traffic lights, curb and gutter, sidewalks, bikeways and storm-water drainage, and widening the existing facilities.

E. **Funding Prioritization of Projects**
   The following set of criteria shall be applied to all candidate projects to rank their funding priority for STP funds:
<table>
<thead>
<tr>
<th>Goal</th>
<th>Measures</th>
<th>Values</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preservation and Maintenance of Existing Facilities</td>
<td>Pavement rating, or general condition if a non-roadway facility.</td>
<td>Good = 10</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Fair = 25</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Poor = 50</td>
</tr>
<tr>
<td>Maximum Allowable Points from this Goal</td>
<td></td>
<td>50</td>
</tr>
<tr>
<td>Extent of Coverage</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2a</td>
<td>Will the project upgrade, refurbish, eliminate gaps in, or mitigate deficiencies in existing transit facilities or transit routes?</td>
<td>Yes = 5</td>
</tr>
<tr>
<td></td>
<td></td>
<td>No = 0</td>
</tr>
<tr>
<td>2b</td>
<td>Will the Project upgrade, refurbish, eliminate gaps in, or mitigate deficiencies in existing bicycle and/or pedestrian facilities?</td>
<td>Yes = 5</td>
</tr>
<tr>
<td></td>
<td></td>
<td>No = 0</td>
</tr>
<tr>
<td>2c</td>
<td>Will benefits of the project be realized in the entire Urbanized Area?</td>
<td>Primary Arterial = 10</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Minor Arterial = 5</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Collector = 2</td>
</tr>
<tr>
<td>2d</td>
<td>Will the project improve current or future traffic flow? Consider current Level of Service, Average Daily Traffic and Functional Classification.</td>
<td>Significantly = 10</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Moderately = 5</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Slightly = 2</td>
</tr>
<tr>
<td>2e</td>
<td>Will the project impact a large number of users?</td>
<td>ADT Range</td>
</tr>
<tr>
<td></td>
<td></td>
<td>A = 10 pt</td>
</tr>
<tr>
<td></td>
<td></td>
<td>B = 5 pts</td>
</tr>
<tr>
<td></td>
<td></td>
<td>C = 2 pts</td>
</tr>
<tr>
<td>Maximum Allowable Points from this Goal</td>
<td></td>
<td>40</td>
</tr>
<tr>
<td>Safety Improvement</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3a</td>
<td>Does the project address a known safety issue for motorists? Consider safety data available from Regional Transportation Plan, ODOT, and local sources.</td>
<td>Significantly = 15</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Moderately = 10</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Slightly = 5</td>
</tr>
<tr>
<td>3b</td>
<td>Does the project address a known safety issue for transit users, bicyclists and pedestrians? Consider safety data available from Regional Transportation Plan, ODOT, and local sources.</td>
<td>Significantly = 15</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Moderately = 10</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Slightly = 5</td>
</tr>
<tr>
<td>Maximum Allowable Points from this Goal</td>
<td></td>
<td>30</td>
</tr>
<tr>
<td>Total Maximum Allowable Points</td>
<td></td>
<td>120</td>
</tr>
</tbody>
</table>
APPENDIX C: FFY15-18 AAMPO STP FUNDING APPLICATION

October 1, 2015

To All Interested Parties:

The Albany Area Metropolitan Planning Organization (AAMPO) is accepting applications for Federal Fiscal Year 2015, 2016, 2017 and 2018 Surface Transportation Program (STP) funds. Allocations of approximately $670,000 will be considered for each year, totaling approximately $2,700,000 over the four year period. STP funds are allocated to AAMPO on an annual basis; however, and actual funding levels may shift from year to year. Funds will be made available by ODOT during calendar years 2016, 2017, 2018 and 2019 and will be programmed in the FFY15-18 AAMPO Transportation Improvement Program

Applicants must be a tax-funded public agency that can enter into a contract with ODOT, with some restrictions, to be eligible to receive funding. Private entities or non-profit organizations may apply as co-applicants, in partnership with a public agency. Application guidance and information about project eligibility is included below. Applications will be evaluated based on the Policy on Allocation of STP Funds approved by the AAMPO Policy Board.

Completed applications must be received by 5:00 pm on October 30th, 2015. Applications may be submitted electronically to tconley@ocwcog.org or in hard copy to: c/o Theresa Conley, OCWCOG, 1400 Queen Ave SE Suite 205, Albany OR 97322.

The application form is attached to this announcement. It is also available on the AAMPO website at http://www.ocwcog.org/aampo or by e-mail from tconley@ocwcog.org.

Application Guidance

It is the policy of AAMPO to:

1. Allocate the majority of STP funds in each adopted Transportation Improvement Program to preservation and maintenance of the existing transportation system.
2. Provide support and give due considerations to all jurisdictions’ projects, using an equitable review process.

The following project types may be considered for STP funds:

1. Preservation and Maintenance: Projects that improve or maintain the existing transportation system’s operation, productivity, safety or useful life without expansion of capacity.
2. Modernization: Projects that add capacity to the transportation system in order to meet preservation and maintenance goals, this includes constructing new lanes, traffic lights, curb and gutter, sidewalks, bikeways and storm-water drainage, and widening the existing facilities.

AAMPO is staffed by the Oregon Cascades West Council of Governments / 1400 Queen Ave SE, Suite 205 Albany OR 97322 / (541) 924-4140
Eligibility requirements for FFY15-18 AAMPO STP funds include the following:
1. Project must be within the AAMPO planning area
2. Project must be included in or consistent with the approved AAMPO Regional Transportation Plan.
3. Project must be eligible under current Federal guidelines as stated in 23 USC 133.
4. Roadway projects must occur on roadways functionally classified as collector or higher.
5. The project sponsor must demonstrate readiness and capacity to complete project, including the ability to provide the required match, ability to acquire sufficient funds to complete project, and ability to utilize the funds in the fiscal year requested.

For additional information, please contact Theresa Conley at (541) 924-4548 or tconley@ocwcog.org.

Sincerely,

Theresa Conley
AAMPO Coordinator
Application for Albany Area MPO FFY 2015 - 2018 STP Funds

APPLICATIONS DUE BY 5:00 PM October 30, 2015
Submit to Theresa Conley (tconley@owcog.org)

Applicant Information
Sponsoring Organization(s):
Contact Person(s) & Title(s):
Contact Email(s):
Contact Phone Number(s):

Project Information
Please provide sufficient detail to facilitate project evaluation and selection according to the Policy on Allocation of STP Funds as approved by the AAMPO Policy Board.

1. Project Name:

2. Project Type: □ Modernization □ Preservation

3. Project Description. Describe the project and the specific phase(s) proposed for AAMPO STP funding. Include all phases and those not proposed for AAMPO STP funds. Describe the type of work, project location, termini and length.

4. Describe how the project will address gaps or deficiencies in the transportation system.

5. What is the Federal Functional Classification (for roadway projects)? Please reference https://gis.odot.state.or.us/transgis/.
6. What is the Average Daily Traffic (ADT) on the affected roadways?

7. Describe the pavement condition of the affected area, or general condition if a non-roadway facility. Include PCI information if available.

8. Will the project address a known safety issue? Please describe and include relevant safety data available from ODOT or local sources.

9. Please supply any additional relevant information.

Project Funding

Please provide estimates for total project cost and the cost for each phase proposed for AAMPO STP funding. Include project phases beyond the current funding timeframe.

10. Estimated Total Project Cost:

11. Total STP Funding Request:

12. If the STP funding request extends over multiple federal fiscal years, please outline the proposed project costs by federal fiscal year & project phase.

13. Outline funding anticipated from other funding sources, including required match.
Appendix D: MPO Funding Sources

The following is an illustrative but non-exhaustive list of funding sources for MPO transportation projects. Funds that may be received by AAMPO planning area are not limited to those in this list.

Federal Highway Administration

The FAST Act, and prior to that MAP-21, contains several major funding programs for roadway, safety, and multimodal projects, including the: National Highway Performance Program (NHPP); Surface Transportation Program (STP); Congestion Mitigation and Air Quality Improvement Program (CMAQ); Highway Safety Improvement Program (HSIP); Railway-Highway Crossings (set-aside from HSIP); Metropolitan Planning; and Transportation Alternatives (TA). Some of these major programs contain sub-programs. A brief description of several federal aid highway funding programs is provided below. Many, but not all, of these programs are administered by the Federal Highway Administration.

National Highway Performance Program
The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State’s asset management plan for the NHS. NHPP funds are primarily used to fund upgrade and improvement projects on the Interstate system and U.S. numbered routes (the NHS system). The NHS became the new focus of the Federal Aid Program following the completion of the Interstate Highway System.

Surface Transportation Block Grant Program (STBG)
The Surface Transportation Block Grant Program (STBG) (formerly STP) provides funds for a broad range of transportation uses and may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. A percentage of the STP funds allocated to the state of Oregon are distributed to small MPOs, cities, and counties on a formula basis by the Oregon Transportation Commission. STP funds are available for a period of three years after the last day of the fiscal year for which the funds were authorized. Thus the funds are available for obligation for up to four years. The standard local match required is 20 percent. Oregon’s required match is 10.27% because of Oregon’s large share of publicly owned lands.

Metropolitan Planning Organization STP Funds (STP) – ODOT distributes a portion of its STP funds to small Metropolitan Planning Organization (MPO) areas and non-MPO cities through a cooperative process. MPOs with 200,000 or more population receive STP funds (STP-U) from the US DOT whereas the smaller MPOs share is distributed through the state DOT. The funds are primarily used for reconstruction or rehabilitation of roadways functionally classified as urban collectors or higher. These funds may also be used for planning, transportation enhancement, transit, bridge, or safety activities. Oregon MPOs, in cooperation with ODOT, identify priority projects for funding under the STP Program.
Surface Transportation Program-State (STP-S) funds primarily provide funding for reconstruction or rehabilitation of roadways on the State Highway System. These funds may also be used for planning, enhancement, transit, bridge, or safety activities.

STP Set Aside (formerly TAP) – The FAST Act establishes the former Transportation Alternatives Program (TAP) as a STP Set Aside. This set-aside provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. These funds are available to MPOs under 200,000 through statewide competitive processes.

Highway Safety Program (HSIP)
The intent of the Highway Safety Improvement Program (HSIP) is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP supports projects that improve the safety of road infrastructure by correcting hazardous road locations, such as dangerous intersections, or making road improvements such as adding rumble strips. The major focus of this program is to target spot improvements of high accident areas. Each State must have a Strategic Highway Safety Plan (SHSP).

Railway-Highway Crossings Program
A sub-program of the Highway Safety Improvement Program (HSIP), this program funds safety improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings.

Metropolitan Planning
Metropolitan Planning funds are available for MPOs to carry out the metropolitan transportation planning process required by 23 U.S.C. 134, including development of metropolitan area transportation plans and transportation improvement programs. Under 23 U.S.C. 134, MPOs are responsible for developing, in cooperation with the State and affected transit operators, a long-range transportation plan and a metropolitan transportation improvement program (MTIP) for the area.

Statewide Planning and Research (SPR)
SPR funds may be used for engineering and economic surveys and investigations; the planning of future highway programs and local public transportation systems, and the planning of the financing of such programs and systems including metropolitan and statewide planning; development and implementation of management systems; studies of the economy, safety, and convenience of highway usage and the desirable regulation and equitable taxation thereof; research, development, and technology transfer activities necessary in connection with the planning, design, construction, and maintenance of highways, public transportation, and intermodal transportation systems; and study, research, and training on engineering standards and construction materials for the above systems, including evaluation and accreditation of inspection and testing and the regulation and taxation of their use.

Emergency Relief Program (ER)
The ER program assists State and local governments with the expense of repairing serious damage to Federal-aid and Federal Lands highways resulting from natural disasters or catastrophic failures. ER funds can be used only for emergency repairs to restore essential highway traffic, to minimize damage resulting from a natural disaster or catastrophic failure, or to protect the remaining facility and make permanent repairs.

**Federal Transit Administration**

The Federal Transit Administration carries out the federal mandate to improve public transportation systems. It is the principal source of federal assistance to help urban areas (and, to some extent, non-urban areas) plan, develop, and improve comprehensive public transportation systems. The funding programs administered by the FTA include, but are not limited to, the following:

**Section 5303**
Transit Section 5303 funds are part of the Transit Planning and Research Program. These funds are allocated among the following programs: Metropolitan Transit Planning, Rural Transportation Assistance Program, and Statewide planning, research, and training. The Metropolitan planning funds are allocated to states under a formula apportionment on behalf of MPOs based on a state formula cooperatively developed with MPOs and approved by the FTA.

**Section 5307**
These funds are allocated to the urbanized areas by statutory formula for capital improvements and operation of transit systems. The funds may be used for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. For capital projects, the match rate is 80% federal, 20% state or local. Capital funds are used for transit maintenance (e.g., replacing buses), as well as other projects. For operating assistance, the match rate is 50% federal, 50% state or local.

**Section 5339**
Funds for the Section 5339 provide capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. The basic matching ratio for capital projects is 80 percent federal, the same as for highway projects in the FHWA program. Established by MAP-21 in place of 5309 funding.

**Section 5310**
The Section 5310 program provides funding for transportation services for the elderly and persons with disabilities. This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit service. The funds may go to private, nonprofit organizations or to public bodies that coordinate service. Funds may be used for capital costs or for capital costs of contracting for services. In Oregon, Section 5310 funds are allocated to local Special Transportation Fund agencies who typically award funds on a competitive annual or biennial basis. MAP-21 established set allocations to be spent within MPO areas.

**Section 5311**
Provides funding to states to distribute to transit providers in small towns and rural areas (defined as areas outside urbanized areas of 50,000 or more). The funds can be used for planning, administration, capital and operation improvements, and other costs associated with the provision of transit services.

**Section 5311(f)**
Federal Program 5311(f) provides assistance to support intercity bus transportation. Intercity service is regularly scheduled bus service for the general public which operates with limited stops over fixed routes connecting two or more urban areas not in close proximity.

**State of Oregon**

**Oregon Highway Fund**
This fund consists primarily of user fees, such as the state gas tax, license fees, and weight-mile tax. Nearly one-third of the fund is transferred to cities and counties throughout the state for street and highway improvements. Most of the remaining portion of the fund is available to the state for maintenance, state construction, and matching of federal aid funds. One percent of state highway construction funds is required by law to be used for bicycle facilities. Priorities for use of the State Highway Fund are established by the OTC. Generally, the state provides the entire eight percent match required on interstate projects and half of the 12 percent match required on federal highway-related projects.

**Oregon Transportation Investment Act (OTIA)**
This fund was initiated by the Oregon state legislature in 2001-2002 to fund highway infrastructure. To date, a total of three acts (OTIA I, II and III) have resulted in the issuance of bonds to secure revenue for projects approved by the Oregon Transportation Commission.

**Special Public Works Fund (SPWF)**
The State of Oregon allocates a portion of state lottery revenues for economic development. The Oregon Economic Development Department provides grants and loans through the SPWF program to construct, improve and repair infrastructure in commercial/industrial areas to support local economic development and create new jobs. The SPWF provides a maximum grant of $500,000 for projects that will help create or retain a minimum of 50 jobs. SPWF projects will be programmed as awards are made.

**Immediate Opportunity Fund (IOF)**
This fund is intended to support economic development in Oregon by providing road improvements where they will assure job development opportunities by influencing the location or retention of a firm or economic development. The fund may be used only when other sources of funding are unavailable or insufficient, and is restricted to job retention and committed job creation opportunities. To be eligible, a project must require an immediate commitment of road construction funds to address an actual transportation problem. The applicant must show that the location decision of a firm or development depends on those transportation improvements, and the jobs created by the development must be “primary” jobs such as manufacturing, distribution, or service jobs.

**Traffic Control Projects**
The state maintains a policy of sharing installation, maintenance, and operational costs for traffic signals and luminar units at intersections between state highways and city streets or county roads.
Intersections involving a state highway and a city street (or county road), which are included on the statewide priority list are eligible to participate in the cost sharing policy. ODOT establishes a statewide priority list for traffic signal installations on the State Highway System, based on warrants outlined in the Manual for Uniform Traffic Control Devices (MUTCD). Local agencies are responsible for coordinating the statewide signal priority list with local road requirements.

**State Special Transportation Funds (STF)**

ODOTs Public Transit section administers a discretionary grant program derived from state cigarette tax revenues that provides supplementary support for elderly and disabled transportation. A competitive process has been established for awarding STF funds. STF funds are programmed on an annual basis.

**Special City Allotment**

ODOT sets aside $1 million to distribute to cities with populations less than 5,000. Projects to improve safety or increase capacity on local roads are reviewed annually and ranked on a statewide basis by a committee of regional representatives. Projects are eligible for a maximum of $50,000 each. Cities within the MPO that have a population of less than 5,000 remain eligible for these funds.

**Local Funding Programs**

In addition to the funding sources listed above, AAMPO jurisdictions receive transportation revenue from many sources including: Oregon gas tax and vehicle registration revenues; systems development charges; and franchise fees. These revenues are used for local projects and provide the necessary match for federally funded projects. Transit services are partially supported through farebox revenue, group pass programs, advertising, and funding partnerships.

**Systems Development Charges (SDCs)**

Systems Development Charges are fees paid by land developers intended to reflect the increased capital costs incurred by a jurisdiction or utility as a result of a development. Development charges are calculated to include the costs of impacts on adjacent areas or services, such as parks and recreation use or traffic congestion. The SDC typically varies by the type of development (residential, commercial, industrial, etc.). Street SDCs are collected by the City of Albany.

**Franchise Fees**

Cities may collect franchise fees from local utility companies that utilize public right-of-ways for the conveyance of their services, and in turn use those fees to help fund roadway maintenance and improvement needs.
Appendix E: Transportation Planning Acronyms & Terms

3-C: Continuing, comprehensive and cooperative planning process
5303: Transit funds for Planning, Research and Training
5307: Transit funds Urban Operations Support
5309: Transit funds Capital and Operating Assistance
5310: Transit funds Elderly and Disabled Services
AAMPO: Albany Area MPO
ACT: Area Commission on Transportation (see CWACT and MWACT)
ATS: Albany Transit Service
Cap: Capital
CAMPO: Corvallis Area MPO
CFR: Code of Federal Regulations
CN: Construction
CWACT: Cascades West Area Commission on Transportation
DLCD: Department of Land Conservation and Development
FFY: Federal Fiscal Year from Oct 1 to Sept 31
FY: State Fiscal Year from July 1 to June 30
FHWA: Federal Highway Administration
FTA: Federal Transit Administration
GIS: Geographic Information Systems
HB 2001: Oregon House Bill 2001
HBRR - Highway Bridge Rehabilitation and Replacement
HSIP: Highway Safety Improvement Program
IOF: Immediate Opportunity Fund
ITS: Intelligent Transportation Systems
LOS: Level of Service
MWACT: Mid-Willamette Area Commission on Transportation
NHS: National Highway System
NREC—TR: State Parks Recreational Trails Program
OCWCOG: Oregon Cascades West Council of Governments
ODOT: Oregon Department of Transportation
OTC: Oregon Transportation Commission
OTIA: Oregon Transportation Investment Act
PE: Preliminary Engineering
PL Funds: Public Law 112, Federal Planning Funds
PLN: Planning
PM: Preventative Maintenance
POP: Program of Projects, required of recipients of federal 5307 funds
RTP: Regional Transportation Plan
ROW: Right of Way Acquisition
SPR: State Planning and Research
SPWF: Special Public Works Fund
SRTS: Safe Routes to Schools
State Hwy: State Hwy Fund State Highway Fund
STIP: State Transportation Improvement Program
STF: Special Transportation Fund (Transit)
STO: Special Transportation Operating Program (Transit)
STBGP: Surface Transportation Block Grant Program
STP: Surface Transportation Program
TAC: Technical Advisory Committee
TAZ: Transportation Analysis Zone
TDM: Transportation Demand/Rideshare Program
TE: Transportation Enhancement
TIP: Transportation Improvement Program
TO: Transportation Options
TPAU: Transportation Planning Analysis Unit (ODOT)
UPWP: Unified Planning Work Program
UR: Utility Relocation
USDOT: U.S. Department of Transportation
ALBANY AREA METROPOLITAN PLANNING ORGANIZATION

PRELIMINARY DRAFT
FY 2016 - 2017
UNIFIED PLANNING WORK PROGRAM

Adopted by the AAMPO Policy Board
April, XX 2016

Albany Area Metropolitan Planning Organization
1400 Queen Ave. SE, Suite 205
Albany OR, 97322
http://www.ocwcog.org/transportation/aampo/
Title VI of the Civil Rights Act of 1964 states:

“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

The Albany Area MPO is committed to complying with the requirements of Title VI in all of its programs and activities. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the Albany Area MPO. A complainant may also file a complaint directly with the Federal Transit Administration by addressing the complaint to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor - TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

For more information about the Albany Area MPO’s Title VI / Non-Discrimination Program, including procedures for filing a complaint, contact the AAMPO Coordinator at 541 924-4548; by e-mail to tconley@ocwcog.org; or by visiting the Albany Area MPO administrative offices at: 1400 Queen Ave SE, Suite 205, Albany OR 97322.

If information is needed in another language, contact 547-924-8405. Si se necesita información en otro idioma de contacto 541-924-8405

Development of this document was made possible with funding from the Federal Highway Administration, the Federal Transit Administration, the Oregon Department of Transportation, and the support and involvement of AAMPO jurisdictions and stakeholders.
Resolution Number 2016-3

FOR THE PURPOSE OF APPROVING THE FY 2016-2017 ALBANY AREA METROPOLITAN PLANNING ORGANIZATION UNIFIED PLANNING WORK PROGRAM (UPWP)

WHEREAS, the U.S. Department of Commerce, Bureau of Census has declared that the City of Albany, City of Millersburg, City of Tangent, City of Jefferson and adjoining areas of Linn, Benton, and Marion Counties form an Urbanized Area named the Albany Urbanized Area; and,

WHEREAS, the Albany Urbanized Area has been designated by the State of Oregon as the official Metropolitan Planning Organization (MPO) of the urbanized area; and,

WHEREAS, federal regulations require that each MPO, in cooperation with state DOT and public transportation operator(s), develop an annual UPWP outlining planning priorities and tasks for the upcoming fiscal year; and,

WHEREAS, a Unified Planning Work Program is defined as an annual transportation planning work program which identifies the planning budget and the planning activities to be undertaken by the MPO during the program year; and

WHEREAS, under the direction of the Federal Highway Administration, the Federal Transit Administration and the Oregon Department of Transportation, the Albany Area MPO has developed an Interim Work Program to satisfy this requirement for its first year of planning activities;

NOW, THEREFORE, BE IT RESOLVED:

That the Policy Board of the Albany Area Metropolitan Planning Organization approves the FY2016-2017 AAMPO Interim Work Program and its associated budget.

PASSED AND APPROVED THIS ___________ DAY OF ____________________, BY THE ALBANY AREA METROPOLITAN PLANNING ORGANIZATION.

SIGNED:

______________________________
ROGER NYQUIST
Albany Area Metropolitan Planning Organization
Policy Board Chair
ALBANY AREA MPO MEMBERSHIP

Policy Board
Darrin Lane             City of Millersburg
Floyd Collins           City of Albany
Dave Beyerl             City of Jefferson
Annabelle Jaramillo     Benton County
Roger Nyquist           Linn County
Frannie Brindle         Oregon Department of Transportation
Gary Powell             City of Tangent

Technical Advisory Committee
Valerie Grigg Devis     Oregon Department of Transportation
Chris Bailey            City of Albany
Josh Wheeler            Benton County
Chuck Knoll             Linn County
Darrin Lane             City of Millersburg
Lissa Davis             City of Jefferson
Georgia Edwards         City of Tangent
Ned Conroy              Ex-Officio, Federal Transit Administration, Region 10
Nick Fortey             Ex-Officio, Federal Highway Administration
Mary Camarata           Ex-Officio, Oregon Department of Environmental Quality
Ed Moore                Ex-Officio, Oregon Department of Land Conservation and Development

Contact Information
Theresa Conley, AAMPO Coordinator
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Oregon Cascades West Council of Governments
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http://www.ocwcog.org/transportation/aampo/
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INTRODUCTION

The Albany Area Metropolitan Planning Organization (AAMPO) was designated by the Oregon Governor on February 6th, 2013 as the metropolitan planning organization (MPO) for the Albany Urbanized Area. Federal regulations require that MPOs be formed for all Urbanized Areas with a population of 50,000 or more; the 2010 U.S. Census showed that Albany Urbanized Area passed this threshold to reach a population of 56,997.

AAMPO includes the cities of Albany, Jefferson, Millersburg, and Tangent as well Linn County, Benton County and the Oregon Department of Transportation. Elected officials from each of these jurisdictions compose the governing body of the MPO, apart from ODOT which is represented by regional planning staff. A Technical Advisory Committee (TAC) composed of staff from each member jurisdiction serves as advisory to MPO’s governing body. Staffing, including fiscal and administrative support, is provided by the Oregon Cascades West Council of Governments (OCWCOG).

In accordance with federal regulations, the functions and responsibilities of AAMPO include development of: an annual Unified Planning Work Program (UPWP), an annual list of obligated projects, a bi-annual 4-year Transportation Improvement Program (TIP) and a long-range Regional Transportation Plan (RTP). AAMPO must also demonstrate compliance with Title VI and other non-discrimination requirements and facilitate an effective Public Involvement Plan. The Fiscal Year 2016-2017 Unified Planning Work Program (UPWP) demonstrates how AAMPO will fulfill these requirements between July 1, 2016 and June 30, 2017.

WORK PROGRAM OVERVIEW

Purpose

The Unified Planning Work Program (UPWP) is a federally required document outlining transportation planning activities to be performed by an MPO during a given fiscal year. The UPWP must describe planning activities and products to be completed, cost estimates for each activity and work product, federal funds allocated each item, and the lead agency for each item.

UPWPs are officially adopted by the MPO Board and then approved by FHWA and FTA, upon recommendation of ODOT. An MPO may not begin activity on UPWP tasks without prior federal approval of the UPWP and a signed contract.

Funding Sources

In Oregon, funding sources for MPO planning activities listed in the UPWP typically include the following. Additional State Planning and Research (SPR) funds from the Oregon Department of Transportation or grants may also help fund tasks in the UPWP.

- FHWA PL Planning funds
- Oregon Department of Transportation match funds (for FHWA PL Planning funds)
- Section 5303 FTA Planning Funds
- Local in-kind match for FTA 5303 Planning Funds

**UPWP Development Process**

![UPWP Development Process Diagram]

**Public notification**

As the UPWP is developed, AAMPO will notify and engage the public through the following means:

- Emailing notifications to stakeholders, interested parties and local newspapers
- Holding a 15 day comment period prior to a decision by the Policy Board
- Providing public comment opportunities at Policy Board and TAC meetings
- Providing notifications regarding the UPWP public comment period on the AAMPO website, along with agendas and minutes for all Policy Board and TAC meetings

Public notice of amendments to the UPWP will be included in agenda packets for the AAMPO TAC and Policy Board, which will be posted on the AAMPO website and emailed to stakeholders, interested parties and local newspapers.

**Amendments**

The UPWP may be amended to add or remove funds from the UPWP budget, move funds from one task to another, to add new tasks, or to alter portions of a task.

Small changes, including changes to project timelines within the current fiscal year or moving $5,000 or less between sub-tasks within the same task, are considered administrative amendments and can be completed by MPO staff with notification to the Policy Board.

Significant changes to the UPWP are considered full amendments and require Policy Board approval and public notice by inclusion in a Policy Board meeting agenda. Full amendments include the addition or deletion of a task, the addition or removal of any amount of funds from the UPWP, changes to project timelines that will cause the project to not be completed during the fiscal year for which it is programmed, and any other changes to the UPWP not described as an administrative amendment.
AAMPO Status Report

During the 2015-2016 fiscal year, AAMPO planning activities focused on development of the federally-required Regional Transportation Plan and Metropolitan Transportation Improvement Program. There was also a continued emphasis on regional collaboration, particularly around inter-city travel and public transportation. Below is a summary of major planning activities and work products for FY15-16 at the time this document was completed.

FY15-16 Major Planning Activities and Work Products

MPO Program Management
- Facilitated meetings of the Policy Board and Technical Advisory Committee
- Continued intergovernmental coordination and communication with local stakeholder groups
- Continued implementation of Public Participation Plan and expanded outreach related to the Regional Transportation Plan (RTP) process
- Completion of Title VI Annual Report and ongoing adherence to Title VI/Non-discrimination Plan
- Maintained AAMPO webpage. OCWCOG is currently creating a new agency wide webpage and the new AAMPO web presence is contingent on completion of the OCWCOG website.
- Completed quarterly reports and billing

Long Range Planning
- Completion of Regional Transportation Plan Framework (RTP Framework)
- Completion of RTP technical memoranda addressing: Plan Goals and Policies, Future Transportation Conditions and Needs, Future Forecasting, Transit Existing Conditions, Future Transit Needs, and Transportation Solution Packages
- Conducted significant public outreach in support of RTP process, including: Transportation Survey available online, in hard-copy, and in Spanish; five initial public open house meetings and one public meeting prior to adoption of the RTP; and, fifteen stakeholder interviews
- Provided technical support to Millersburg Transportation System Plan (TSP), Linn County TSP, Corvallis TSP, and the Highway 20 Safety Study project

Transit and Short Range Planning
- Developed and received preliminary approval of Linn-Benton Loop governance IGA
- Ongoing consultation with ATS and other public transportation providers, including participation in Linn and Benton County Coordinated Public Transit-Human Services Transportation Plans and Salem-Keizer Transit regional transit planning process
- Coordination with Albany Transit Service staff for Albany Multimodal Transportation Center - Planning and Preliminary Design project

Transportation Programming (TIP)
- Developed draft FFY15-18 MTIP, anticipated for adoption coincident with the RTP Framework.
- Published annual listing of obligated projects
### Ongoing Planning Efforts

- Development of the AAMPO Regional Transportation Plan / Transportation System Plan and related Transit Development Plan will continue through FY16-17.
- AAMPO and the Corvallis Area MPO (CAMPO) continue to facilitate establishment of a stable governance and funding structure for the Linn-Benton Loop transit service.

### FY16-17 Program Goals

Primary goals for FY16-17 will include:

- Prepare draft Regional Transportation Plan
- Prepare draft Transit Development Plan
- Facilitate implementation of Linn-Benton Loop Board and, under the direction of the Board and in coordination with the Corvallis Area MPO, conduct Linn-Benton Loop service analysis.

### Status of MPO Documents

<table>
<thead>
<tr>
<th>Federally-Required Documents</th>
<th>Current Status</th>
<th>Next Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metropolitan Transportation Improvement Program</td>
<td>Interim TIP adopted Sept 2013.</td>
<td>Full TIP anticipated for completion by March 2016</td>
</tr>
<tr>
<td>Regional Transportation Plan / Regional Transportation System Plan (RTP/RTSP)</td>
<td>In progress</td>
<td>RTP/RTSP Framework anticipated for completion in March 2016; full RTP/RTSP anticipated for completion in 2017.</td>
</tr>
<tr>
<td>Public Participation Plan (PPP)</td>
<td>Adopted July 2014. Administrative updates in January 2016.</td>
<td>As needed or with update of planning documents</td>
</tr>
<tr>
<td>Annual List of Obligated Projects</td>
<td>FFY15 list completed January 2015</td>
<td>FFY16 list to be prepared January 2017</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Other Documents</th>
<th>Current Status</th>
<th>Next Update</th>
</tr>
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<tbody>
<tr>
<td>Title VI / Non-discrimination Plan</td>
<td>Adopted August 2014. Administrative updates November 2016.</td>
<td>As needed or with update of planning documents</td>
</tr>
<tr>
<td>Albany Area Transit Development Plan</td>
<td>In progress</td>
<td>Anticipated for completion in 2017.</td>
</tr>
</tbody>
</table>
The following work program is organized under four primary ‘Tasks’ - MPO Program Management, Long Range Planning, Transit and Short Range Planning, and Transportation Programming. Each of these ‘Tasks’ are composed of multiple ‘Subtasks’. Within the ‘Subtasks’ are specific work items and deliverables. The ‘Tasks, ‘Subtasks’ and work items are identified as follows:

1. Task
   1.1 Subtask
   1.1.a. Work item or specific deliverable

All tasks will be completed by AAMPO staff, with technical assistance from the AAMPO Technical Advisory Committee and approval by the AAMPO Policy Board, unless otherwise indicated.

Task 1: MPO Program Management

MPO Program Management involves the coordination of all MPO activities necessary for daily operations and adherence to applicable state federal and local regulations. This includes program administration, coordination of the MPO Policy Board and Technical Advisory Committee (TAC), public involvement efforts, financial management, development of the UPWP, staff travel and training, interagency and inter-jurisdictional coordination and participation in statewide planning efforts.

<table>
<thead>
<tr>
<th>Task 1 Funding Sources:</th>
<th>FHWA PL Funds</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>10.27% Local match provided by ODOT</td>
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<tr>
<td>Task 1 Budget:</td>
<td>$70,620</td>
</tr>
<tr>
<td>Percent of Total Budget:</td>
<td>44.7%</td>
</tr>
</tbody>
</table>

1.1 Administrative Tasks

1.1.a. Meeting coordination and logistics for Policy Board, Technical Advisory Committee and other meetings as needed. This includes development of meeting schedules, preparation and distribution of agenda packets, preparation of minutes, responding to public inquiries and attendance at meetings.

1.1.b. Development of new ‘standalone’ AAMPO website, and maintenance of existing website during the interim. This is a continuation of a task identified in FY15-16 UPWP, pending completion of OCWCOG website.

1.1.c. Development and maintenance of intergovernmental agreements and contracts

1.1.d. Grant applications as directed by the Policy Board

1.1.e. Fiscal management, including submission of quarterly invoices and an annual audit

1.1.f. Records management

1.1.g. Professional training, including workshops, webinars and conferences and other technical training directly related to MPO planning or programming responsibilities.

<table>
<thead>
<tr>
<th>Budget:</th>
<th>$33,954</th>
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<tbody>
<tr>
<td>Percent of Total Budget:</td>
<td>22.0%</td>
</tr>
</tbody>
</table>
**Timeframe:** Ongoing

**Deliverables:** Committee meeting agenda packets and meeting minutes, invoices to ODOT, approved intergovernmental agreements, annual audit and financial report, organized files, an improved website, approved and executed contracts, well trained and knowledgeable staff.

1.2 **Unified Planning Work Program**

The UPWP is a federally required document that describes the transportation planning activities to be undertaken in the MPO. The UPWP is updated annually and its implementation is monitored by FHWA, FTA and ODOT. UPWP progress is tracked through quarterly reports submitted to ODOT and a year-end report to FHWA, FTA and ODOT. The annual Self Certification Statement is prepared concurrently with the UPWP and considers the MPO’s effectiveness in fulfilling federal requirements regarding the 3-C (Comprehensive, Continuing and Coordinated) planning process, multimodal urban transportation planning processes, Title VI / Non-discrimination requirements, Environmental Justice provisions and the Americans with Disabilities Act.

1.2.a. Preparation of FY17-18 Operational Budget
1.2.b. Development and adoption of FY17-18 UPWP
1.2.c. Preparation of Annual Self-Certification
1.2.d. Quarterly reports of the MPO’s planning and programming activities for submission to FTA, FHWA, the Oregon Department of Transportation and the AAMPO Policy Board

**Budget:** $6,063
**Percent of Total Budget:** 3.9%

**Timeframe:** Ongoing tracking of progress; majority of work on FY 2017-2018 UPWP to be completed in 2nd and 3rd Quarters

**Deliverables:** Quarterly reports, FY17-18 UPWP document, Self-Certification

1.3 **Public Participation Plan Implementation**

Active public involvement is a key component of an 3-C planning effort and allows for early, timely and complete notice to the public regarding MPO activities and decisions. AAMPO’s public involvement activities are directed by a Public Participation Plan (PPP) and further informed by a Title VI / Non-discrimination Plan as described in Task 1.4. Ongoing public outreach efforts by MPO staff are listed below. Activities specific to Regional Transportation Plan (RTP) will be listed under that task.

1.3.a. Accept and process any complaints regarding MPO planning or programming activities
1.3.b. Hold AAMPO Policy Board, TAC and other meetings as convenient and accessible times and locations and accommodations upon request.
1.3.c. Provide AAMPO Policy Board and TAC meeting minutes available on the AAMPO website in a timely manner.
1.3.d. Provide public notice of all AAMPO Policy Board, TAC and other special meetings in local newspapers, email notification to an Interested Parties list, and on the AAMPO website.

1.3.e. Accept and respond to public comments received at AAMPO Policy Board and TAC meetings, via email, or by phone or mail communication. Public comments will be provided to the AAMPO Policy Board for consideration.

1.3.f. Maintain interested parties list

1.3.g. Provide key documents on the AAMPO website. This includes the Regional Transportation Plan and related documents, Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), Public Participation Plan (PPP), Title VI Plan and program, and Annual List of Obligated Projects. Also includes informational materials such as the Albany Area MPO Citizen’s Handbook, AAMPO Fact Sheet, and AAMPO maps.

1.3.h. Conduct special outreach activities during development of the Regional Transportation Plan (RTP) and Transit Development Plan (TDP), as identified under those tasks.

| Budget: $4,532 |
| Percent of Total Budget: 2.0% |
| Timeframe: Ongoing |
| Deliverables: Implemented PPP, informed and involved public, timely responses to public inquiries |

1.4 Title VI / Non-Discrimination Activities

AAMPO has adopted a Title VI / Non-discrimination Plan outlining how the MPO will comply with federal Title VI and Non-discrimination requirements. As required by the plan, the following tasks comprise the AAMPO Annual Title VI Work Plan for FY16-17:

1.4.a. Complete Title VI Accomplishments Report for FY15-16, outlining compliance activities related to transportation projects as well as any changes that occurred during the State of Oregon’s fiscal year ending on June 30. To be completed in July 2016.

1.4.b. Review and update AAMPO Demographic Profile as data becomes available, including demographic data regarding participants in, and beneficiaries of, MPO planning and programming efforts.

1.4.c. Attend Title VI / Non-Discrimination and related trainings hosted by ODOT or other agencies, when available.

1.4.d. Include Title VI /Non-Discrimination notices in applicable documents

1.4.e. Accept and process any Title VI complaints in coordination with ODOT and consistent with the Title VI / Non-Discrimination Plan.

1.4.f. Prepare Annual Title VI Certifications and Assurances coincident with the UPWP

1.4.g. Monitor effectiveness of Title VI/Non-Discrimination Plan and PPP in eliminating discrimination, and taking action to correct any deficiencies.

| Budget: $1,819 |
| Percent of Total Budget: 1.2% |
1.5 Intergovernmental Coordination

To effectively implement the 3-C planning process, MPO members and staff coordinate with other jurisdictions, statewide agencies, federal agencies and a variety of stakeholder groups.

1.5.a. Coordination with the Corvallis Area MPO (CAMPO). This includes facilitation of joint MPO meetings and cooperation with CAMPO regarding regional transportation issues. AAMPO strives to participate in joint meetings with CAMPO at least on an annual basis.

1.5.b. Facilitation of meetings of Linn-Benton Loop governing body as needed. This may include development of meeting schedules, preparation and distribution of agenda packets, preparation of minutes, responding to public inquiries and attendance at meetings.

1.5.c. Participation on the Cascades West Area Commission on Transportation (CWACT)

1.5.d. Attendance at meetings of the Mid-Willamette Area Commission on Transportation (MWACT)

1.5.e. Intergovernmental coordination not covered elsewhere in this document and necessary to foster the 3-C planning effort for the area’s transportation system. This includes but is not limited to coordination with ODOT, FHWA, FTA, local jurisdictions, local and state tourism entities, local and state emergency management agencies, associations of peer MPOs and other area stakeholders. This also includes communication with local transportation advisory groups, including occasional attendance at meetings.

**Budget:**

$24,253

**Percent of Total Budget:**

15.7%

**Timeframe:**

Ongoing

**Deliverables:**

A continuing, cooperative and comprehensive planning process

### Task 2: Long Range Planning

This task includes activities related to the development of the Regional Transportation Plan and other long range planning efforts as directed by the Policy Board.

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<thead>
<tr>
<th>Task 2 Funding Sources:</th>
<th>FHWA PL Funds</th>
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<table>
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<tr>
<td><strong>Percent of Total Budget:</strong></td>
<td>17.8%</td>
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2.1 Regional Transportation Plan
The Regional Transportation Plan is a federally-required document that identifies a preferred future transportation system for the MPO area and drives MPO decision-making. The RTP will also serve as the Regional Transportation System Plan (RTSP) to establish compliance with Oregon Transportation Planning Rule (TPR). The RTP will identify transportation system needs over a 20-year period, including financially-constrained and illustrative project lists. An Albany Area Transit Development Plan (TDP) will also be developed as part of this process, as detailed in Task 3.1.

This task is a continuance of work begun during the prior fiscal year, with completion of a Regional Transportation Plan Framework in March 2016 and completion of the full RTP/RTSP anticipated in 2017. AAMPO is the lead agency on this project; however, much of the work will be completed with ODOT SPR funds via a contract between ODOT and a consultant team. The tasks outlined below are limited to work completed by AAMPO staff to contribute to the development of the RTP/RTSP. In addition to AAMPO staff time spent on the RTP, two AAMPO TAC representatives will serve on the Project Management Team (PMT) and will assist in completing each of the tasks listed below.

2.1.a. Review of Technical Memo #15 Transportation Recommendations
2.1.b. Review of Technical Memo #17 Regional Performance Metrics
2.1.c. Preparation of RTP Draft Outline and Template
2.1.d. Coordination with consultant to facilitate three Policy Board briefings, four Ad-Hoc TAC meetings, two CWACT briefings and one Community Meeting series.
2.1.e. Attendance at bi-weekly Project Management Team phone calls and one PMT Work session
2.1.f. Preparation of draft Regional Transportation Plan
2.1.g. Local agency briefings on draft RTP/RTSP and TDP
2.1.h. Technical assistance and coordination with the ODOT Transportation and Data Analysis Unit (TPAU) and local jurisdictions regarding upkeep and usage of the CALM Model (Corvallis Albany Lebanon Millersburg Model).
2.1.i. Work related to the development of performance measures, as necessary

Budget: $23,178
Percent of Total Budget: 14.0%
Timeframe: Ongoing
Deliverables: Preparation of draft RTP/RTSP and TDP. See Task 3.1 for shared deliverables.
Total Project Cost: $770,284

The total project cost will reimbursed over three years through a three funding sources. First, a three-year Consultant Contract for $692,065 in ODOT Region 2 SPR funds will cover the bulk of the planning effort, as well as data collection for Millersburg and Linn TSPs and a region-wide transit onboard survey and related analysis. Second, $48,219 of ODOT Region 2 SPR funds will support MPO staff time spent on this task, $22,000 of which is anticipated to spent during FY16-17. Third, $30,000
of MPO PL/5303 funds will be spent over three years; $7,242 of which is shown across Task 2.1 and 3.1. A majority of the $30,000 of MPO PL/5303 funds were spent during FY15-16.

2.2 US 20 Safety Study
ODOT Region 2 is investigating the safety performance of the US 20 corridor between the Corvallis city limits and Springhill Road in Albany. The goal of the study is to identify low cost/high benefit safety countermeasures for specific hot spot locations as well as the entire study corridor. The primary objectives of this study are to:

- Analyze the US 20 corridor (within the study area) for hot spot and corridor wide crash trends and recommend solutions that make US 20 safer with a focus on short-term actions;
- Conduct field observations focused on specific locations identified in safety analysis;
- Confirm safety solutions, and identify additional safety improvements;
- Conduct Highway Safety Manual Predictive analysis and identify low cost safety countermeasures;
- Prioritize improvements based on ODOT benefit/cost calculations; and,
- Obtain feedback from the public, stakeholders, and the ODOT staff in the development of the recommended safety improvements and strategies.

ODOT is the lead on this project, which began in FY15-16 and is anticipated to end in early FY16-17. AAMPO staff will provide technical assistance to the effort and serve as a liaison to AAMPO on the Stakeholder Advisory Committee.

Budget: $606  
Percent of Total Budget: 0.4%  
Timeframe: 1st Quarter  
Deliverables: Review and input on technical documents and attendance at meetings  
Total Project Cost: $99,994 ODOT Region 2 SPR Funds

2.3 City of Millersburg Transportation System Plan
The City of Millersburg is developing Transportation System Plan (TSP) in coordination with the AAMPO Regional Transportation Plan. Completion is anticipated by July 2016. MPO staff will serve in a technical advisory role and will help facilitate coordination between the MPO and City’s planning processes and help ensure consistency between the final documents.

The City of Millersburg is the lead agency on this effort, and the TSP will be funded with ODOT SPR funds. Time of AAMPO staff on this effort will be funded with AAMPO PL funds.

2.3.a. Review and comment on draft documents  
2.3.b. Assist project management team in providing updates and gathering input from the MPO  
2.3.c. Incorporate project lists from Millersburg TSP into the AAMPO RTP
Budget: $606  
Percent of Total Budget: 0.4%  
Timeframe: 1st Quarter  
Deliverables: Technical assistance as requested and regional coordination to support development of the Millersburg TSP  
Total Project Cost: $150,000 ODOT Region 2 SPR Funds.

2.4 Linn County Transportation System Plan
Linn County will be developing a TSP in coordination with the AAMPO Regional Transportation Plan. MPO staff will serve in a technical advisory role and will help facilitate coordination between the MPO and County’s planning processes and help ensure consistency between the final documents. The project is anticipated for completion in 2017.

Linn County is the lead agency on this effort, and the TSP will be funded with ODOT SPR funds. Time of AAMPO staff on this effort will be funded with AAMPO PL funds.

2.4.a. Review and comment of draft documents  
2.4.b. Assist project management team in providing updates and gathering input from the MPO  
2.4.c. Incorporate project lists from Linn County TSP into the AAMPO RTP

Budget: $970  
Percent of Total Budget: 0.6%  
Timeframe: Ongoing  
Deliverables: Technical assistance as requested and regional coordination to support development of the Linn County TSP  
Total Project Cost: $175,000 ODOT Region 2 SPR Funds.

2.5 Albany Multimodal Transportation Center - Planning and Preliminary Design
This is continuation of a task identified in the FY15-16 UPWP to complete preliminary layout and design of a transit vehicle storage facility (bus barn) at the Albany Multimodal this FY16-17 task will cover any necessary project oversight by AAMPO staff, including review of invoices and deliverables.

Budget: $3,638  
Percent of Total Budget: 2.4%  
Timeframe: 1st and 2nd Quarters  
Deliverables: Preliminary layout and design of a transit vehicle storage facility

**Task 3: Transit and Short Range Planning**
The Albany Transit Service is the primary transit provider for the AAMPO area, with designated Special Transportation Fund (STF) agencies providing additional services throughout Linn, Benton and Marion
Counties. This task includes efforts to assist and coordinate with these and other public transportation providers as they serve the MPO area.

| Task 3 Funding Sources: | FTA 5303 transit planning funds  
(20% In-kind match provided by the City of Albany) |
<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Task 3 Budget:</td>
<td>$69,524</td>
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<tr>
<td>Percent of Total Budget:</td>
<td>32.0%</td>
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3.1 Albany Transit Development Plan

In conjunction with the RTP (Task 2.1), AAMPO will facilitate the development of a Transit Development Plan for Albany Transit Service. This task is a continuance of work completed during the prior fiscal year, with completion of the TDP anticipated by 2017. AAMPO is the lead agency on this project, however, much of the work will be completed with ODOT SPR funds via a contract between ODOT and a consultant team. The work completed through this contract is not shown in this document. The tasks outlined below are limited to work completed by AAMPO staff to contribute to the development of the TDP component of the AAMPO RTP/RTSP. In addition to AAMPO staff time spent on the RTP, two AAMPO TAC representatives will serve on the Project Management Team (PMT) and will assist in completing each of the tasks listed below.

3.1.a. Review Technical Memo #16 Transit Recommendations
3.1.b. Develop TDP Outline and Template
3.1.c. Transit Development Plan – Review draft document
3.1.d. Facilitate RTP TAC Transit Subgroup meetings, as needed

Budget: $6,063 (See Task 2.1 for accompanying RTP budget)
Percent of Total Budget: 3.9%
Timeframe: Ongoing
Deliverables: Preparation of draft RTP/RTSP and TDP. See Task 2.1 for shared deliverables.
Total Project Cost: See Task 2.1

3.2 Transit System (ATS) and Linn-Benton Loop – Coordination and Planning Support

Albany Transit Service and other public transportation providers are key stakeholders in the AAMPO planning process. This task covers general coordination work with those stakeholders and specifically the City of Albany.

3.2.a. Provide technical support to ATS as requested, in support of planning and programming for the continuation, expansion, or enhancement of services. This can include support for travel training, coordination with non-emergent medical transportation providers, or coordination with regional carpool/vanpool programs
3.2.b. Consultation with ATS staff during the development of the RTP and TDP, TIP, UPWP, PPP and other MPO area planning efforts.
3.2.c. Assistance with programming transit projects into the MPO’s TIP and state’s STIP
3.3 Regional Transit Coordination

This is a joint effort between AAMPO and CAMPO to stabilize governance and funding for the Linn-Benton Loop (Loop) transit service. The Loop is a fixed-route transit service providing public transportation between the cities of Albany and Corvallis, with primary funding partners being AAMPO, CAMPO, the Linn-Benton Community College and Oregon State University. Additional funding is provided by Linn County, Benton County, Good Samaritan Regional Medical Center, and Hewlett Packard.

AAMPO and CAMPO will share lead roles in this project. This effort may further expand, depending on grant funding, and may extend into future fiscal years. Task 3.4 is a related effort.

3.3.a. Following execution of the governance IGA, facilitate meetings of the Loop Board
3.3.b Facilitate discussions regarding long-term funding options for the Loop
3.3.c. At the direction of the Loop Board, complete technical tasks which may include GIS mapping, data collection and development of informational materials and report(s). These tasks would be in addition to Task 3.4.

3.4 Linn-Benton Loop Service Analysis

AAMPO, in collaboration with CAMPO and under the guidance of the Linn-Benton Loop Board, will conduct a review of the current Loop service. This service analysis may consider routes, frequency, stop locations, span of service, bicycle accessibility, and other factors in order to assess the current service and opportunities for improved service to key rider groups. The analysis will build upon data and findings from the Albany and Corvallis Transit Development Plans currently being developed.

3.3.b. Facilitate discussions regarding long-term funding options for the Loop
3.3.c. At the direction of the Loop Board, complete technical tasks which may include GIS mapping, data collection and development of informational materials and report(s). These tasks would be in addition to Task 3.4.

3.4 Linn-Benton Loop Service Analysis

AAMPO, in collaboration with CAMPO and under the guidance of the Linn-Benton Loop Board, will conduct a review of the current Loop service. This service analysis may consider routes, frequency, stop locations, span of service, bicycle accessibility, and other factors in order to assess the current service and opportunities for improved service to key rider groups. The analysis will build upon data and findings from the Albany and Corvallis Transit Development Plans currently being developed.
3.5 Albany Area Paratransit Market Analysis
To augment work being done on the Albany Area Transit Development Plan, AAMPO will conduct a more in-depth assessment of paratransit needs throughout the MPO area. The analysis will build upon data and findings from the Albany Area TDP and RTP to produce a more robust analysis.

- **Budget:** $30,421
- **Percent of Total Budget:** 13.2%
- **Timeframe:** Second, third and fourth quarters
- **Deliverables:** Analysis of paratransit needs throughout the MPO area

3.6 Linn and Benton County Coordinated Public Transit-Human Services Transportation Plans
Agencies receiving “Enhanced Mobility of Seniors and Individuals with Disabilities” funds under 49 U.S.C. 5310 are required to develop a Coordinated Public Transit-Human Services Transportation Plan. This plan should identify the transportation needs of individuals with disabilities, seniors and people with low incomes, provide strategies for meeting those needs, and prioritize transportation services for funding and implementation.

The Linn, Benton, and Lincoln STF agencies will be the leads on these efforts. AAMPO staff will serve in a technical advisory role in order to facilitate consistency between the Coordinated Plan and the RTP. The plan is anticipated to be completed by Fall 2016.

- **Budget:** $1,213
- **Percent of Total Budget:** 0.8%
- **Timeframe:** FY15-16 and FY16-17, with completion expected in mid-2016
- **Deliverables:** Technical assistance and regional coordination to support development of the Linn and Benton County Coordinated Plans
- **Total Project Cost:** $30,000 FTA 5311 Rural Transit Assistance Program funds

**Task 4: Transportation Programming**
This task includes near-term activities related to the development and maintenance of the Metropolitan Transportation Improvement Program, including prioritization and programming of projects for federal Surface Transportation Program (STP) funds.

<table>
<thead>
<tr>
<th>Task 4 Funding Sources</th>
<th>FHWA PL Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>10.27% Local match provided by ODOT</td>
</tr>
<tr>
<td>Task 4 Budget</td>
<td>$8,488</td>
</tr>
<tr>
<td>Percent of Total Budget</td>
<td>5.5%</td>
</tr>
</tbody>
</table>
4.1 Metropolitan Transportation Improvement Program
The Metropolitan Transportation Improvement Program (MTIP or TIP) is a prioritized listing of federally-funded transportation projects within the MPO area. The TIP covers a four-year period and must be consistent with the MPO’s Regional Transportation Plan (RTP) as well as the State Transportation Improvement Program (STIP). This task covers developed and ongoing management of the MPO’s TIP.

4.1.a. Maintenance of the TIP including amendments initiated by the sponsoring agencies
4.1.b. Reports to the AAMPO Board as necessary
4.1.c. Research and technical work related to the development of performance measures
4.1.d. Participation in statewide working groups or meetings related to TIP and STIP development

Budget: $6,063  
Percent of Total Budget: 3.9%  
Timeframe: Ongoing  
Deliverables: Maintained MTIP, consistent with STIP

4.2 STP Funds Management
Surface Transportation Program (STP) funds are sub-allocated to Oregon’s small MPOs on an annual basis to be used for surface transportation projects within the MPO area. MPOs are required to allocate these funds in accordance with the MPO’s RTP and utilizing a project prioritization process. Projects receiving an MPO’s STP funds must be included in the TIP and STIP.

4.2.a. Maintenance of accounting of fund balances
4.2.b. Research regarding fund rules and eligibility, as necessary
4.2.c. Participation in statewide working groups addressing allocation of funds, as necessary

Budget: $1,213  
Percent of Total Budget: 0.8%  
Timeframe: As needed  
Deliverables: Accurate record of MPO’s STP funds, participation in related statewide working groups

4.3 Annual Listing of Obligated Projects
MPOs are required to develop an Annual Obligation Report outlining all projects and programs for which federal transportation funds were obligated during the Federal Fiscal Year. This report will cover FFY2016 (October 1, 2015 – September 30, 2016) for the MPO area.

Budget: $1,213  
Percent of Total Budget: 0.8%  
Timeframe: This task will be completed by January 2017 (3rd Quarter)  
Deliverables: List of projects, posted on the AAMPO website
## Table 1: AAMPO FY16-17 Expenses

<table>
<thead>
<tr>
<th>Task 1: MPO Program Management</th>
<th>Personnel</th>
<th>% Personnel Budget</th>
<th>Administrative</th>
<th>Contracts</th>
<th>Total Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Task 2: Long Range Planning</td>
<td>$22,677</td>
<td>17.8%</td>
<td>$4,822</td>
<td>$1,500</td>
<td>$28,999</td>
</tr>
<tr>
<td>Task 3: Transit &amp; Short Range Planning (5303)</td>
<td>$40,840</td>
<td>32.0%</td>
<td>$8,684</td>
<td>$20,000</td>
<td>$69,524</td>
</tr>
<tr>
<td>Task 4: Transportation Programming (TIP)</td>
<td>$7,000</td>
<td>5.5%</td>
<td>$1,488</td>
<td>$0</td>
<td>$8,488</td>
</tr>
<tr>
<td>Total FY16-17 Anticipated Expenses</td>
<td>$127,517</td>
<td>100.0%</td>
<td>$27,115</td>
<td>$23,000</td>
<td>$177,632</td>
</tr>
</tbody>
</table>

1. **FY14-15 Carryover.** FY15-16 Carryover will be amended late in FY16-17 or subsequent year.
## Table 2: FY16-17 Summary of Expenses

<table>
<thead>
<tr>
<th>Cost</th>
<th>Amount</th>
<th>Percent of Total Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>AAMPO Personnel</td>
<td>$127,517</td>
<td>71.8%</td>
</tr>
<tr>
<td>Contracts (Additional COG Staff)</td>
<td>$23,000</td>
<td>12.9%</td>
</tr>
<tr>
<td>Overhead and Materials</td>
<td>$27,115</td>
<td>15.3%</td>
</tr>
<tr>
<td>Board/Committees/Meetings</td>
<td>$500</td>
<td>0.3%</td>
</tr>
<tr>
<td>Advertising</td>
<td>$0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Contingency</td>
<td>$0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Copying</td>
<td>$1,700</td>
<td>1.0%</td>
</tr>
<tr>
<td>Dues/Memberships</td>
<td>$120</td>
<td>0.1%</td>
</tr>
<tr>
<td>Licenses and Fees</td>
<td>$200</td>
<td>0.1%</td>
</tr>
<tr>
<td>Bank Charge</td>
<td>$0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Legal Services</td>
<td>$1,000</td>
<td>0.6%</td>
</tr>
<tr>
<td>Postage</td>
<td>$100</td>
<td>0.1%</td>
</tr>
<tr>
<td>Printing</td>
<td>$1,700</td>
<td>1.0%</td>
</tr>
<tr>
<td>Rent</td>
<td>$2,254</td>
<td>1.3%</td>
</tr>
<tr>
<td>Supplies</td>
<td>$1,200</td>
<td>0.7%</td>
</tr>
<tr>
<td>Telephone</td>
<td>$1,000</td>
<td>0.6%</td>
</tr>
<tr>
<td>Training</td>
<td>$4,000</td>
<td>2.3%</td>
</tr>
<tr>
<td>Travel</td>
<td>$2,000</td>
<td>1.1%</td>
</tr>
<tr>
<td>Overhead and Administration²</td>
<td>$11,341</td>
<td>6.4%</td>
</tr>
<tr>
<td><strong>Total FY16-17 Costs</strong></td>
<td><strong>$177,632</strong></td>
<td></td>
</tr>
<tr>
<td><strong>FY16-17 Revenue</strong></td>
<td><strong>$313,741</strong></td>
<td></td>
</tr>
<tr>
<td>PL/5303</td>
<td>$167,230</td>
<td></td>
</tr>
<tr>
<td>Carryover³</td>
<td>$124,511</td>
<td></td>
</tr>
<tr>
<td>Additional Contracts</td>
<td>$22,000</td>
<td></td>
</tr>
<tr>
<td><strong>Balance</strong></td>
<td><strong>$136,109</strong></td>
<td></td>
</tr>
</tbody>
</table>

---

1 Includes 1 FTE Planner II, .045 FTE Executive Administrative Assistant, and .045 FTE CED Director
2 Includes indirect expenses, General Administration, Finance, and Technology Services
3 FY14-15 Carryover. FY15-16 carryover will be amended late in FY16-17 or subsequent year
### Table 3: FY16-17 Budget by Funding Type

<table>
<thead>
<tr>
<th>Task</th>
<th>FHWA PL Funds</th>
<th>PL Match(^1) Funds</th>
<th>Total PL</th>
<th>FTA 5303 Funds</th>
<th>5303 Match(^2) (In-kind)</th>
<th>Total 5303 (Funds and In-Kind)</th>
<th>Total Funds and In-Kind</th>
<th>TOTAL FUNDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Task 1: MPO Program Management</td>
<td>$63,368</td>
<td>$7,253</td>
<td>$70,620</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$70,620</td>
<td>$70,620</td>
</tr>
<tr>
<td>Task 2: Long Range Planning</td>
<td>$26,021</td>
<td>$2,978</td>
<td>$28,999</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$28,999</td>
<td>$28,999</td>
</tr>
<tr>
<td>Task 3: Transit Planning &amp; Short Range Planning</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$69,524</td>
<td>$7,140</td>
<td>$76,664</td>
<td>$76,664</td>
<td>$69,524</td>
</tr>
<tr>
<td>Task 4: Transportation Programming</td>
<td>$7,617</td>
<td>$872</td>
<td>$8,488</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$8,488</td>
<td>$8,488</td>
</tr>
<tr>
<td><strong>Total FY16-17 Expenses</strong></td>
<td><strong>$97,005</strong></td>
<td><strong>$11,103</strong></td>
<td><strong>$108,108</strong></td>
<td><strong>$69,524</strong></td>
<td><strong>$7,140</strong></td>
<td><strong>$76,664</strong></td>
<td><strong>$184,772</strong></td>
<td><strong>$177,632</strong></td>
</tr>
</tbody>
</table>

**FY16-17 Revenue** $313,741
- PL/5303 $167,230
- Carryover\(^3\) $124,511
- Additional Contracts $22,000
- **Balance** $136,109

\(^1\) ODOT provides 10.27% matching funds

\(^2\) City of Albany provides 20% in-kind match. 5303 funds must be matched at the time of expenditure.

\(^3\) Includes carryover from FY14-15. FY15-16 carryover will be amended to contract in late 2016 or subsequent fiscal year.
APPENDIX A: AAMPO PLANNING AREA MAP
APPENDIX B: UNFUNDED PLANNING PROJECTS

The Albany Area MPO recognizes that the planning needs in the AAMPO area exceed what could be supported by the funds available. The following are currently unfunded significant planning needs in the MPO area:

- **Planning for Regional Connectivity:** Increased collaboration and planning in support of regional public transportation connectivity, particularly along the I-5 corridor between the AAMPO planning area and the Salem-Keizer MPO planning area.

- **Development of ADA Transition Plans:** When a public agency provides a pedestrian facility, it must be accessible to persons with disabilities to the extent technically feasible. The Americans with Disabilities Act requires public agencies with more than 50 employees to make a transition plan (28 CFR §35.150(d)). This task would assist MPO member jurisdictions with development of those plans. The transition plan must include a schedule for providing access features, including curb ramps for walkways. The schedule should first provide for pedestrian access upgrades to local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas.

- **City of Jefferson TSP Update:** The State of Oregon requires cities and counties to develop transportation plans that identify transportation system needs and system improvements over a 20-year period. The City of Jefferson’s current TSP was adopted in 2001 and projected transportation system needs and deficiencies through 2020. The City would like to update their plan coincident with development of the AAMPO regional plan.

- **Additional Planning for Albany Multimodal Station:** The Albany train/multimodal station supports intercity and interstate passenger rail service, local and regional bus service, park and ride needs, and also bicycle and pedestrian needs. The demand on this station has grown and is anticipated to continue to grow in upcoming years. There is a long-identified need to plan for expansion of this facility, and potentially co-locate with an Albany Transit Station bus barn.

- **OR 34 Scenic Byway Project:** Linn County, the City of Tangent, and Benton County are participating in an effort to establish a Scenic Byway along OR 34 from I-5 to Waldport. Members of the Corvallis Area MPO and cities in Lincoln County are also participating. AAMPO could support staff time to develop planning documents for this effort, on behalf of the participating AAMPO jurisdictions.

- **Regional Bicycle System Map:** There excellent bike maps for Albany/Linn County and Corvallis/Benton County, but there is no regional bike map. In coordination with those jurisdictions, AAMPO can support the creation of a regional bike map. This effort can emphasis the Willamette Scenic Bikeway which runs through the AAMPO area.
• **Transportation Options Outreach**: Public outreach, marketing, and education in support of Albany Transit System (ATS) and Linn-Benton Loop programs. This includes support for travel training programs, outreach to local employers regarding the ATS Employer Pass Program, and maintenance of Google transit data.

• **Linking Transportation Planning with Economic Development**: Development strategy for Goldfish Farm Road, including conceptual planning and design for bicycle and pedestrian access, roadway widening and flood hazard mitigation. This is a growing commercial center that will see increased impact on surrounding residential areas as growth continues.

• **Inquiry into Mitigation Planning**: Research about the possibility of programmatic mitigation planning as described in 23 U.S.C. 169(a)). MAP-21 provides that a State or Metropolitan Planning Organization may develop one or more programmatic plans to address the potential environmental impacts of future transportation projects. The plan(s) would not be binding and could encompass multiple environmental resources within a defined geographic area or focus on a specific resource, such as aquatic resources, parkland, or wildlife habitat.
APPENDIX C: OTHER SIGNIFICANT TRANSPORTATION PLANNING ACTIVITIES IN THE AAMPO AREA

Oregon Passenger Rail Environmental Impact Assessment
ODOT is conducting the Oregon Passenger Rail project as the next step in improving passenger rail service in the Oregon segment of the federally designated Pacific Northwest Rail Corridor. The current phase of this effort consists of a Tier 1 Environmental Impact Statement of selected route alternatives, in accordance with the National Environmental Policy Act. The Federal Railroad Administration requires this study to be eligible to apply for future federal funding for design and construction of improvements. More information is available at: http://www.oregonpassengerrail.org/

Park and Ride Planning
The Oregon Cascades West Council of Governments (OCWCOG) will be receiving STIP Enhance funds during FY15-16 and FY 16-17 to complete a Park and Ride Plan for the OCWCOG area (Linn, Benton and Lincoln Counties). This planning effort will support and advance TDM with the goal of fostering a multi-modal transportation system; connecting communities and local/regional transit. The effort will consider official vs. unofficial lots, capacity at those lots, inter-model connections. Specifically, the Plan will: determine improvements needed at existing lots; estimate cost of improvements; identify barriers to making improvements; identify priority for improvements; identify steps for getting official recognition of informal lots; and will identify potential locations for new P&R lots. The OCWCOG park and ride planning effort will build upon previous efforts, including ODOT’s statewide Park & Ride Location Master List and Clearinghouse of Park & Ride locations.

Corvallis to Albany Multi-Use Path
Benton County, is considering development of a multi-use path between Corvallis and Albany along Highway 20. This effort began in 2007, when Benton County received a Transportation Enhancement Grant from the ODOT for preliminary design and right-of-way acquisition of the multi-use path. Since then, Benton County has completed topographic surveys, required environmental investigations associated with the project, acquired some right of way and completed final design and construction of the path from Circle Boulevard to Manchester Street just past Cheldelin Middle School. Current work on this project includes completion of a segment within in North Albany, with tentative funding through the 2016-2017 STIP Enhance program for a total project costs of $2,434,000. For the other sections between Corvallis and Albany, the Benton County Board of Commissioners have directed Benton County Public Works to contract with a consultant to reevaluate all possible alignments between Corvallis and Albany and build community consensus. The public process is slated to start in Fall 2015 and take approximately 12-15 months. More information is available at: http://www.co.benton.or.us/pw/multi-use_path.php
APPENDIX D: SELF CERTIFICATION

Metropolitan Transportation Planning Self-Certification
For the Albany Area Metropolitan Planning Organization (AAMPO)
Fiscal Year 2016 - 2017

The following is to demonstrate and resolve that the Albany Area Metropolitan Planning Organization’s transportation planning process meets all applicable requirements of Self Certification Process as specified in 23 CFR 450.334.

1. **Albany Area Metropolitan Planning Organization (AAMPO) (Ref: 23 USC 134(b) and 23 CFR 450.306)**
   The Albany Area Metropolitan Planning Organization (AAMPO) was designated by the Oregon Governor on February 6, 2013 as the MPO for the Albany Urbanized Area. AAMPO membership includes the cities of Albany, Jefferson, Millersburg, and Tangent as well as Linn and Benton Counties and the Oregon Department of Transportation. The AAMPO is overseen by a Policy Board composed of representatives from each member jurisdiction. Technical assistance and support is provided by a Technical Advisory Committee also composed of representatives from member jurisdictions. Staffing, including fiscal and administrative support, is provided through a contract with the Oregon Cascades West Council of Governments.

   Representatives of the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Oregon Department of Land Conservation and Development (DLCD), and the Oregon Department of Environmental Quality (DEQ) are Ex-Officio members of the AAMPO TAC.

2. **Geographic Scope (Ref: 23 USC 134(c) and 23 CFR 450.308)**
   As designated, the AAMPO Planning Area covers the Albany Urbanized Area along with adjacent areas anticipated to become urbanized over the 20 year planning horizon. Geographically, this includes the cities of Albany, Jefferson, Millersburg, and Tangent as well as adjacent parts of Marion, Linn, and Benton Counties. Marion County declined to participate in the AAMPO, although parts of Marion County consisting of the City of Jefferson urban growth boundary are included within the AAMPO Planning Area.

3. **Agreements (Ref: 23 USC 134(d) and 23 CFR 450.310)**
   a. **Agreements among participating agencies relative to the metropolitan transportation planning process**
      • Intergovernmental Agreement for the Purpose of Establishing the Albany Area Metropolitan Planning Organization and Specifying MPO Cooperation with the State Department of Transportation signed on January 3, 2013 by ODOT and the parties in the Albany Area MPO
   
   b. **Agreements between the State and MPO**
• Annual agreement between ODOT and AAMPO for FHWA planning funds and FTA Section 5303 funds
• Agreement between ODOT, AAMPO, and the City of Albany (public transit provider) outlining the roles and responsibilities for planning projects.
• **Pending as of writing of this document** - Agreement to provide funding for planning work for Albany Multimodal Station, per the FY15-16 UPWP. Funds will be transferred by ODOT to the City of Albany for completion of the work. (Agreement anticipated for implementation in late FY15-16.)

c. **Agreements between the MPO and other entities**
• Intergovernmental/Interagency Agreement between AAMPO and the Oregon Cascades West Council of Governments (OCWCOG) establishing OCWCOG as the administrative and fiscal agent for AAMPO through June 30, 2020.
• **Pending as of writing of this document** - Agreement with the Corvallis Area MPO, Oregon State University, Linn-Benton Community College, and the City of Albany establishing governance of the Linn-Benton Loop transit service (Anticipated for implementation in late FY15-16.)

4. **Responsibilities, Cooperation and Coordination for a Cooperative Planning Process** *(Ref: 23 CFR 450.312)*
AAMPO works in cooperation with the State and its member jurisdictions to carry out the metropolitan planning process. This includes the Albany Transit Service, which is operated by the City of Albany. Therefore, this cooperative process includes the State and ATS participation in the decision-making processes of AAMPO TAC and Policy Board. The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Oregon Department of Land Conservation and Development (DLCD), and Oregon Department of Environmental Quality (DEQ) designate staff to serve as ex-officio members of the TAC.

ODOT regional planning staff works closely with AAMPO staff on all AAMPO planning efforts. Additionally, ODOT’s Transportation Planning Analysis Unit (TPAU) provides Travel Demand Modeling services to the MPO.

The City of Albany provides the required local match for the MPO’s Section 5303 Funds in the form of in-kind match.

The metropolitan planning process includes:
• Development and maintenance of the Regional Transportation Plan (RTP)
• Development and Maintenance of a Transportation Improvement Program (TIP)
• Review of specific transportation and development proposals for consistency with the RTP
• Coordination of transportation decisions among local jurisdictions, state agencies, and the City of Albany / ATS
• Development of an annual work plan
• Development of an annual report identifying federal funding obligated within the MPO during the prior fiscal year
• Additional planning tasks as directed by the AAMPO Policy Board and outlined in the annual work plan

5. Metropolitan Transportation Planning Products
   a. Unified Planning Work Program (Ref: 23 CFR 450.314)
      • All of the tasks in the FY15-16 UPWP, with the exception of two tasks. The Albany Multimodal Transportation Center task is behind schedule, with development of a contracts to provide the funds to the City of Albany underway. Limitations of staff capacity delayed this task. The Regional Transit Coordination task is slightly delayed, with discussions of a long-term funding structure for the Loop only in the beginning phases. This is the result of the Loop governance IGA taking longer than anticipated to complete.

   b. Metropolitan Transportation Plan (Ref: 23 USC 134(g) and 23 CFR 450.322)
      • AAMPO is required to have a MTP by March 2016. AAMPO is coordinating with ODOT on the development of a Regional Transportation Plan Framework to be adopted by that deadline.

   c. Metropolitan Transportation Improvement Program (MTIP) (Ref: 23 USC 134(h) and 23 CFR 450.23 & 26)
      • AAMPO adopted an Interim TIP in September 2013, in corporation with ODOT, local transit providers.
      • AAMPO is required to have a full MTIP by March 2016.
      • AAMPO will coordinate its prioritization process and its list of transportation project priorities for ODOT modernization projects with the Cascades West Area Commission on Transportation and Mid-Willamette Valley Area Commission on Transportation.

6. Planning Emphasis Areas
   FHWA, in consultation with FTA, develops Planning Emphasis Areas (PEAs) which outline specific policy, procedural and technical topics that MPOs and State DOTs should consider as they implement their annual Work Programs. PEAs were released in a joint memo from FHWA and FTA in 2014 and the same PEAs were reiterated in 2015. No additional guidance has been received by AAMPO since that time. A matrix outlining how the AAMPO work program addresses the current PEAs and the broader MAP-21 Planning Factors are included as an Appendix to this document.

7. Public Involvement
   The AAMPO Public Plan was adopted on July 23, 2014 after a 45-day public comment period, and received administrative updates most recently in January 2016. This plan directs public outreach during all MPO planning and programming activities, and helps to ensure that outreach activities
allow for early, timely and complete information public notice, as well as full public access to key
decisions and continuing involvement of the public in all MPO planning and program activities. The
plan also lists specific actions the MPO shall take during the development of specific planning and
programming documents. Key actions that AAMPO takes to ensure effective public outreach include:

- All AAMPO Policy Board and Technical Advisory Committee meeting dates, meeting agendas and
  minutes are posted on AAMPO’s website, along with membership lists for those bodies: http://www.ocwcog.org/AAMPO.
- The Policy Board meeting agendas include opportunity for the public to directly address the
  Policy Board members on transportation issues.
- Meetings of the Policy Board are advertised in the local newspaper and on the AAMPO website.
- Planning documents are posted on the website, including: a map of the AAMPO Planning Area,
  the Public Participation Plan, the Title VI/Non-Discrimination Plan, the Transportation
  Improvement Program, the Unified Planning Work Program, and the Annual Listing of Obligated
  Projects.
- Contact information for MPO staff is provided on the website.
- AAMPO staff regularly attends meetings of local transportation advisory groups and
  stakeholders to provide information to local stakeholders about the MPO planning process and
  the role of AAMPO in regional transportation planning.
- The MPO maintains an ‘Interested Parties’ email list, which receives all meeting agendas and
  announcements regarding public involvement opportunities and major planning processes is
  emailed to this list of Interested Parties.

8. **Title VI** *(Ref: Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by the State of
Oregon under 42 USC 2000d-1 and 49 USC part 21)*

The AAMPO Title VI/ Non-Discrimination Plan was adopted on August 27, 2014 following a 45-day
public comment period. It was most recently updated in November 2015 to provide current contact
information. In accordance with Title VI of the Civil Rights Act of 1964, this Title VI / Non-
Discrimination Plan reflects AAMPO’s commitment to ensuring that no person shall - on the ground
of race, color, national origin, age, or disability - be excluded from participation in, be denied the
benefits of, or be subjected to discrimination under any of the MPO’s programs or activities. To
ensure this, AAMPO is implementing the following actions:

- Adoption of a policy statement
- Designate a Title VI Coordinator
- Comply with the USDOT Standard Assurances
- Maintain and implement a Public Participation Plan
- Demonstrate consideration of Limited English Proficiency, including completion of a Language
  Assistance Plan and Four Factor Analysis.
- Demonstrate consideration of Environmental Justice during all MPO funded activities
- Gather and maintain statistical data to ensure ongoing efficacy of outreach efforts to
  underserved or minority communities. This data is included in the Language Assistance Plan and
  is posted on the AAMPO website.
• Provide Title VI notice to the public in planning documents. AAMPO also includes a notice at the bottom of all meeting agendas indicating that OCWCOG facilities are accessible to persons with disabilities. The notice also includes a phone number to call for special accommodations; this includes access to a Spanish-speaking interpreter.

• Establish a public complaint process which complaint forms posted publicly on the AAMPO website with several options for submittal. The MPO also has a process for maintaining a record of Title VI complaints, although no complaints have been received to date.

• Complete employee trainings regarding Title VI and Non-Discrimination best practices

• Complete required Title VI reporting and compliance documentation

Additionally, AAMPO has contracted with OCWCOG for staffing, administrative and fiscal support. OCWCOG is an affirmative action/equal opportunity employer that does not discriminate on the basis of race, color, age, creed, national origin, religion, gender, or marital status.

9. Disadvantages Business Enterprises (DBE) (Ref: Section 1101(b) of the FAST Act, 49 CFR part 26)
   Given the minimal contracting undertaken by the MPO, AAMPO does not currently have an adopted DBE policy and is it is not anticipated to adopt one in the next few fiscal years.

    AAMPO public meetings are held in places accessible to people with disabilities. The AAMPO office is located in an accessible building. The AAMPO website is ADA compliant. The Albany Transit system is in full compliance with the requirements of ADA. As AAMPO develops its first MTP and MTIP, the MPO will work with the member jurisdictions to identify opportunities for increasing accessibility throughout the Albany Urbanized Area and to ensure that new transportation facilities within the AAMPO area are constructed to ADA standards.

11. Air Quality (Ref: 40 CFR 51; OAR 340-2-710 through 340-2-1080)
    a. Regional Air Quality Status of the MPO Area
       The Albany Urbanized Area is not and has never been in violation of EPA’s National Ambient Air Quality Standards (NAAQS). Therefore, the area is not designated nonattainment for any of the Air Quality Criteria Pollutants.

    b. Conformity Status of the MPO Plan and TIP
       According to the Clean Air Act Amendment (CAA) of 1990, the Albany Urbanized Area is not required to demonstrate Air Quality Conformity of its transportation plans, programs and projects to the State Implementation Plan (SIP).

12. Lobbying Prohibition (Ref: 49 CFR 20)
    AAMPO’s metropolitan transportation planning process is in compliance with the requirements of USC 49 CFR part 20 that prohibits the use of federal transportation dollars on lobbying and influencing certain activities.
13. **Employment & Business Opportunity Discrimination** *(Ref. 49 USC 5332)*; **Older Americans Act** *(Ref. 42 USC 6101)*; **Gender Discrimination** *(Ref. Section 324 of title 23 USC)*; and **Discrimination Against Individuals with Disabilities** *(Ref. 29 USC 794 & 49 CFR part 27)*

AAMPO has contracted with the Oregon Cascades West Council of Governments (OCWCOG) for staffing, administrative and fiscal support. OCWCOG is an affirmative action / equal opportunity employer that does not discriminate on the basis of race, color, age, creed, national origin, religion, gender, or marital status. AAMPO includes a notice at the bottom of all meeting agendas indicating that OCWCOG facilities are accessible to persons with disabilities. The notice also includes a phone number to call for special accommodations; this includes access to a Spanish-speaking interpreter.

AAMPO has adopted a Title VI/Non-Discrimination Plan which, in accordance with Title VI of the Civil Rights Act of 1964, reflects AAMPO’s commitment to ensuring that no person shall - on the ground of race, color, national origin, age, or disability - be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any of the MPO’s programs or activities. This plan is described in more detail under the above description of Title VI.

Below are excerpts from federal code stating the requirements pertaining to each of these types of discrimination.

- **Employment & Business Opportunity Discrimination** *(Ref. 49 USC 5332)*
  Federal code states: *A person may not be excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance under this chapter because of race, color, creed, national origin, sex, or age.*

- **Older Americans Act** *(Ref. 42 USC 6101)*
  Federal code states: *It is the purpose of this chapter to prohibit discrimination on the basis of age in programs or activities receiving Federal financial assistance.*

- **Gender Discrimination** *(Ref. Section 324 of title 23 USC)*
  Federal code states: *No person shall on the ground of sex be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal assistance under this title or carried on under this title.*

- **Discrimination Against Individuals with Disabilities** *(Ref. 29 USC 794 & 49 CFR part 27)*
  Federal code states: *No otherwise qualified individual with a disability in the United States, as defined in section 705 (20) of this title, shall, solely by reason of her or his disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance or under any program or activity conducted by any Executive agency or by the United States Postal Service.*
IN ACCORDANCE WITH 23 CFR 450.334, THE OREGON DEPARTMENT OF TRANSPORTATION AND THE ALBANY AREA METROPOLITAN PLANNING ORGANIZATION (AAMPO) HEREBY CERTIFY THAT THE METROPOLITAN TRANSPORTATION PLANNING PROCESS IS BEING CARRIED OUT IN ACCORDANCE WITH ALL APPLICABLE REQUIREMENTS INCLUDING:

(1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450 (c);
(2) Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c)and d)) and 40 CFR part 93;
(3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
(4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
(5) Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
(6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
(8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
(9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

Certified by the Policy Board of the Albany Area Metropolitan Planning Organization

______________________________________  ______________________
Roger Nyquist, Chair                       Date
APPENDIX E: PLANNING EMPHASIS AREAS

FHWA, in consultation with FTA, develops Planning Emphasis Areas (PEAs) which outline specific policy, procedural and technical topics that MPOs and State DOTs should consider as they implement their annual Work Programs. PEAs address a mix of planning issues and priority topics identified during on-going reviews of metropolitan and statewide planning processes as requiring additional work.

PEAs should be considered in addition to the eight planning factors outlined in SAFETEA-LU and subsequent federal transportation bills including the Fixing America’s Surface Transportation (FAST) Act. These eight planning factors are: Economic Vitality, Safety of Transportation System, Security of Transportation System, Accessibility and Mobility for People and Freight, Environmental Protection and Enhancement, Integration & Connectivity of Transportation System, Efficient System Management and Operation, and Preservation of Existing the Transportation System.

PEAs were released in a joint memo from FHWA and FTA in 2014 and the same PEAS were reiterated in March 2015. No additional guidance has been received by AAMPO since that time. These PEAs include the following:

Models of Regional Planning Cooperation:
This Emphasis area seeks to promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning. Cooperative efforts can consider linkages between the transportation plans and programs, corridor studies, projects, data, and system performance measures and targets across MPO and State boundaries. Efforts may include coordinated planning process and products, especially among neighboring urbanized areas.

Ladders of Opportunity:
This Emphasis Area seeks to improve access to essential services by addressing transportation connectivity gaps. Essential services include housing, employment, health care, schools/education, and recreation.

MAP-21 Implementation:
The third emphasis area promotes a transition to Performance Based Planning and Programming. This includes the development and use of transportation performance measures, target setting, performance reporting, and transportation investments that support the achievement of performance targets. These components will ensure the achievement of transportation system performance outcomes.

Below is a matrix outlining how the Albany Area MPO’s FY15-16 UPWP addresses the FFY2015 PEAs as well as the broader MAP-21 Planning Factors.
Coordination of FY16-17 UPWP with FHWA Planning Emphasis Areas and MAP-21 Planning Factors

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<th>Planning Emphasis Areas</th>
<th>MAP-21 Planning Factors</th>
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<td>Models of Regional Planning Cooperation</td>
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**Task 1: MPO Program Management**

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**Task 2: Long Range Planning**

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**Task 3: Transit & Short Range Planning**

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**Task 4: Transportation Programming**

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APPENDIX F: ACRONYMS

3-C: Continuing, cooperative and comprehensive planning process that is required of MPOs

5303: FTA Metropolitan Planning funds used for planning in an MPO area.

5339: FTA Formula Capital Program for transit capital improvements (e.g. bus purchases).

5307: FTA Formula Grant Program. Funding is available on the basis of a statutory formula to all urbanized areas in the country. The funding can be used for capital projects and operating assistance.

5310: FTA Competitive Grant Program. Funding for transportation services for the elderly and persons with disabilities. Funds can continue to be used for capital costs or for capital costs of contracting for services.

AAMPO: Albany Area Metropolitan Planning Organization.

ACT: Area Commission on Transportation. Regional entities responsible for coordinating transportation planning throughout Oregon; ODOT requires local ACTS to establish a relationship with MPOs in their area and to coordinate in the prioritization of projects in their respective planning efforts.

ATS: Albany Transit System

CAMPO: Corvallis Area Metropolitan Planning Organization, including the cities of Corvallis, Philomath and Adair Village as well as Benton County.

CWACT: Cascades West Area Commission on Transportation. Area Commissions on Transportation are advisory bodies chartered by the Oregon Transportation Commission. CWACT covers Linn, Lincoln and Benton Counties.

DLCD: Oregon Department of Land Conservation and Development

DEQ: Oregon Department of Environmental Quality

FAST Act: Fixing America’s Surface Transportation Act. Five year transportation funding and authorization bill to govern federal surface transportation spending. Pass in December 2014, this is the federal transportation act currently in effect.

FAUB: Federal Aid Urban Boundary. FAUBs establish the dividing line between urban and rural Federal Functional Classifications. The FAUB includes the Urbanized Area with consideration also given to major traffic generators, major bus routes, interchanges, bridges and continuity of roadway classification.

FFC: Federal Functional Classification. Roadways within the MPO area classified as Collectors and Arterials and considered on the ‘federal functional classification map’.

FHWA: Federal Highway Administration

FTA: Federal Transit Administration
**IGA:** Intergovernmental Agreement. A formally adopted agreement between units of government that articulates the respective roles, duties and responsibilities of the agencies party to the agreement.

**ODOT:** Oregon Department of Transportation

**MAP-21:** Moving Ahead for Progress in the 21st Century Act (MAP-21) is a federal transportation act that was superseded by the FAST Act in December 2015.

**MPO:** Metropolitan Planning Organization. When cities reach a population of 50,000 and also meet other population density requirements, MPOs are designated for those areas by the governor of the state.

**MTP (RTP):** Metropolitan Transportation Plan. Also called RTP or Regional Transportation Plan. The 20-year transportation plan for defining transportation improvement strategies and policies for the MPO area. The MTP must be coordinated with State, County and City jurisdictions.

**MWACT:** Mid-Willamette Valley Area Commission on Transportation. Area Commissions on Transportation are advisory bodies chartered by the Oregon Transportation Commission. MWACT covers Marion, Polk and Yamhill Counties.

**NAAQS:** National Ambient Air Quality Standards. The Clean Air Act, which was last amended in 1990, requires EPA to set National Ambient Air Quality Standards (40 CFR part 50) for pollutants considered harmful to public health and the environment.

**OCWCOG:** Oregon Cascades West Council of Governments. Created under ORS 190.010, OCWCOG provides a variety of services to 25 member governments within Linn, Benton and Lincoln Counties.

**OTC:** Oregon Transportation Commission. The Board of Directors for the Oregon Department of Transportation (ODOT).

**PEA:** Planning Emphasis Area. FHWA, in consultation with FTA, develops Planning Emphasis Areas outlining specific policy, procedural and technical topics that MPOs should consider as they implement their annual Work Programs.

**PMT:** Project Management Team. This group will provide direct oversight of the AAMPO RTP process, and will consist of staff from AAMPO, ODOT, AAMPO member jurisdictions, and the Consultant team.

**PL:** FHWA Metropolitan Planning Funds, which comprise the majority of MPO funding.

**PPP:** Public Participation Plan. A federally required plan outlining an MPO’s public outreach efforts.

**RTP/RTSP:** A combined Regional Transportation Plan (federally required) and Regional Transportation System Plan (required by the State of Oregon in compliance with TPR)
**SAFETEA-LU:** Safe, Accountable, Flexible, Efficient Transportation Equity Act. A Legacy for Users (SAFETEA-LU) is the federal transportation act that was in effect from 2005 through 2012.

**STIP:** Statewide Transportation Improvement Program. The statewide transportation improvement program (STIP) is a federally-required document that identifies all federally funded projects in the state. The STIP is a staged, multiyear, statewide, intermodal program of transportation projects which is consistent with the statewide transportation plan and planning processes and metropolitan plans, TIPs and processes. Projects must be included in the STIP before applicants can use the federal funds awarded to their projects. In order for an MPO project to be included in the STIP, it must first be included in a metropolitan transportation plan and the TIP.

**STF:** Surface Transportation Funds. An Oregon program intended to benefit seniors and people with disabilities. Primarily formula bases and allocated to STF agencies (counties, tribes or transit districts). STF agencies also coordinate 5310 funds.

**STP:** Surface Transportation Program. One of the major federal funding programs. Funding may be used for planning, roadway construction, transit capital projects, carpool projects, etc.

**TAC:** Technical Advisory Committee

**TDP:** Transit Development Plan

**TIP (MTIP):** Transportation Improvement Program or Metropolitan Transportation Improvement Program. A document prepared by an MPO listing federally-funded surface transportation projects programmed in the MPO area over a 4-year period. Projects in the TIP should be identified in the MTP.

**TPR:** Transportation Planning Rule. The Administrative Rule that was enacted to implement Statewide Planning Goal 12 (Oregon’s statewide transportation planning goal). This rule requires that all cities, counties and MPOs develop a 20-year transportation plan that outlines how investments are to be made to provide an integrated transportation system plan. MPOs are required to prepare an MTP and all local jurisdictions within a MPO are required to prepare TSPs that are consistent with the MTP.

**TPAU:** Transportation Planning and Analysis Unit. TPAU is a division within ODOT that provides transportation modeling services and technical assistance to jurisdictions throughout the state.

**TSP:** Transportation System Plan. A 20-year plan for transportation facilities that are planned, developed, operated and maintained in a coordinated manner to supply continuity of movement between modes, and within and between geographic and jurisdictional areas.

**UPWP:** Unified Planning Work Program. A federally required annual report describing the MPO’s transportation work program and budget, and detailing the various local, state and federal funding