

Agenda
Albany Area Metropolitan Planning Organization
Technical Advisory Committee

Date: Thursday, December 14, 2017
Time: 1:30 to 3:30 pm
Location: OCWCOG Albany Office, Upstairs Conference Room
1400 Queen Ave SE, Albany OR
Contact: Tarah Campi, Planner, (541) 924-8480

1. **1:30 Call to Order and Agenda Review** **Josh Wheeler**
2. **1:35 Public Comment** **Josh Wheeler**
3. **1:40 Review Minutes from Nov. 9th Meeting (Attachment A)** **Josh Wheeler**
Action Requested: Approve Minutes
4. **1:45 RTP Review (Attachment B)** **DKS Associates**
Action Requested: Review of Plan
The *Regional Transportation Plan (RTP)* to guide transportation investments and strategies in the Region is expected to be adopted by the Policy Board in early 2018. This is a Work Session to review the draft Plan. This review follows the initial reviews conducted at the October 12th and Nov. 9th TAC meetings, and incorporates subsequent edits.
5. **2:45 Title VI Plan and Audit Overview (Attachment C and D)** **Tarah Campi**
Action Requested: Information Only
An overview of AAMPO's routine Title VI Audit conducted by ODOT in July 2017.
6. **3:00 Jurisdictional Updates** **All**
Action Requested: Discussion
7. **3:15 Adjourn**

**ALBANY AREA METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE MEETING WITH REGIONAL TRANSPORTATION PLAN TAC
AND INTERESTED PARTIES
Thursday, November 9, 2017
OCWCOG Albany Office, Upstairs Conference Room
DRAFT MINUTES**

Members Attending: Darrin Lane, Georgia Edwards, Chuck Knoll, Chris Bailey, Laurel Byer (for Josh Wheeler), Lissa Davis, James Feldman, Mark Volmert, Dan Fricke, and Don Miller

Guests Attending: Stephanie Wright, and Chris Maciejewski (phone)

Staff Attending: Tarah Campi and Emma Chavez

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order and Agenda Review	The Vice-Chair, Chris Bailey called the meeting to order at 1:30 pm. Agenda item 5 was postponed for the next meeting due to the final report not having being received yet.	
2. Public Comment Period		There were no public comments.
3. Review of Minutes from October 12, 2017 meeting		Consensus to approve the October 12, 2017 meeting minutes as written.
4. Regional Transit Plan (RTP) and Transit Development Plan (TDP) Review	<u>REGIONAL TRANSIT PLAN</u> DKS Project Manager Chris Maciejewski attended via teleconference to provide a brief update of Chapter Three of the Regional Transportation Plan (RTP). Maciejewski advised that Chapter Three has been edited to put more emphasis on transit service. He noted that Mark Volmert provided feedback on changes and updates for the RTP. A key element suggested by Volmert was to create a new goal specifically for transit. As the project team consulted on this, they recommend that instead of adding a new goal on transit, the team can integrate transit into the variety of multi modal goals that already exist. One of the reasons is that the current goals and policies were a key part	Consensus from the TAC to make the following changes to be presented to the Policy Board: 1. Create a new Goal (Goal #11) specifically addressing transit, including serving low-income communities.

	<p>of an evaluation of projects and scenarios and an important part of the Work Program, and were selected over a rigorous process with the RTP TAC, AAMPO TAC, Policy Board and stakeholders. If there are changes to the goals now, the question may regarding how the work was completed to date and how it was scored.</p> <p>Draft text was provided adding transit references to the existing goals. The question posed to TAC members is whether this is an acceptable approach. Members received a draft document with track changes for review. Maciejewski noted that most of the highlighted items are policy action items while others are sprinkled throughout the document.</p> <p>Bailey indicated she liked the approach given all the work that went into the existing goals. Incorporating it seems like a better approach.</p> <p>Volmert advised that two years ago he requested that the RTP have considerations in reference to transit. He had been told that part of that was in the TDP but that the TDP does not need to be approved by the AAMPO Policy Board of the City of Albany.</p> <p>Volmert noted that as a point of reference, when AAMPO was created there was not additional Highway funds that came in to the local jurisdictions. The key element financially, to the communities and AAMPO region, was transit. The value to the communities is transit and there is not enough in the RTP in regards to transit.</p> <p>Volmert questioned 1. How the AAMPO Board looks at the RTP and applies Resolution No. 1, which addresses the Board’s ability to oversee transit fund utilization, and 2. The consideration of HB 2017 and new resources to the area (e.g. to serve low income people). Volmert expressed that he is having a difficult time seeing how the document supports the substantial increase in funding locally from HB 2017 and how it address the AAMPO Board Resolution No 1.</p>	<p>2. Include transit-related references throughout the <i>Policies and Actions</i> of the existing Goals, as shown on Pages 2-8 below, as well as in reference to Existing Conditions (Chapter 4).</p> <p>3. TDP to be included as an appendix in the RTP.</p>
--	---	---

	<p>AAMPO Staff, Tarah Campi noted that the plan is for the AAMPO Policy Board to adopt both the TDP and RTP.</p> <p>After review and discussion, members met consensus on the following options, to be presented to the Policy Board at its December 19th meeting:</p> <ol style="list-style-type: none"> 1. Create a new Goal (Goal #11) specifically addressing transit, including serving low-income communities. 2. Include transit-related references throughout the <i>Policies and Actions</i> of the existing Goals, as well as in reference to Existing Conditions (Chapter 4). 3. TDP to be included as an appendix in the RTP. <p>RTP next steps: the Board will review a memo of the TAC's recommendation at its December 19th meeting. At its December 14th meeting, the TAC will have a work session to update the RTP. A full review of the updated document will go to the Board in January of 2018.</p> <p><u>TRANSIT DEVELOPMENT PLAN</u></p> <p>Stephanie Wright with Nelson Nygaard provided a presentation on the Transit Development Plan (TDP) and the updates that have been made to the document. She provided a recap of the October 12th TAC meeting and the key issues the consultants encountered while reviewing the Albany Transit System.</p> <p>Wright noted that the consultants worked through four scenarios between March and October. She noted that there was interest in expansion of evening service in Albany and Call-a-Ride service to the cities of Jefferson and Millersburg. Wright reviewed the scenarios with members.</p>	
--	--	--

	<p>Wright went on to review the estimated funding. Volmert advised that decisions have not been made regarding funding distribution related to the House Bill 2017 legislation and cautioned not to use any estimates in the document. Wright advised that it was important to note that there are resources available. After discussion, it was agreed to change the language in the document to state that there will be HB 2017 funds available, removing specific fund amounts.</p> <p>Wright went on to review changes in operation costs, regional changes, and other changes.</p>	
<p>5. Title VI Plan and Audit Review</p>	<p>Campi advised that the final reports have yet to be received. Therefore, this agenda item will be postponed until further notice.</p>	<p>Agenda item postponed.</p>
<p>6. STP Prioritization Forms</p>	<p>Bailey advised that there is an ongoing project to review how requests for funds for capital projects are prioritized. Members received a current application form, score sheets, as well as the Salem and Central Lane score sheets for review.</p> <p>After discussion, members met consensus to wait until the finalization of the RTP and TDP before working on the STP prioritization forms.</p>	<p>Postponed until RTP is finalized.</p>
<p>7. Performance Measure</p>	<p><u>SAFETY PERFORMANCE MEASURES</u></p> <p>Campi noted that AAMPO is required to set Safety Performance Measure targets by March of 2018. She advised that most MPO's are adopting the State's performance measures. Members received ODOT's Safety Measures for review.</p> <p>Members reviewed and discussed ODOT's Safety Measures.</p> <p>Members met consensus to request that the Policy Board adopt ODOT's Safety Measure's as their own and asked that the Memo be updated to include the crash rate per vehicle miles traveled in the AAMPO area</p> <p><u>LINN-BENTON LOOP</u></p>	

	<p>Volmert reported that the Linn-Benton Loop Board was established two years ago. He advised that two thirds of the Loop riders are Linn Benton Community College and Oregon State University students. The Loop serves the general public but not particularly well because of concerns about frequency. The Loop has always been managed by the City of Albany. The funds used to flow through federal 5311 to the City of Albany. With HB 2017 funds could potentially double. If the student service is kept the same, a new system to serve the general public could be implemented. AAMPO had set aside \$28,000 in their FY16-17 UPWP toward a Service Analysis of the Loop. The TAC suggested utilizing those funds and requesting the same amount from CAMPO to hire a consultant to do an enhanced Service Analysis that would prepare the Loop to be competitive HB 2017 funds. The Loop Board and AAMPO Board support the idea. However, CAMPO doesn't have cash available in its current budget. The Loop TAC is looking into funding ideas for the Service Analysis, including requesting planning funds from ODOT.</p>	
<p>8. Discussion of 2018 Membership</p>	<p><u>SELECTION OF CHAIR</u></p> <p>Members received a handout of Chair history and the 2018 meeting dates.</p> <p>Darrin Lane nominated Georgia Edwards as Chair. Darrin volunteered to serve as Vice Chair. Consensus from members.</p>	<p>Consensus from the AAMPO TAC for Georgia Edwards to serve as Chair and Darrin Lane as Vice-Chair.</p>
<p>9. Adjournment</p>	<p>Meeting adjourned at 3:20 pm.</p>	

Albany Area Metropolitan Planning Organization

Regional Transportation Plan



DRAFT

Adopted by the AAMPO Policy Board on **DATE**

Prepared by:

Albany Area Metropolitan Planning Organization
Oregon Cascades West Council of Governments
1400 Queen Ave SE, Suite 205, Albany, OR 97322
www.ocwcog.org/AAMPO

DKS Associates in association with:
Nelson/Nygaard
CH2M
David Evans and Associates
Cogito



Adopting Resolution

Resolution Number 2017-1

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

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 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 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.

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

**PASSED AND APPROVED THIS _____ DAY OF 2018, BY THE ALBANY AREA
METROPOLITAN PLANNING ORGANIZATION.**

SIGNED:

ROGER NYQUIST

Albany Area Metropolitan Planning Organization
Policy Board Chair

Acknowledgements

Policy Board

Don Miller	City of Millersburg
Ray Kopczynski	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
Darrin Lane	Private Citizen

Regional Transportation Plan 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	Private Citizen
Lissa Davis	City of Jefferson
Georgia Edwards	City of Tangent
Laurie Starha	Benton County
Jim Stouder	Benton County
Lee Lazaro	Benton County Special Transportation Program
Ron Irish	City of Albany
Mark Volmert	Linn County Special Transportation Program
Barry Hoffman	City of Albany, Albany Transit Service
Carl Ang	Linn County Sheriff's Office
John Pascone	Albany-Millersburg Economic Development Corporation
Cody Meyer	Department of Land Conservation and Development
Jon Goldman	City of Albany
Ted Frazier	City of Albany, Call-A-Ride
Ken Bronson	Sweet Home Senior Center
Jean Palmateer	ODOT Public Transit Division
Steve Dickey	Salem-Keizer Area Public Transit
Edna Campau	City of Jefferson Resident
Ned Conroy	Federal Transit Administration Region 10
Nick Fortey	Federal Highway Administration
Mary Camarata	Oregon Department of Environmental Quality
Ed Moore	Oregon Department of Land Conservation and Development
Bill Holstrom	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.

Albany Area MPO Title VI Notice

ALBANY AREA MPO TÍTULO VI COMUNICACIÓN

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 541-924-8480; by e-mail to tcampi@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 are available:

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

TABLE OF CONTENTS

Chapter 1: Introduction..... 1
 The Albany Area MPO..... 1
 Albany Area Planning Context..... 1

Chapter 2: Plan Overview 5
 Regulatory Framework.....5
 The Planning Process.....6
 Existing Plans and Regulations 8

Chapter 3: Goals, Policies, and Objectives 11

Chapter 4: Existing Transportation System 22
 Traffic Safety 22
 System Management..... 28
 Public Transportation..... 30
 Pedestrian Facilities 33
 Bicycle Facilities..... 37
 Roadways.....41
 Rail Freight 45
 Air Travel 46
 Waterways 47
 Pipelines 47

Chapter 5: Environmental Considerations..... 48
 Fish, Wildlife and Habitat..... 48
 Wetlands, Floodplains and Water Resources 53
 Geologic & Natural Hazards 55
 Hazardous Materials 57
 Air Quality..... 57
 Scenic and Recreational Resources..... 58
 Cultural Resources 58
 Prime Farmland 59
 Community Resources and Environmental Justice..... 60

Chapter 6: Future Forecasting..... 62
 CALM Travel Demand Model..... 63
 Post Processing and Model Application to AAMPO 79

Chapter 7: Future Transportation Needs 83
 Regional Roadway System..... 83
 Public Transportation System Needs 85
 Pedestrian System..... 87

Bicycle System..... 91
ITS System 94
TDM System..... 96
Rail Freight System 96
Chapter 8: Recommended Improvements..... 98
 Funding Assumptions..... 98
 Project Development..... 99
 Financially Constrained Project List.....100
 Aspirational Project List..... 121
 Transit Development Plan.....132
Chapter 9: Evaluation and System Performance..... 138
 Environmental Screening138
 Regional Performance Metrics 141
Chapter 10: Next Steps 143

APPENDICES

A: Transit Development Plan tbd
B: Public Involvement Summary tbd
C: Future Forecasting tbd
D: Financially Constrained Scenario Evaluation tbd
E: Aspirational Scenario Evaluation tbd

Chapter I: Introduction

The Albany Area MPO

Metropolitan Planning Organizations (MPOs) are transportation policy-making bodies established for urbanized areas with populations of 50,000 or more. 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 elected 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 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 Santa 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 in Figure 1-1.

Land Use Patterns

Oregon land use planning regulations require each city to 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 – all have fewer 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.

The varying size, land use, and geography of the cities within AAMPO generates a contrasting urban and rural character in transportation facilities and users. For example, the majority of Albany has a more traditional urban character, which results in transportation issue priorities such as transit needs, congestion management, and safe crossings of busy roadways for pedestrians. Tangent, on the other hand, has a more-rural/farming community character that is at the edge of urban uses. This “edge” environment creates community concerns for safety as high-speed rural corridors connecting to the urban areas pass through the community and impact livability (as well as creating seasonal friction with slow-moving farm equipment on the roadway). To ensure that the unique needs of each city are reasonably balanced, the broad spectrum of transportation system needs and priorities created by these varying characteristics are important to consider in program development and funding allocations for AAMPO.

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. AAMPOs location along the I-5 corridor has also made the area attractive for warehousing and transportation services.

The broader region has 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. In addition, 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 Lebanon¹.

Approximately a third of Albany residents work in Albany. Albany residents who work outside of Albany 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 percent². During that time, the population of youth grew by 26 percent while older adults decreased by almost 12 percent³. The number of people earning incomes below the poverty line in Albany grew by 109 percent⁴. Albany also became more diverse, with the number of people identifying as Hispanic/Latino growing by 159 percent⁵ and the number of individuals with limited English proficiency growing by 62 percent. The Albany area has a higher percentage of low-income individuals and individuals with disabilities than Linn County and the state as a whole.

¹ US Census Bureau, Center for Economic Studies

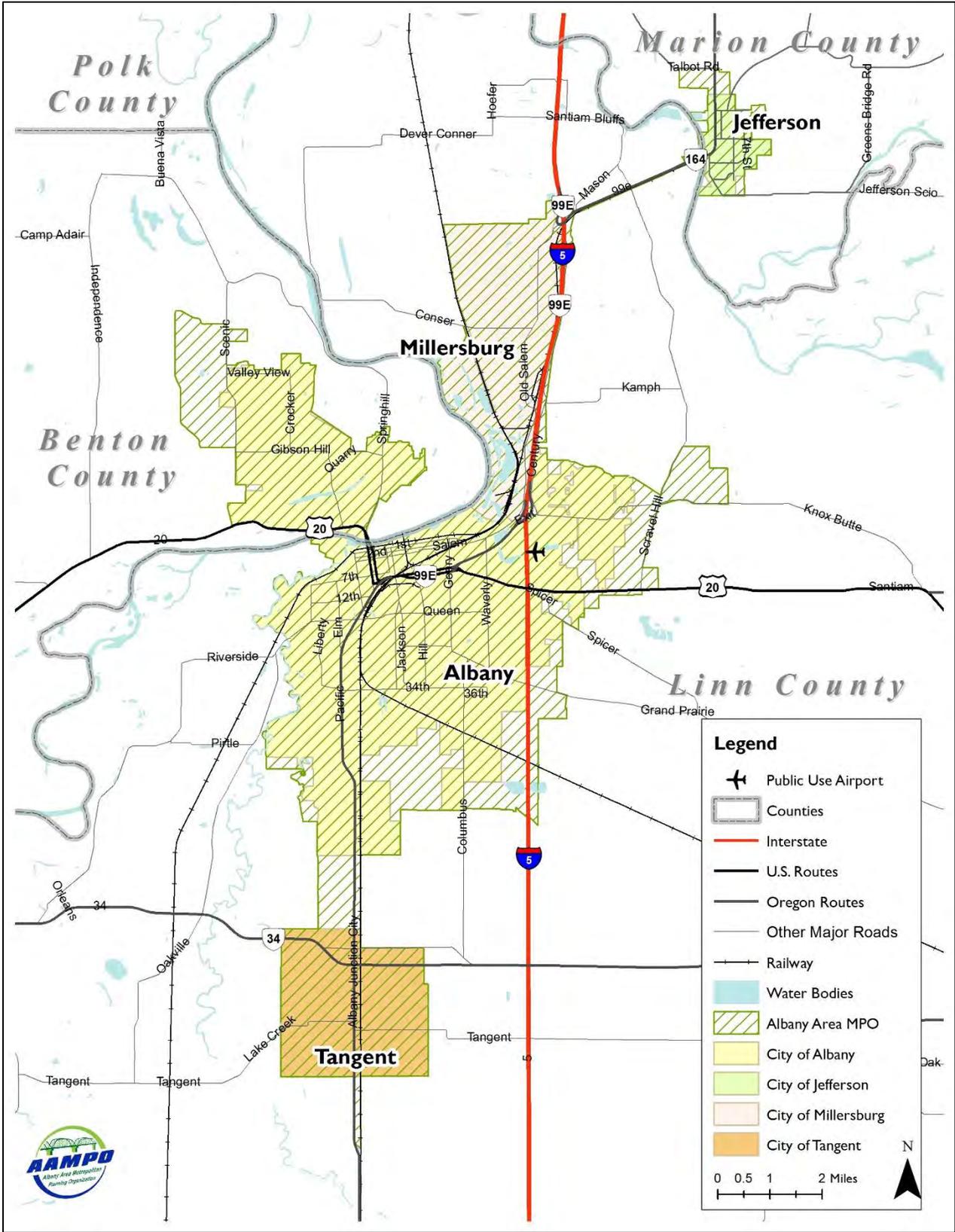
² US Census Bureau, American Community Survey, 2009-2013 5-Year Estimates: Table B01003

³ US Census Bureau, 2000 US Census Summary File 1: Table P012; US Census Bureau, American Community Survey, 2009-2013 5-Year Estimates: Table B01001

⁴ US Census Bureau, American Community Survey, 2009-2013 5-Year Estimates: Table C17003

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

Figure I-1: AAMPO Area Map



Source: Oregon Cascades West Council of Governments

Chapter 2: Plan Overview

The Regional Transportation Plan (RTP) establishes a vision for the Albany Area transportation system over a 20-year period. The RTP 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, projected transportation demands through 2040, and gaps in addressing 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 that are referenced throughout.

Regulatory Framework

All MPOs are required to develop a Regional Transportation Plan (RTP) 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.

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 was developed in two phases. In the first phase, the MPO developed an RTP Framework that meets federal requirements and identifies a constrained 20-year project list. In the second phase, the MPO used ODOT's least-cost planning tool, *Mosaic*, to help refine regional priorities and develop the illustrative project list. During the second phase, the MPO also identified strategies to comply with Oregon Transportation Planning Rule (TPR) requirements and completed a Transit Development Plan (TDP).

The RTP Framework, and any other MPO planning documents, was formally approved by the MPO Policy Board. In the second phase, MPO member jurisdictions will be asked to review the RTP and to either make a finding of consistency with their local land use and transportation plans or adopt amendments to those local plans in order to establish consistency.

Public Involvement

Outreach to share the project recommendations and collect opinions focused on North Albany, Albany, Millersburg, Tangent, Jefferson, and Albany areas, and included direct outreach to Title VI populations, transit riders, and businesses. Outreach efforts included discussion of the recommended 20-year project list as well as two aspirational scenarios (Congestion Management and Capacity Improvement) for further improvement to the transportation system that could be implemented should additional funding become available. Highlights include:

- **Tangent community members** recommended that the plan recognize the agricultural uses of their roads and remember farming activities when planning for future improvements.
- **Jefferson residents** value their schools, care about pedestrian safety and assisting the elderly in getting to appointments. Residents who commute from Jefferson to other areas would appreciate focusing on capacity issues.
- **North Albany residents** are experiencing concerns about traffic impacts of future development and some neighbors in North Albany felt strongly that a bridge would be helpful to ease congestion.
- **Millersburg City Council** generally supported the concept of Congestion Management and expressed concerns about the impacts of a bridge. Millersburg businesses felt their access on and off Interstate 5 works well, but congestion on US 20 and I5 was a major concern. Support for a bike lane or sidewalk on Old Salem Road was expressed.
- **Student leaders at Linn Benton Community College** shared that they are concerned about how students get to school (most drive, some take transit). Pedestrian safety was a key concern.
- **Latino leaders** supported the Congestion Management Scenario, especially expanded transit service.
- **Albany Bicycle and Pedestrian Committee** members and other Albany residents supported the Congestion Management Scenario and hoped to expand ridership and access to transit.
- **Helping Hands Homeless Shelter clients** said transit service is essential, and weekend and evening service would be very helpful. They also supported the Congestion Management scenario.
- **Transit riders** shared that they support expanding Commuter Service and are interested in taking transit to nearby cities; the expanded service timeframe of 5 am to 10 am and 2 pm to 7 pm worked best.

Plan Update and Amendment Process

At a minimum, the RTP must be reviewed and updated every five years. 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. Further information is available in *Technical Memoranda #2*.

The documents for review included:

- 6 Transportation System Plans
- 6 Comprehensive Plans
- 2 Capital Improvement Programs
- 4 Park and Recreation Plans
- 2 Public Transit Human Services Plans
- 2 transit agency plans
- 1 regional ITS plan
- 4 separate I-5 plans/studies
- 6 regulatory and/or policy documents, and
- The Oregon Freight Plan
- The Oregon Bicycle and Pedestrian Plan
- The Oregon Highway Plan
- The Oregon Public Transportation Plan
- The Oregon Transportation Plan
- The Oregon Transportation Options Plan
- The Oregon Aviation Plan
- The Albany Municipal Airport Master Plan
- The Albany Area MPO Interim Transportation Improvement Program
- The State Transportation Improvement Plan

Key Themes

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 within and through the AAMPO area
- Facilitating the flow of goods and services to strengthen the local and 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

Gaps that were identified include:

- **Plan Updates:** Numerous plans reviewed are currently, or soon will be, undergoing updates. This includes the Linn County TSP, Millersburg TSP, Benton County TSP, Marion County TSP, Linn County Coordinated Plan, Benton-Lincoln Coordinated Plan, Jefferson Comprehensive Plan, Albany Parks and Recreation Master Plan, and Albany Airport Master Plan. In addition, several plans are relatively old and the data, regulatory references, and findings from those plans may be out of date. These plans primarily include the Jefferson Comprehensive Plan, Benton County TSP, and Marion County TSP. The Tangent TSP and I-5 planning processes also include data that may be out-of-date.
- **Federal Regulatory Changes:** MAP-21 instituted a new emphasis on performance management for MPO planning processes that will need to be considered as the AAMPO RTP process builds off of Transportation System Plans, Capital Improvement Programs and other planning documents written prior to MAP-21. The Federal Functional Classification System as updated following the formation of the MPO should be used for the AAMPO RTP process.
- **Federal Funding Changes:** Federal funding programs, funding levels, and funding streams changed with the establishment of the MPO, particularly as related to transit capital, operations and planning funds. These changes should be considered when utilizing planning and programming documents related to public transportation. For example, Albany Transit Service began receiving 5307 urban transit funds in place of the rural 5311 transit funds and

the target amount of 5310 senior and disabled public transportation fund was established for the urbanized area.

- **State Regulatory Changes:** Numerous updates were made to the State of Oregon guidance for transportation planning. These include: Transportation Planning Rule amendments in 2005 and 2012, including redefining mobility ‘standards’ as ‘targets’ and an allowance for alternative measures outside of v/c ratio; Access Management Rules (OAR 734-051) saw significant revisions in 2011, and the OHP saw related revisions in 2012; A requirement that Special Transportation Areas have a management plan when the STA is on a Statewide Highway.
- **New Requirements Associated with the MPO:** Oregon TPR establishes several additional requirements for MPOs. These include: a parking plan in MPO areas (OAR 660-012-045(5)(c)); establishment of VMT reduction targets or alternative measures for MPO areas; and, requirements that local jurisdictions provide notice to MPOs of development proposals in which they may have an interest.

Chapter 3: Goals, Policies, and Objectives

The RTP goals and policies provide a foundation for transportation plans, projects and programs completed within the MPO planning area. Each goal and policy was developed by the MPO in concert with local plans, and Transportation System Plans in particular. As the local and regional circulation patterns are intertwined, continual coordination between local jurisdictions and the MPO is critical to achieving these regional goals.

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 whether a policy is achieved. These objectives also address the performance-based planning requirements established in MAP-21.

Goal I

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

Policies

- 1.1. Improve the accessibility, connectivity, efficiency and viability of the transportation system for all users
- 1.2. Maximize efficiency of existing regional roadway system
- 1.3. Maintain acceptable roadway and intersection operations
- 1.4. Protect the ability of major arterials to serve regional traffic while maintaining local connectivity to community activity centers
- 1.5. Preserve and protect transportation corridors essential to regional economic vitality
- 1.6. Ensure that the benefits and impacts of the transportation system are socially equitable
- 1.7. Support improvements to the bus transit and passenger rail systems, 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, including transportation options for employment uses and low-income communities
- 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, bicycling, and transit opportunities
- Improve transit route schedule reliability while retaining coverage by extending frequencies to over 90 minutes in the short-term and adding weekday evening service
- Improve transit frequencies by implementing a 6-route system with buses every 60 minutes (30-minutes on some routes)
- Build a new transit maintenance facility to accommodate a larger transit system

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
- Enhance regional transit connectivity and improve coordination/partnerships with transit service providers within the AAMPO area, including updating system maps, branding, and marketing
- Improve connections with regional transit services at Albany Station and Linn-Benton Community College
- Coordinate schedules with the Linn Shuttle to provide frequent service along OR 99E from Linn-Benton Community College to Albany Station
- Develop a shared regional website for public transportation
- Explore coordinated changes to increase efficiency and the reach of the Linn-Benton Loop

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 and security for multimodal system users to enhance comfort and viability of system use for pedestrians, bicyclists, and transit riders

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
- Support implementation of an intermodal freight facility in Millersburg

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
- 6.9. Support volunteer programs and state human service agencies that provide public transportation services
- 6.10. Provide reasonable and sustainable staff resources to support implementation of the Regional Transportation Plan

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
- Work with federal and state partners to advocate for and support efforts to secure strategic and sustainable investments in transit infrastructure, including vehicles
- Install automatic vehicle locators and other on-board equipment on transit vehicles to improve efficiency and customer information

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 the integration of transit, 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 transit and active transportation systems
- 9.3. Maintain and improve accessibility of the public transportation/transit 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 complementary 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, including improving connections to regional transit services and improving coordination/partnerships with transit service providers within the AAMPO area
- 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.

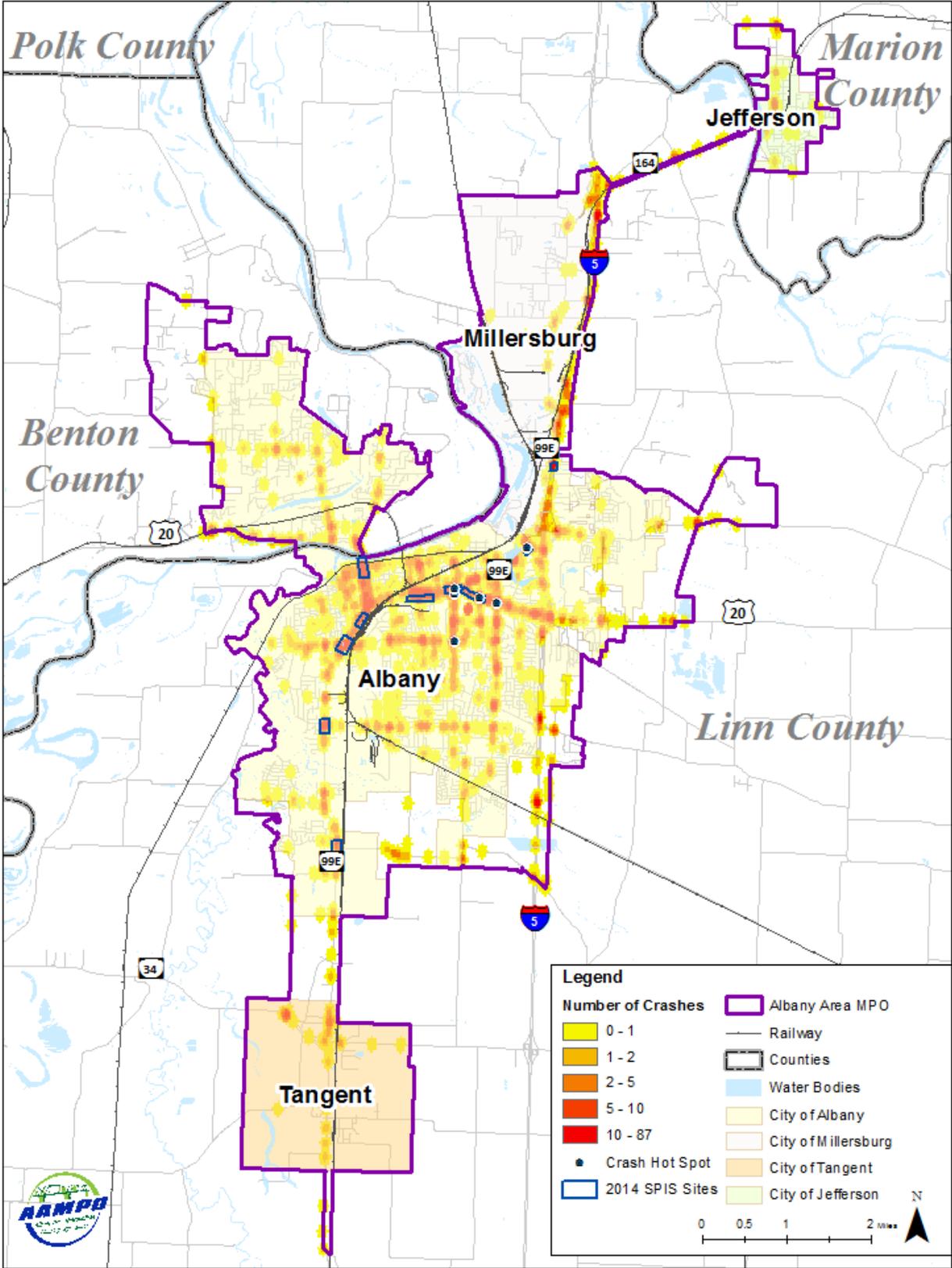
Traffic Safety

Crash data for the most recent five years available (2009-2013) on all roadways within the AAMPO area were obtained from ODOT. There were 3,022 reported vehicle crashes within the AAMPO area during the five-year span shown in Figure 4-2, 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. An incapacitating injury prevents the injured person from executing activities the person was capable of prior to the crash (e.g. walking, driving) while a non-incapacitating injury has visible evidence of an injury without any impact on executing activities (e.g. bruise, minor bleeding). Possible injuries are characterized by a complaint of pain but no visible evidence.

ODOT maintains a Safety Priority Index System (SPIS) to identify potential safety problems on state highways. The SPIS network screening process aims to identify sites with higher crash histories that have promise as sites for potential safety improvements. Each highway segments is broken into one-tenth of a mile sites and sites are ranked in terms of safety cost effectiveness. Each year ODOT develops a list of SPIS sites in the top 10%. AAMPO area SPIS Sites, also shown in Figure 4-1, further flag areas of potential concern.

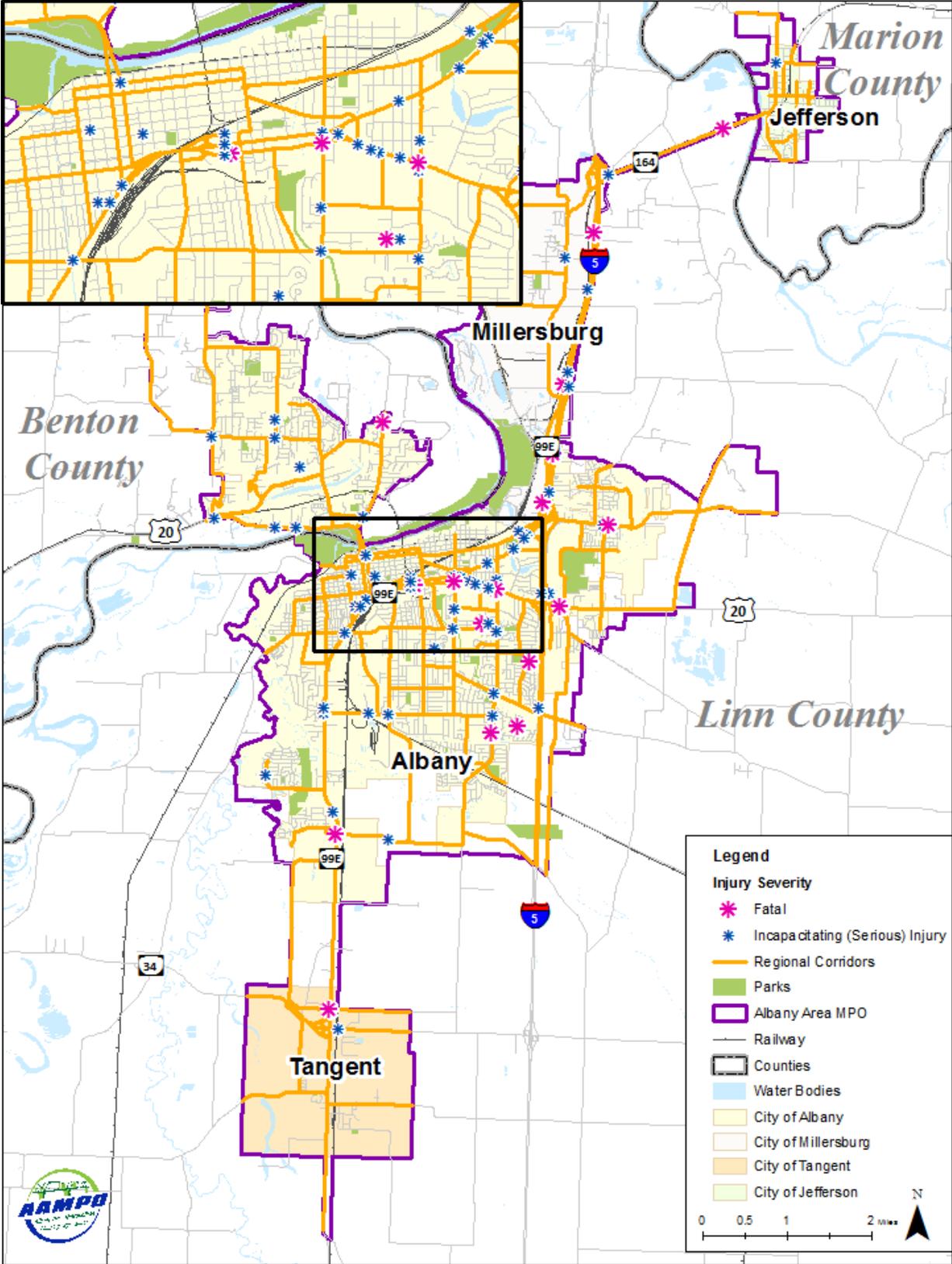
In addition, crashes reported by the Albany Police Department between January 1, 2014 and August 13, 2015 were collected. During this time, there were a total of 778 crashes. Broken down by severity there were two fatalities, 193 non-fatal injury crashes and 583 property-damage-only crashes. The fatalities and non-fatal injury crashes are identified in Figure 4-2. Both fatal crashes occurred in Albany, Oregon. One fatal crash occurred at the intersection of OR 99E/Belmont Avenue and the other fatal crashes occurred at the intersection of US 20/Clay Street. US 20/Clay Street is identified by the ODOT All Roads Transportation Safety Program, described below, as a crash hot-spot. There are several driveways (i.e. conflict points) near this location to provide access to Heritage Plaza Shopping Center.

Figure 4-1: 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

Figure 4-2: AAMPO Vehicle Fatal and Serious Injury Crashes (2009 -2013)



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

The individual crash types at study intersections were examined to see if any patterns would emerge and to identify problem areas in need of mitigation. Table 4-1 breaks down the crash types and severities experienced at the study intersections, along with critical crash rates and observed crash rates.

To evaluate the intersection, the observed crash rate, which describes the frequency of crashes per million entering vehicles (MEV), is compared with the critical crash rate, which is unique to each intersection and is a factor of crash rates at similar sites within the study area, traffic volume, and a 95th percentile confidence level⁶. Intersections with an observed crash rate greater than the critical crash rate warrant further review. Four study intersections, highlighted in Table 4-1 and described below, were found to have crash rates higher than their critical crash rate.

Table 4-1: Albany Area MPO Crash Rates at the Study Intersection (2009-2013)

Study Intersection	Crash Type				Crash Severity			Total	Critical Crash Rate ^A (per MEV ^B)	Observed Crash Rate (per MEV*)
	Rear	Angle	Turn	Other	PDO	Injury	Fatal			
Jefferson Hwy (OR 164)/North Avenue	4	0	1	1	2	4	0	6	0.64	0.39
Jefferson Hwy (OR 164)/Main Street	6	1	6	1	3	11	0	14	0.76	0.66
Jefferson Hwy (OR 164)/Scrael Hill Road	1	3	2	2	5	3	0	8	0.63	0.48
Jefferson Hwy (OR 164)/I-5 NB Ramps	2	0	4	1	2	5	0	7	0.65	0.47
Jefferson Hwy (OR 164)/I-5 SB Ramps	1	0	2	3	3	3	0	6	0.71	0.58
Century Drive/I-5 NB Ramps	0	0	2	3	3	2	0	5	0.90	1.00
Old Salem Road/I-5 SB Ramps	1	0	1	5	5	2	0	7	0.65	0.47
Pacific Highway (OR 99E)/Albany Avenue & Airport Road	16	2	12	8	22	16	0	38	0.64	0.61
Century Drive&I-5 NB Off Ramp/Knox Butte Road	3	3	4	2	5	7	0	12	0.55	0.37

⁶Analysis Procedures Manual Version 2, Oregon Department of Transportation, June 2015.

Study Intersection	Crash Type				Crash Severity			Total	Critical Crash Rate ^A (per MEV ^B)	Observed Crash Rate (per MEV*)
	Rear	Angle	Turn	Other	PDO	Injury	Fatal			
Clover Ridge Road/Knox Butte Road	0	0	0	0	0	0	0	0	0.59	0.00
Scravel Hill Road/Knox Butte Road	1	6	1	1	1	8	0	9	0.74	0.99
Scravel Hill Road/Santiam Highway (US 20)	3	1	0	4	4	4	0	8	0.61	0.42
Fescue Street/Santiam Highway (US 20)	18	0	5	2	15	10	0	25	0.66	0.48
Airport Road/Santiam Highway (US 20)	16	4	5	0	11	14	0	25	0.65	0.43
Waverly Drive/Santiam Highway (US 20)	36	5	15	5	31	29	1	61	0.64	0.96
Waverly Drive/ Pacific Highway (OR 99E)	23	5	3	3	16	18	0	34	0.65	0.61
Queen Avenue/ Pacific Highway (OR 99E)	33	4	8	1	25	21	0	46	0.64	0.70
Waverly Drive/34th Avenue	7	0	4	0	6	5	0	11	0.71	0.35
Pacific Highway (OR 99E)/53rd Avenue	3	0	1	1	3	2	0	5	0.69	0.13
Three Lakes Road/Seven Mile Lane	1	0	0	1	1	1	0	2	0.83	0.32
Ellsworth Street (US 20)/1st Avenue	11	1	3	2	9	8	0	17	0.69	0.47
Ellsworth Street (US 20)/2nd Avenue	2	3	1	2	4	4	0	8	0.68	0.20
Lyons Street (US 20)/1st Avenue	5	12	1	3	15	6	0	21	0.68	0.53
Lyons Street (US 20)/2nd Avenue	7	7	1	3	9	9	0	18	0.69	0.47
Springhill Drive/ Albany-Corvallis Highway (US 20)	14	0	1	3	8	10	0	18	0.63	0.26

Study Intersection	Crash Type				Crash Severity			Total	Critical Crash Rate ^A (per MEV ^B)	Observed Crash Rate (per MEV*)
	Rear	Angle	Turn	Other	PDO	Injury	Fatal			
North Albany Road/ Albany-Corvallis Highway (US 20)	11	0	1	0	5	7	0	12	0.66	0.24
Scenic Drive/Albany- Corvallis Highway (US 20)	0	0	3	2	2	3	0	5	0.53	0.13
Scenic Drive/Gibson Hill Road	0	0	1	1	1	1	0	2	0.73	0.21

Notes: **Bolded Red and Shaded** indicates a high crash rate compared to other similar intersections in the AAMPO area.
^A Critical crash rate calculated based on 95% confidence level.
^BMEV = Million entering vehicle

The following intersections have crash rates higher than their critical crash rate.

- **Century Drive/I-5 NB Ramps.** This intersection experienced a crash rate higher than similar facilities within the AAMPO area. The posted speed limit along I-5 near this interchange is 65 mph while the advisory off-ramp speed is 25 mph. The off-ramp is relatively short and consists of a sharp horizontal curve. Century Drive also has a high posted speed limit, 55 mph.
- **Scravel Hill Road/Knox Butte Road.** The crash rate estimated at the intersection of Scravel Hill Road/Knox Butte Road is higher than similar facilities. A majority of the crashes at this intersection were angled crashes (e.g. a vehicle traveling north to south colliding with a bicycle traveling east to west on the intersecting street) resulting in an injury. The posted speed limit along Knox Butte Road is 45 mph, while the posted speed limit on Scravel Hill Road, stop-controlled, is 55 mph. The north leg consists of a vertical and horizontal curve that may limit sight distance. The east leg of the intersection is slightly skewed.
- **Waverly Drive/Santiam Highway (US 20).** This intersection has a higher than average crash rate for a signalized intersection. There were a total of 75 crashes at this intersection. These crashes consisted mainly of rear-end crashes or involved a turning movement. This intersection was also identified as an ODOT ARTS crash hot-spot, described below. There are a considerable number of access points near the intersection and limited lighting (only one luminaire). There was one fatality recorded at the intersection, which involved a pedestrian at night.
- **Queen Avenue/ Pacific Highway (OR 99E).** The intersection of Queen Avenue/OR 99E experienced a higher crash rate than similar facilities within the AAMPO area and was also identified as a crash hot-spot, described below. The majority of the 55 crashes that occurred

at this intersection resulted in a rear-end crash. This intersection is skewed with vehicles traveling at high speeds (55 mph) along OR 99E.

System Management

System Management refers to transportation strategies or programs that help optimize the existing infrastructure through use of advanced technology (to optimize facility performance) or by reducing peak period travel demand (to reduce congestion). These management strategies work together to enhance both the supply and demand sides of the transportation system.

Intelligent Transportation Systems

An intelligent transportation system (ITS) is a technology, application, or platform that can be deployed to monitor, manage, and improve the transportation system for all users. Within the AAMPO, there are many ITS elements in use that assist travelers.⁷

The most ubiquitous use of ITS is the region's traffic signal system. ODOT is responsible for the traffic signals along US 20 (Santiam Hwy) and 99E. The City of Albany is responsible for the traffic signals along:

- 14th Avenue
- 34th Avenue
- North Albany Road
- Knox Butte Road
- Queen Avenue
- Salem Avenue
- Waverly Drive

AAMPO also has a variety of ITS devices in use. There are ITS systems along I-5, including a dynamic message sign for northbound travelers in Millersburg, highway advisory radio in North Albany, traffic count station at Knox Butte Road and a closed-circuit television video (CCTV) camera in Millersburg. In addition to traffic signals, ITS devices on the arterial network include a fixed-mount red light enforcement camera at the intersection of Queen Avenue/Geary Street.

⁷ *Central Willamette Valley ITS Plan*, DKS Associates and IBI Group, December 2010.

There are several planned enhancements to the ITS infrastructure within the AAMPO area including additional CCTV cameras in Tangent and Albany and a dynamic message sign I-5 (SB) in Millersburg.

The Northwest Transportation Operations Center (NWTOC) in Salem is used by ODOT to manage the state highway system for all of Region 2, which includes AAMPO. The NWTOC operates 24 hours, seven days a week. Operators at the NWTOC perform the following functions:

- Traffic Management: Operation of traffic control devices
- Incident Management: Detection/identification, response (e.g. dispatch), and management of incidents
- Maintenance Support: Dispatch and communications for ODOT maintenance crews
- Information Service Provider: Dissemination of traveler information to the public regarding events that impact the highway.

ODOT Region 2 operates a traffic incident response (TIM) program that assists motorists and addresses events, like crashes or debris on the roadway, that inhibits travel. There are three full-time incident responders serving District 4, which includes AAMPO, that provide seven-day-a-week coverage along I-5 and US20.⁸

ODOT's TripCheck website (www.tripcheck.com) is a traveler information web site for real-time traffic information. The TripCheck site includes camera images, road conditions, weather information, incident maps, and construction activity for the state. ODOT continues to add information to TripCheck as new equipment is deployed. The TripCheck Local Entry Tool (TLE) is an application available to local agencies to upload local traffic impacting events, such as road closures, construction, and special events, to TripCheck.

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 Area Mass Transit District provides similar services for Jefferson (in Marion County), including staffing the Cherriots Rideshare carpool and vanpool program. Both are part

⁸ *Oregon Traffic Incident Management Strategic Plan*, DKS Associates, 2015.

of a regional network which coordinates commuter vanpools throughout the Central Willamette Valley and on the Central Oregon Coast.

Several Park and Ride lots 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)

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 summary of these and other regional public transportation services in the MPO area. More information is available in *Technical Memorandum #5 Existing Transit Conditions*.

Fixed Route System

The Albany Transit System (ATS) operates three local fixed routes, Monday through Friday, at 60-minute frequencies. These routes, along with key regional fixed-route services are shown in Figure 4-3. Route 1 operates throughout most of Albany only during 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 only operate within the City of Albany.

Linn-Benton Loop

Another fixed route operated by ATS is the Linn-Benton Loop. The route is operated by ATS but funded by multiple partners and is overseen by a governing Board. 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.

Call-A-Ride

The City of Albany also operates Call-A-Ride (CAR), a wheelchair accessible, curb-to-curb transportation service 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, $\frac{3}{4}$ - mile outside Albany city limits, and within the City of Millersburg. 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.

Linn Shuttle

Operated by the non-profit Senior Citizens of Sweet Home, Inc., the Linn Shuttle provides transportation services between Sweet Home, Lebanon, and Albany, making connections to Linn-Benton Community College (LBCC), downtown Albany and the Heritage Plaza. The Linn Shuttle operates seven two-way trips per day between Sweet Home and Albany plus five LBCC Express trips from Lebanon to Albany and back to Sweet Home.

The Linn Shuttle operates on a scheduled route except for pre-approved unscheduled stops. It provides service Monday through Friday, 6:25 a.m. to 7:30 p.m. There are no eligibility criteria for riders. Service is offered free for staff and students of LBCC. All Linn Shuttle vehicles are equipped with video cameras, wheelchair lifts or ramps, two on-board securement spaces and bike racks.

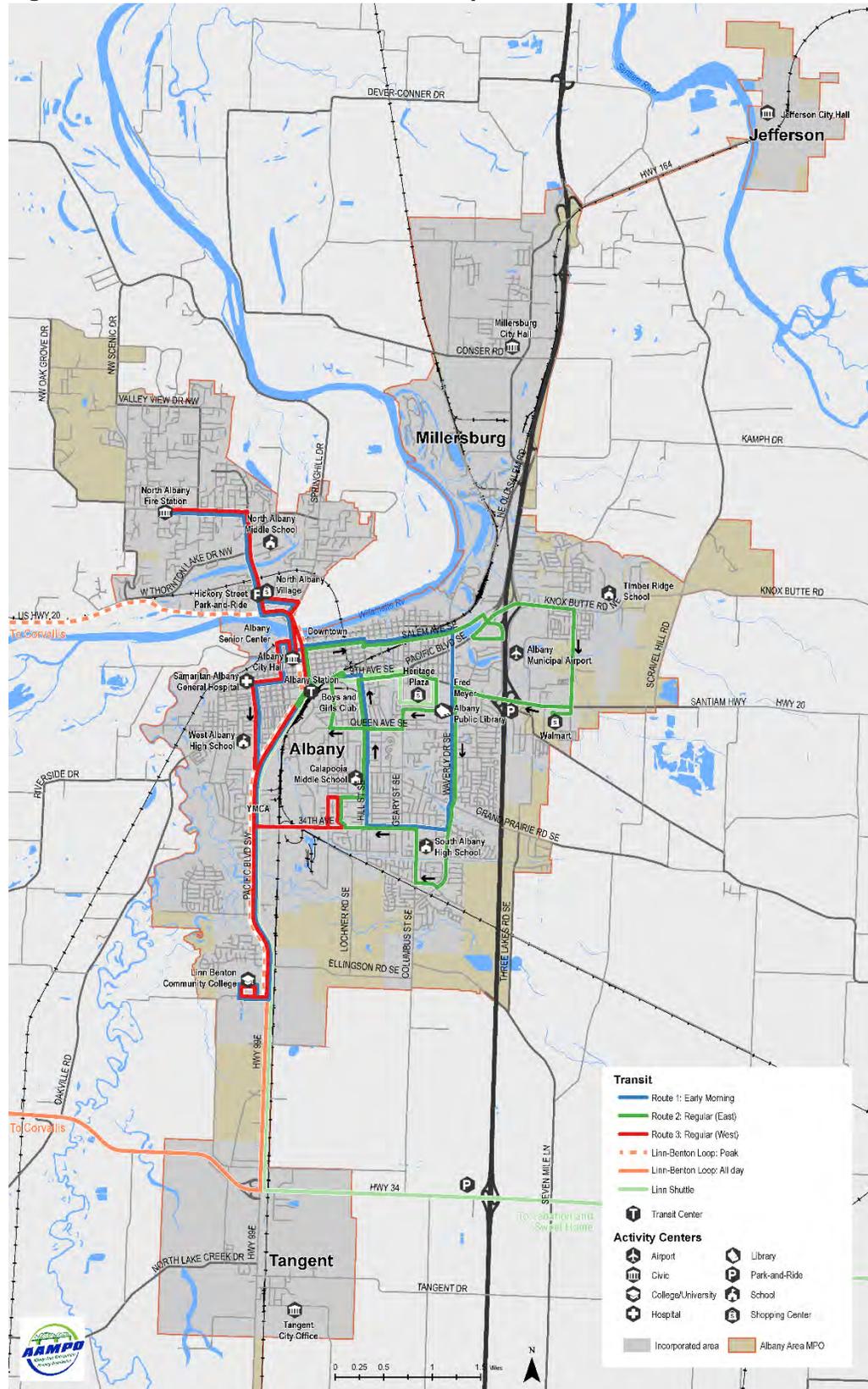
Additional Regional Services

- Benton County Dial-A-Bus
- Corvallis to Amtrak Connector
- Corvallis to Albany Connection
- Coast-to-Valley Express
- Bolt Bus
- Non-Emergency Medical Transportation via the Cascades West Rideshare and TripLink Call Center
- Taxis
- Amtrak Passenger Rail
- Cascades POINT

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, Bolt Bus 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.

Figure 4-3: 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 Disabilities Act (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 methodology⁹. It was found that nearly 45 percent of regional roadways have complete sidewalks coverage which includes "Excellent", "Good" and "Fair" ratings, as show in Figure 4-5¹⁰. 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.

Figure 4-4: Multimodal Analysis Methodology

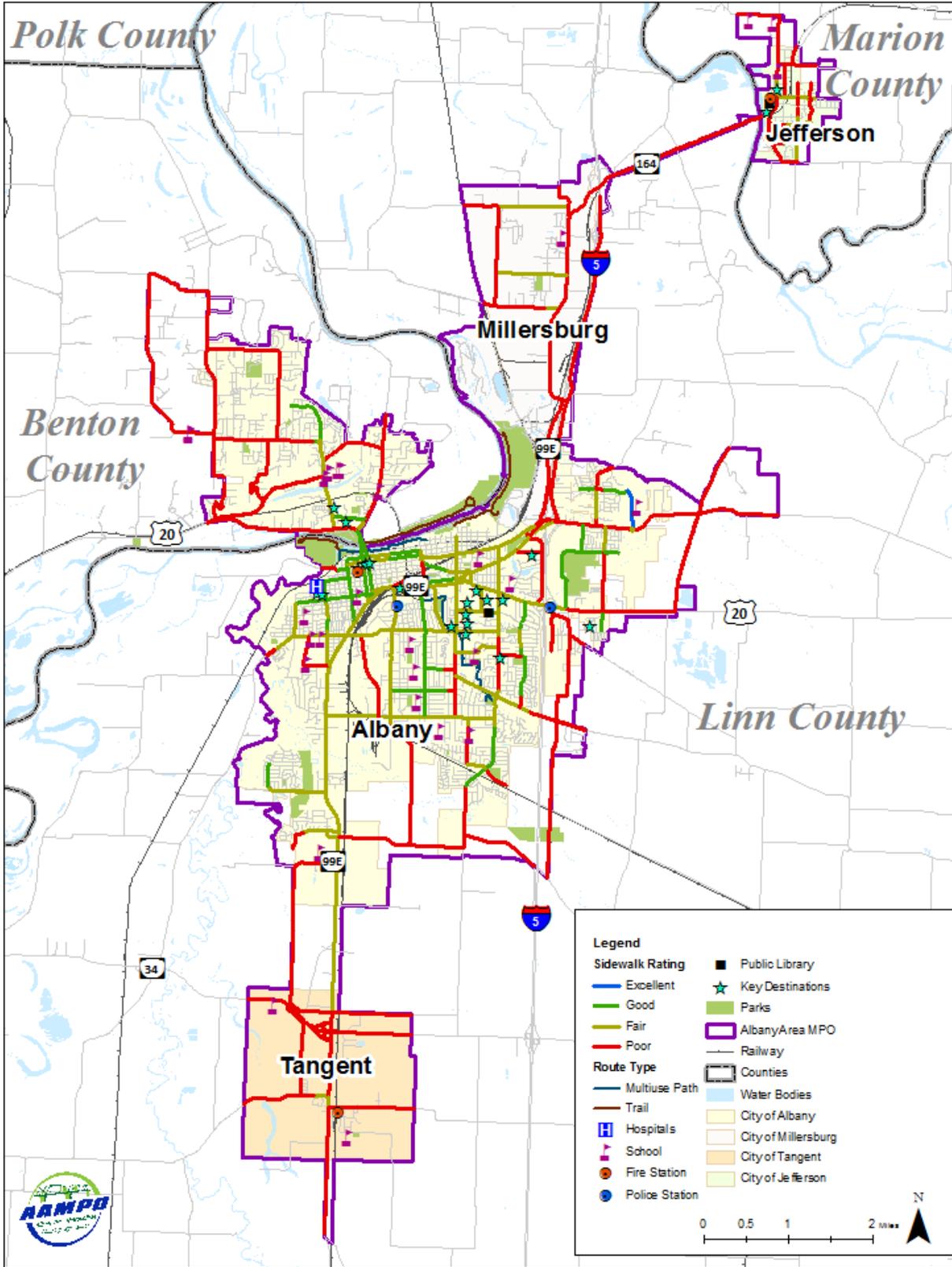


Source: Albany Area Regional Transportation Plan Technical Memorandum #4: Existing Conditions, DKS Associates

⁹ *Analysis Procedures Manual Version 2*, Oregon Department of Transportation, June 2015.

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

Figure 4-5: AAMPO Existing Pedestrian Facilities



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

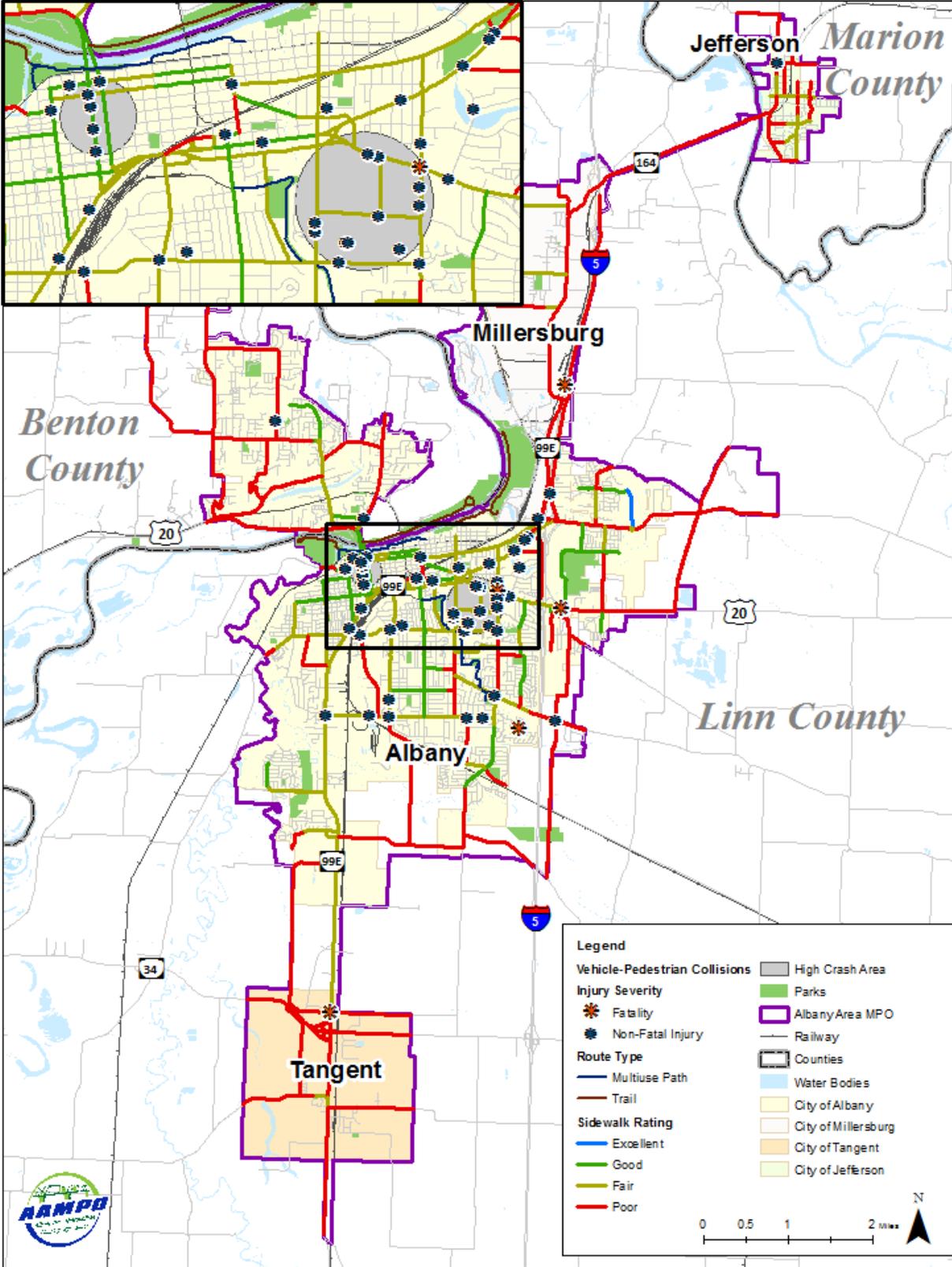
Pedestrian Safety

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 4-5. The majority of the crashes occurred in Albany along arterial roadways, with one reported crash each in Tangent, Millersburg and Jefferson. 65 percent of pedestrian related crashes occurred at an intersection or alley and 34 percent 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.

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.

Figure 4-6: AAMPO Vehicle-Pedestrian Crashes (2009-2013)



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

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

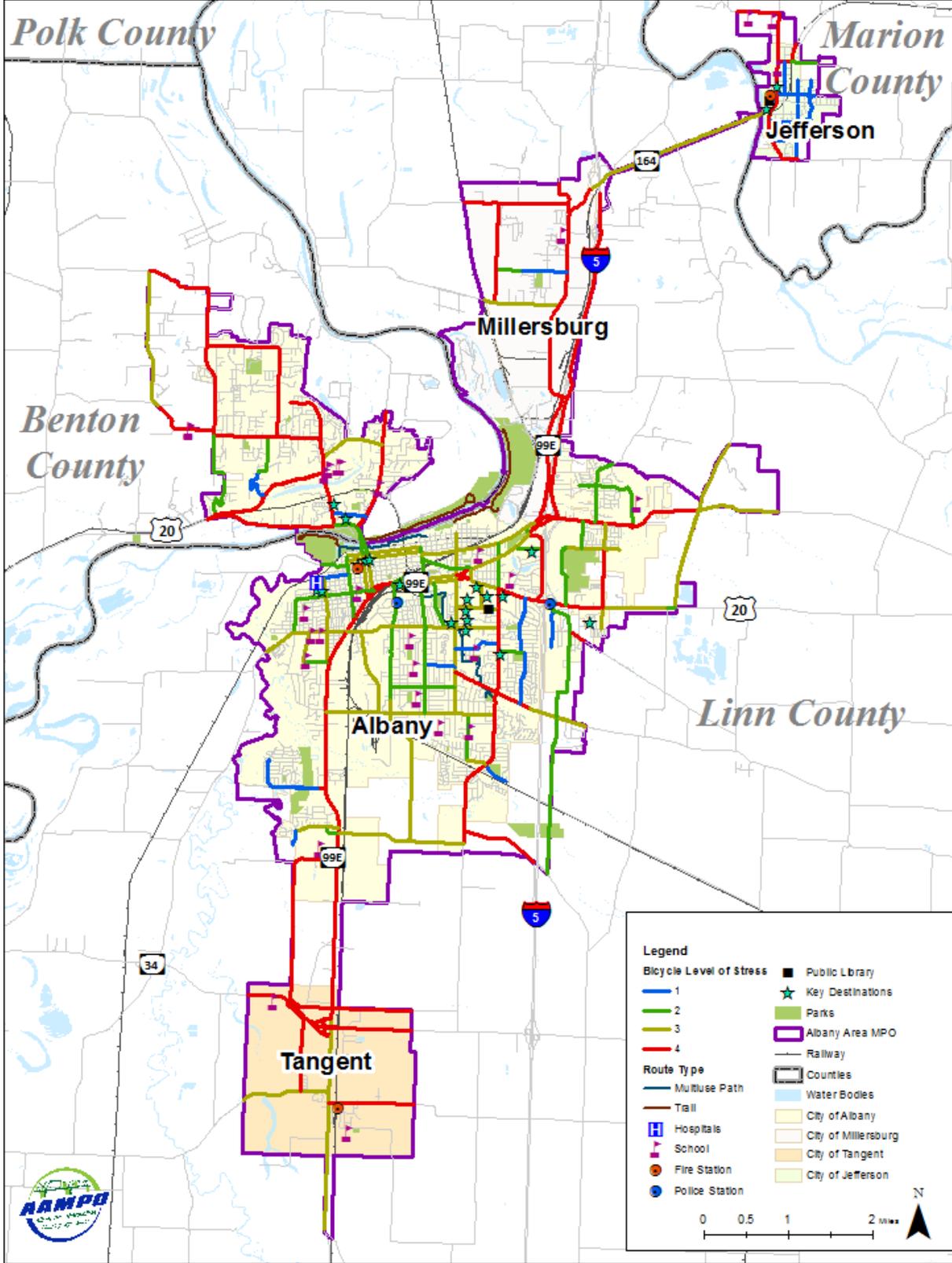
Existing bicycle facilities were evaluated using the ODOT Bicycle Level of Stress Methodology¹¹. This methodology uses roadway characteristics such as bike lane width, posted speed limit, and traffic volume to quantify the perceived comfort levels of the average cyclist on a given facility. Perceived 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 that 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 total 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

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 4-7 illustrates LTS throughout the AAMPO area.

¹¹ *Analysis Procedures Manual Version 2*, Oregon Department of Transportation, June 2015.

Figure 4-7: AAMPO Existing Bicycle Facilities



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

Bicycle Safety

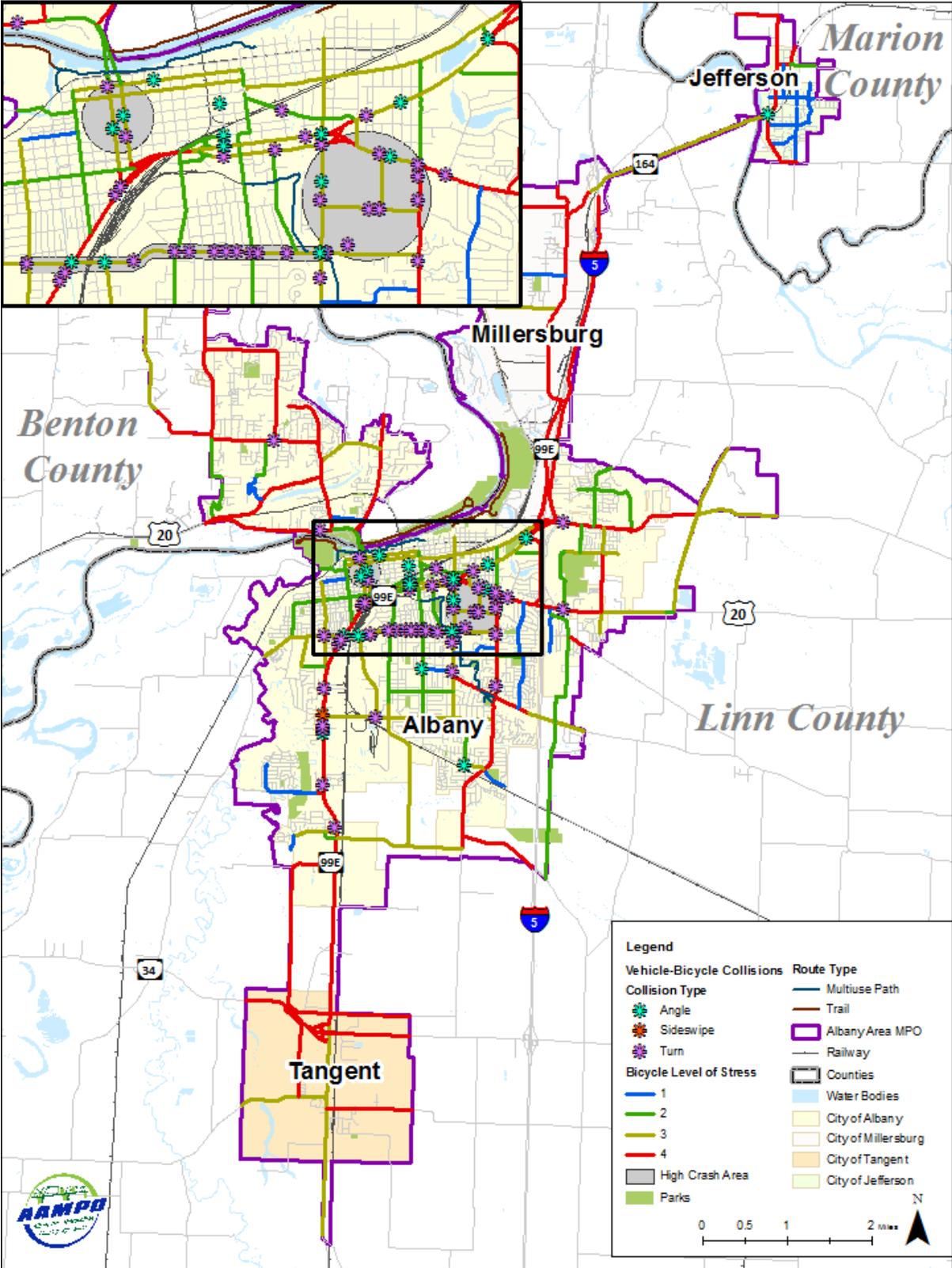
A review of the most recent five years (2009-2013) of ODOT crash data found that there were 73 vehicle-bicycle crashes during that five-year span, as shown in Figure 4-8. The majority of crashes occurred at intersections or alleyways in Albany, typically involving a crossing or turning movement. Ten 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:

- Lyons-Ellsworth Couplet
- Heritage Plaza Shopping Center
- 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.

Figure 4-8: AAMPO Vehicle-Bicycle Crashes (2009-2013)



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

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 create connections to regional destinations, I-5, and other arterial roadways. These roadways are illustrated in Figure 4-9.

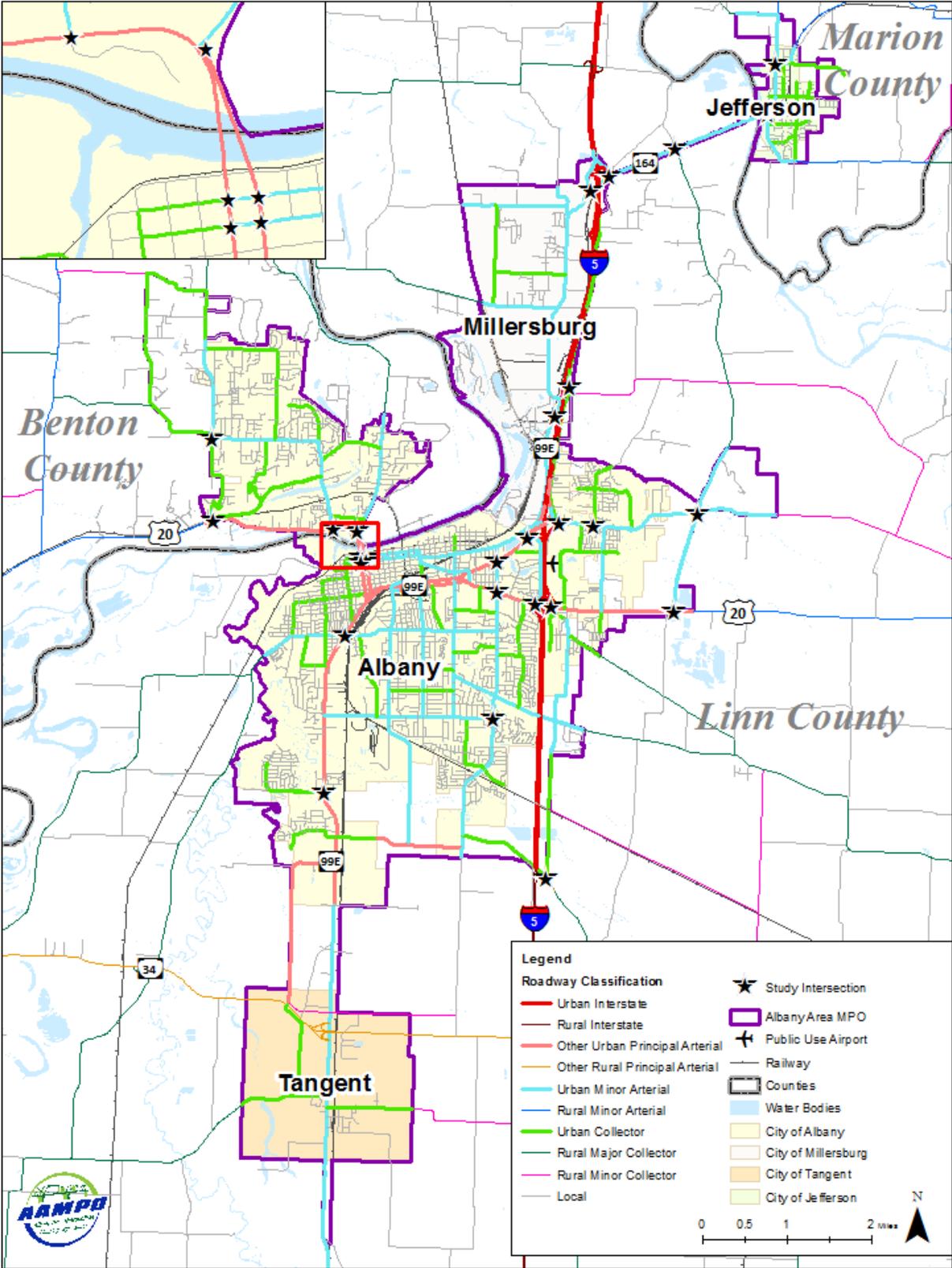
Speed limits for regional roadways in the MPO area range from 25 to 55 miles per hour (mph), with posted speeds typically decreasing to 25 to 45 mph within city limits and increasing to 55 mph between cities. Most AAMPO's regional roadways have two to three travel lanes, although portions of OR 99E and OR 34 have a cross section of five travel lanes¹². AAMPO area speed limits are illustrated in Figure 4-10.

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 Jefferson¹³. 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. 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.

¹² *Albany Area Regional Transportation Plan Technical Memorandum #4: Existing Conditions*, DKS Associates, August 10 2015

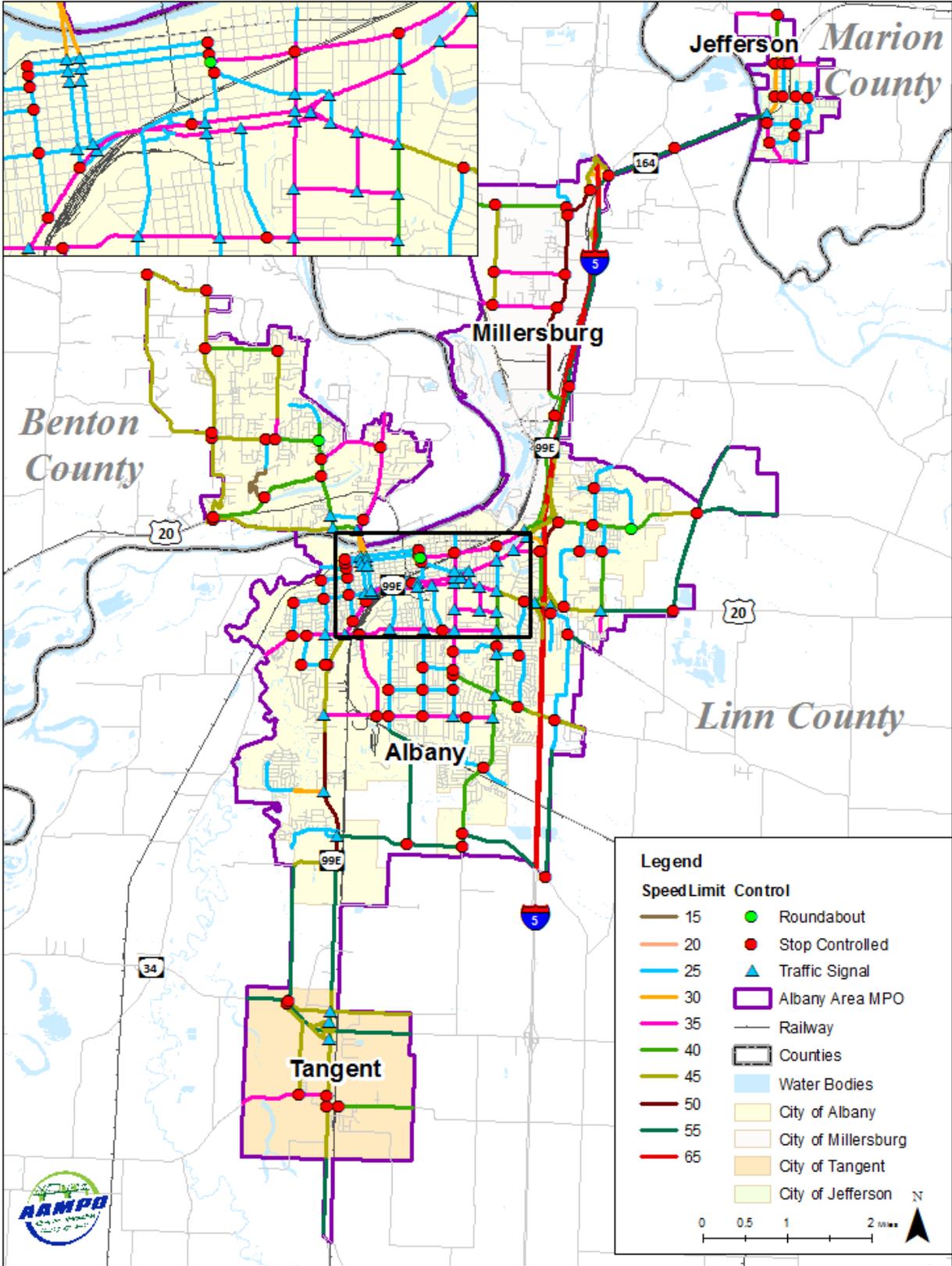
¹³ 2015 ODOT Bridge Condition Report, Oregon Department of Transportation, 2015

Figure 4-9: AAMPO Roadway Functional Classification



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

Figure 4-10: AAMPO Study Intersection and Posted Speed Limits



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

Traffic Operations

The efficiency of traffic operations is traditionally judged by the mobility of vehicles along roadway corridors and 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 Plan¹⁴ 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 Manual¹⁵ 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 20.¹⁶

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 4-2 summarizes the most recent truck freight volumes based on data collected at permanent ODOT Automatic Traffic Recorder (ATR) stations.

Table 4-2: Existing Truck Volumes on Freight Routes within the AAMPO Area (2013)

Route	Automatic Traffic Recorder Location	2013 Average Daily Traffic ¹⁷	Truck ADT	Truck % ¹⁸
Interstate 5	0.41 mile north of Albany Junction City Highway	59,400	12,890	21.7%
Oregon 34	0.89 mile east of Riverside Drive	27,100	1,978	7.3%
US 20/Oregon 99E	0.28 mile northeast of Albany-Corvallis Highway	35,500	1,456	4.1%

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

¹⁴ *Albany Transportation System Plan*, Kittelson & Associates, Inc., February 2010. Traffic volumes collected in May and June of 2004.

¹⁵ *2000 Highway Capacity Manual*, Transportation Research Board, Washington DC, 2000.

¹⁶ *Albany Area Regional Transportation Plan Technical Memorandum #4: Existing Conditions*, DKS Associates, August 10 2015

¹⁷ 2013 Traffic Volumes on State Highways, Oregon Department of Transportation, 2013.

¹⁸ Trends at Automatic Traffic Recorder Stations, Oregon Department of Transportation, 2013.

Counts at 28 key intersection show between 0-16 percent of daily traffic going through the intersection to be heavy vehicles. Nine intersections had at least one approach with more than 5 percent of heavy vehicles. Intersections with the highest heavy-vehicle counts were:

- Century Drive/I-5 NB Ramps and Scrael Hill Road/US 20
- Century Drive/Knox Butte Road and Three Lakes Road/Seven Mile Lane
- South Jefferson I-5/OR 164 interchange
- Scrael Hill Road/OR 164
- Old Salem Road/I-5 SB Ramps
- Scrael Hill Road/Knox Butte Road.

Six freight ‘pinch points’ have been identified within the AAMPO area¹⁹. 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 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 as low priority and are located along I-5 at the following overpasses: Viewcrest Drive, US20, Grand Prairie, Seven Mile Lane, and Tangent Drive.

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

¹⁹ *Highway Over-dimension Load Pinch Points Study*, Oregon Department of Transportation, 2015

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 / Riverside 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. 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 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.

Air Travel

The AAMPO area's one general aviation airport, Albany Municipal Airport, is owned and operated by the City of Albany²⁰. The airport consists of 147 acres with a single 3,004 foot runway constrained between Knox Butte Road and US 20, alongside I-5²¹. 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 airport currently sees 23,300

²⁰ *Federal Aviation Administration Airport Master Record Form 5010-1*, Federal Aviation Administration, June 25, 2015.

²¹ *Albany Municipal Airport: Airport Master Plan Report 2000-2020*, City of Albany, 2002.

departures and arrivals annually²². An 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 uses²³.

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 along I-5 through Millersburg and Albany that carries petroleum products²⁴.

²² *Albany Municipal Airport: Airport Master Plan Report 2000-2020*, City of Albany, 2002.

²³ *Eugene Airport Master Plan Update*, Mead & Hunt, February 2010. (<https://www.eugene-or.gov/1060/Master-Plan-Update>) Accessed March 3, 2016.

²⁴ *National Pipeline Mapping System Public Map Viewer*, Pipeline and Hazardous Materials Safety Administration, 2012

Chapter 5: Environmental Considerations

Environmental considerations are a requirement of federal legislation (MAP-21) that requires discussion of existing environmental features, comparison of proposed transportation projects to identify potential conflicts, and identification of potential mitigations as needed. This chapter includes the discussion of existing environmental features, and Chapter 9 includes discussion of project screening. Additional details can be found in *Technical Memorandum #6 Environmental Analysis*.

Fish, Wildlife and Habitat

Threatened and Endangered Species

Under federal law, the U.S. Fish and Wildlife Service (USFWS) and National Oceanic and Atmospheric Administration (NOAA) share responsibility for implementing the federal Endangered Species Act (ESA) of 1973 (Public Law 93-205, 16 United States Code ([USC] § 1531), as amended. In general, USFWS has oversight for land and freshwater species and NOAA for marine and anadromous fish species. In addition to information about listed species, the USFWS Oregon Field Office maintains a list of Species of Concern.

Once a species is listed as a threatened or endangered (T&E) species, it is afforded the full range of protections available under the ESA, including prohibitions on killing, harming or otherwise “taking” a species. A species is listed as one of two categories, endangered or threatened, depending on its status and the degree of threat it faces. An “endangered species” is one that is in danger of extinction throughout all or a significant portion of its range. A “threatened species” is one that is likely to become endangered in the foreseeable future throughout all or a significant portion of its range. In some instances, the listing of a species can be avoided by the development of Candidate Conservation Agreements that may remove threats facing the candidate species. “Species of Concern” is an informal term under the federal listing that is not specifically defined in the federal ESA. The term commonly refers to species that are declining or appear to be in need of conservation.

Under state law (Oregon Revised Statutes 496.171 to 496.192) the Fish and Wildlife Commission, through the Oregon Department of Fish and Wildlife (ODFW), maintains the list of native wildlife species in Oregon that have been determined to be either threatened or endangered according to criteria set forth by rule (Oregon Administrative Rule [OAR] 635-100-0105). Plant listings are handled through the Oregon Department of Agriculture. Most invertebrate listings are conducted through the Oregon Natural Heritage Program.

Under Oregon’s Sensitive Species Rule (OAR 635-100-040), a “sensitive” species classification was created that focuses fish and wildlife management and research activities on species that

need conservation attention. “Sensitive” refers to naturally reproducing fish and wildlife species, subspecies, or populations that are facing one or more threats to their populations and/or habitats. Implementation of appropriate conservation measures to address the threats may prevent them from declining to the point of qualifying for threatened or endangered status.

Sensitive species are assigned one of two subcategories. “Critical” sensitive species are imperiled with extirpation from a specific geographical area of the state because of small population sizes, habitat loss or degradation, and/or immediate threats. Critical sensitive species may decline to the point of qualifying for threatened or endangered status if conservation actions are not taken. “Vulnerable” sensitive species are facing one or more threats to their populations and/or habitats. Although not currently imperiled with extirpation from a specific geographical area of the state, vulnerable species could, however, become so with continued or increased threats to populations and/or habitats.

The Oregon Biodiversity Information Center database search (ORBIC 2015) documents the federally listed and state listed T&E species within two miles of the Albany Area MPO. The ORBIC database search is summarized in Table 5-1. Because ORBIC considers locality data to be sensitive and confidential and the concern about possible misuse and misinterpretation, such data is subject to limited distribution. Technical Memo #x Name includes figures with general locations of the species identified in Table 5-1.

In the study area there is one federally listed endangered species, Willamette Valley daisy, three federally-listed threatened species, Steelhead, Chinook Salmon and Oregon chub, and one federally listed as potentially threatened, the Streaked horn lark. There are two state-listed endangered species: the Peacock larkspur and Willamette Valley Daisy. There are also both state and federal species listed as sensitive or species of concern.

Table 5-1: ORBIC Database Search Results

Scientific Name	Common Name	Category	Federal Status	State Status	Notes
<i>Driloleirus macelfreshi</i>	Oregon giant earthworm	Invertebrate Animal	SOC		-
<i>Delphinium oregonum</i>	Willamette Valley larkspur	Vascular Plant	SOC	C	-
<i>Delphinium pavonaceum</i>	Peacock larkspur	Vascular Plant	SOC	LE	-
<i>Erigeron decumbens</i>	Willamette Valley daisy	Vascular Plant	LE	LE	-
<i>Lathyrus holochlorus</i>	Thin-leaved peavine	Vascular Plant	SOC	-	-
<i>Montia howellii</i>	Howell's montia	Vascular Plant		C	-
<i>Sidalcea campestris</i>	Meadow checker-mallow	Vascular Plant		C	-

Scientific Name	Common Name	Category	Federal Status	State Status	Notes
<i>Actinemys marmorata</i>	Western pond turtle	Vertebrate Animal	SOC	SC	-
<i>Chrysemys picta</i>	Painted turtle	Vertebrate Animal		SC	-
<i>Eremophila alpestris strigata</i>	Streaked horned lark	Vertebrate Animal	PT	SC	-
<i>Haliaeetus leucocephalus</i>	Bald eagle	Vertebrate Animal	-	SV	Breeding Sites in Tangent
<i>Oncorhynchus mykiss pop. 33</i>	Steelhead (Upper Willamette River ESU, winter run)	Vertebrate Animal	LT	SV	Spawning and Rearing; Rearing and Migration
<i>Oncorhynchus tshawytscha pop. 23</i>	Chinook salmon (Upper Willamette River ESU, spring run)	Vertebrate Animal	LT	SC	Spawning and Rearing; Rearing and Migration
<i>Oregonichthys crameri</i>	Oregon chub	Vertebrate Animal	LT	SC	Year round fish
<i>Rana pretiosa</i>	Oregon spotted frog	Vertebrate Animal	C	SC	-

Acronyms: SOC = Species of Concern; PT= Proposed Threatened; LE = Listed Endangered; LT = Listed Threatened; SV = Sensitive-Vulnerable; SC = Sensitive-Critical; C Candidate for Listing as Threatened or

Habitat

Most of the Willamette Valley's native habitats including native prairies, savannahs, upland forest and woodland have been replaced by croplands and urban development (City of Albany, 1980). Vegetation within urban areas likely includes non-native trees and shrubs such as ornamental plantings and mowed grasses. Wildlife presence within urban landscapes depends on the availability of suitable habitat. Habitat loss, along with increasing habitat fragmentation, is a primary reason for species decline in urban environments. Overall, the Albany area consists of approximately 69 percent urban development, 19 percent agriculture, with the remaining area including various types of forests, shrubland and wetlands. According to the Albany Comprehensive Plan, there are isolated stands of native Oregon Oaks and a mixture of deciduous and evergreen trees on the hillsides of North Albany and Knox Butte.

The following description is taken from the ODFW's Oregon Conservation Strategy (OCS) description for the Willamette Valley Ecoregion (ODFW 2006).

“Culturally, the Willamette Valley is a land of contrasts. Bustling urban areas are nestled within productive farmland. With Interstate 5 running its length, the Willamette Valley's economy is shaped by the transportation system and the flow of goods. With nine of the ten largest cities in Oregon, the Willamette Valley is the most urban ecoregion in Oregon. It also is the fastest-growing ecoregion. Pressure on valley ecosystems from population growth, land-use conversion, and pollution is likely to increase.”

Since the 1850's, much of the Willamette Valley ecoregion has been altered by development (agricultural or urban), particularly affecting oak woodlands, oak savanna, grassland, riverine, and wetland habitats. The Willamette River has been disconnected from its floodplain, and much of the historic habitats have been fragmented. About 96 percent of the Willamette Valley ecoregion is privately owned, presenting challenges to conservation management”.

The OCS is conceptual framework for long-term conservation of Oregon’s native fish, wildlife, invertebrates, and plants. The OCS emphasizes proactively conserving declining species and habitats to reduce the possibility of future federal or state listings. It is not a regulatory document, but instead presents issues and opportunities, and recommends voluntary actions that will improve the efficiency and effectiveness of conservation in Oregon. Strategy habitats in the Willamette Valley include oak woodland and savannah, riparian areas, grasslands (including Willamette Prairie), and wetlands. Table 5-2 identifies habitat areas and associated OCS species.

Table 5-2: Oregon Conservation Strategy (OCS) Species and Associated Habitats

Habitat	OCS
Oak Woodland/ Savannah	Acorn woodpecker (<i>Melanerpes formicivorus</i>)
	California myotis (bat (<i>Myotis californicus</i>))
	Chipping sparrow (<i>Spizella passerina</i>)
	Common nighthawk (<i>Chordeiles minor</i>)
	Hoary bat (<i>Lasiurus cinereus</i>)
	Nelson’s sidalcea (<i>Sidalcea nelsoniana</i>) ^a
	Pallid bat (<i>Antrozous pallidus</i>)
	Slender-billed (white-breasted) nuthatch (<i>Sitta carolinensis aculeata</i>)
	Wayside aster (<i>Aster vialis</i>)
	Western gray squirrel (<i>Sciurus griseus</i>)
White rock larkspur (<i>Delphinium leucophaeum</i>) ^a	
Riparian	American grass bug (<i>Acetropis americana</i>)
	Foothill yellow-legged frog (<i>Rana boylei</i>)
	Little willow flycatcher (<i>Empidonax traillii brewsteri</i>)
	Western blue bird (<i>Sialia mexicana</i>)
	Western purple martin (<i>Progne subis</i>)
	Yellow-breasted chat (<i>Icteria virens</i>)
Native Prairie	Bradshaw’s desert parsley (<i>Lomatium bradshawii</i>)
	Fender’s blue butterfly (<i>Icaricia icarioides fenderi</i>) ^a
	Golden paintbrush (<i>Castilleja levisecta</i>)
	Grasshopper sparrow (<i>Ammodramus savannarum</i>)

Habitat	OCS
	Kincaid's lupine (<i>Lupinus sulphureus</i> ssp. <i>kincaidii</i>)
	Oregon vesper sparrow (<i>Pooecetes gramineus affinis</i>)
	Peacock larkspur (<i>Delphinium pavonaceum</i>)
	Streaked horned lark (<i>Eremophila alpestris strigata</i>) ^a
	Taylor's checkerspot (<i>Euphydryas editha taylori</i>)
	Western meadowlark (<i>Sturnella neglecta</i>)
	White-topped aster (<i>Aster curtus</i>) ^a
	Willamette daisy (<i>Erigeron decumbens</i> var. <i>decumbens</i>)
Wetlands	Dusky Canada goose (<i>Branta canadensis occidentalis</i>)
	Howellia (<i>Howellia aquatilis</i>)
	Northern red-legged frog (<i>Rana pretiosa</i>)
	Short-eared owl (<i>Asio flammeus</i>)
	Western painted turtle (<i>Chrysemys picta bellii</i>) ^a
	Willamette floater (freshwater mussel) (<i>Anodonta wahlametensis</i>)

^a Documented to occur within the last 25 years.

Conservation Opportunity Areas (COAs) were developed for the OCS to help identify priority areas for conservation actions that directly benefit wildlife and habitats. Generally, these are either areas of high biodiversity or areas with unique habitat values in which conservation actions would best meet the needs of OCS species and habitats. The study area includes the following COAs: the Willamette, Calapooia, and Santiam River Floodplains. These rivers are also Critical Habitat for Chinook salmon and Steelhead trout. There is also designated critical habitat for the Oregon Chub at ponds designated as the “Santiam I-5 Side Channels” along the Santiam River near Jefferson.

The three major rivers in the Albany MPO (Willamette, Calapooia, and Santiam) along with their tributaries provide linear habitat networks for fish and wildlife. ODFW, under the Oregon Wildlife Movement Strategy and in partnership with other government agencies, identified wildlife linkages in Oregon. Such linkages are key movement areas for wildlife, emphasizing areas that cross paved roads. The wildlife linkages were based on the following criteria:

1. Whether the area falls within a COA
2. Whether the area falls within federal, state/county, or private ownership
3. Whether the area contains multiple species' linkages
4. Whether the area is designated by ODOT as a wildlife collision hotspot
5. Whether the area has a medium or high threat value
6. Whether the area has a medium or high species value

The wildlife linkages were identified for a specific focal species population, which included large game mammals, small- to medium-sized mammals, amphibians, and reptiles (ODFW, 2006). There are only two Wildlife linkages in the study area, both are low-priority. One is for small mammals along the Corvallis-Lebanon Highway at the northwest edge of Tangent, and the other is for large mammals along OR-99E in the southeast corner of Albany as shown on Figure 4.

Wetlands, Floodplains and Water Resources

Wetlands

The Willamette Valley contains considerable acreage of wetlands, from high value/functioning wetlands to farmed wetlands that typically provide lower ecological function. Table 5-3 shows wetland and waterway acreages within the study area, including acreage of high value wetlands. It should be noted that farmed wetlands typically do not show up in Wetland Inventories or similar GIS mapping sources and therefore the acreage of wetlands may be higher than noted in Table 5-3. Supplemental hydric soils information can be used to identify the potential for wetlands to occur in these areas.

Existing, readily available geographic information system (GIS) data was used to document the quantity and type of wetlands and waterways within the study area. The primary source of wetland GIS data was the Oregon Wetland Coverage (OWC) shapefile from the Oregon Wetlands Geodatabase, which provides the most comprehensive dataset available for the location and composition of the state's wetlands. The OWC includes a dataset for National Wetlands Inventory mapping. In addition, wetlands of high value were identified. Specifically, high-value wetlands were considered to be wetlands that met any of the following criteria:

- Provide critical habitat for endangered species
- Are located in a protected area (for example, city park, USFWS Refuge, and so forth)
- Are locally significant wetlands (as determined by local planning code Local Wetland Inventory designations)
- Are wetlands that occur within areas designated as “wetland priority sites”
- Are area mapped as wetland mitigation banks and areas enrolled in the Wetland Reserve Program (WRP).

Table 5-3: Wetlands and Related Resources within Albany Area MPO (approximate acreage)

Type	Approximate Acreage
Wetlands	2,270
High Value Wetlands	1,195
Hydric Soils	6,924

Floodplains

Acting through the local planning agencies, the Federal Emergency Management Agency (FEMA) regulates development within Regulated Floodways and Special Flood Hazard Areas (SFHA). A "Regulatory Floodway" means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. SFHA are defined as the areas that will be inundated by the flood event having a 1 percent chance of being equaled or exceeded in any given year. The one-percent annual chance flood is also referred to as the base flood or 100-year flood. There are several large rivers and smaller tributaries and streams that are susceptible to flooding events in the Albany Area MPO. The flooding of these waterways may threaten life and safety and can cause significant property damage. FEMA-designated SFHA in the study area are displayed in Figure 7 and include the Willamette, Calapoia, and Santiam rivers and Oak Creek.

Water Quality and Stormwater Management

Stormwater runoff is water that originates from precipitation and then flows across the land as "runoff" rather than infiltrating into the ground. Stormwater management is important because the volume and timing of runoff can disrupt the hydrologic cycle of receiving waterways and contribute to flooding, cause erosion, and transport pollutants, thus impacting the water quality of receiving water bodies. Runoff from impervious surfaces, particularly roads, picks up and conveys pollutants such as heavy metals and petroleum products into streams. Water that flows over impervious surfaces and into streams without treatment negatively impacts stream health and wildlife habitat which along with removal of shade vegetation can alter the water temperature for priority aquatic species such as salmon.

A variety of techniques exist which can be used to manage stormwater and control erosion and sediment loss on new development sites. Stormwater runoff can be collected and conveyed through a highly varied drainage system composed of sheet flow, roadside ditches, curbs and gutters, inlets, and pipes that all drain to surface streams. Stormwater can be managed through maintenance of stormwater conveyance systems, through erosion control programs, spill response, intergovernmental partnerships, regulations and enforcement, and public education.

Every two years, ODEQ is required to assess water quality and report to the U.S. Environmental Protection Agency (EPA) on the condition of Oregon's waters of the federal CWA Section 305(b) (requiring a report on the overall condition of Oregon's waters) and Section 303(d) (requiring identification of waters that do not meet water quality standards and need a Total Maximum Daily Load [TMDL]). TMDL is a calculation of the maximum amount of a pollutant that a waterbody can receive and still safely meet Oregon water quality standards. A waterbody may have TMDLs for multiple pollutants. TMDLs apply to both point (such as a pipe outfall) and non-point (stormwater runoff) sources, and include a factor of safety to account for uncertainty and allow for some future discharges into the water body.

The most recent report ODEQ completed and submitted to the EPA was in 2010. The Report includes an assessment of each water body where data is available, a list of waters identified under Section 303(d) as water quality limited and requiring a TMDL, and a delisting of waters previously identified as 303(d). The listings and de-listings were approved by the EPA on March 15, 2012. However, since the EPA proposed adding other waters to Oregon's 303(d) list, additional updates to the 303(d) list are anticipated. Waters may be added to the 303(d) list based on new data, application of new or revised water quality standards, or information showing water quality has declined. Waters may be removed from the 303(d) list when TMDLs or other control measures have been established that are expected to improve water quality, when data show water quality has improved, and in some cases when water quality standards are revised.

Geologic & Natural Hazards

The State of Oregon has published a draft Oregon Natural Hazards Mitigation Plan (ONHMP) (May 2015) which identifies natural hazards in the state. The ONHMP is divided into 8 regions. The Albany Area MPO is in Region 3 – the Mid/Southern Willamette Valley. According to the ONHMP, Region 3 is affected by eight of the 11 natural hazards that affect Oregon communities; Coastal hazards, dust storms, and tsunamis do not directly affect this region. The eight natural hazards according to the ONHMP are:

- **Droughts:** Though not as common in Region 3 as eastern areas of the state, a dry winter or spring could reduce community water supplies, affecting recreation, agriculture and the regional economy. As of July 2015, the Oregon Drought Council listed Linn, Benton and Marion counties as “Not Rated” for drought declaration.
- **Earthquakes:** There are four types of earthquakes that could affect Region 3—shallow crustal events, deep intra-plate events within the subducting Juan de Fuca plate, the offshore Cascadia Subduction Zone (CSZ) Fault, and earthquakes associated with renewed volcanic activity. The CSZ is the chief earthquake hazard for the Mid/Southern Willamette Valley and an earthquake could induce landslide, liquefaction, and ground shaking. During an

earthquake, lifelines such as electric power and gas could be affected by prolonged ground shaking and roadways may be susceptible to landslide, rockfall, or liquefaction.

- **Floods:** Riverine and sheet flooding are the most common types of flooding events affecting the study area. The most damaging floods are typically in December and January, associated with La Niña events and are caused by rain or snow events and the backing up of tributaries that takes place.
- **Landslides:** Landslides tend to occur in areas with steeper slopes, weaker geology, and higher annual precipitation with rain-induced landslides occurring during winter months. Earthquakes may also trigger landslides. The study area is relatively flat therefore not as susceptible to landslides.
- **Volcanoes:** Volcanic activity may occur within the eastern areas of Lane, Linn, and Marion Counties that coincide with the crest of the Cascade mountain range outside the Albany Area MPO. Although most volcanic activity has local site impacts, ash fall can travel many miles.
- **Wildfires:** Wildfire risk is low to moderate and usually happens in the late summer. The areas of greatest vulnerability for wildfires are where undeveloped areas interface with urban areas.
- **Windstorms:** Windstorms can occur from winds traveling northeasterly from the Pacific Ocean. Additionally, strong winds from the south are also possible in this region and may cause the most damage. These storms generally impact buildings, utilities, tree-lined roads, transmission lines, residential parcels and transportation systems along open areas such as grasslands and farmland.
- **Winter Storms:** Winter storms typically affect the region annually with colder weather and higher precipitation. Sever winter storms occur about every four years.

Climate change can affect natural hazards. According to the ONHMP, hazards projected to be impacted by climate change in Region 3 include drought, wildfire, flooding and landslides. Additionally, the ONHMP stated:

“Climate models project warmer drier summers and a decline in mean summer precipitation for Oregon. Coupled with projected decreases in mountain snowpack due to warmer winter temperatures, all eight regions are expected to be affected by an increased incidence of drought and wildfire. In addition, an increase in extreme precipitation is projected for some areas in this region and can result in a greater risk of flooding in certain basins; including an increased incidence of magnitude and return interval. Landslides in Oregon are strongly correlated with rainfall, so increased rainfall—in particular in extreme events—will likely trigger increased landslides. While winter storms and windstorms affect Region 3, there is insufficient research available indicating any change in the incidence of either in Oregon due to changing climate conditions.”

Hazardous Materials

Activities involving hazardous materials have the potential to create and leave behind conditions that can be harmful to the environment and to people. Most of the land within the Albany Area MPO has been previously disturbed by urban and agricultural uses that may include undocumented spills, an accumulation of many years of roadway runoff, or use of chemical pesticides; therefore, undocumented hazardous materials may be present. Mercury vapor lamps and treated timbers are also likely in the Albany Area MPO and would require special handling if removal or replacement is needed.

In July 2015, federal and state databases were searched for identified hazardous waste sites and incidences in the study area. The following sites were identified:

- National Priority List (NPL)—List of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants. The following site in the Albany MPO Area is on the National Priority List:
 - Teledyne Wah Chang (EPA ID: ORD050955848) 1600 Old Salem RD NE, Albany Oregon. Cleanup of the site
- Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) – Abandoned hazardous waste sites – “Superfund”: Three Superfund Sites are within the Albany MPO Area:
 - Teledyne Wah Chang (EPA ID: ORD050955848) 1600 Old Salem RD NE, Albany OR. Cleanup of the site
 - Absorbent Technologies (EPA IS ORN001003165), 140 SW QUEEN AVENUE, Albany OR
 - Black Dog Slough Transformer Dump Site (EPA IDOR0002195691) Black Dog Road adjacent to Willamette River, Albany OR.

Air Quality

The Land Conservation and Development Commission (LCDC), in 2011, adopted rules (OAR 660 - 044-000) setting targets to guide long range planning for Oregon’s largest urban areas to reduce greenhouse gas pollution (GHG) from auto travel. In addition to reductions from technology and state and federal actions, the rules call for local planners to explore ways to reduce pollution from auto and light truck travel by 17 percent to 21 percent per person by the year 2035. Oregon's long term goal is to reduce the state’s global warming pollution to 75 percent below 1990 levels by 2040 (HB 3543). The rules set targets for Oregon's six largest metropolitan areas: Portland, Salem-Keizer, Corvallis, Eugene-Springfield, the Rogue Valley and Bend. In May 2015, DLCD completed a required review of the rules and agreed the rules

should be updated to set pollution reduction targets for the year 2040. Currently, DLCD is working with other state agencies (ODOT, DEQ and Oregon Department of Energy) to gather the technical information needed for updating the rules. They will convene an advisory committee to advise the update, including looking at whether targets should be set for newly designated metropolitan areas including the Albany Area MPO.

The Transportation Planning Rule requires MPOs to “adopt standards to demonstrate progress towards increasing transportation choices and reducing automobile reliance.” The MPO can demonstrate that vehicle miles traveled per capita will decline by five percent over 20 years. Regional and local actions that reduce GHG emissions typically do so by reducing VMT per capita. For example, actions that reduce GHG emissions directly reduce air pollution, and most local and regional actions that reduce GHG also reduce VMT such as by shortening travel distances or shifting trips to other modes. Additional transportation related measure that reduces GHG and VMT may include:

- Expanding transit service;
- Compact, mixed use development;
- Expanding opportunities for walking and cycling;
- Managing parking more efficiently; and
- Expanding transportation options and incentives.

Scenic and Recreational Resources

Scenic and recreational resources include parks, trail corridors, and natural areas. The Willamette Scenic Bikeway, an Oregon State designated bikeway, is between Salem and just south of Coburg, near Eugene. Most of the other scenic and recreational resources in the study area are in Albany and along water resources.

Cultural Resources

The National Park Service establishes guidelines for listing resources in the National Register of Historic Places (NRHP). In order to be eligible for listing on the NRHP, a district, site, building, structure, or object must be 50 years of age or older, significant or physically connected with an important part of the past and have "integrity," (includes location, design, setting, materials, workmanship, feeling, and association) or closely resemble its historic appearance.

Most of AAMPO's historic resources are clustered in Albany's downtown. The City of Albany has three historic districts: The Downtown Commercial District, Hackleman District, and Monteith District. According to the City of Albany's website, Albany was founded in 1848 and by 1878, downtown Albany boasted such business as grocers, dry-goods stores, a wagon dealer, cigar stores, butchers, livery stables, a tailor, a "shaving salon," shoe stores, a printer, saloons, hotels, an agricultural implement dealer, and a furniture dealer who doubled as an undertaker, in many of the buildings which still exist today. There likely are additional historical sites that have not been surveyed or identified. Additionally, the locations of known archaeological sites are not disclosed to prevent tampering or scavenging of sites and unknown archaeological sites could be present in the AAMPO.

Prime Farmland

The United States Department of Agriculture defines "prime farmland" as land that has the best combination of soil properties, growing season, and water supply needed for producing food, feed, forage, fiber, and oilseed crops and that is available for these uses. Prime farmland could be cropland, pastureland, rangeland, or forest land, but not developed urban land. Prime farmland, can produce sustained, high yields of crops in an economic manner if it is treated and managed according to acceptable farming methods. Very specific technical criteria were established by Congress to identify prime farmland soils. The criteria include adequate natural moisture content; specific soil temperature range, low susceptibility to flooding, low risk to wind and water erosion, minimum permeability rates, and low rock fragment content. There is also unique farmland which is land other than prime farmland that is used for the production of specific high value food and fiber crops when treated and managed according to acceptable farming methods.

Farmlands of statewide importance is land that can be prime farmland when treated and managed according to acceptable farming methods and that may produce as high a yield as prime farmlands if conditions are favorable.

Oregon maintains a strong policy to protect farmland. The policy was adopted by the state legislature in 1973 (ORS 215.243). It calls for the "preservation of a maximum amount of the limited supply of agricultural land". Oregon's Statewide Planning Program protects agricultural land calls for counties and cities to:

- Inventory agricultural land
- Designate it in the comprehensive plan
- Adopt policies to preserve it
- Zone it Exclusive Farm Use (EFU)

EFU zoning limits development that could conflict with farming practices and keeps farmland from being divided into parcels too small for commercial agriculture. There is a statewide minimum lot size of 80 acres for farmland, unless counties can demonstrate through the application of specific standards that a lower minimum is appropriate. Each year, a few thousand acres of agricultural land are either rezoned and made available for development in rural parts of the State or included within urban growth boundaries (UGBs) in urbanizing areas. Most of the Albany Area MPO is within UGBs and/or developed for urban use. However, approximately 4,200 acres of land are still used for agricultural uses, largely in areas outside of UGBs such as north and east of Albany and between Albany and Tangent.

Community Resources and Environmental Justice

Community resources such as hospitals, child care facilities, schools and parks were mapped in the study area. Most of the resources are concentrated in the downtown Albany area. The Community Services Consortium serves Linn, Benton and Lincoln Counties and is a state-designated community action agency that focuses on day-to-day survival such as food, housing and skills development for low-income populations.

According to American Community Survey and Census Data, for the overall average AAMPO study area, there is a slightly higher percentage of household below poverty than the state (study area 16 percent versus state 15 percent) and a 5 percent lower percentage of minority populations.

Table 5-4: Households Below Poverty and Minority Populations

	% of households below poverty level	% of minority
AAMPO	16%	17%
Benton Co	21%	16%
Linn Co	16%	13%
Marion Co	16%	31%
Oregon	15%	22%

Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations of February 11, 1994, requires agencies undertaking federal actions, projects using federal funds, or projects that require federal permits to identify low-income and minority populations; assess whether high and adverse human health or environmental impacts would result from the alternatives; and ensure participation of low-income and minority populations in the transportation decision making process. The Federal Highway Administration (FHWA) defines a disproportionately high and adverse impact on minority and low-income populations as one that:

- Is predominantly borne by a minority population and/or a low-income population; or

- Will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

EO 12898 states that agencies must consider whether human health effects, in terms of risks and rates, are significant or above accepted norms.

Additional underserved populations are the “transportation disadvantaged.” The “transportation disadvantaged” are those persons who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities. Projects receiving federal assistance must also evaluate impacts to these populations to comply with the Age Discrimination Act of 1975, Federal-Aid Highways Act, Rehabilitation Act of 1973 and Americans with Disabilities Act of 1990.

Chapter 6: Future Forecasting

This chapter presents traffic forecasts and summarizes the forecasting methodology. The forecasts were key to identifying future roadway deficiencies and for evaluating regional transportation improvements. Additional details regarding future forecasting are available in *Technical Memoranda #7 Future Forecasting*.

The following elements of the forecasting process are discussed here:

- **CALM (Corvallis, Albany and Lebanon Model) Regional Travel Demand Model**, which estimates both vehicular and non-vehicular traffic based on future growth and changing development patterns within the Albany MPO, surrounding communities (Corvallis and Lebanon), and future growth in traffic passing through the region (I-5, OR 99E, US 20, etc.).
- **Projected Land Use Changes** in the areas covered by the model.
- **Trip Generation, which** calculates the total number of trips produced, by trip purpose, in each zone based on household characteristics and trip rates.
- **Trip Distribution**, which distributes the produced trips to destination TAZ's.
- **Mode Choice**, which assigns person trips to specific modes of travel
- **University Model**, which describes how the model deals with university specific travel

The focus is the year 2040 “Baseline” (30th highest hour – generally representative of a p.m. peak hour from the peak travel month of the year, and average weekday p.m. peak hour) traffic under specific assumptions for transportation network and population growth (described further in the following sections).

CALM Travel Demand Model

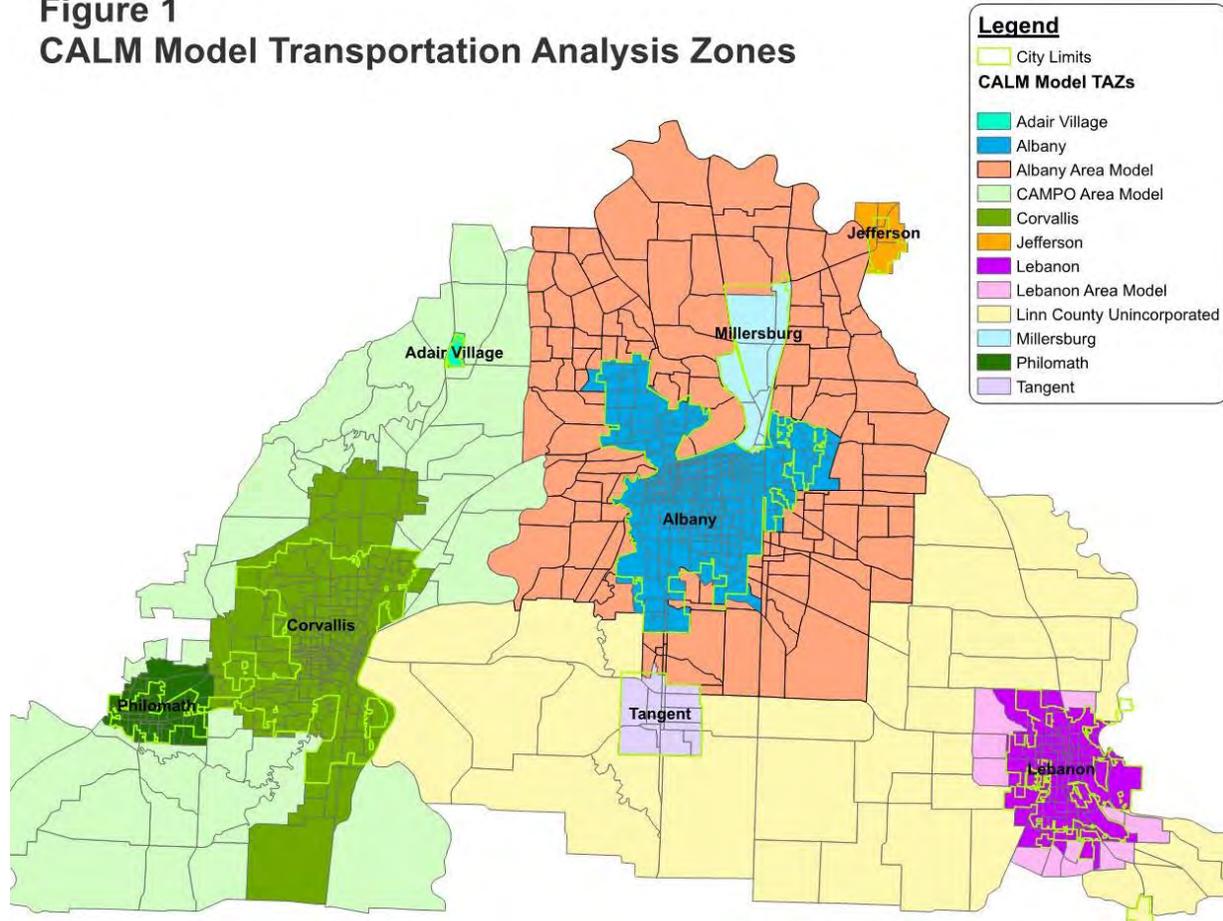
The Oregon Department of Transportation (ODOT) has recently developed and will maintain a travel demand model that estimates daily and p.m. peak hour demand for the existing year (2010) and future year (2040) transportation system. The travel demand model includes AAMPO and surrounding communities of Corvallis, Lebanon, and portions of unincorporated Linn and Benton Counties (refer to Figure 6-1²⁵). Previously, some of these areas were incorporated into three separate travel demand models. Combining these areas allows the CALM model to better capture regional influences in the surrounding communities. These models include two key structures that help estimate future traffic:

- **Transportation Analysis Zones (TAZs).** The model area is split into 930 internal regional TAZs (including 332 in AAMPO) and 23 external zones. Each internal TAZ represents a small subarea of the model with unique land use attributes that represent the number of households and the number and type of employees within the zone. These land use attributes determine the intensity and directionality of trips generated by the zone. The TAZ structure for the AAMPO area is shown in Figure 6-2.
- **Transportation Network.** The model includes a network of links that generally represents the major transportation system (typically collector roads and above) in the model area. Each link is coded with attributes (e.g., speed and capacity) that approximate the function of existing roadways (for the base year and future year) and programmed roadway improvements (committed funding identified) for the future year. Each TAZ is connected to links in the model at points that approximate where travelers are expected to enter the network.

²⁵ Taken Directly from *Memorandum: CALM Input Data Development – Task 3.1 Process and Technical Procedures*, prepared by DKS Associates, June 19, 2014

Figure 6-1: CALM Model Area

Figure 1
CALM Model Transportation Analysis Zones



Future Transportation Network

For the AAMPO area, there are no regionally significant transportation improvements included in the 2040 travel demand model. Also, the future transit system is consistent with the existing system. The purpose of this model is to create a “committed” system that represents the conditions and needs of the future system without undergoing any unfunded improvements.

Table 6-1 lists regionally significant projects either constructed or under construction since 2010 (the model base year). Table 6-2 lists regionally significant projects with committed funding sources scheduled for construction before the year 2040. These projects would be incorporated in future model runs to provide a sense for additional system needs.

Table 6-1: AAMPO Projects Constructed After 2010

Project Name	Location	Project Description	Project Source	In CALM?
Oak Street Reconstruction	Queen Ave to Pacific Hwy	Reconstruction of Oak Street from Queen Ave north to 9th Ave, and it's extension across 9th Ave to Pacific Hwy	City of Albany Staff	No
9th Ave/Oak St Signal	9th Ave/Oak St	Added traffic signal	City of Albany Staff	No
Pacific Hwy/Oak St Signal	Pacific Hwy/Oak St	Added traffic signal	City of Albany Staff	No
North Albany Road Reconstruction	RR tracks to Quarry	Project added sidewalks, a center two way left turn lane, and realigned West Thornton Lake Drive	City of Albany Staff	N/A*
Main St/Salem Ave/3rd Ave Improvements	Main St/Salem Ave/3rd Ave	Project added capacity to the intersection, filled in sidewalk gaps, added bike lanes, and made block of Main Street between 1st and 2nd one way in the NB direction	City of Albany Staff	N/A

*The added TWLTL has a capacity benefit

Table 6-2: AAMPO Committed Projects

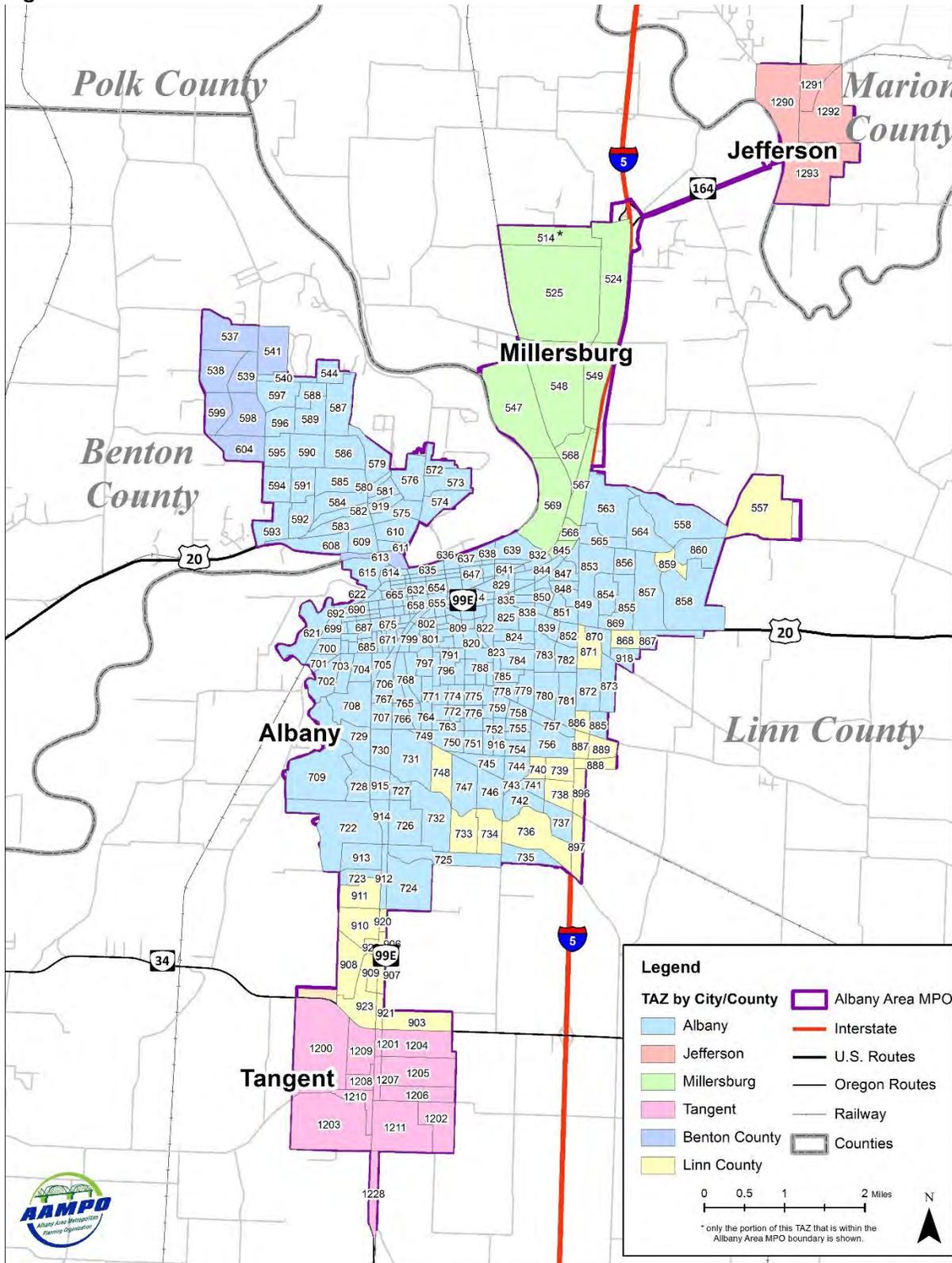
Project Name	Location	Project Source	In CALM?
Columbus St Closure at Hwy 34	Columbus St/Hwy 34	Linn County Staff	No
34 th Ave/Marion St New Signal	34 th Ave/Marion St	City of Albany Staff	No
34 th Ave/Hill St New Signal	34 th Ave/Hill St	City of Albany Staff	No
Hill St Widening (add bike lanes)	Queen Ave to 34 th Ave	AAMPO 2018-2021 TIP List	N/A
Old Salem Road Truax Creek Bridge Replacement	Truax Creek Bridge	ODOT 2015-2018 STIP List	N/A
Seven Mile Ln/Hwy 34 New Signal	Seven Mile Ln/Hwy 34	Linn County CIP List	No
Corvallis to Albany Hwy 20 Multi-use Trail	Scenic Dr to Springhill Rd	ODOT 2015-2018 STIP List	N/A
OR99/53 rd Ave Signal Relocation	OR99/53 rd Ave	ODOT 2015-2018 STIP List	N/A
I-5 Widening (Preliminary Engineering)	Delaney Rd to Albany	AAMPO 2018-2021 TIP List	N/A
Springhill Drive Roadway Departure Countermeasures	Independence to US 20	AAMPO 2018-2021 TIP List	N/A
OR 34 Safety Improvements	I-5 to Corvallis	AAMPO 2018-2021 TIP List	N/A
Corvallis to Albany Hwy 20 Multi-use Trail (Complete NEPA and ROW purchase)	Scenic Dr to Springhill Rd	AAMPO 2018-2021 TIP List	N/A
I-5 Widening and Knox Butte Rd Interchange Improvements (Preliminary Engineering)	South Jefferson to US 20 Interchange	AAMPO 2018-2021 TIP List	N/A
I-5 Resurfacing	North Jefferson to North Albany	AAMPO 2018-2021 TIP List	N/A

Hill St/Water Ave Railroad Crossing Improvement	Hill St/Water Ave	AAMPO 2018-2021 TIP List	N/A
Railroad Crossing Improvements	Albany to Eugene	AAMPO 2018-2021 TIP List	N/A
I-5 Resurfacing	North Albany to Halsey	AAMPO 2018-2021 TIP List	N/A
Ellsworth St (US 20) Bridge Improvement	Ellsworth St across Willamette River	AAMPO 2018-2021 TIP List	N/A
US 20 and OR 99E Signal Timing Improvements	Various locations in Albany	AAMPO 2018-2021 TIP List	N/A
US 20 Improvements	Geary St o Waverly St	AAMPO 2018-2021 TIP List	N/A
OR 99E/Airport Rd Intersection Improvements	OR 99E/Airport Rd	AAMPO 2018-2021 TIP List	No
US 20/Knox Butte Rd Intersection Improvements	US 20/Knox Butte Rd	AAMPO 2018-2021 TIP List	N/A
24 th Ave Improvements ¹	Hill St to Geary St	AAMPO 2018-2021 TIP List	N/A
Salem Ave Improvements ¹	Geary St to East Albany city limits	AAMPO 2018-2021 TIP List	N/A
Queen Ave Improvements ¹	Geary St to OR 99E	AAMPO 2018-2021 TIP List	N/A
Old Salem Rd Preservation and Safety	-	AAMPO 2018-2021 TIP List	N/A
Old Salem Rd: Truax Creek Bridge Replacement	Truax Creek Bridge	AAMPO 2018-2021 TIP List	N/A
Old Salem Rd Sidewalk Connectivity	Milepost 0.18 – Milepost 0.86	AAMPO 2018-2021 TIP List	N/A
Cascades West COG Transportation Options	Albany and Corvallis MPO Boundaries	AAMPO 2018-2021 TIP List	N/A
Springhill Dr Overlay ¹	Hickory Street to Independence Highway	AAMPO 2018-2021 TIP List	N/A
¹ This project includes pavement preservation. It should be noted that pavement preservation projects are not included in the Financially Constrained Project List or Aspirational Project List.			

Other types of projects that may have been identified and planned (non-capacity improvements such as minor signing and striping changes, multimodal improvements, or planned capacity improvements that are not currently funded) are not included in the current model.²⁶ Such improvements may be included in transportation alternatives that are analyzed at a later stage of the RTP process.

²⁶ Non-capacity improvements such as signing and striping are typically not reflected in travel demand models. Table 1 and Table 2 note constructed and committed projects that would not be included in the travel demand model as “N/A”

Figure 6-2: CALM Model TAZ Structure within AAMPO



Projected Land Use Changes

Land use is a crucial factor in forecasting future transportation demand. The amount of land that is to be developed, the type and scale (housing units or number of employees) of the land uses, and how the land uses are arranged within the model area have a direct impact on the future system.

Projected land uses were developed for the model area with the general development patterns based on the Comprehensive Plan designations for the Cities of Albany, Jefferson, Millersburg and Tangent. The overall growth in land uses was applied to individual TAZs with detailed input and review from staff at agencies within the region²⁷. These population and employment assumptions form the basis for the two travel demand models used in forecasting:

- **Base Year (2010):** The base year model represents calibrated conditions for year 2010.
- **Future Year (2040):** The anticipated 2040 land uses and growth within and outside the model area.

Growth within AAMPO

The CALM model generally uses household and employment information as a basis for estimating future transportation activity. Different types of employment are associated with different types of origin-destination intensities and patterns in the p.m. peak hour. For example, TAZs with large employment numbers may generate a heavy outbound travel movement, sending trips toward TAZs with more households. Conversely, TAZs with numerous retail employees may attract trips in the p.m. peak hour.

Table 6-3 summarizes how households and employment are assumed to change between the 2010 base year and 2040. *Note: The summary provided in Table 6-3 is based on boundaries approximated by the TAZ boundaries (Figure 6-2) and may not exactly match current and future city limits.*

As listed in Table 6-3, the population and number of households within the entire AAMPO area is projected to increase by approximately 30 percent and 40 percent, respectively, from 2010 to 2040.²⁸ Albany, Millersburg²⁹ and Tangent each follow a similar trend and are projected to increase around 20 to 30 percent, while Jefferson would increase about 70 percent. Other unincorporated areas of Benton and Linn Counties will increase by 50 percent or more.

²⁷ Memorandum: CALM Input Data Development – Task 3.1 Process and Technical Procedures, prepared by DKS Associates, June 19, 2014.

²⁸ The households increase at a higher rate in population due to an overall decrease in average household size.

²⁹ This takes into account the mill closure.

Overall, employment is projected to increase by approximately 45 percent. Individually, Albany, Jefferson and Linn County employment will follow this general increase. However, Millersburg is projected to increase approximately 90 percent, while Tangent is projected to increase approximately 65 percent. The employment within unincorporated Benton County will be relatively unchanged.

The model also includes enrollment data for primary schools and vehicular trip data for colleges. Education enrollment for primary schools will increase by roughly 30 percent within the AAMPO area. College trips are also expected to increase by roughly 30 percent (about 1,600 trips) within the AAMPO area.

Table 6-3: CALM Model Land Use Changes, 2010 - 2040³⁰

Land Use Metric / Location	Year 2010	Year 2040	% Increase
Population (AAMPO Area)	57,770	74,331	29%
Albany	49,949	61,669	24%
Jefferson	3,168	5,276	67%
Millersburg	1,339	1,658	24%
Tangent	1,118	1,419	27%
Benton County (other unincorporated)	856	1,317	54%
Linn County (other unincorporated)	1,310	2,962	126%
Households (AAMPO Area)	22,408	31,215	39%
Albany	19,664	25,761	31%
Jefferson	1,085	2,180	101%
Millersburg	508	751	48%
Tangent	387	532	37%
Benton County (other unincorporated)	303	530	75%
Linn County (other unincorporated)	461	1,461	217%
Total Employment (AAMPO Area)	23,164	33,950	47%
Albany	18,230	26,062	43%
Jefferson	424	581	37%
Millersburg	2,085	3,927	88%
Tangent	479	787	64%
Benton County (other unincorporated)	21	22	5%
Linn County (other unincorporated)	1,925	2,571	34%

Source: CALM Travel Demand Model

³⁰ PSU land use control totals for 2040 are still being developed and were not available at the time of the CALM development.

Note: The summary provided is based on boundaries approximated by the TAZ boundaries (Figure 6-2) and may not exactly match current and future city limits.

The following maps summarize the change in land use between 2010 and 2040. Figure 6-3 shows the increase in total households for each zone. Significant residential growth areas in the region include the south end of Jefferson, east of I-5 and north of US 20 in Albany, and the south end of Albany.

Figure 6-4 shows the increase in total employment for each zone. Significant employment growth areas include south Millersburg, south Albany and Albany north of the Willamette River.

Figure 6-5 shows growth in educational enrollment for primary schools and growth in college trips by zone. Significant educational growth areas include north Jefferson, LBCC and Albany east of I-5 and north of US 20.

Figure 6-3: CALM Model Household Growth by TAZ

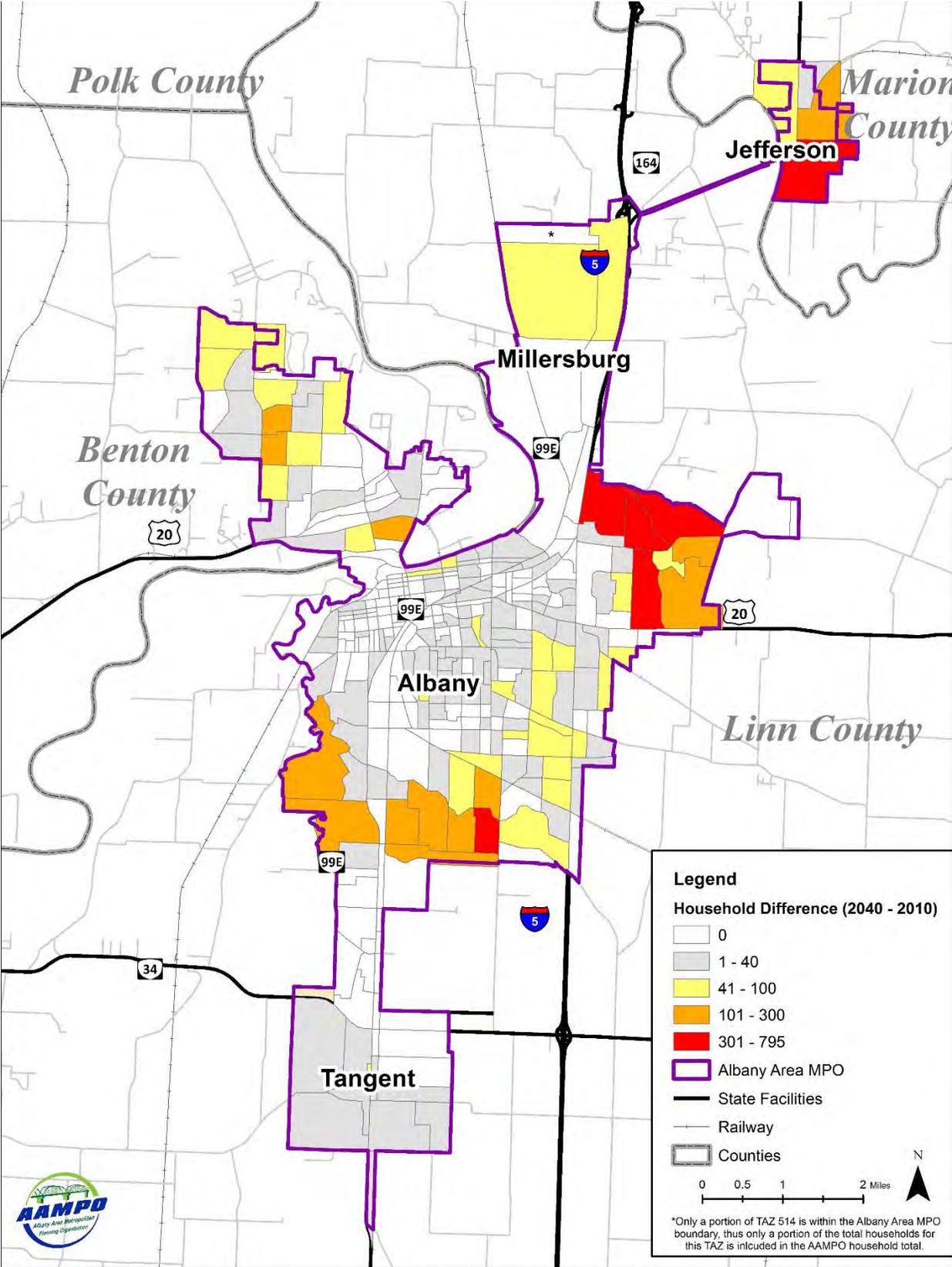


Figure 6-4: CALM Model Employment Growth by TAZ

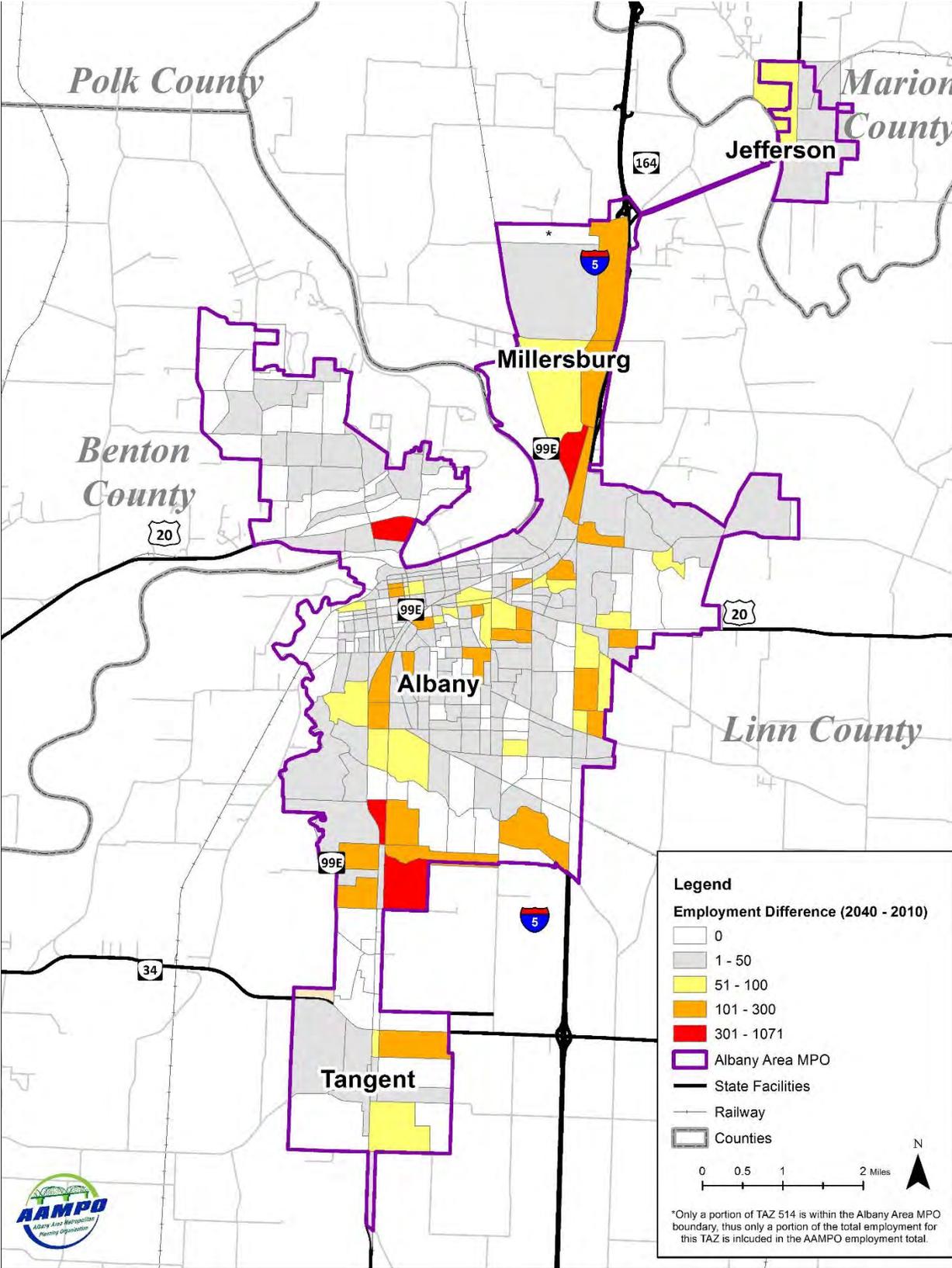
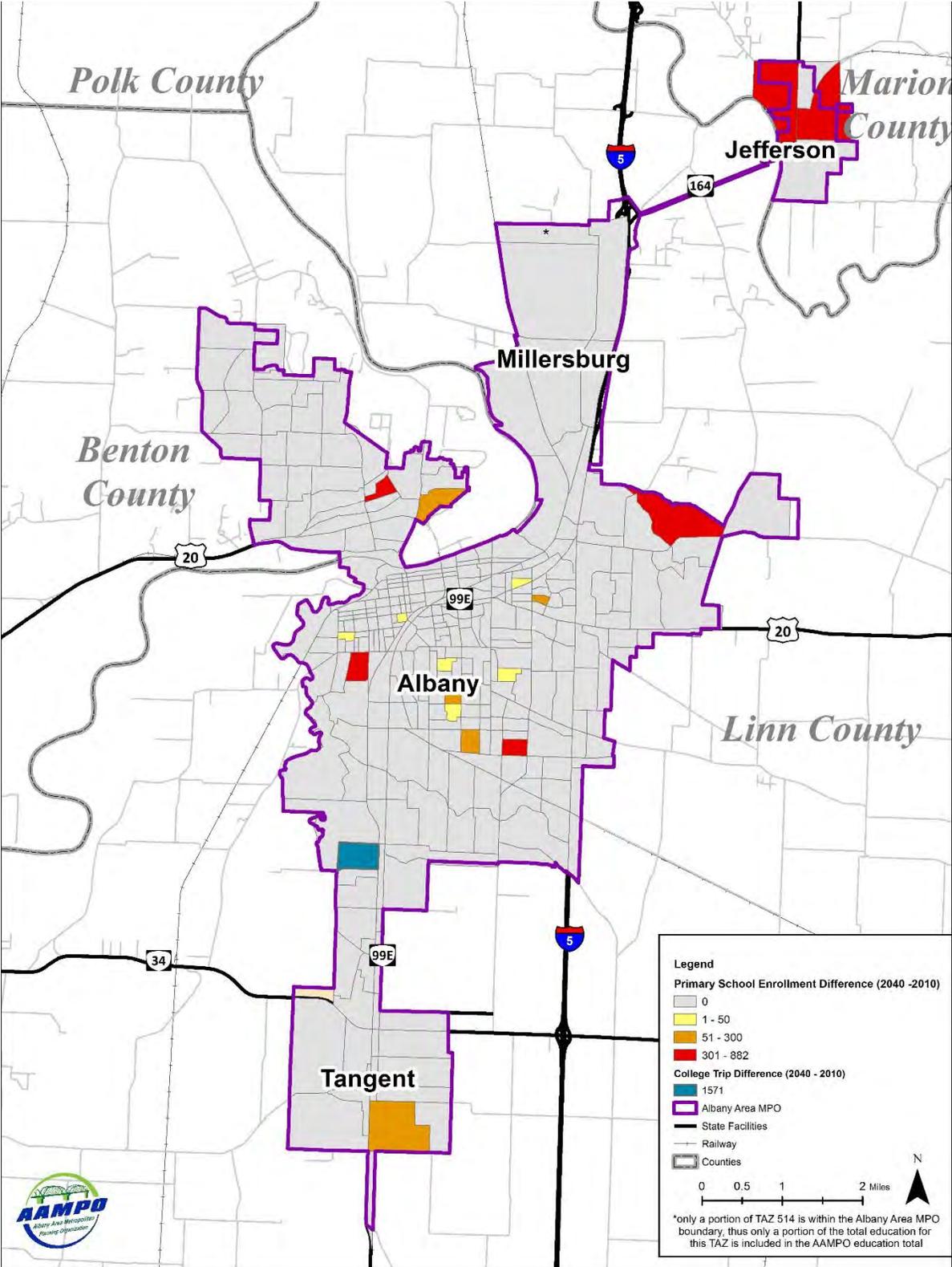


Figure 6-5: CALM Model Education Enrollment Growth by TAZ



Trip Generation

The model's trip generation process calculates the total number of productions (person trips) per TAZ using household attributes such as size, income, and number of workers. The trips are separated into different types (home-to-work, home-to-school, etc.) The ODOT trip generation process includes detailed trip characteristics for various types of housing, employment, and special activities. The model's process is tailored to variations in travel characteristics and activities in the region, including estimation of the likelihood for trip potential to be achieved for a particular land area.

The increase in the number of households and employees in the model area increases the overall number of trips generated. Table 6-4 summarizes the total p.m. peak hour motor vehicle trip ends for general community areas³¹ within AAMPO for year 2010 and year 2040. The number of vehicle trips is expected to grow by approximately 30 percent between 2010 and 2040 if the land develops according to the modeled land use assumptions. This is generally consistent with the projected population increase, but is slightly lower than the projected number of households and employment increases – indicating a future reduction in the average rate of motor vehicle trip-making. Individually, Albany and Tangent areas are both projected to increase in this regard by approximately 25 percent, while Jefferson and Millersburg are projected to increase by approximately 60 percent. This significant difference in growth is due to the larger relative increase in population and employment for these areas³².

Table 6-4: Vehicle Trip Generation (PM Peak Hour)

	2010 Trips	2040 Trips	% Increase
Land Use within AAMPO)			
Albany*	15,517	19,624	26%
Jefferson*	690	1,129	64%
Millersburg*	487	768	58%
Tangent*	387	479	24%
Total	17,081	22,000	29%

Source: CALM Travel Demand Model

Note: * These locations are not limited to the city limits and include surrounding unincorporated areas within the MPO to provide location context and consistency with the regional trip distribution information.

³¹ These locations are not limited to the city limits and include surrounding unincorporated areas within the MPO to provide location context and consistency with the regional trip distribution information.

³² Table 1 indicates that Jefferson is projected to have a higher relative population growth while Millersburg would experience a higher relative employment growth.

Trip Distribution

The trip distribution step estimates trips between origins and destinations. TAZ zone pairs based on a wide variety of trip choice factors including travel time, travel cost, and trip purpose. The model uses these factors to decide on the destination for each trip produced (started) in the TAZ. For example, home-based shopping trips produced near a downtown shopping area will choose the downtown shopping area destination over a similar shopping area in a different town due to shorter travel times and lower travel cost. The trip distribution step creates tables organized by trip type (home-to-work, home-to-school, etc.) that show the travel patterns between the TAZs in the region.

Although the model distributes all person trips, vehicle trip distribution is the most relevant for future traffic forecasting. Thus, the distribution summaries and tables in this section summarize the vehicle trip distributions. The following section (titled “Mode Choice”) describes how the model converts person trips into vehicle trips.

In projecting future traffic volumes, it is important to consider potential changes in regional travel patterns. Although the locations and amount of traffic generation in the AAMPO area are essentially a function of future land use in the four cities, the distribution of trips is also influenced by expected congestion on roadways and regional growth (outside the MPO).

The demand for traveling to areas within AAMPO was summarized to determine regional patterns among key areas. Figures 6-6 and 6-7 show the trip distribution within the AAMPO area and to/from all directions. The highest non-MPO regional distribution occurs to the west (including Corvallis) and indicates approximately 13 percent of MPO trips travel to/from the west in 2010. In year 2040, the directional split is more pronounced, with relatively more traffic entering the MPO and relatively less traffic leaving the MPO to the west during the p.m. peak hour.

Figure 6-6: CALM Model Vehicle Trip Distribution - Regional Travel Patterns (2010 PM Peak Hour)

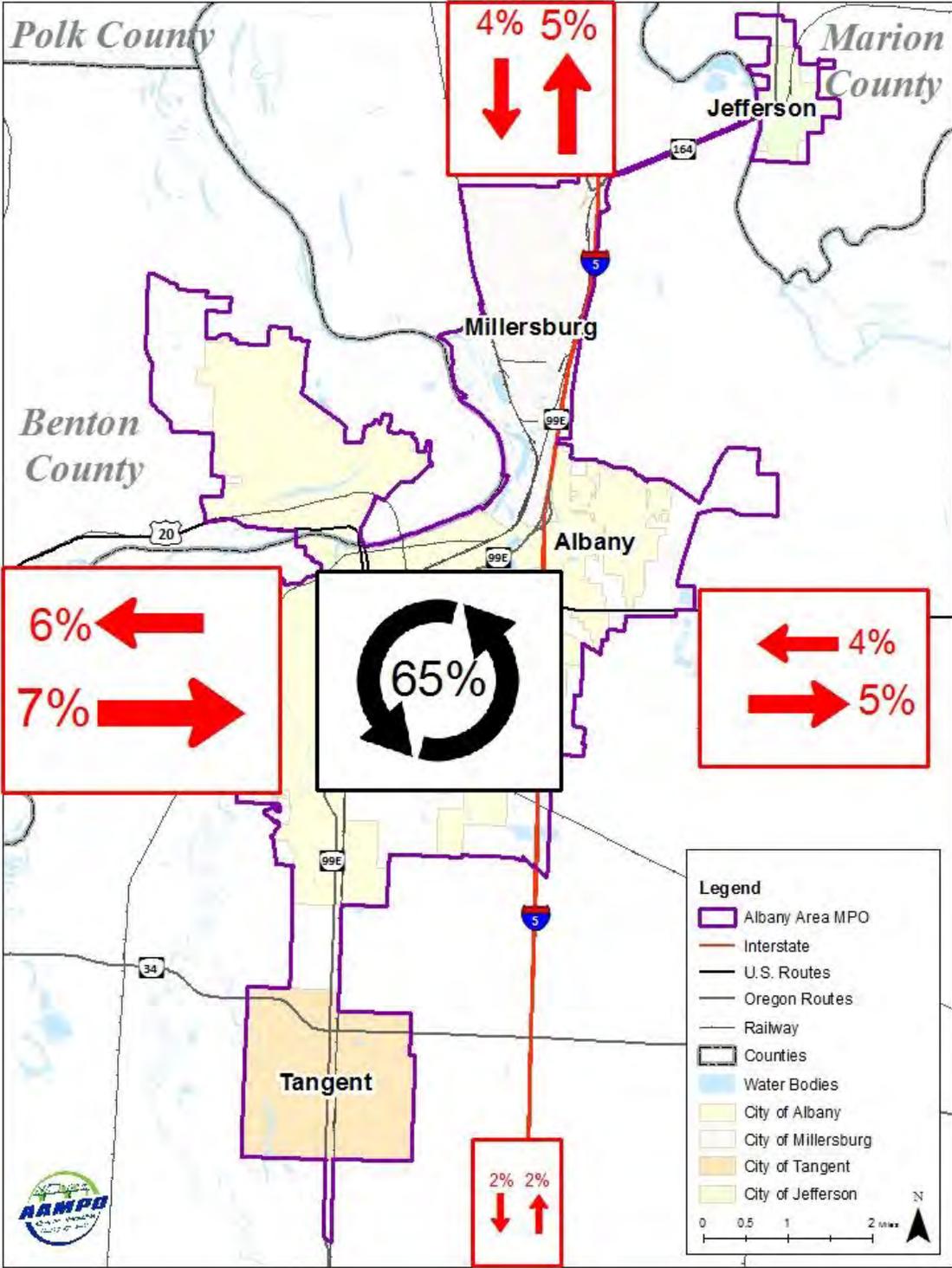


Figure 6-7: CALM Model Vehicle Trip Distribution - Regional Travel Patterns (2040 PM Peak Hour)

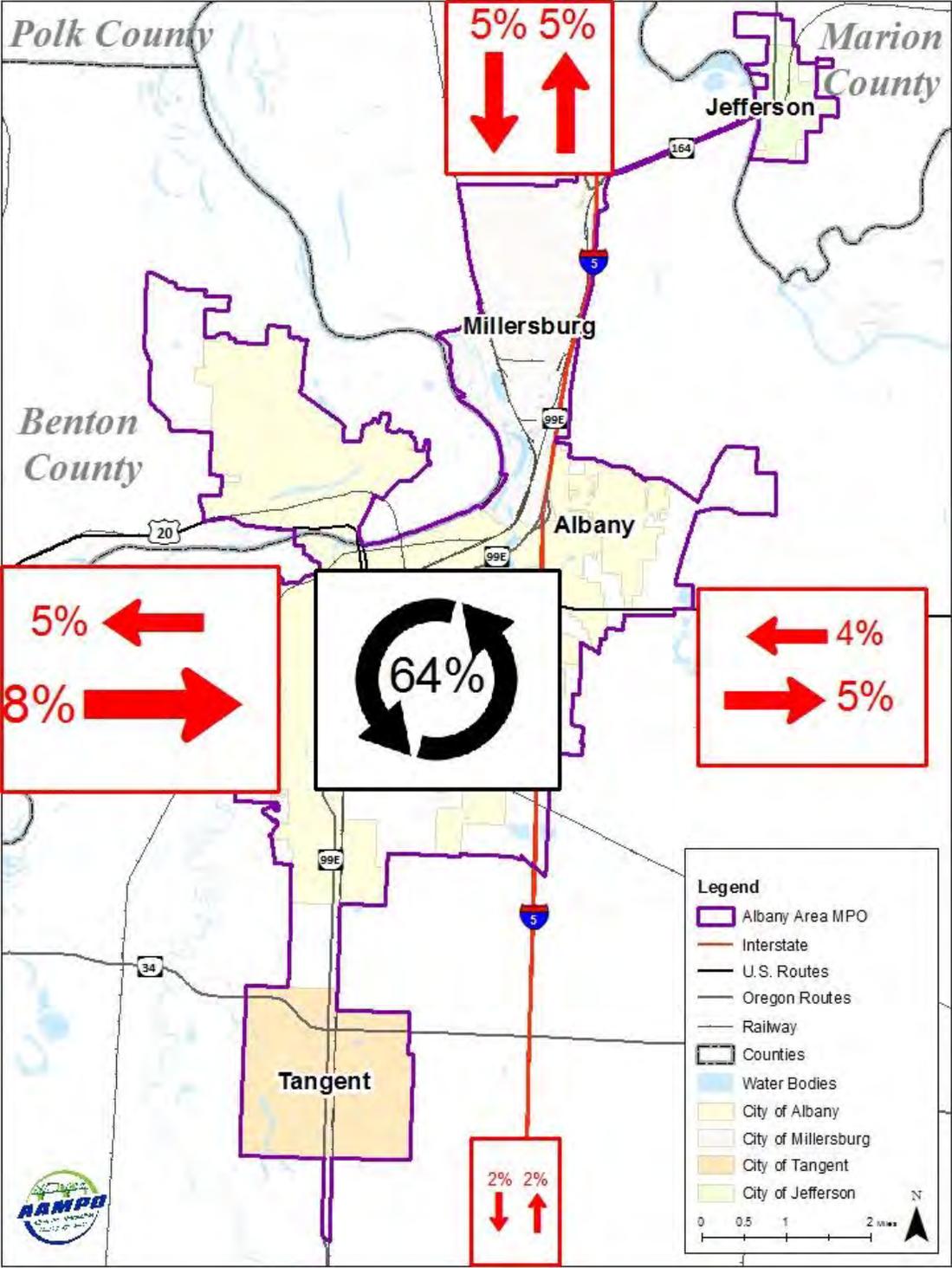


Table 6-5 lists the existing (year 2010) trip distribution between and within each area of the region. This table is based on both origin and destination trips within each particular area and lists the percentage of trips to/from each particular region. Additional details (demand and further breakdown for smaller areas) are attached. The existing trip distribution indicates the following regional travel patterns (which are demonstrated in additional detail in appendix Table A-1):

- Approximately 30 percent of all Jefferson trips stay within Jefferson, about 10 percent travel to Albany, Millersburg or Tangent and 20 percent travel outside of the MPO.
- Approximately 10 percent of Tangent trips remain in Tangent, while 25 percent travel to Albany, Millersburg or Jefferson and 20 percent to areas outside of the AAMPO area.
- Approximately 5 percent of Millersburg trips remain in Millersburg while 35 percent travel to Albany, Jefferson or Tangent. About 20 percent of trips beginning in Jefferson travel to areas outside of the AAMPO area.
- Approximately 65 percent of Albany trips remain in Albany, while only 2 percent of Albany trips travel to Millersburg, Tangent or Jefferson and 15 percent of trips from Albany travel to areas outside the MPO

Table 6-5: CALM Model Vehicle Trip Distribution within the AAMPO Area (2010 PM Peak hour)

	Jefferson	Tangent	Millersburg	Albany
Internal	28%	11%	6%	64%
To Other Cities in MPO	10%	24%	35%	2%
From Other Cities in MPO	19%	20%	19%	3%
To Non-MPO	21%	22%	19%	15%
From Non MPO	22%	22%	20%	16%

Source: CALM Travel Demand Model

Table 6-6 summarizes regional trip distribution for year 2040 p.m. peak hour. Distribution is similar to 2010, with most regional distribution pairs remaining relatively unchanged (changing by two percent or less).

Table 6-6: CALM Model Vehicle Trip Distribution within the AAMPO area (2040 PM peak hour)

	Jefferson	Tangent	Millersburg	Albany
Internal	29%	12%	6%	62%
To Other Cities in MPO	9%	25%	37%	3%
From Other Cities in MPO	19%	20%	18%	3%
To Non-MPO	20%	20%	18%	15%
From Non MPO	23%	23%	21%	17%

Source: CALM Travel Demand Model

Mode Choice

The potential modes of travel in the CALM model include driving alone, driving with a passenger, using a park and ride, using walk-access transit, biking, and walking. The attractiveness of each mode for each trip is calculated based on the following factors:

- Travel Time (in-vehicle, wait, transit access, etc.)
- Cost (parking, fare, auto operating, etc.)
- Other travel mode characteristics (reliability, safety, comfort, etc.)
- Person/Household characteristics (income, auto ownership, age, etc.)
- Trip purpose characteristics (shopping, number of stops, etc.)

These mode choice factors are assigned various levels of attraction based on feedback from local surveys and other sources of data applicable to the region. The trips between zones developed in Trip Distribution are split between the different travel modes based on the calculated attractiveness of each mode for each trip pair. The mode choice model creates mode specific trip tables showing travel between the TAZ zone pairs.

University Travel Model

The CALM model includes a special university model to account for the travel impacts of Oregon State University (OSU) on the region. This model accounts for university-related travel patterns such as residential clustering, mode use, time-of-day, and parking supply. The model also allows multi-stop trips by simulating travel patterns by person. From an AAMPO perspective, the university component of the CALM model provides a higher level of detail to the modeled regional interaction between Albany and Corvallis.

Post Processing and Model Application to AAMPO

The year 2010 and year 2040 model and assignments were prepared and provided by ODOT. Limited additional minor network refinements were applied during the forecasting process to add detail to account for local connectivity and circulation patterns, particularly in the vicinity of study intersections. Adding the new network detail helps refine local circulation within the AAMPO area without affecting routing in the overall regional model. Modifications include:

- Shifted the connector from TAZ 1293 (south Jefferson) from the intersection of OR 164/Main Street to S Main Street/High Street
- Added the north leg of Main Street to the OR 164/Main Street intersection. Added connector from TAZ 1290 (west Jefferson) to the Main Street north leg.

- Shifted connector from TAZ 755 (in southeast Albany) from 34th Avenue/Waverly Drive intersection to 34th Avenue/Ermine Street intersection
- Shifted connector from TAZ 727 (in south Albany) from 53rd Avenue/OR99E intersection to College Park Drive/OR99E intersection

PM peak hour model volumes were extracted from the model for both the base year (2010) and forecast year (2040) scenarios. A “post processing” technique following NCHRP 255 Methodology³³ was utilized to refine model travel forecasts to the volume forecasts presented in Table 6-7 and Table 6-8. Post processing is the application of manual adjustments to existing count data and model projections³⁴ to minimize potential model error and bias.

³³ *Highway Traffic Data for Urbanized Area Project Planning and Design - National Cooperative Highway Research Program Report 255*, Transportation Research Board, Washington D.C., 1982.

³⁴ See the Existing Conditions project memo for more information on existing year (2014) traffic counts and the seasonal adjustment done to create peak seasonal and average annual volume sets.

Table 6-7: 2040 30 Highest Hour Peak Hour Traffic Forecasts for Study Intersections

		Northbound			Southbound			Eastbound			Westbound		
		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
OR 164	North Avenue	0	305	230	45	370	0	0	0	0	170	0	45
Main Street	OR 164	205	90	155	5	95	20	15	430	340	250	305	5
Scravel Hill Road	OR 164	25	10	115	15	5	0	0	675	45	105	420	20
I-5 NB Ramps	OR 164	0	5	5	520	5	10	80	205	0	0	375	70
I-5 SB Ramps	OR 164	0	0	0	75	0	95	20	230	0	0	155	230
Century Drive	I-5 NB Ramps	245	225	0	0	185	0	30	0	105	0	0	0
Old Salem Road	I-5 SB Ramps	0	540	25	185	430	0	0	0	0	35	0	10
Scravel Hill Road	Knox Butte Road	15	80	20	15	50	60	45	135	15	5	135	15
Clover Ridge Road	Knox Butte Road	0	0	0	60	0	195	380	630	0	0	385	60
I-5 NB Ramps/Century Drive	Knox Butte Road	70	25	165	185	0	190	175	1005	0	0	620	90
OR 99E	Airport Road/Albany Avenue	120	1280	170	190	1070	220	305	205	120	150	240	70
Waverly Drive	OR 99E	140	115	255	35	180	20	5	1270	150	265	1050	25
Waverly Drive	US 20 (Santiam Highway)	190	310	505	150	375	55	80	1125	130	320	750	75
Airport Road/I-5 SB Ramps	US 20 (Santiam Highway)	80	110	85	165	150	240	75	1450	125	140	910	135
Fescue Street/I-5 NB Ramps	US 20 (Santiam Highway)	380	135	95	75	70	180	400	905	530	65	705	160
Scravel Hill Road	US 20 (Santiam Highway)	0	0	0	0	0	80	125	580	0	0	480	5
Three Lakes Road	Seven Mile Lane	0	0	0	40	0	30	30	140	0	0	160	60
Waverly Drive	34th Avenue	125	710	0	0	665	200	220	0	175	0	0	0
OR 99E	53rd Avenue	80	1115	0	0	1025	175	115	0	55	0	0	0
OR 99E	Queen Avenue	15	1145	150	210	1045	245	360	220	50	205	180	210
Lyons Street (US 20)	2nd Avenue	0	1305	75	0	0	0	250	755	0	0	0	0
Lyons Street (US 20)	1st Avenue	140	1410	0	0	0	0	0	0	0	0	175	600
Ellsworth Street (US 20)	1st Avenue	0	0	0	0	1820	255	0	0	0	75	215	0
Ellsworth Street (US 20)	2nd Avenue	0	0	0	590	1285	0	0	435	130	0	0	0
Springhill Drive	US 20 (Albany-Corvallis Hwy)	0	1510	610	70	1690	0	0	0	0	465	0	35
North Albany Road	US 20 (Albany-Corvallis Hwy)	5	5	5	450	5	50	110	1120	5	5	875	475
Scenic Drive	US 20 (Albany-Corvallis Hwy)	0	0	5	25	0	70	145	1520	0	0	935	60
Scenic Drive	Gibson Hill Road	0	65	80	315	60	0	0	0	0	25	0	160

Table 6-8: 2040 Average Weekday PM Peak Hour Traffic Forecasts for Study Intersections

		Northbound			Southbound			Eastbound			Westbound		
		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
OR 164	North Avenue	0	290	215	40	350	0	5	5	0	160	5	40
Main Street	OR 164	190	85	145	5	90	20	15	405	320	235	290	5
Scravel Hill Road	OR 164	25	10	110	15	5	0	5	635	40	100	395	20
I-5 NB Ramps	OR 164	5	5	5	490	5	10	75	195	5	5	355	65
I-5 SB Ramps	OR 164	0	0	0	70	0	90	20	215	0	0	145	215
Century Drive	I-5 NB Ramps	215	195	0	0	160	0	25	0	90	0	0	0
Old Salem Road	I-5 SB Ramps	0	510	25	175	405	0	0	0	0	35	0	10
Scravel Hill Road	Knox Butte Road	15	75	20	15	45	55	45	125	15	5	130	20
Clover Ridge Road	Knox Butte Road	0	0	0	55	0	185	360	595	0	0	365	55
I-5 NB Ramps/Century Drive	Knox Butte Road	60	25	145	165	0	170	155	885	0	0	545	80
OR 99E	Airport Road/Albany Avenue	115	1210	160	180	1010	210	290	195	110	140	225	65
Waverly Drive	OR 99E	135	110	240	35	170	20	5	1200	140	250	995	25
Waverly Drive	US 20 (Santiam Highway)	190	310	505	150	375	45	65	930	130	320	620	75
Airport Road/I-5 SB Ramps	US 20 (Santiam Highway)	80	110	85	165	150	195	65	1200	125	140	755	135
Fescue Street/I-5 NB Ramps	US 20 (Santiam Highway)	380	135	95	75	70	145	335	750	530	65	585	160
Scravel Hill Road	US 20 (Santiam Highway)	0	0	0	5	0	65	105	480	0	0	395	5
Three Lakes Road	Seven Mile Lane	0	0	0	40	0	30	30	135	0	0	150	55
Waverly Drive	34th Avenue	120	675	0	0	630	190	220	0	175	0	0	0
OR 99E	53rd Avenue	75	1055	0	0	970	165	115	0	55	0	0	0
OR 99E	Queen Avenue	15	1085	140	200	990	230	360	220	50	205	180	210
Lyons Street (US 20)	2nd Avenue	0	1080	60	0	0	0	250	755	0	0	0	0
Lyons Street (US 20)	1st Avenue	140	1165	0	0	0	0	0	0	0	0	175	600
Ellsworth Street (US 20)	1st Avenue	0	0	0	0	1505	255	0	0	0	75	215	0
Ellsworth Street (US 20)	2nd Avenue	0	0	0	490	1065	0	0	435	130	0	0	0
Springhill Drive	US 20 (Albany-Corvallis Hwy)	0	1250	505	60	1400	0	0	0	0	465	0	35
North Albany Road	US 20 (Albany-Corvallis Hwy)	5	5	5	450	5	50	90	925	5	5	725	390
Scenic Drive	US 20 (Albany-Corvallis Hwy)	5	0	5	20	0	55	120	1255	5	5	775	55
Scenic Drive	Gibson Hill Road	0	60	75	295	55	0	0	0	0	30	0	150

Chapter 7: 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 the *Summary of Public Comments*.

Regional Roadway System

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 Corvallis Albany Lebanon Model (CALM) travel demand model was used to assess the condition of future corridors in the region. Table 7-1 illustrates the locations where model volume outputs are equal to or exceed the coded link capacity. Links colored red are over the model capacity, while those that are yellow are nearing capacity, and links colored green are moderately congested. All other links are relatively uncongested under 2040 conditions. The model does not incorporate added capacity due to the presence of center turn lanes, i.e., a two-lane street has the same coded capacity as a three-lane street. Several arterials and collectors with the AAMPO area such as Queen Avenue, Geary Street, and Waverly Drive have an existing center turn lane. A current road project on North Albany Road includes adding center turn lanes and widening the existing cross section. The raw model volume-to-capacity ratios on Queen Avenue, Geary Street, Waverly Drive, and North Albany Road indicate near or over capacity conditions at several locations. As the capacity benefits of center turn lanes are not included in the travel demand model, these locations were not included in the corridor deficiency lists in Table 7-1, which lists the regional corridors nearing or exceeding capacity by the year 2040.

Table 7-1: Summary of 2040 Committed Network Corridor Capacity Deficiencies

Road	Direction of Travel	From	To	Deficiency
East-West Regional Corridors				
US 20	Eastbound	MPO Boundary	Blossom Ln	Over Capacity
		North Albany Rd	Springhill Rd	Nearing Capacity
		Springhill Rd	2nd Ave	Over Capacity
	Southbound	Springhill Rd	2nd Ave	Over Capacity
		2nd Ave	4th Ave	Nearing Capacity
		5th Ave	7th Ave	Over Capacity
		7th Ave	OR 99E	Nearing Capacity
	Westbound	2nd Ave	Springhill Rd	Over Capacity
	Northbound	OR 99E WB Off-Ramp	5th Ave	Nearing Capacity
		3rd Ave	2nd Ave	Nearing Capacity
2nd Ave		Springhill Rd	Over Capacity	
US 20/ OR 99E	Eastbound	OR 99E EB On-Ramp	9th Ave	Over Capacity
		9th Ave	Madison St	Nearing Capacity
	Westbound	Madison St	OR 99E WB Off-Ramp	Over Capacity
Gibson Hill Rd	Westbound	North Albany Rd	Broadway St	Over Capacity
OR 164	Eastbound	I-5 NB Off-Ramps	Main St (Jefferson)	Over Capacity
North-South Regional Corridors				
OR 99E	Northbound	Airport Rd	NB I-5 On-Ramp	Over Capacity
I-5 Ramps	Northbound	OR 99E	I-5	Over Capacity

Source: CALM Travel Demand Model

Note: The model does not incorporate added capacity due to the presence of center turn lanes.

The congestion and over capacity future conditions of US 20 between Corvallis and downtown Albany have the potential to impact the alternate regional route of OR 34. The travel demand model indicates that traffic (approximately 100 p.m. peak hour vehicles in 2040) diverts to OR 34 due to the level of congestion of US 20. The US 20 Bridge across the Willamette River indicates potential future bottleneck issues.

The over-capacity conditions 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 mainline delays. Approximately 350 vehicles desiring to travel east-west along US 20 and OR 99E are projected to change their route to avoid congestion in 2040 during the p.m. peak hour. Approximately 250 vehicles traveling along the US 20/OR 99E couplet through Albany are projected to detour to SE Salem Avenue.

OR 164 is a key east-west regional route connecting Jefferson to the rest of the AAMPO area. With limited alternate routing opportunities, the modeled over-capacity conditions on this arterial could lead to increases in travel time between Jefferson and Millersburg. The over-capacity issues at the I-5/OR 99E interchange are more intersection than corridor related and are addressed in the following section. Congestion along additional regional routes also has the potential to divert traffic flow. All values provided are relative to the 2040 p.m. peak hour:

- Queen Avenue also provides east-west connectivity within Albany. When Queen Avenue becomes congested it is likely that vehicles shift onto adjacent local roads.
- Scenic Drive to US 20 is a primary connection for travelers to/from Albany north of the Willamette River. Approximately 100 vehicles deviate from Scenic Drive and US 20 to Gibson Hill Road and North Albany Road to minimize delay.
- Approximately 100 vehicles desiring to travel north-south along I-5 alter their route onto lower class roads such as OR 99E and Old Salem Road.
- Approximately 100 vehicles from Waverly Drive shift onto nearby roads like Geary Street or Center Street.

Public Transportation System Needs

As the Albany area grows over the next few decades, additional transit investments will be required to serve current and future markets. This expansion will be based on multiple needs, described below.

- **Expected growth.** 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 and 70 percent.
- **Travel pattern changes.** Residential growth in East Albany and Jefferson, and employment growth in Millersburg will increase travel demand to those areas at a rate greater than the overall MPO travel increase. These locations may require additional transit service to meet their specific needs.
- **Existing service.** Limited frequency and long travel times make current service ineffective for a wide variety of demographic groups. Improving service would make transit more valuable for more people and for a wider variety of trips.
- **Capital needs.** As the Albany transit fleet ages, and as service expands to address latent and future demands, additional vehicles will need to be acquired. A new bus maintenance facility will also be needed to accommodate the larger fleet size.
- **Sidewalk connectivity.** All transit trips start or end with a walk, requiring a robust network of safe and connected sidewalks and crosswalks to connect ridership markets with the

service. Coordination between transit providers and local jurisdictions will be necessary for this network to be established in time for expanded or new service.

- **Riders not covered by special programs.** Albany is a key destination for low-income workers from Jefferson, Millersburg and Tangent. The key gap in the current public transportation system is service for younger disabled individuals and lower income individuals in smaller communities who are not eligible for Medicaid or other special programs. These individuals may not have a vehicle, physical capacity, money, or family/friends that are available to assist with transportation.
- **Expanding existing services.** There are opportunities to increase existing programs to support usage of current transportation options. This includes expansion of Transportation Options programming throughout the AAMPO area and expansion of volunteer programs like Volunteer Caregivers and the Good Samaritan Senior Companion. These volunteer driver programs can help fill the gaps in small cities, provided the programs have the resources and volunteers to provide increased service in those communities.
- **Needs in Tangent.** A need was identified for ‘last mile’ connectivity to/from the existing Linn-Benton Loop service for school and work commuters. For those in need of life-line transportation, a demand-responsive service similar to the arrangement in Millersburg may work.
- **Needs in Jefferson.** At the Albany Area MPO Policy Board, the City of Jefferson has expressed a need for demand-response service to provide its residents with mobility options. Commuter and medical trips represent the greatest unmet need. Residents tend to travel to both Salem and Albany for work and shopping, and university students tend to travel to Albany (LBCC) or Corvallis (OSU). Anecdotally, residents are seen walking, hitchhiking or bicycling to work in Albany, indicated a need for improved commuter connections.
- **Needs in Millersburg.** The Millersburg Transportation System Plan has a strong emphasis on improving the bicycle and pedestrian network and less emphasis on public transportation. An aging population may point to a need for improved non-driving options in the future, however. In the short-term, existing Call-A-Ride services can be advertised on the City’s website.
- **Ridership in Albany has increased considerably in recent years.** While this trend has slowed, high demand for transit service exists in the community and may require increased services to meet the demand.
- **Regional connections are important.** The Linn-Benton Loop carries more passengers each day than all of Albany’s local routes, combined. Additionally, there are many people who live in Albany but commute to work or school in Corvallis, and students who take classes in both cities. This demonstrates an important need to maintain and improve regional connections.

- **The busiest stops indicate the important needs of passengers.** The busiest stops on all routes demonstrate how important access is to colleges and university, shopping centers and grocery stores, and transfer locations between routes. The on-board survey found 49 percent of passengers in Albany are affiliated with OSU or LBCC. Additionally, stop-level boarding data show a high concentration of ridership activity in the Heritage Plaza area. This demonstrates the importance transit service provides to people who rely upon ATS for daily errands.
- **Passengers utilize the transfers between routes to connect themselves to the region.** Passengers value the timed transfers between Routes 2 and 3 to travel regionally. Additionally, many passengers who travel between Corvallis and Albany during the midday depend upon transfers to connect them to their final destination. Despite its importance and simplicity, the process of transferring, and the fare associated with the transfer are not well understood or easy to find for new transit users.
- **Lack of services in smaller communities.** Local bus service is limited to the City of Albany and Call-A-Ride service only operates in Albany and Millersburg. Residents of smaller communities depend upon health care, shopping and other services in Albany; however, there is no direct transit service from these communities into Albany.
- **Fixed-route service in Albany needs to better serve locations frequented by seniors and those with a disability.** The current route design and schedules, along with barriers limiting access transit result in overreliance on the Call-A-Ride and medical/shopper shuttle services.

Pedestrian System

Pedestrian deficiencies were identified on the regionally significant corridors (arterials and collectors)³⁵. Pedestrian deficiencies include areas with either gaps within an existing sidewalk, lack of a dedicated pedestrian facility or pedestrian facilities with major safety concerns. There are considerable pedestrian facility gaps in the outlying areas (nearly 55 percent of the regionally significant roadways) including the outer areas of Albany and the surrounding cities, Millersburg, Jefferson and Tangent. Incomplete sidewalk coverage includes a lack of dedicated pedestrian facilities as well as sidewalks on only one side of a street. Figure 7-1 shows locations with pedestrian rating “poor” (lack sidewalks). Complete sidewalk coverage will increase pedestrian mobility within and between the outlying areas as well as support future growth.

³⁵ Additional gaps or deficiencies on the local system were not identified.

Pedestrian Safety

While the pedestrian connectivity within the Albany area is generally adequate, there are potential safety concerns. Two locations, the first along the US 20 couplet (Ellsworth Street and Lyons Street) through downtown Albany and the second area surrounding Heritage Plaza Shopping Center, have experienced a high number of vehicle-pedestrian crashes.

ADA Requirements

A high-level review of the ADA (Americans with Disabilities Act) design standards within the AAMPO area revealed that the ADA compliance is incomplete. Generally, the recently rehabilitated or constructed roadways, such as North Albany Road or Oak Street in Albany³⁶, have been designed to meet ADA requirements while older areas have incomplete ADA design features. For example, there are inconsistent curb ramps at the intersection of 9th Avenue/Calapooia Street in Albany,³⁶. A separate study is necessary to fully evaluate ADA compliance within the AAMPO area.

Pedestrian Needs from Prior Plans

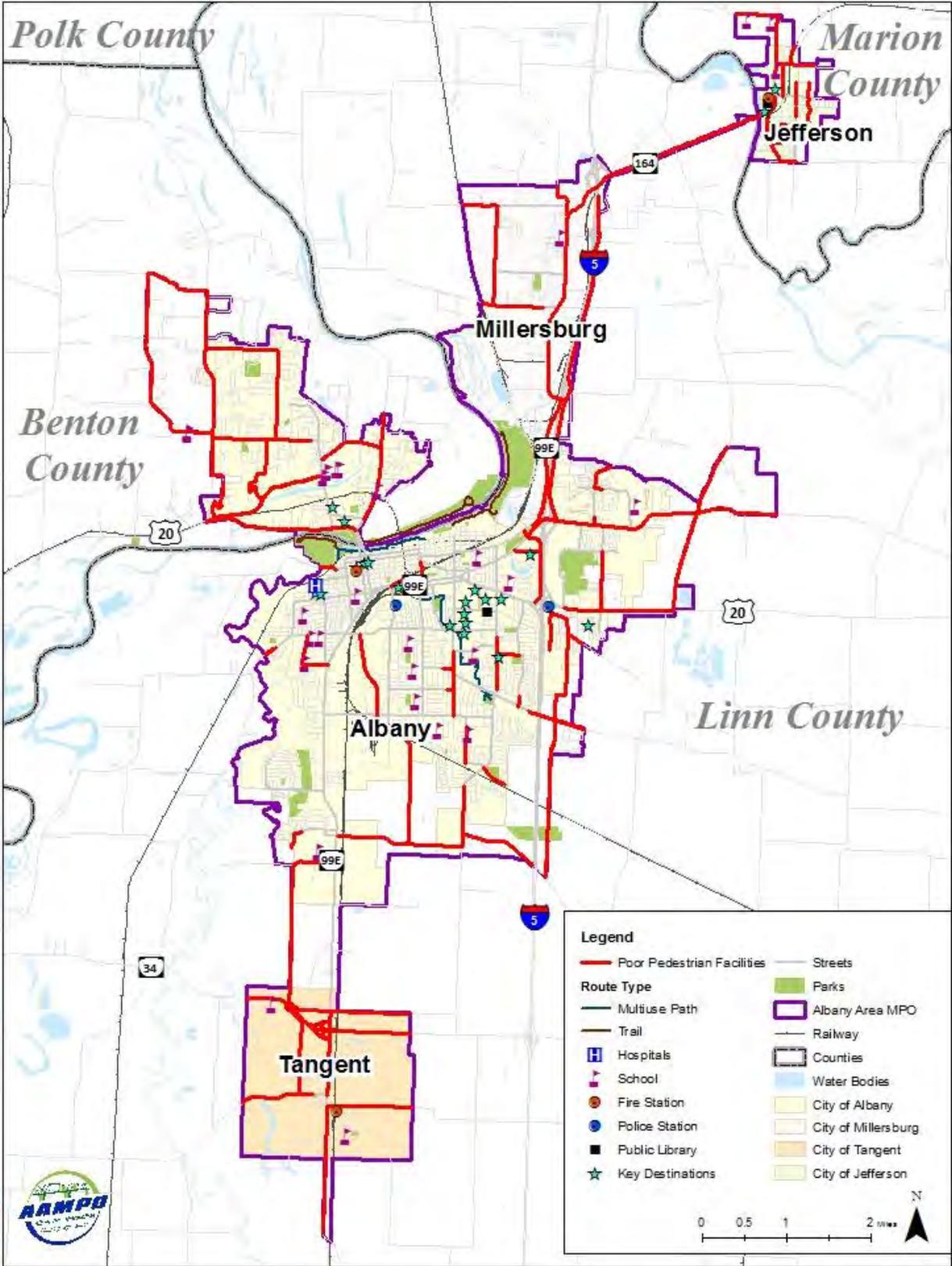
Additional needs with regional significance that have been identified in past planning efforts include:

- Most pedestrian generators have adequate pedestrian facilities, however several areas in North Albany adjacent to schools and parks lacked sidewalk connections. (Albany TSP)
- Albany needs approximately 7.5 miles of trails as of the 2006 plan date and will need over 9.5 miles in the year 2015. (Albany Park and Recreation Master Plan)
- Development of a regional trails plan (Linn County Park and Recreation Plan)
- Enhancement of access to the Willamette River. Hyak Park sits just outside of AAMPO along US 20. (Benton County Natural Areas and Parks Plan)
- Support for capitalizing on the large number of low-traffic roadways, existing trails, and railroad corridors to connect communities, natural areas, parks and other destinations (Benton County Natural Areas and Parks Plan)
- Collaborative management for a more organized and connected system of parks and trails (Benton County Natural Areas and Parks Plan)

³⁶ *Memorandum: Albany Area Metropolitan Planning Organization Regional Transportation Plan DRAFT Technical Memorandum #4: Existing Conditions*, prepared by DKS Associates, August 10, 2015

- Conducting a gap analysis with partner agencies to identify priority multimodal path linkages that will have minimal impact on private property (Benton County Natural Areas and Parks Plan)
- Developing recreation facilities that support popular activities – boating, walking, picnicking, fishing, camping, and swimming (Marion County Parks Master Plan)

Figure 7-1: "Poor" Pedestrian Locations (Sidewalk Gaps) on Major Roadways



Bicycle System

Bicycle deficiencies were identified on the regionally significant corridors (arterials and collectors)³⁷. Bicycle facilities connecting the Albany area to the outlying areas south to Tangent, west to North Albany and north to Millersburg rate poorly and are characterized by high levels of traffic stress (LTS). Figure 7-2 shows locations with LTS 3 and 4, which indicate areas that only experienced riders would be typically willing to ride. Such locations are not attractive to inexperienced riders, including those riding with children. Improving the bicycle facilities to have little to moderate levels of traffic stress can increase bicycle connectivity and provide employees with comfortable multi-modal commuter options. Rural character segments³⁸ that currently have high levels of traffic stress and anticipate at least a 50 percent increase in motor vehicle volume growth (relative to existing traffic volumes) include:

- Ellingson Road
- Lochner Road
- Grand Prairie Road (east of Lexington Street)
- Knox Butte Road (east of Scrael Hill Road)
- Scrael Hill Road
- Scenic Drive
- Oak Grove Drive
- Palestine Avenue
- OR 164 (west of the Santiam River)

Urban segments that currently have high levels of traffic stress and anticipate at least a 50 percent increase in motor vehicle volume growth (relative to existing volumes) include:

- 1st Avenue
- 2nd Avenue
- Grand Prairie Road (west of Lexington Street)
- Columbus Street
- Seven Mile Lane
- Goldfish Farm Road
- Dogwood Avenue
- Knox Butte Road (west of Scrael Hill Road)
- Quarry Road
- Valley View Drive
- Old Salem Road
- OR 164 (east of the Santiam River)
- Main Street/Jefferson-Scio Drive
- North Avenue/Marion Road
- Portions of US 20
- Portions of OR 99E

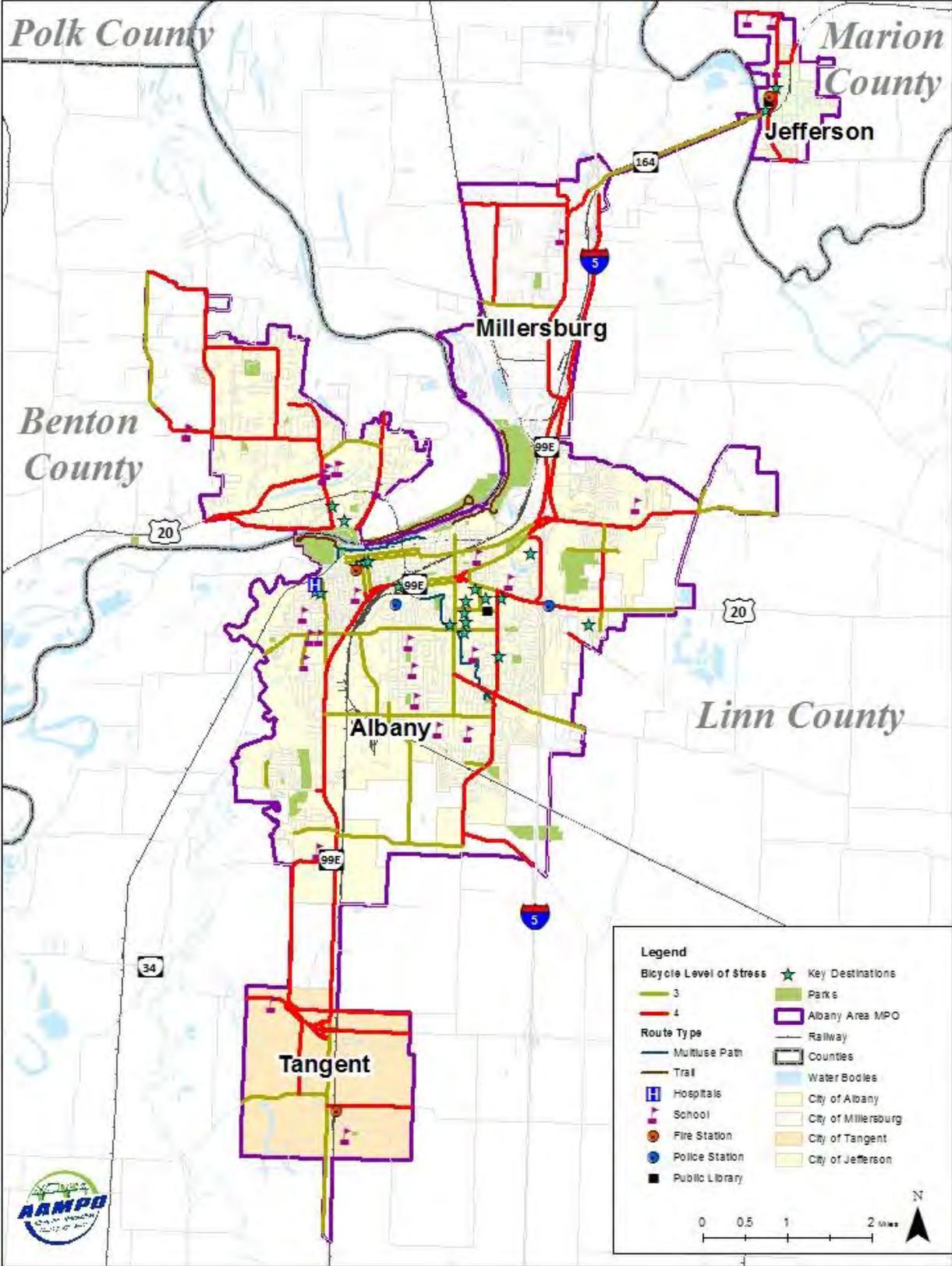
³⁷ Additional gaps or deficiencies on the local system were not identified.

³⁸ Low volume, higher speed roadways near the edges of the MPO boundary.

Bicycle Safety

The two locations—the US 20 couplet (Ellsworth Street and Lyons Street) through downtown Albany and the area surrounding Heritage Plaza Shopping Center—were identified as high vehicle-bicycle crash areas.

Figure 7-2: High Stress Bicycle Locations (LTS 3 or 4) on Major Roadways



Bicycle Needs from Prior Plans

Additional needs with regional significance that have been identified in past planning efforts include:

- Support facilities, such as secure parking and worksite changing facilities, are also needed to make bicycling a practical alternative. (Albany TSP)
- The great majority of crashes occurred on dedicated bikeways, apart from the US 20 Lyon/Ellsworth couplet, which does not have bicycle facilities but had four bicycle crashes during the study period. Future investment in the bicycle network should focus on improving the performance and safety of existing bicycle routes, in addition to creating new routes such as off-street paths and/or bicycle boulevards. (Albany TSP)
- Inventory and identify bike lane gaps (Linn County Parks and Recreation Plan, Marion County Parks Master Plan)

ITS System

The ITS infrastructure within the AAMPO area is limited. The *Central Willamette Valley ITS Plan* and the *I-5 Optimization Study* identified many opportunities to update and enhance the management and operation of the transportation throughout the AAMPO region. The needs are captured under the following categories.

Traffic Operations and Management

- Upgrade ODOT traffic signal controllers to the current ODOT standard.
- Connect ODOT traffic signal controllers to central traffic control system to allow remote access to traffic signals, and provide central control and remote access to city of Albany traffic signals.
- Regularly maintain coordinated signal timing plans and consider advanced traffic signal timing where appropriate.
- Provide video surveillance on key regional corridors.
- Collect real-time road condition information on regional corridors to support day-to-day operations, particularly during peak hours.

Public Transportation Management

- Track all public transportation vehicles to support dispatch, real-time transit arrival information, and transit route planning.

- Add computer-aided dispatch (CAD) capabilities for public transportation services and include mobile data terminals (MDTs) in public transportation vehicles.
- Collect real-time travel conditions information to support public transportation dispatch.
- Explore options to share technology (e.g. automated vehicle location, computer-aided dispatch) to reduce capital, maintenance, and operations costs for public transportation agencies within the region.
- Use a regional fare collection system to support easy transfer between the various regional public transportation providers.

Traveler Information

- Provide real-time information about the entire transportation system.
- Disseminate real-time information about major events that impact travel and parking (e.g. incidents, OSU football games).
- Provide wayside information dissemination (e.g. dynamic message signs, highway advisory radio) on key regional routes.

Data Management and Performance Measurement

- Improve ease of data sharing between agencies.
- Measure travel times to support traditional planning efforts and system operations.
- Collect and archive regional traffic count data.

Incident and Emergency Management

- Establish clearer protocols between transportation and emergency response agencies for event management.
- Use more video surveillance for incident detection and verification.
- Consider roadway restrictions (e.g. weight limits) prior to selecting diversion routes in response to an event.
- Manage diverted traffic on OR 99E when there is a major event on I-5.
- Provide traffic video surveillance and real-time traffic flow conditions to 911 centers.
- Provide accurate construction and maintenance schedule information to 911 centers.

TDM System

No additional Transportation Demand Management (TDM) needs have been identified. See the *System Management* section of *Chapter 4: Existing Transportation System* for discussion of existing TDM programs.

Rail Freight System

At grade rail crossings create both travel time and connectivity issues within the AAMPO area. Albany and Jefferson have identified railroad blockage issues creating delay for other modes. The City of Tangent is concerned with connectivity issues regarding emergency vehicles.

The following rail freight needs have been identified in prior plans:

- 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 Project³⁹ 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.
- Retain at-grade rail crossings, if possible. Having multiple crossings helps provide secondary routes for emergency vehicles serving the area and creates more opportunities for street connectivity, especially benefiting bicyclists and pedestrians. (Tangent TSP)
- Improvements to alleviate railroad blockages, which may include grade separated crossings (Jefferson TSP)

Intermodal Freight Facility

Recent changes to shipping operations at the Port of Portland have created the need for an intermodal freight facility in the Willamette Valley. Due to these changes, Oregon businesses more frequently truck their goods north to the Port of Tacoma or Port of Seattle or south to the Port of Oakland or Port of San Francisco to access overseas shipping ports. These extra trucking miles have both economic and transportation impacts, including contributions to traffic

³⁹ ConnectOregon II Projects, ODOT & Oregon Transportation Commission, June 2008.

congestion, increased vehicle-miles-traveled (VMT), increased greenhouse gas emissions, and higher shipping costs.

Rail can help alleviate these impacts. An intermodal freight facility located in the Willamette Valley would provide rail as an alternative for the region and help reduce trucking miles. The region would benefit from the ability to bring goods by rail and then transfer to truck for local delivery. Intermodal transportation facilities benefit the overall transportation system by reducing heavy truck VMT while spreading the shipment of freight over multiple transportation modes such as rail and sea.

Additional benefits include:

- **Lower costs.** Shippers can take advantage of lower rates, more predictable pricing, and the flexibility of loading and unloading goods in a dropped trailer environment, which reduces handling costs.
- **Environmentally friendly.** Reduced carbon emissions through reduce heavy truck VMT as well as truck related congestion through the entire shipping corridor.
- **Reliability, capacity, and safety advantages.** Multi-modal systems reduce reliance on single modes that may be limited or impacted due to facility access, long hauling distances and heavy truck volumes on congested highways.

Millersburg is a strong candidate for an intermodal freight facility due to its access to two rail lines, access to major highways, and existing infrastructure. The two rail lines, Union Pacific (UP) and Portland and Western Railroad (PNWR), that travel through Millersburg provide higher connectivity and the ability to easily switch between the rail lines, which could result in both cost and time savings. Millersburg is also adjacent to I-5 and is within 20 miles of four other major highways: US 20, OR 99, OR 34 and OR 22.

The potential intermodal freight facility site in Millersburg, the former paper mill site adjacent to Old Salem Road, can accommodate the facility at opening. This site of approximately 160 acres is located in an existing industrial zone with municipal sewer and water available on site. Transportation infrastructure for truck-freight already existing on surrounding roadways and upgrades are already planned for future capacity and efficiency both on the local system and via improved access to I-5. In addition, the proposed site is located near industrial-zoned land owned by the City of Millersburg that is available for development of complimentary industrial uses, creating the potential for a synergistic effect. The 12-acre truck stop facility east of Old Salem Road and south of the South Jefferson I-5 interchange was recently approved. All local governments in the AAMPO have expressed support for the development of an intermodal facility on this site.

Chapter 8: Recommended Improvements

From the transportation system improvements identified as needed to address existing and future needs within the AAMPO area up to the year 2040, a set of projects was prioritized to provide a reasonably likely financially constrained project list that can be used to develop the AAMPO RTP Framework. Ultimately, the project list will drive regional project priorities and will be used by AAMPO to develop future TIP lists. The following sections include a description of the funding assumptions, a summary of the process used to develop and prioritize the project list, and the final transportation solution package options.

More detail can be found in *Technical Memorandum #10: Transportation Solution Package Identification*, in *Technical Memorandum #13: Evaluation of Solution*, and in the *Albany Area Metropolitan Planning Organization Transit Development Plan*.

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. The analysis indicated that approximately \$173 million (2016 dollars) is projected to be available for capital improvements through 2040. However, this amount could be reduced given additional local needs improvements on City local street networks. The City of Albany provided guidance on the amount of public and private funds that are anticipated to be available for regional capital transportation projects⁴⁰.

Recent developments, not included in the initial funding assumptions, have changed the outlook for state funding over the planning horizon. House Bill 2017 (HB 2017) introduced new, or increased existing, taxes and fees, including the state gas tax and vehicle registration fees. HB 2017 directs significant new revenue to earmarked projects, but should also result in additional funding to some local jurisdictions. In addition, HB 2017 established a new source of public transportation funding to expand transit services in Oregon, which has been incorporated into the Transit Development Plan referenced in later in this Chapter). The following estimates can be considered as additional funding on top of the initial funding assumptions:

- New Transit Funds (each year)
 - Benton County, \$2.4M

⁴⁰ *Albany Capital Project Revenues*, Letter from Chris Bailey and Jeff Blaine, City of Albany, January 19, 2016.

- Linn County, \$2.4M
- Additional Potential Local Infrastructure and Maintenance Funds (each year)
 - Albany, \$1.3M
 - Millersburg, \$44K
 - Tangent, \$30K
 - Jefferson, \$74K
 - Linn County, \$3.5M
 - Benton County, \$2M
 - Marion County, \$7.6M

HB 2017 has also dedicated funds for two projects within the AAMPO area. One project involves safety upgrades along US 20 between Albany and Corvallis (which may include some improvements within the AAMPO boundary). The other project involves construction of a Mid-Willamette Valley Intermodal Facility. While a final location has not been determined, Millersburg, Oregon has been identified as a potential location for the facility. These projects are included on the Aspirational Project List.

In addition, ODOT has modified the process for selecting projects that receive STIP funding. The new process follows the All Roads Transportation Safety Program (ARTS); local agencies can receive funding for projects off the state system. Preferred projects are expected to be those that enhance system connectivity and improve multi-modal travel options. With the updated TSP, the City will be well positioned to apply for STIP funding.

Project Development

The analysis and findings from a comparative analysis of two aspirational future scenarios for the AAMPO was used to help guide the Technical Analysis Committee (TAC) in shaping investment strategies for AAMPO. The comparative analysis was performed using a tool developed by the Oregon Department of Transportation (ODOT) called Mosaic, which is used for value and cost informed planning.

Financially Constrained Project List

The Financially Constrained Plan is a group of approximately 119 projects developed to meet the growing transportation needs of the region through the year 2040. As anticipated funding becomes available, these projects will be implemented. This plan includes the projects that will provide the most benefit to the region and has been approved by the MPO Board. The total package is estimated to cost \$170 million. The Financially Constrained project list is shown in Figure 8-1 and outlined in Table 8-1.

Aspirational Project List

Two additional groups of projects were considered as optional investment strategies if more funding becomes available. Each of these scenarios was analyzed to determine the benefits it could provide.

Capacity Improvement Project List. This group of 13 projects focuses on improving auto capacity, primarily for OR 99E and US 20 and includes a new bridge crossing of the Willamette River between Millersburg and North Albany. This scenario did not advance because analysis showed insufficient benefit in travel times as compared to its cost..

Congestion Management Project List. This group of 48 projects focuses on managing congestion and providing connections on existing corridors to better serve travelers. The anticipated cost of this group of projects is \$106 million (in addition to the \$170 million in the financially constrained project list). This scenario provides measurable benefit to the community, including:

- Safety improvements could provide the highest return on investment for the AAMPO area, especially in areas with high injury crash rates.
- Increases in transit access and service could more than double transit ridership in the region.
- Active transportation projects provide significant quality of life benefits for lower costs than auto-oriented improvements.

The Congestion Management Scenario formed the basis of the Aspirational Project List, shown in Figure 8-2 and outlined in Table 8-2.

Transit Development Plan

The Transit Development Plan (TDP) is a guide for regional investment in public transportation. The Transit Development Plan focuses on public transportation services operated by the City of Albany: Albany Transit System, Albany Call-A-Ride, and the Linn-Benton Loop. The TDP recommends incremental improvements to make the local bus services faster; easier for riders and prospective riders to understand; and more convenient. Key recommendations from the TDP are shown in Figure 8-3, Figure 8-4, and Figure 8-5. See *Albany Area Metropolitan Planning Organization Transit Development Plan* for additional details.

Financially Constrained Project List

Based on transportation funding assumptions, regional needs, and the evaluation process, the Financially Constrained Project List was developed to address the region's transportation need for the next 20 years

Table 8-1: Financially Constrained Project List

AAMPO RTP: Financially Constrained Project List								
ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
BC1	Corvallis to Albany Trail	Hwy 20	Scenic Dr to Springhill Rd	Construct off highway multiuse path	1.72	Benton County	\$ 2,434,000	New Multi-Use Path
BC5	Palestine Ave/Oak Grove Dr Re-alignment	Palestine Ave/Oak Grove Dr	Palestine Ave/Oak Grove Dr	Intersection re-alignment	-	Benton County	\$ 397,000	Intersection Safety Improvement
BC7	US 20/Scenic Dr Intersection Improvements	US 20/Scenic Dr	US 20/Scenic Dr	Add turn lanes	-	Benton County	\$ 1,100,000	Intersection Capacity Improvement
A6	14th Ave Sharrows	14th Ave	Waverly Dr to Center St	Install painted "Sharrows" in the bike lane gaps on 14th Avenue from Waverly Drive to Center Street. Painting a shared right-of-way (sharrow) symbol on the pavement does not require parking removal.	0.31	City of Albany	\$ 2,000	Bike Improvement
A7	Waverly Dr Sharrows	Waverly Dr	99E to US 20	Install bike "Sharrows" 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.	0.37	City of Albany	\$ 5,000	Bike Improvement
A8	24th Ave Sharrows	24th Ave	Geary St to Hill St	Install bike "Sharrows" on both sides of 24th Avenue between Geary Street and Hill Street. Painting a shared right-of-way (sharrow) symbol on the pavement does not require parking removal. This is a separate project from B18 because this section of 24th Avenue is a collector rather than an local street.	0.13	City of Albany	\$ 5,000	Bike Improvement

AAMPO RTP: Financially Constrained Project List								
ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
A11	Lyon St Sharrows	Lyon St	9th Ave to Willamette River	Install painted "Sharrows" 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.	0.78	City of Albany	\$ 2,000	Bike Improvement
A12	Ellsworth St Sharrows	Ellsworth St	9th Ave to Springhill Dr	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. This project is contingent upon ODOT approval, inclusion of sharrows in the MUTCD, and the associated guidance in the MUTCD.	0.76	City of Albany	\$ 4,000	Bike Improvement
A17	US 20/Springhill Dr Intersection Capacity Upgrade	US 20/Springhill Dr	US 20/Springhill Dr	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.	-	City of Albany	\$ 14,000	Intersection Capacity Improvement

AAMPO RTP: Financially Constrained Project List								
ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
A18	Knox Butte Rd/Century Dr Interim Signal	Knox Butte Rd/Century Dr	Knox Butte Rd/Century Dr	If warranted, install an interim traffic signal. This signal may be removed when the intersection is reconstructed by ODOT.	-	City of Albany	\$ 345,000	Intersection Capacity Improvement
A20	Timber St Extension	Timber St	US 20 to Three Lakes Rd	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.	0.33	City of Albany	\$ 966,000	New Roadway
A23	Knox Butte Rd Widening ROW	Knox Butte Rd	I-5 to Clover Ridge Rd	ROW Acquisition for I-5 to Clover Ridge Rd portion of Knox Butte Rd widening project.	0.43	City of Albany	\$ 1,478,000	Roadway Capacity Improvement
A24	Knox Butte Rd Widening ROW	Knox Butte Rd	Clover Ridge Rd to Goldfish Farm Rd	ROW Acquisition for Clover Ridge Rd to Goldfish Farm Rd portion of Knox Butte Rd widening project.	0.44	City of Albany	\$ 31,000	Roadway Capacity Improvement
A25	Three Lakes Rd Realignment ROW	Three Lakes Rd	Kelly Supply Company to Grand Prairie Rd	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.	0.33	City of Albany	\$ 750,000	Roadway Capacity Improvement
A26	Gibson Hill Rd Improvements	Gibson Hill Rd	Scenic Dr to North Albany Rd	Urbanization: Add 6-foot wide asphalt sidewalks set back from the roadway on both side, curb, and gutter, and bicycle lanes from Scenic Drive to the roundabout at North Albany Road. Consider rural design standard with setback sidewalks (includes BC2, A32)	1.25	City of Albany	\$ 5,350,000	Modernization

AAMPO RTP: Financially Constrained Project List								
ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
A27	Crocker Ln Improvements LID	Crocker Ln	Meadowwood Dr to Valley View Dr	LID for adding sidewalk, curb, and gutter from Meadowwood Drive to Valley View Drive.	1.1	City of Albany	\$ 1,721,000	Modernization
A28	Lochner Rd Improvements - North	Lochner Rd	Youth Authority to 34th Ave	Add sidewalk, curb, gutter, and bike lanes to Lochner Road and Marion Road.	0.63	City of Albany	\$ 3,722,000	Modernization
A29	Three Lakes Rd Improvements ROW	Three Lakes Rd	Spicer Road to Grand Prairie Rd	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.	0.68	City of Albany	\$ 287,000	Modernization
A31	Queen/Geary Periwinkle Path	Periwinkle Trail	Queen Ave/Geary St	Construct multi-use path improvement by widening the sidewalk to connect the Periwinkle Trail through the Queen Avenue/Geary Street intersection	-	City of Albany	\$ 46,000	New Multi-Use Path
A34	Hwy 20 Corridor and Downtown Refinement Plan	Hwy 20	Hwy 20 Corridor and Downtown Albany	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.	-	City of Albany	\$ 250,000	Study
A35	Safety Audit	Geary St/Salem Ave, Geary St/14th Ave, Queen Ave/Hill St	Geary St/Salem Ave, Geary St/14th Ave, Queen Ave/Hill St	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.	-	City of Albany	\$ 30,000	Study
A38	34th Ave/Marion St Signal	34th Ave/Marion St	34th Ave/Marion St	Install a new traffic signal.	-	City of Albany	\$ 345,000	Intersection Capacity Improvement

AAMPO RTP: Financially Constrained Project List								
ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
A43	US 20/Clay St Intersection Capacity Upgrade	US 20/Clay St	US 20/Clay St	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.	-	City of Albany	\$ 185,000	Intersection Capacity Improvement
A44	US 20 (Ellsworth St)/1st Ave Signal Mod	US 20 (Ellsworth St)/1st Ave	US 20 (Ellsworth St)/1st Ave	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.	-	City of Albany	\$ 18,000	Intersection Capacity Improvement
A48	Timber St Extension/18th Ave/Spicer Dr Roundabout	Timber St Extension/18th Ave/Spicer Dr	Timber St Extension/18th Ave/Spicer Dr	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.	-	City of Albany	\$ 650,000	Intersection Capacity Improvement
A49	Main St, 7th Ave, Hill St improvements	Main St, 7th Ave, Hill St	Santiam Rd to 7th Ave, Main St to Hill St, 7th Ave to Pacific Blvd	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.	0.28	City of Albany	\$ 1,292,000	Rehabilitation
A50	West Timber-Linn Trail	New Trail	Timber-Linn Park to South Shore Dr	Construct multi-use path to connect Timber-Linn Park to South Shore Drive (assumes that I-5	0.51	City of Albany	\$ 161,000	New Multi-Use Path

AAMPO RTP: Financially Constrained Project List								
ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
				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).				
A54	34th Ave/Hill St Signal	34th Ave/Hill St	34th Ave/Hill St	Install 100-foot northbound and southbound left-turn lanes, and a new traffic signal.	-	City of Albany	\$ 350,000	Intersection Capacity Improvement
A55	Hill St Reconstruction	Hill St	Queen Ave to 34th Ave	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.	1.03	City of Albany	\$ 6,100,000	Rehabilitation
A56	US 20 Bike Lanes	US 20	Willamette River west to UGB	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.	1.83	City of Albany	\$ 31,000	Bike Improvement
A62	Liberty/Lakewood Bike Boulevard	Liberty St and Lakewood St	24th Ave to 99E	Install bike boulevard treatments including wayfinding, traffic calming, and intersections treatments as deemed necessary on Liberty/Lakewood from 24th Avenue to Oregon 99E.	0.73	City of Albany	\$ 76,000	Bike Improvement

AAMPO RTP: Financially Constrained Project List								
ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
A63	Bain St Bike Boulevard	Bain St	99E to US 20	Install bike boulevard treatments including wayfinding, traffic calming, and intersections treatments as deemed necessary on Bain Street from Oregon 99E to US 20.	0.48	City of Albany	\$ 49,000	Bike Improvement
A64	South Shore Dr Bike Boulevard	South Shore Dr	Bain St to Airport Rd	Install bike boulevard treatments including wayfinding, traffic calming, and intersections treatments as deemed necessary on Southshore Drive from Bain Street to Airport Road.	0.55	City of Albany	\$ 33,000	Bike Improvement
A65	Shortridge St Bike Boulevard	Shortridge St	US 20 to 14th Ave	Install bike boulevard treatments including wayfinding, traffic calming, and intersections treatments as deemed necessary on Shortridge Street from US 20 to 14th Avenue.	0.26	City of Albany	\$ 27,000	Bike Improvement
A66	24th Ave Bike Boulevard	24th Ave	Marion St to Hill St	Install bike boulevard treatments including wayfinding, traffic calming, and intersections treatments as deemed necessary on 24th Avenue from Hill Street to Marion Street.	0.43	City of Albany	\$ 44,000	Bike Improvement
A75	US 20/Waverly Dr Intersection Capacity Upgrade	US 20/Waverly Dr	US 20/Waverly Dr	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).	-	City of Albany	\$ 1,093,000	Intersection Capacity Improvement

AAMPO RTP: Financially Constrained Project List								
ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
A76	OR 99E/Queen Ave Intersection Capacity Upgrade	OR 99E/Queen Ave	OR 99E/Queen Ave	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.	-	City of Albany	\$ 894,000	Intersection Capacity Improvement
A82	Timber St Extension/18th Ave/Spicer Dr Roundabout	Timber St Extension/18th Ave/Spicer Dr	Timber St Extension/18th Ave/Spicer Dr	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.	-	City of Albany	\$ 863,000	Intersection Capacity Improvement
A92	Waverly Dr Capacity Improvements	Waverly Dr	Queen Ave to Grand Prairie Rd	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.	0.75	City of Albany	\$ 1,394,000	Intersection Capacity Improvement

AAMPO RTP: Financially Constrained Project List

ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
A106	Knox Butte Rd Widening	Knox Butte Rd	I-5 to Clover Ridge Rd	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	0.43	City of Albany	\$ 1,901,400	Roadway Capacity Improvement
A107	Knox Butte Rd Widening	Knox Butte Rd	Clover Ridge Rd to Goldfish Farm Rd	Widens 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.	0.12	City of Albany	\$ 825,000	Roadway Capacity Improvement
A108	Knox Butte Rd Widening	Knox Butte Rd	Goldfish Farm Rd to new North/South Collector	Widens Knox Butte Road to three lanes from Goldfish Farm Road to the new North/South Collector including the Burkhardt Creek bridge. Includes bike lanes, sidewalks, curb, and gutter on both sides of the roadway.	0.32	City of Albany	\$ 1,256,000	Roadway Capacity Improvement

AAMPO RTP: Financially Constrained Project List								
ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
A109	Knox Butte Rd Widening	Knox Butte Rd	New North/South Collector east to UGB	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.	1.82	City of Albany	\$ 7,688,000	Modernization
A111	Springhill Rd Widening	Springhill Rd	US 20 to railroad crossing	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.	0.5	City of Albany	\$ 3,406,000	Roadway Capacity Improvement
A112	US 20 Widening	US 20	North Albany Rd west to the UGB	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.	1.55	City of Albany	\$ 8,351,000	Roadway Capacity Improvement
A113	Ellingson Rd Extension	Ellingson Rd	Columbus Ave to I-5 overcrossing	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.	0.92	City of Albany	\$ 4,430,000	New Roadway
A118	Albany Ave Widening	Albany Ave	Old Salem Rd to Pacific Hwy	Widen Albany Avenue to four lanes. Includes widening bridge structure.	0.2	City of Albany	\$ 1,177,000	Roadway Capacity Improvement

AAMPO RTP: Financially Constrained Project List								
ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
				Project cost assumes ROW will be dedicated.				
A120	Springhill Dr Improvements	Springhill Dr	RR crossing north to UGB	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.	0.96	City of Albany	\$ 4,158,000	Modernization
A121	Scenic Dr Improvements	Scenic Dr	Scenic Woods Pl north to UGB	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.	1.6	City of Albany	\$ 6,842,000	Modernization
A122	Century Dr Improvements	Century Dr	Dunlap Ave north to UGB	Add sidewalk, bike lane, curb, and gutter from Dunlap Avenue to northern urban growth boundary. Project cost assumes ROW will be dedicated.	0.77	City of Albany	\$ 3,199,000	Modernization
A123	Skyline Dr Improvements	Skyline Dr	Gibson Hill Rd to Mirada St	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.	0.34	City of Albany	\$ 1,523,000	Modernization
A124	Crocker Ln Improvements	Crocker Ln	Gibson Hill Rd to Meadowwood Dr	Add sidewalk, curb, and gutter from Gibson Hill Road to Meadowwood Drive.	1.1	City of Albany	\$ 2,808,000	Modernization
A125	Valley View Dr Improvements	Valley View Dr	Scenic Dr to Crocker Rd	Add sidewalk, curb and gutter, and bicycle lanes from Scenic Drive to Crocker Road.	0.87	City of Albany	\$ 3,695,000	Modernization

AAMPO RTP: Financially Constrained Project List								
ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
A126	West Thornton Lake Dr Improvements	West Thornton Lake Dr	North Albany Rd to Scenic Dr	Add sidewalk, bike lanes, curb, and gutter from North Albany Road to Scenic Drive.	1.33	City of Albany	\$ 6,097,000	Modernization
A127	Allen Ln Improvements	Allen Ln	Hwy 99 to Looney Ln	Add sidewalk, curb, and gutter from Highway 99E to Looney Lane.	0.51	City of Albany	\$ 2,689,000	Modernization
A131	Scrael Hill Rd Improvements	Scrael Hill Rd	US 20 north to UGB	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.	2.3	City of Albany	\$ 9,699,000	Modernization
A132	Quarry Rd Improvements	Quarry Rd	North Albany Rd to Springhill Dr	Add sidewalk, curb, and gutter from North Albany Road to Springhill Drive.	0.78	City of Albany	\$ 3,493,000	Modernization
A134	Goldfish Farm Rd Improvements	Goldfish Farm Rd	Dogwood Ave to US 20	Add sidewalk, curb, and gutter from Dogwood Avenue to US 20.	0.7	City of Albany	\$ 4,444,000	Modernization
A138	US 20 Improvements	US 20	I-5 east to UGB	Add sidewalk, curb, gutter, and shoulder bike lanes to US 20 from Interstate 5 to the urban growth boundary	1.3	City of Albany	\$ 2,068,000	Modernization
A140	US 20 Superelevation and Widening	US 20	US 20 bridge-head to North Albany Rd	Correct superelevation issues at intersection along US 20. Widen US 20 for a third westbound through lane between the north US 20 bridge-head and North Albany Road.	0.32	City of Albany	\$ 3,122,000	Roadway Capacity Improvement
A148	Bain Street/Waverly Lake Trail	New Trail Connection	Bain St to OR99 path	Construct a bike/ped bridge over Cox Creek to connect Bain Street to the	0.05	City of Albany	\$ 153,000	New Multi-Use Path

AAMPO RTP: Financially Constrained Project List								
ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
				existing Oregon 99E multi-use path under-crossing.				
A154	Springhill Dr Sidewalks	Springhill Dr	Quarry Dr to railroad line	Construct sidewalks on both sides of Springhill Drive between Quarry Drive and the railroad line.	0.56	City of Albany	\$ 542,000	Sidewalk Infill
A156	99E: Burkhart to Waverly Ped Crossing	99E	Between Burkart St and Waverly Dr	Construct pedestrian crossing improvement on Oregon 99E between Burkhart Street and Waverly Drive	-	City of Albany	\$ 129,000	Pedestrian Crossing Improvement
A157	Ferry St Sidewalks	Ferry St	Queen Ave to 34th Ave	Eliminate the sidewalk gaps on Ferry Street between Queen Avenue and 34th Street	1	City of Albany	\$ 725,000	Sidewalk Infill
A158	Columbus St Sidewalks	Columbus St	Del Rio Ave to 34th Ave	Eliminate the sidewalk gap on Columbus Street between Del Rio Avenue and 34th Avenue.	0.56	City of Albany	\$ 277,000	Sidewalk Infill
A159	Geary St Sidewalks	Geary St	Santiam Rd to 34th Ave	Eliminate the sidewalk gaps on Geary Street between Santiam Road and 34th Avenue.	1.73	City of Albany	\$ 791,000	Sidewalk Infill
A160	Airport Rd Sidewalks	Airport Rd	99E and I-5 SB off-ramp	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	0.92	City of Albany	\$ 485,000	Sidewalk Infill
A161	Killdeer St Sidewalks	Killdeer St	Airport Rd to Pacific Blvd	Eliminate the sidewalk gaps on Killdeer Street.	0.32	City of Albany	\$ 174,000	Sidewalk Infill
A167	Interstate 5/OR 99E/Knox Butte	Knox Butte Rd/I-5 Ramps	Knox Butte Rd/I-5 Interchange Area	I-5 EIS includes Knox Butte interchange options and area management plan including 99E/Albany Avenue & Knox Butte/Century Drive. EIS will be	-	City of Albany	\$ 100,000	Study

AAMPO RTP: Financially Constrained Project List								
ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
				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				
A168	Interstate 5 / US 20 (Santiam)	I-5/US 20	I-5/US 20	I-5 EIS includes Santiam interchange options and area management plan including Hwy20/Fescue/Spicer & 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.	-	City of Albany	\$ 100,000	Study
A182	Hwy 99/9th Ave/Geary St Safety Upgrades	Hwy 99/9th Ave/Geary St	Hwy 99/9th Ave/Geary St	Intersection safety upgrades	-	City of Albany	\$ 300,000	Intersection Safety Improvement
A183	Hwy 99/Pacific Ave/Geary St Signal Safety Upgrade	Hwy 99/Pacific Ave/Geary St	Hwy 99/Pacific Ave/Geary St	Signal safety upgrade	-	City of Albany	\$ 50,000	Intersection Safety Improvement
A187	Looney Ln Sidewalk	Looney Ln	Belmont Ave to Campbell Ct	Add sidewalk on east side	0.12	City of Albany	\$ 75,000	Sidewalk Infill
A188	Liberty St Sidewalk	Liberty St	Queen Ave to 24th Ave	Fill in sidewalk gaps.	0.19	City of Albany	\$ 125,000	Sidewalk Infill
A189	Lexington St Sidewalk	Lexington St	Grand Prairie Rd to 30th Ave	Fill in sidewalk gaps.	0.12	City of Albany	\$ 55,000	Sidewalk Infill
A191	Del Rio Ave Sidewalk	Del Rio Ave	Waverly Dr to Shortridge St	Fill in sidewalk gaps.	0.27	City of Albany	\$ 150,000	Sidewalk Infill

AAMPO RTP: Financially Constrained Project List								
ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
A192	24th Ave West Sidewalk	24th Ave	Elm St	Fill in sidewalk gaps.	0.32	City of Albany	\$ 135,000	Sidewalk Infill
A193	28th Ave Sidewalk	28th Ave	Pine St to Geary St	Fill in sidewalk gaps.	0.1	City of Albany	\$ 40,000	Sidewalk Infill
A194	Belmont Ave Sidewalk	Belmont Ave	Looney Ln to Piedmont Pl	Fill in sidewalk gaps.	0.1	City of Albany	\$ 50,000	Sidewalk Infill
A195	24th Ave Reconstruction	24th Ave	Jackson St to Geary St	The project will reconstruct 0.66 miles of 24th Avenue. The 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.	0.96	City of Albany	\$ 1,100,000	Rehabilitation
A196	21st Ave Sidewalk	21st Ave	Waverly Dr to Center St	Fill in sidewalk gaps.	0.26	City of Albany	\$ 130,000	Sidewalk Infill
A197	7th Ave Sidewalk	7th Ave	Jackson St to Madison St	Fill in sidewalk gaps.	0.27	City of Albany	\$ 300,000	Sidewalk Infill
A198	Columbus St Sidewalks North	Columbus St	Waverly to Becca Ct	Fill in sidewalk gaps.	0.38	City of Albany	\$ 300,000	Sidewalk Infill
A206	Albany Area Pavement Preservation and Maintenance	All Albany Area MPO collectors and arterials	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	\$ 25,109,100	Preservation

AAMPO RTP: Financially Constrained Project List								
ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
MC1	Main St widening	Main St	Hwy 99E east to UGB	Widen shoulders on both sides	0.89	City of Jefferson	\$ 20,000	Bike Improvement
MC6	Hwy 99E/North Ave Signal	Hwy 99E/North Ave	Hwy 99E/North Ave	Add northbound and westbound right-turn lanes and traffic signal.	-	City of Jefferson	\$ 275,000	Intersection Capacity Improvement
J2	5th St extension	5th St	North Ave to Jefferson-Scio Dr	Complete collector connection from North Ave to Jefferson-Scio Dr	0.05	City of Jefferson	\$ 800,000	New Roadway
J8	OR 164 Sidewalk	OR 164	Santiam River Bridge to north of Union St	New sidewalks on east side	0.18	City of Jefferson	\$ 36,000	Sidewalk Infill
J14	Greenwood St Sidewalk	Greenwood St	Main St to 3rd St	New sidewalks on both sides	0.16	City of Jefferson	\$ 37,500	Sidewalk Infill
J21	High St Sidewalks	High St	Main St to 3rd St	Fill in sidewalk gaps.	0.13	City of Jefferson	\$ 135,000	Sidewalk Infill
J24	7th St Sidewalks	7th St	Maple Ct to Greenwood Dr	Fill in sidewalk gaps.	0.45	City of Jefferson	\$ 200,000	Sidewalk Infill
T2	McFarland Dr Bikeway	McFarland Dr	99E to Old Hwy 34	Add shoulder bikeways	0.91	City of Tangent	\$ 33,000	Bike Improvement
T4	McFarland Dr Bike Lanes	McFarland Dr	Hwy 34 to Lake Creek Dr	Add shoulder bike lanes	1.15	City of Tangent	\$ 174,000	Bike Improvement
T5	Old Hwy 34 On-Street Bike Lane	Old Hwy 34	Looney Ln to 99E	Add on-street bike lane	0.52	City of Tangent	\$ 214,000	Bike Improvement
T6	Tangent Dr On-Street Bike Lane	Tangent Dr	99E to City Limits	Add on-street bike lane (City Portion)	1	City of Tangent	\$ 149,000	Bike Improvement
T13	Hwy 99E Sidewalks	Hwy 99E	Old Hwy 34 to south City Limits	Install sidewalks	2.66	City of Tangent	\$ 1,088,000	Sidewalk Infill

AAMPO RTP: Financially Constrained Project List								
ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
T17	McFarland Dr Sidewalks	McFarland Dr	UGB to N Lake Creek Rd	Install curb, gutter, and sidewalks on both sides	0.19	City of Tangent	\$ 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	0.85	City of Tangent	\$ 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	0.69	City of Tangent	\$ 881,000	Modernization
T22	Tangent Dr Sidewalks	Tangent Dr	Hwy 99E east to UGB	Install curb, gutter, and sidewalks on both sides	1	City of Tangent	\$ 515,000	Modernization
T32	Tangent Dr Rail Crossing Bike/Ped Improvements	Tangent Dr	Tangent Dr Rail Crossing	Improvements to Ped/Bike rail crossing facilities	-	City of Tangent	\$ 500,000	Pedestrian Crossing Improvement
T33	Birdfoot Dr Rail Crossing Bike/Ped Improvements	Birdfoot Dr	Birdfoot Dr Rail Crossing	Improvements to Ped/Bike rail crossing facilities	-	City of Tangent	\$ 500,000	Pedestrian Crossing Improvement
T34	Old Hwy 34 Rail Crossing Bike/Ped Improvements	Old Hwy 34	Old Hwy 34 Rail Crossing	Improvements to Ped/Bike rail crossing facilities	-	City of Tangent	\$ 500,000	Pedestrian Crossing Improvement
T37	OR 99E Pedestrian Crossing	OR 99E	North Lake Creek to Tangent Drive	Install pedestrian crossing	-	City of Tangent	\$ 100,000	Pedestrian Crossing Improvement
LC1	Closure of Columbus St Hwy 34 Access	Columbus St	Columbus St/Hwy 34	Right-in Right-out only	-	Linn County	\$ 50,000	Intersection Safety Improvement

AAMPO RTP: Financially Constrained Project List								
ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
LC2	Seven Mile Ln Improvements	Seven Mile Ln	Columbus St to I-5 Bridge	Improvement of Seven Mile Lane from Columbus to I-5 bridge	1.15	Linn County	\$ 3,000,000	Modernization
LC6	Truax Creek Bridge Replacement	Old Salem Rd	Truax Creek	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.)	-	Linn County	\$ 281,000	Modernization
LC8	Clover Ridge Rd Improvements	Clover Ridge Rd	Knox Butte Rd to AAMPO Boundary	Clover Ridge Road going north from Knox Butte Road with ODOT's closure of Century Drive	0.86	Linn County	\$ 2,000,000	Modernization
LC10	Tangent Dr Improvements	Tangent Dr	99E to City Limits	Add curb, gutter, sidewalk	1	Linn County	\$ 1,200,000	Modernization
LC13	Grand Prairie Road Bridge Widening	Grand Prairie Rd	I-5 Bridge	Widen Bridge to provide safe passage for Bicycles and Pedestrians	-	Linn County	\$ 2,000,000	Bridge Replacement
LC16	Goldfish Farm Rd Bridge Replacement	Goldfish Farm Rd	Cox Creek	Bridge Replacement and Widening	-	Linn County	\$ 400,000	Bridge Replacement
LC17	Clover Ridge Road Bridge Replacement	Clover Ridge Road	Truax Creek	Widen and replace bridge to include sidewalks and bike lanes and stormwater treatment	-	Linn County	\$ 1,500,000	Bridge Replacement
LC19	Queen Avenue ADA Transition Requirements	Queen Avenue	Queen Ave to Riverside Drive	Curb, gutter sidewalk and ADA improvements	0.39	Linn County/City of Albany	\$ 1,500,000	Modernization
M1	Old Salem Road ADA Transition Improvements	Old Salem Road	City of Albany to Duraflake Entrance	Add Curb Gutter and Sidewalk and ADA improvements to meet current ADA Requirements	1.65	City of Millersburg	\$ 2,000,000	Modernization

AAMPO RTP: Financially Constrained Project List								
ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
M2	Woods Rd Reconstruction Phase 1	Woods Rd	North of Alexander Lane	Two Phases: Reconstruct Woods Rd to arterial cross-section (bike lanes, curb, gutter, sidewalk)	1.18	City of Millersburg	\$ 750,000	Modernization
M3	Woods Rd Reconstruction Phase 2	Woods Rd	South of Alexander Lane	Two Phases: Reconstruct Woods Rd to arterial cross-section (bike lanes, curb, gutter, sidewalk)	1.18	City of Millersburg	\$ 750,000	Modernization
M8	Old Salem Rd Sidewalk Improvements	Old Salem Rd	I-5 SB Off-Ramp to Nygren Road	Construct new sidewalks along west side of Old Salem Road, north of Nygren Road	2.6	City of Millersburg	\$ 200,000	Sidewalk Infill
M9	Morning Star Road Reconstruction - Urban Conversion	Morningstar Rd	Old Salem Road to Millersburg Drive	Reconstruct Morningstar Rd to arterial cross-section (bike lanes, curb, gutter, sidewalk)	0.1	City of Millersburg	\$ 650,000	Modernization

Aspirational Project List

Should additional funding become available, the Aspirational Project List identifies a pool of projects developed in addition to the Financially Constrained Project List to address the region's transportation need for the next 20 years.

Figure 8-2: Aspirational Project List

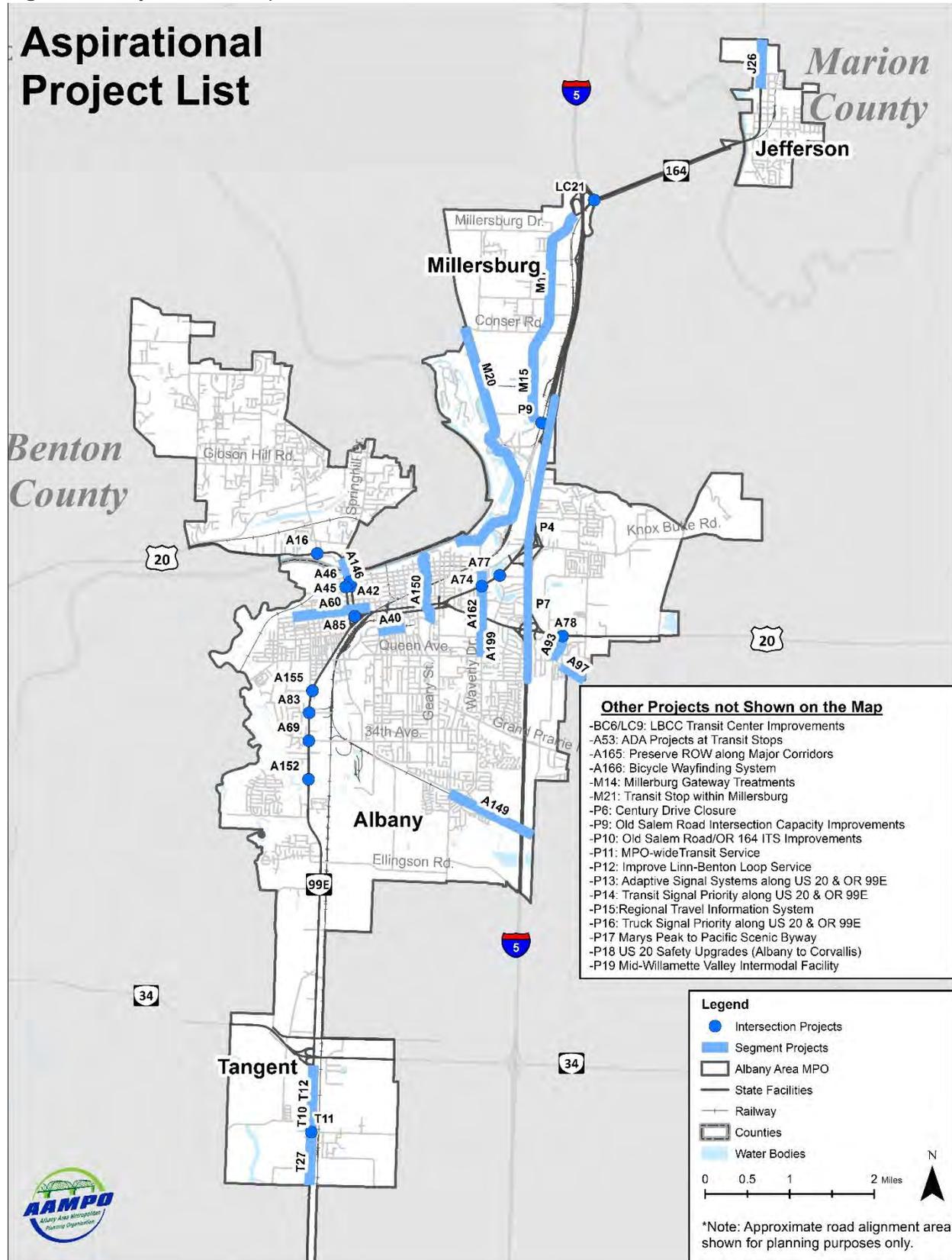


Table 8-2: Aspirational Project List

AAMPO RTP: Aspirational Project List								
ID	Project Name	Roadway/Trail	Location	Description	Length (miles)	Area	Cost	Project Type
BC6	LBCC Transit Center	LBCC Transit Center	LBCC Albany campus	Safety Improvement	-	City of Albany	\$500,000	Transit
A16	US 20/North Albany Road Intersection Capacity Upgrade	US 20/North Albany Road	US 20/North Albany Road	On North Albany Road: eliminate split-phasing, convert southbound right to shared through-right lane & convert southbound through-left to left-only lane, creating dual southbound left-turns. Install westbound right-turn overlap phasing. Implement actuated-coordinated signal control, and develop signal coordination between Springhill Road and North Albany Road for better traffic progression along US 20 during peak periods.	-	City of Albany	\$40,000	Intersection Capacity Improvement
A40	12th Ave (West) Bike Boulevard	12th Ave	Hill St to Jackson St	Install bike boulevard treatments including wayfinding, traffic calming, and intersections treatments as deemed necessary on 12th Avenue from Hill Street to Jackson Street. Signs will be added to direct bicyclists to the existing path near the Boys and Girls Club.	0.32	City of Albany	\$32,000	Bike Improvement
A42	US 20 (Lyon St)/2nd Ave Intersection Capacity Upgrade	US 20 (Lyon St)/2nd Ave	US 20 (Lyon St)/2nd Ave	Restripe for a new 100-foot eastbound exclusive left-turn lane, removing a portion of on-street parking on 2nd Avenue. Extend cycle length to 70 seconds, and develop timing plans with offsets	-	City of Albany	\$23,000	Intersection Capacity Improvement

AAMPO RTP: Aspirational Project List

ID	Project Name	Roadway/Trail	Location	Description	Length (miles)	Area	Cost	Project Type
				that facilitate northbound and eastbound progression.				
A45	US 20 (Lyon St)/1st Ave Intersection Capacity Upgrade	US 20 (Lyon St)/1st Ave	US 20 (Lyon St)/1st Ave	Convert northern westbound through lane to a shared thru-right lane on 1st Avenue. Close crosswalk on north leg of intersection. Restripe for a new 100-foot northbound exclusive left-turn lane, removing a portion of on-street parking on west side of Lyon Street. Extend cycle length to 70 seconds, and develop timing plans with offsets that facilitate northbound and westbound progression.	-	City of Albany	\$22,000	Intersection Capacity Improvement
A46	US 20 (Ellsworth St)/2nd Ave Intersection Capacity Upgrade	US 20 (Ellsworth St)/2nd Ave	US 20 (Ellsworth St)/2nd Ave	Restripe for a new southbound exclusive left-turn lane on Ellsworth, removing a portion of on-street parking on eastside of Ellsworth Street. Initially restripe only 100 feet from intersection, but may need to extend to 250 feet (full block length) due to 2030 projected queuing (Cost estimates are based on 250 feet restriped lane). Extend cycle length to 70 seconds, and develop timing plans with offsets that facilitate southbound and westbound progression. It will also include a bike signal phase to get WB cyclists on 1st across the highway, and allow for retention of the ped crosswalk at the same location.	-	City of Albany	\$17,000	Intersection Capacity Improvement

AAMPO RTP: Aspirational Project List

ID	Project Name	Roadway/Trail	Location	Description	Length (miles)	Area	Cost	Project Type
A53	ADA Accessibility Projects	N/A	All Albany	Improved Pedestrian Crossings at Transit Stops	-	City of Albany	\$430,000	Pedestrian Crossing Improvement
A60	7th Ave Bike Boulevard	7th Ave	Takena St to Cool! Swim Park	Install bike boulevard treatments including wayfinding, traffic calming, and intersections treatments as deemed necessary on 7th Avenue from Takena Street to Cool! Swim Park.	0.93	City of Albany	\$95,000	Bike Improvement
A69	OR 99E/34th Ave Intersection Capacity Upgrade	OR 99E/34th Ave	OR 99E/34th Ave	Switch southbound left-turn to protected phasing and install a 125-foot northbound right-turn lane and northbound right-turn overlap phasing. Right-turn lane length adjusted from 200 feet to 125 based on ROW considerations. Install second westbound 125-foot left-turn lane on 34th Avenue. Assumes current YMCA access is relocated east along 34th Avenue to edge of property. Other option is to convert YMCA access on 34th to right-in, right-out and develop full 200 foot WB left-turn lanes on 34th. Install a second southbound left-turn lane.	-	City of Albany	\$648,000	Intersection Capacity Improvement
A74	OR 99E/Waverly Ave Intersection Capacity Upgrade	OR 99E/Waverly Ave	OR 99E/Waverly Ave	Install second westbound left-turn lane on OR 99E & second southbound receiving lane on Waverly Avenue. Install exclusive northbound right-turn lane and overlap signal phasing. Obtain right-of-way for an exclusive southbound right-turn lane at time impacted	-	City of Albany	\$959,000	Intersection Capacity Improvement

AAMPO RTP: Aspirational Project List

ID	Project Name	Roadway/Trail	Location	Description	Length (miles)	Area	Cost	Project Type
				parcel redevelops and construct when warranted (cost for this improvement identified separately under other costs).				
A77	OR 99E/Killdeer Ave Intersection Capacity Upgrade	OR 99E/Killdeer Ave	OR 99E/Killdeer Ave	Install 100 foot eastbound right-turn lane on Hwy 99E. Only if needed to meet OHP mobility standards.	-	City of Albany	\$3,207,000	Intersection Capacity Improvement
A78	US 20/Timber St Signal	US 20/Timber St	US 20/Timber St	Develop a traffic signal once warrants are met and once Timber Street extension (link project #L4) is complete. Install 125 foot eastbound right-turn lane and overlap phasing. Install third eastbound through lane when warranted by Highway 20 traffic volumes.	-	City of Albany	\$571,000	Intersection Capacity Improvement
A83	OR 99E/29th Ave Intersection Capacity Upgrade	OR 99E/29th Ave	OR 99E/29th Ave	Restripe both eastbound and westbound approaches to include an exclusive left-turn lane and a shared through-right on 29th Ave. Increase curb return radius and relocate signal poles as needed.	-	City of Albany	\$106,000	Intersection Capacity Improvement
A85	OR 99E/Lyon St Intersection Capacity Upgrade	OR 99E/Lyon St	OR 99E/Lyon St	NB Ramp: Install a second northbound left-turn lane from the 99E off-ramp and a second receiving lane NB on Lyon Street. SB Ramp: Install second NB through lane on Lyon Street.	-	City of Albany	\$205,000	Intersection Capacity Improvement
A93	Timber St Extension	Timber St	US 20 to Three Lakes Rd	Extends 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	0.33	City of Albany	\$2,708,000	New Roadway

AAMPO RTP: Aspirational Project List

ID	Project Name	Roadway/Trail	Location	Description	Length (miles)	Area	Cost	Project Type
				Study (project S10). Alternate routes for the Industrial Way ingress/egress will be considered.				
A96	Spicer Dr Extension (West of Timber St)	Spicer Drive	Circle Dr to Timber St	Extend Spicer Drive east from Circle Drive to Timber Street.	0.12	City of Albany	\$982,000	New Roadway
A97	Spicer Dr Extension (East of Timber St)	Spicer Drive	Timber St to Goldfish Farm Rd	Extend Spicer Drive east from Timber Street to Goldfish Farm Road.	0.33	City of Albany	\$1,666,000	New Roadway
A146	Albany-Corvallis Multiuse Path River Crossing	New Trail	From Springhill Rd to across the Lyon Street bridge	Construct bike/ped bridge over the Willamette River and extending to Springhill Road using the existing US 20 (Lyon Street) bridge	-	City of Albany	\$761,000	New Multi-Use Path
A149	Lebanon Trail	New Trail	Columbus St east to UGB	Construct a multi-use path parallel to the railroad tracks south of Del Rio Avenue from Columbus Street to the Urban Growth Boundary to provide for a future connection to Lebanon.	1.11	City of Albany	\$581,000	New Multi-Use Path
A150	Periwinkle Trail Extension	Periwinkle Trail	10th Ave to Willamette River	Extend Periwinkle Creek Trail north from the existing terminus at 10th Avenue to the Willamette River.	0.91	City of Albany	\$1,528,000	New Multi-Use Path
A152	99E/Oak Creek Ped Crossing	99E/Oak Creek Trail	99E/Oak Creek Trail	Construct hybrid pedestrian signalized crossing improvement at Oregon 99E/Oak Creek Trail	-	City of Albany	\$129,000	Pedestrian Crossing Improvement
A155	99E/24th Ave Ped Crossing	99E/24th Ave	99E/24th Ave	Construct a pedestrian signalized crossing improvement at Oregon 99E/24th Avenue.	-	City of Albany	\$129,000	Pedestrian Crossing Improvement

AAMPO RTP: Aspirational Project List

ID	Project Name	Roadway/Trail	Location	Description	Length (miles)	Area	Cost	Project Type
A162	Waverly Dr Sidewalks	Waverly Dr	Salem Ave to Queen Ave	Construct sidewalks to fill gaps on Waverly Drive between Salem Avenue and Queen Avenue.	1.01	City of Albany	\$88,000	Sidewalk Infill
A165	Major Corridors	Hwy 99, US 20, Geary St, and others	Hwy 99, US 20, Geary St, and others	Preserve ROW along busy corridors (Hwy 99E, US 20, Geary, and others listed in Memo #6C) with redevelopment to plan for growth near 2030.	-	City of Albany	*	Study
A166	Wayfinding	N/A	All Albany	Develop a plan to provide a wayfinding system for cyclists on on-street and off-street bikeways. The plan should identify locations, text and design of wayfinding signs.	-	City of Albany	\$25,000	Study
A199	Waverly Dr Rehabilitation	Waverly Dr	Santiam Hwy to Queen Ave	Project includes a 2-inch asphalt-grind inlay, updated curb ramps, and improved street lighting. Consider replacing 12-inch AC water line on this segment of road ahead of or in conjunction with this project.	0.46	City of Albany	\$600,000	Preservation
J26	OR 164 Modernization	OR 164	North Ave to Talbot Rd	Add curb, gutter, sidewalk and bike lanes	0.58	City of Jefferson	\$7,600,000	Modernization
T10	Hwy 99E On-Street Bike Lane	Hwy 99E	Hwy 34 to Post Office	Add on-street bike lane	1.23	City of Tangent	\$26,000	Bike Improvement
T11	Hwy 99E/Tangent Dr Signal	Hwy 99E/Tangent Dr	Hwy 99E/Tangent Dr	Add traffic signal	-	City of Tangent	\$180,000	Intersection Capacity Improvement
T12	Hwy 99E Raised Median	Hwy 99E	North of N Lake Creek Rd	Install raised median barrier north of N Lake Creek Dr	0.20	City of Tangent	\$87,000	Roadway Safety Improvement

AAMPO RTP: Aspirational Project List

ID	Project Name	Roadway/Trail	Location	Description	Length (miles)	Area	Cost	Project Type
T27	Hwy 99E Turn Lane	Hwy 99E	Hwy 34 south to UGB	Install center left turn lane between existing 5-lane section near Hwy 34 and south UGB	1.16	City of Tangent	\$207,000	Roadway Capacity Improvement
LC9	LBCC Transit Center	LBCC Transit Center	LBCC Campus	Transit Center at LBCC Campus (Linn County funded portion) - including multimodal and bicycle access into the LBCC campus	-	Linn County	*	Transit
LC21	OR 164/I-5 NB Ramps New Signal	OR 164/I-5 NB Ramps	OR 164/I-5 NB Ramps	Install new signal	-	Linn County	\$2,000,000	Intersection Capacity Improvement
M14	Millersburg gateway treatments	Millersburg gateway treatments	City of Millersburg Entrance	Provide gateway treatments at northern and southern end of Millersburg (Old Salem Rd)	-	City of Millersburg	*	Roadway Capacity Improvement
M15	Reconstruct Old Salem Rd	Old Salem Road	I-5 SB Off-Ramp to Nygren Road	Reconstruct Old Salem road to arterial cross-section (bike lanes, curb, gutter, sidewalk) [M8 sidewalk construction on the Financially Constrained Project list]	13728.00	City of Millersburg	\$25,735,503	Modernization
M17	Old Salem Road Shared-Use Path	Old Salem Road	I-5 SB Off-Ramp to Nygren Road	Construct a 10-12 foot wide bicycle and pedestrian path parallel to Old Salem Road from the North City Limit to South City Limit and within existing ROW (see PMT meeting hand-out describing options)	13728.00	City of Millersburg	\$2,401,027	New Multi-Use Path
M20	"Four Lakes" Trail	"Four Lakes" Trail	City of Millersburg	Complete Feasibility Plan and construct "Four Lakes" Trail - from Conser Road along the Willamette River to Simpson Park and south to Bowman Park and Dave Clark Trail	3.28	City of Millersburg	\$824,057	New Multi-Use Path

AAMPO RTP: Aspirational Project List

ID	Project Name	Roadway/Trail	Location	Description	Length (miles)	Area	Cost	Project Type
				(Albany). Coordinated with Conser Road/UPRR Crossing Improvement				
M21	Transit Stop	City of Millersburg	City of Millersburg	Identify general location of future transit stops and amenities	-	City of Millersburg	\$33,759	Transit
P6	Century Drive Closure	Century Dr	Knox Butte to Dunlap	Terminate Century Drive at Knox Butte and create a cul-de-sac (see P7)	-	City of Albany	\$8,480	Road Closure
P9	Old Salem Road/Old Salem Road Intersection Capacity Improvements	Old Salem Road/Old Salem Road	Old Salem Road/Old Salem Road	PLACEHOLDER [The idea is to - Improve capacity (add turn lanes) at intersection of Old Salem Rd at Old Salem Rd]	-	City of Millersburg	*	Intersection Capacity Improvement
P10	Old Salem Road/OR 164 ITS Improvements	Old Salem Road/OR 164	Old Salem Road/OR 164	PLACEHOLDER [Old Salem Rd/OR 164 as an alternate/parallel route to I-5 – increase signage/ITS]	-	City of Millersburg	*	Roadway Improvement
P11	Transit Service between Jefferson, Millersburg and Albany	Old Salem Road/OR164	Old Salem Road/OR164	PLACEHOLDER [Provide Transit service to Millersburg and Jefferson along Old Salem Rd and OR 164. This could include a look along Millersburg Drive and Alexander Lane]	-	Albany Area MPO	*	Transit
P12	Improve Linn Benton Loop	OR 34	OR 34	PLACEHOLDER [Enhance transit service between Albany and Corvallis]	-	Linn County	*	Transit
P13	Adaptive Signals	US 20, OR99E	AAMPO Area	PLACEHOLDER [Install/Implement Adaptive Signals Systems along US 20 and OR99E]	-	Albany Area MPO	\$30,000/ per intersection	Roadway Improvement
P14	Transit Signal Priority	US 20, OR99E	AAMPO Area	PLACEHOLDER [Implement TSP at key intersections along transit routes. If possible identify locations for queue jumps]	-	Albany Area MPO	\$50,000/per approach	Transit

AAMPO RTP: Aspirational Project List

ID	Project Name	Roadway/Trail	Location	Description	Length (miles)	Area	Cost	Project Type
P15	Regional Traveler Information System	I-5, US 20, OR 99E	AAMPO Area	PLAXEHOLDER [Install real-time traveler information system, including railroad crossing times]	-	Albany Area MPO	*	Roadway Improvement
P16	Truck Signal Priority	US 20, OR99E	AAMPO Area	PLACEHOLDER [Implement truck signal priority at key intersections along transit routes]	-	Albany Area MPO	\$50,000/per approach	Roadway Improvement
P17	Marys Peak to Pacific Scenic Byway	Along OR 34	I-5 to Waldport	The proposed scenic byway stretches from I-5 in Linn County, through Tangent on to, Corvallis, Philomath, and Alesia in Benton County, then to Tidewater, and Waldport along OR 34 in Lincoln County with spurs branching out to Marys Peak and Alesa Falls	-	Albany Area MPO	*	New trail
P18	US 20 Safety Upgrades	US 20	City of Albany to City of Corvallis	US 20 Safety Upgrades. To be funded through House Bill 2017. Note: Majority of the improvements to be constructed will be in Benton County outside the AAMPO area.	-	Albany Area	\$20,000,000	Safety
P19	Mid-Willamette Valley Intermodal Facility	-	To be determined	Construct an intermodal facility a specific location has not been determined, however Millersburg has been identified as a potential candidate site.	-	To be determined	\$25,000,000	Freight

Transit Development Plan

The Transit Development Plan (see Appendix A) provides guidance for transit operational improvements for the Albany area. It provides details on three scenarios that create a vision, projects, and strategies for transit over the short, medium, and long-term time frames. The Transit Development Plan, while not formally adopted separately from this RTP, is consistent with the RTP goals, policies, and recommended projects. The short-term scenario is considered part of the Financially Constrained package for the RTP. Medium and long-term scenarios, as well as supporting programs and policies, are considered aspirational. Ultimately, the City of Albany (via the Albany Transit System) and other local and regional transit providers have the responsibility of implementing guidance from the Transit Development Plan, coordinating with other transit providers as needed, and maintaining the plan.

- **Short-Term (1–3 years):** This scenario continues covering nearly all areas served today but reduces frequency to every 90 minutes. The longer frequencies address low on-time performance by adding running time to each route. See Figure 8-3
- **Medium-Term (5–10 years):** This scenario assumes one additional vehicle, and an 80 percent increase in service hours. There would be six routes covering much of the same service area as today, at 60-minute headways. See Figure 8-4
- **Long-Term (15–25 years):** The unconstrained scenario lays out a vision for a frequent and connected system. This scenario offers two routes with 30-minute headways, three at 60 minutes, plus one peak-hour commuter route to Jefferson. It adds four times more service hours. See Figure 8-5

Figure 8-3: Short-Term Network

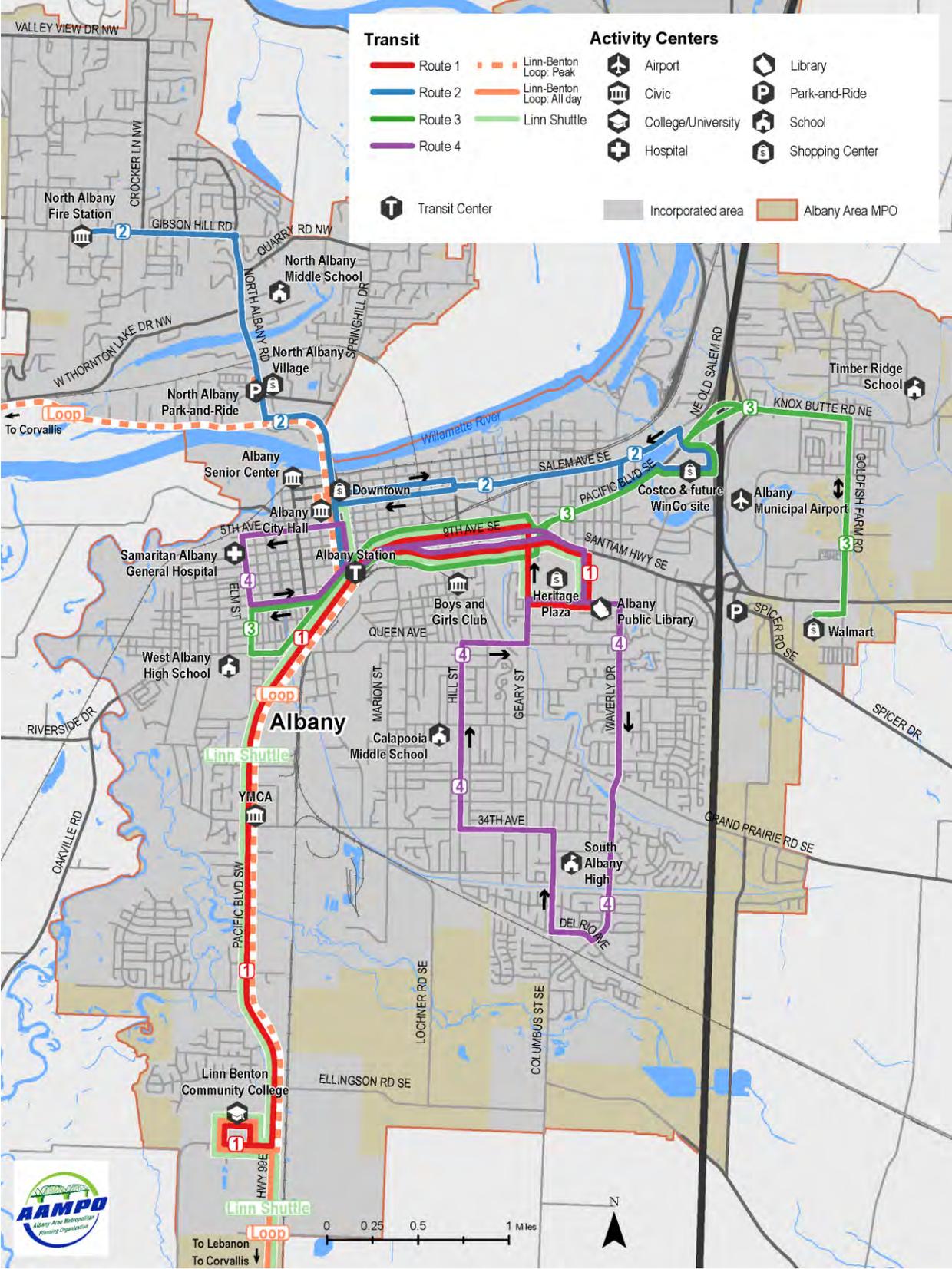


Figure 8-4: Medium Term Network

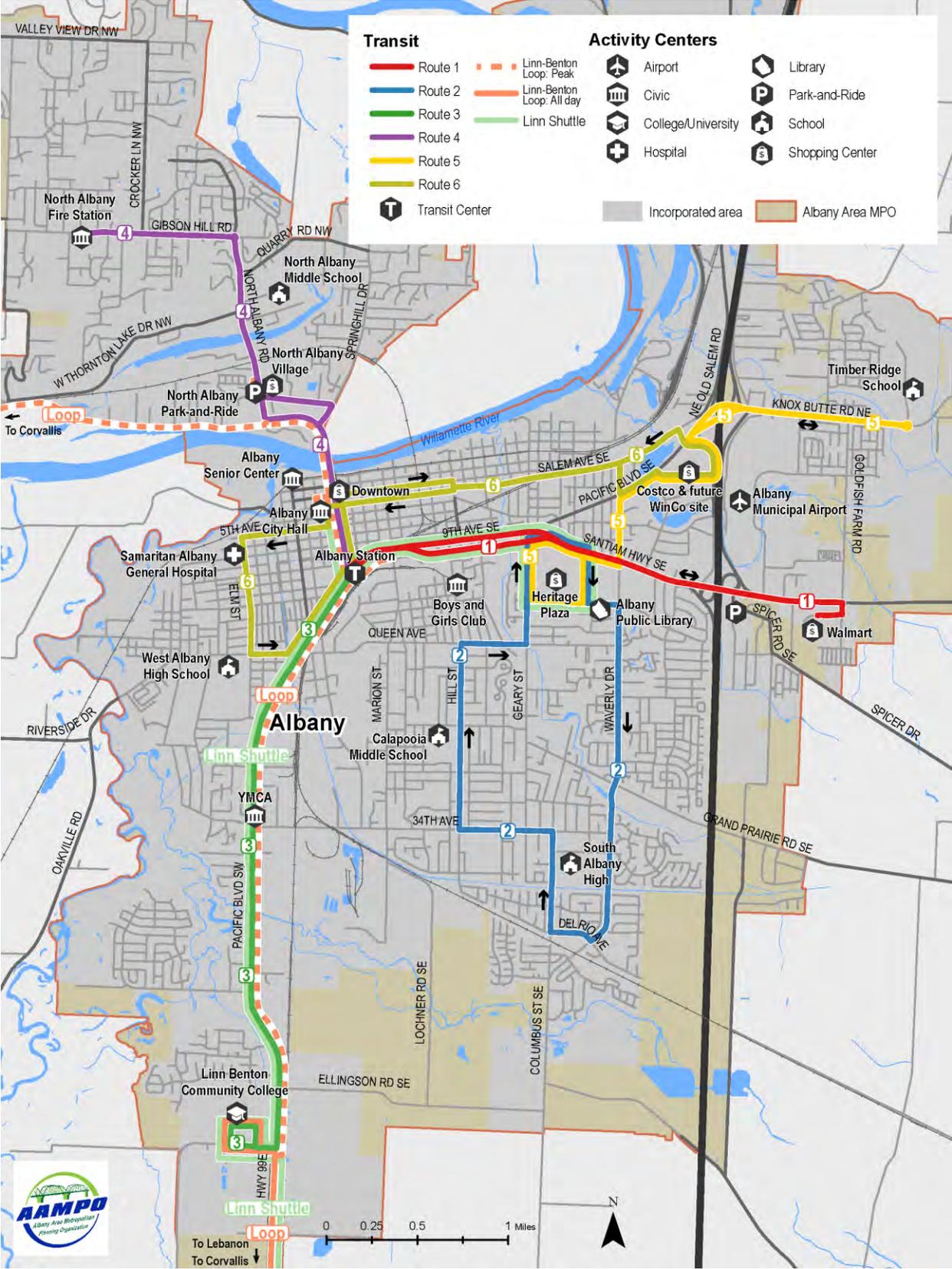
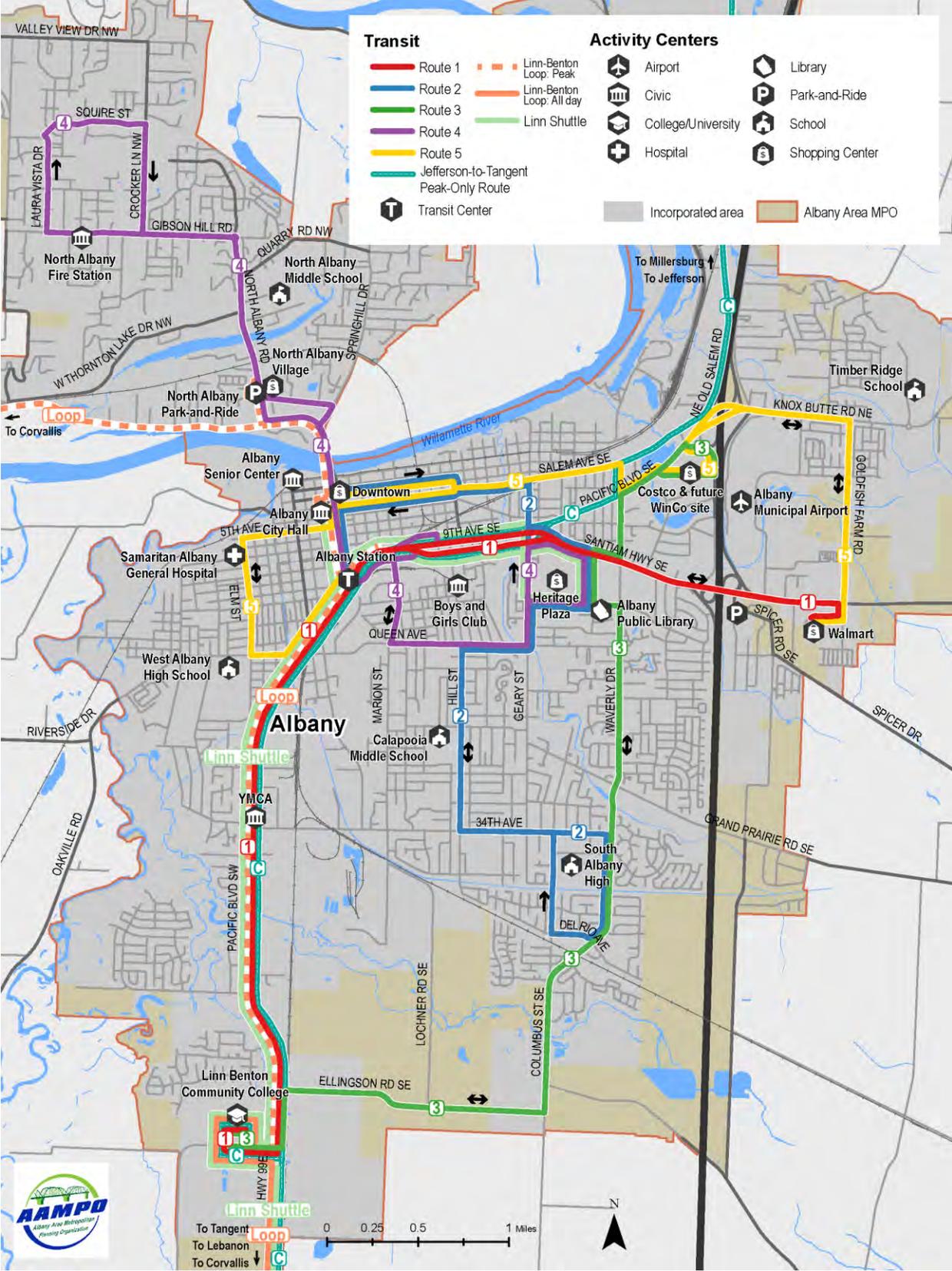


Figure 8-5: Long Term Network



Key Programmatic Recommendations

Successful transit systems provide balanced fare prices and pass programs, clear and relevant public information, and effective technology. These policies and programs help ensure that the system is accessible for people of all incomes, convenient, understandable, and efficient. The transit program elements apply in all future service scenarios.

Public Information and Marketing

If the public is not aware of how the system works, or how to board a bus, the public investment in the service will see few benefits. Marketing includes efforts to educate the public on where, when, and how to use transit. The following strategies elevate ATS' profile in the community.

- Advertise in multiple formats and channels.
- Remove language barriers for Spanish-speaking riders.
- Offer travel training.

System Branding

Maintaining a single brand for vehicles, bus stops and materials increases the visibility of the transit service, develops public recognition and acceptance of the service, and informs the public that all services and stops work together as a single system. This is especially important for ATS because it operates multiple transit service products (ATS local routes, the Loop, and Albany Call-A-Ride), and has transit service interacting closely with other transit services in the area.

ATS has indicated that it needs a refresh of their logo and branding. The best time for such a change is when there is a noticeable change in service, such as a route restructure or improvement in service frequency. ATS should consider a refresh of ATS' brand at the same time they implement a service change, particularly the Short-Term or Medium-Term phase. It could help ATS to use the branding to distinguish between its service products to clarify the management, funding and operating conditions resulting in the different service and policy structures in each service.

System and Route Maps

Maps and schedules are the primary tool people use to obtain information about ATS. The accessibility, legibility and simplicity of these maps and schedules enhance comprehension of the system. ATS' current map is good quality, showing all street names and indicating time points. The following recommendation could improve the existing maps and access to information.

- Reduce number of timepoints to 10.
- Replace timepoint icons on map with numbers or letters to correspond with timepoint labels in the schedule.

- Replace labels for points of interest with actual names of places.
- Add more major destinations to the map. Use stop-level ridership or public requests to identify additional destinations.
- Add the Loop, or show connections to the Loop, on the map. Many ATS passengers use the Loop, and transfers between the two services can be facilitated by clearly identifying where these connections occur.
- Create route-specific maps to provide details on stop locations and key destinations along the route.

Technology

Technology for public transportation and related travel options is changing rapidly and in ways that are difficult to predict over the long-term. ATS plans to implement some or all of the strategies below, while maintaining a flexible approach to improving the transit system with new technologies as appropriate to the system. The following technology strategies will improve service delivery.

- Traveler information system hardware
- Automatic passenger counter
- Customer Information

Fares

The base fare for ATS is \$1 per trip. Transfers between Routes 2 and 3 at Albany Station or at the Jackson Street Transfer Stop are free. Fare-paying Loop passengers can also board Route 3 without any additional charge if they transfer from Loop at LBCC and travel to Albany Station.

Albany can implement a transfer system that allows passengers to transfer without any additional charge to another route within 90 minutes. This can be handled inexpensively with paper transfers, or ATS could invest in magnetic swipe cards, mobile apps and other methods to enable transfers.

In terms of how much passengers pay to use ATS, the \$1.00 cost per trip is comparable to its peers. Additionally, the survey indicated that 54 percent of ATS passengers use a free college pass to board. This suggests that an increase in the fare is unlikely to provide a significant increase in fare revenue, as it would impact less than half of all passengers.

Therefore, it is recommended that the fares remain unchanged for the short-term. ATS is an important service that many low-income and all-purpose riders depend upon. An increase to the cost of this service is likely to place an increased financial burden on passengers, especially those who do not have access to a free fare, and may reduce overall ridership.

Chapter 9: Evaluation and System Performance

Environmental Screening

During the project development and evaluation process, the environmental impacts were assessed for each project package based on air quality, greenhouse gas emissions and natural and cultural resources at risk. In addition, *Moving Ahead for Progress for the 21st Century* (MAP-21), established environmental-specific performance measures to provide a performance and outcome-based program to help states prioritize transportation investments to be consistent with the seven national goals. The Environmental Screening section includes a discussion of the potential environmental impacts of the proposed project packages.

Methodology and Results

To determine the impact on the environment, travel volume and delay outputs from the CALM travel model were utilized with sketch-level tools to estimate the air quality and greenhouse gas emissions under the Financially Constrained project package. A high-level spatial analysis was used to estimate the impact to natural and cultural resources at risk for each project package.

Air Quality

Transportation decision making can impact air quality, as regulated under the Clean Air Act, in a variety of ways including the emission of Criteria Air Pollutants (e.g. carbon monoxide, ozone, and particulate matter) during the construction and operation of transportation projects.

The annual emissions for each project package were estimated using a simplified version of the EPA Motor Vehicle Emission Simulator (MOVES). VMT by mode data from the CALM travel model was used to provide the main inputs into the emissions model. The emissions model also contains key assumptions about the future vehicle fleet, assuming less old high-emissions vehicles on the road by the year 2040. Table 9-1 identifies expected reduction in total emissions for the Financially Constrained project package for the AAMPO area.

Table 9-1: Air Quality Results

Scenario	Criteria Air Contaminants*						Air Toxics**		
	NO _x	SO ₂	PM _{2.5}	CO	VOCs	Total	Benzene	Diesel PM	Total
Financially Constrained	0.059	0.001	0.002	0.317	0.004	0.384	0.102	1.006	1.108

*Criteria Air Contaminants reported in thousands of annual short tons

**Air Toxics reported in annual short tons

Greenhouse Gas Emissions

Greenhouse gas emissions refers to the energy consumed and greenhouse gases emitted during the design and construction of transportation projects, as well as during transportation operations. Transportation decision making can impact energy consumption and greenhouse gas emissions in a variety of ways, including the decision of the types of capital projects to invest in (highway, transit, bike, or pedestrian, etc.), the types of programs to invest in (e.g. transportation demand management programs), and/or policies to implement (e.g. road pricing or parking fees that can discourage single occupancy vehicle travel), among others.

The life-cycle CO_{2E} was used as the greenhouse gas emissions measurement. The CO_{2E} emissions scenario were calculated using the same process as used for air quality (simplified version of MOVES). The greenhouse gas emissions for the Financially Constrained project package are summarized in Table 9-2.

Table 9-2: Greenhouse Gas Emissions Results

Scenario	Annual Life Cycle CO _{2E} (millions of metric tons)
Financially Constrained	0.1036

Resources at Risk

Resources at risk refers to the presence and diversity of species (both plant and animal) as well as the conservation of critical habitat. Transportation decision making can influence biodiversity in several ways, including decisions regarding where and how to develop (impacts to habitat), creating impacts to the environment that are harmful to threatened and endangered species (air, water, and noise pollution, etc.), and construction and design techniques (split profile roadways, wildlife crossings, etc.), among others.

The following environmental and cultural resources at risk were analyzed:

- Endangered Animals
- Fish Habitats
- Endangered Plants
- Vegetation
- Wildlife Habitats
- Wetlands
- Geological Hazards (including hazardous materials locations)
- Parks
- Historic Buildings

Project impacts on the resources listed above were evaluated through weighted criteria based on project type (i.e. new roadway, roadway/intersection widening) and proximity to resources. Each project was assigned a weighted score representing the total impacts to natural, built, and cultural resources for each scenario.

Both project packages received a high score due to the potential construction impacts to one primary natural resource risk: Hazardous materials sites (mainly existing or old gas stations). There are many projects in the central Albany area and along key commercial corridors (US 20, OR 99E). Many of these projects would occur near sites with potential underground pollution plumes, which, if exposed, could create major environmental run-off and groundwater issues. These potential impacts were identified as key consideration in project development for implementing capital improvements.

Summary

The environmental information collected as part of the AAMPO Area transportation planning process can be used to identify and document potentially affected environmental resources. This information can be used to inform future decisions to minimize environmental impacts of any transportation improvement being considered.

Regional Intersection Mobility

Intersection operations were analyzed based on the 2000 Highway Capacity Manual⁴¹ for signalized intersections and 2010 Highway Capacity Manual⁴² for unsignalized intersections. Of the 28 study intersections, there are four unsignalized intersections and three signalized intersections that are not expected to meet their respective mobility targets under the 2040 average weekday p.m. peak hour (Financially Constrained) conditions. An additional four locations (eleven total) that would not meet their respective mobility targets during the 2040 seasonal peak (Financially Constrained) conditions.

However, intersection operations are expected to improve under both the 2040 average weekday p.m. peak hour and 2040 seasonal peak (Financially Constrained) conditions at three intersections Knox Butte Road/Century Drive & I-5 NB Off Ramp, Queen Avenue/Pacific Highway (OR 99E) and Springhill Drive/Albany-Corvallis Highway (US 20). In addition, intersection operations are expected to improve under the 2040 average weekday p.m. peak hour (Financially Constrained) conditions at the Waverly Drive/Santiam Highway intersection.

Assuming the Albany Area MPO grows in accordance with its current adopted land use plan several intersections along state highways (I-5, US 20, OR 99E, OR 164) and Knox Butte Road will not be able to meet ODOT's v/c ratio-based mobility targets. In this situation (which is common in communities with roadways that experience high travel demands and have limited funding and/or significant constraints for improvements), adoption of alternative mobility targets is likely appropriate. Alternative mobility targets reflect realistic expectations for roadway performance at the end of the 20-year planning horizon, based on traffic projections. Adopting

⁴¹ 2000 *Highway Capacity Manual*, Transportation Research Board, Washington DC, 2000.

⁴² 2010 *Highway Capacity Manual*, Transportation Research Board, Washington DC, 2000.

realistic alternative targets can provide a more reasonable target to help balance performance expectations with local economic and growth needs.

Regional Performance Metrics

The performance metrics adopted by this AAMPO RTP provide a gauge for assessing how well decisions further regional and national goals. They will help the MPO to monitor transportation system performance and progress toward achieving the RTP Goals and Objectives as the recommendations are implemented. The performance metrics are consistent with MAP-21 requirements and the Oregon Transportation Planning Rule (TPR).

Performance Measures Overview

MAP-21 established a performance- and outcome-based program. The objective of this program is for States and MPOs to invest resources in projects that collectively make progress toward the achievement of the national goals.

Under MAP 21, USDOT established performance measures for states and MPOs to follow along with targets to support the measures. The performance metrics are grouped into three categories safety, infrastructure and system performance. The performance metrics included in order to fulfill MAP-21 requirements are as follows:

Safety

- Number of fatalities
- Rate of fatalities (fatalities per 100 million VMT)
- Number of serious injuries
- Rate of serious injuries (serious injuries per 100 million VMT)
- Number of non-motorized fatalities and non-motorized serious injuries

Infrastructure

- Percentage of pavements of the Interstate System in Good condition
- Percentage of pavements of the Interstate System in Poor condition
- Percentage of pavements of the non-interstate NHS (National Highway System) in Good condition
- Percentage of pavements of the non-interstate NHS in Poor condition
- Percentage of NHS bridges classified as in Good condition
- Percentage of NHS bridges classified as in Poor condition

System Performance

- Percent of the person-miles traveled on the Interstate that are reliable
- Percent of the person-miles traveled on the non-Interstate NHS that are reliable
- Truck Travel Time Reliability (TTTR) Index
- Annual hours of peak hour excessive delay per capita
- Percent of non-SOV travel
- Total Emissions Reduction

MPOs are required to report performance progress every four to five years. MPOs must report on the condition and performance of the transportation system, progress achieved in meeting performance targets, evaluate how the preferred scenario has improved conditions and performance and how local policies and investments have impacted costs necessary to achieve performance targets.

At the time of completing this RTP, ODOT and MPOs within Oregon have not established a data reporting system with reliable data sources and consistent reporting. Therefore, at this time actual performance against the measures and targets have not been established. This will be a requirement for future AAMPO work programs.

Chapter 10: Next Steps

This AAMPO RTP addresses planning needs to meet federal requirements. However, this plan does not solve all identified transportation issues or meet all of the requirements for achieving state compliance. The following issues should be considered when developing future AAMPO work programs to address the remaining needs:

- **Alternate Mobility Targets/Performance Measures** – the regional facility mobility analysis found multiple locations where year 2040 system performance would not meet ODOT or local agency mobility targets. Future AAMPO work programs or RTP Updates should consider reviewing regional mobility targets and adopting new targets or alternative performance measures to improve the ability to manage the system and assists agencies in implementing the RTP.
- **Willamette River Crossing Capacity** – the planned improvements in this RTP do not fully address congestion issues near the Willamette River crossing of Highway 20. While an investment package including a new Willamette River crossing was included in the RTP development process, it became clear that the needs and benefits/impacts of such an improvement were of a larger-regional scale (e.g., including both AAMPO and CAMPO). A larger-regional study of improvement options for US 20 and OR 34 could be considered.
- **Oregon Transportation Planning Rule (TPR) Compliance** – a key component of meeting current Oregon TPR requirements to facilitate the adoption of a state-compliant Regional Transportation System Plan (RTSP) includes demonstrating a reduction in vehicle miles travelled (VMT) per capita, or completing a process to develop an Integrated Land-Use and Transportation Plan (ILUTP) that would include a scenario planning process. Through this RTP development process, it was determined that meeting these requirements for AAMPO may be unreasonable. Therefore, AAMPO should continue to work with state agencies in reviewing and possible updating the TPR requirements. In addition, a scenario-planning process to develop an ILUTP may be required in the future.
- **MAP-21 Performance Measure Reporting** - at the time of completing this RTP, ODOT and MPOs within Oregon have not established a data reporting system with reliable data sources and consistent reporting. Therefore, at this time actual performance against the measures and targets have not been established. This will be a requirement for future AAMPO work programs, including both considerations for both annual reporting and regular RTP update reporting.

**ALBANY AREA METROPOLITAN PLANNING ORGANIZATION
TITLE VI / NON-DISCRIMINATION PLAN**

Adopted by the AAMPO Policy Board on August 27, 2014

This page intentionally left blank

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

Albany Area Metropolitan Planning Organization Membership

Policy Board

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

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, Planner II
Albany Area MPO Coordinator
(541) 924-4548 / tconley@ocwcog.org

Oregon Cascades West Council of Governments
1400 Queen Ave SE, Suite 205, Albany, OR 97322
<http://www.ocwcog.org/AAMPO>

Table of Contents

Certificate of Assurance.....	1
Introduction and Federal Regulations.....	2
AAMPO Area Demographic Profile.....	4
AAMPO Title VI / Non-Discrimination Program	11
Attachment 1: USDOT Standard Assurances and Appendices.....	16
Attachment 2: Language Assistance Plan and Four Factor Analysis.....	25
Attachment 3: Sample Title VI Public Involvement Survey	28
Attachment 4: Albany Area MPO Title VI / Non-Discrimination Statement.....	29
Attachment 5: Discrimination Complaint Procedure.....	30
Attachment 6: Albany Area MPO Title VI Complaint Form	33

List of Tables

Table 1: Percentage of Families and People Below the Poverty Level	4
Table 2: Race of Residents in the Albany Urbanized Area.....	7
Table 3: National Origin of Albany Urbanized Area Residents.....	9
Table 4: Age of Residents in the United States Compared to the Albany Urbanized Area	10
Table 5: Disability Status within the Albany Urbanized Area	10
Table 6: Language Spoken at Home in the Albany Urbanized Area	24

List of Maps

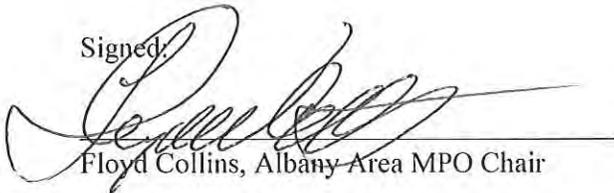
Map 1: Median Income in the AAMPO Area by Census Tract	5
Map 2: Poverty Level in the AAMPO Area by Census Tract.....	6
Map 3: Hispanic and Latino Population in the AAMPO Area by Census Tract.....	8

Certificate of Assurance

The Albany Area Metropolitan Planning Organization (AAMPO) hereby certifies that, as a condition of receiving federal financial assistance, it will ensure that:

1. No person shall on the ground of race, color, national origin, sex, age, disability or income status be excluded from participation in, be denied the benefits of or be subjected to discrimination under any program or activity that is fully or partially covered by federal financial assistance;
2. Efforts will be made to facilitate the participation of persons with Limited English Proficiency (LEP) in transportation planning activities sponsored by the Albany Area Metropolitan Planning Organization;
3. Will submit to the Oregon Department of Transportation (ODOT) an annual certification of compliance with the requirements of Title VI, per the requirements of 49 CFR Part 21 and 23 CFR 200.

Signed:



Floyd Collins, Albany Area MPO Chair

8/27/14'

Date

Introduction and Federal Regulations

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, except for 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 is provided by the Oregon Cascades West Council of Governments (OCWCOG), including fiscal and administrative support.

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. This Title VI / Non-discrimination Plan reflects AAMPO's commitment to ensuring that no person shall – on the grounds of race, color, national origin, sex, age, disability or income status - be excluded from participation in, be denied the benefits of or be subjected to discrimination under any program or activity conducted by the MPO.

Title VI and Related Legislation

Title VI of the Civil Rights Act of 1964, as amended, (42 USC 2000d to 2000-4) (23 CFR Part 200 and 49 CFR Part 21: states that “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 following is listing of additional legal regulations, statutes or orders that, along with Title VI, establish an MPO's legal requirements for non-discrimination:

The Civil Rights Restoration Act of 1987, (Pub. L. No. 100-259): Broadens the scope of Title VI by expanding the definitions of terms “programs or activities” to include all programs or activities of Federal Aid recipients, sub-recipients, and contractors.

Federal Aid Highway Act of 1973, (23 USC 324): Stipulates that no person on the basis 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.

Age Discrimination Act of 1975, (42 USC 6101): Provides that no person in the United States shall, on

the basis age, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal assistance.

Americans With Disabilities Act of 1990, (Pub. L. No. 101-336): Provides that no qualified individual with a disability shall, by reason of such disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination by a department, agency, special purpose district, or other instrumentality of a state or a local government.

Section 504 of the Rehabilitation Act of 1973: Provides that no qualified handicapped person, shall, solely by reason of his/her handicap, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal assistance.

Environmental Justice - Executive Order 12898: Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, states that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."

There are three fundamental environmental justice principles summarized from Executive Order 12898 and related USDOT and FHWA orders:

1. Avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
2. Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and/or low-income populations.

Limited English Proficiency - Executive Order 13166: Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, prohibits recipients of Federal financial assistance from discriminating based on national origin by failing to provide meaningful access to services to individuals who are Limited English Proficiency (LEP). This protection requires that LEP persons be provided an equal opportunity to benefit from or have access to services that are normally provided in English. According to FHWA, a limited English proficient person is an individual who does not speak English as their primary language and who has a limited ability to read, write, speak, or understand English.

Additional Authorities and Citations: 20 CFR 50.3; 28 CFR Part 42; FTA Circular 4702.1

AAMPO Area Demographic Profile

The AAMPO Planning Area includes the cities of Albany, Jefferson, Millersburg, and Tangent as well as adjacent parts of Marion, Linn and Benton Counties. It is important to understand the demographic profile of this collective area in order to ensure that all persons have an equal opportunity to benefit from or have access to the activities of the MPO and to avoid any disproportionate impacts from those activities. The following demographic profile utilizes 2008-2012 American Community Survey (ACS) data for the Albany Urbanized to identify the general demographic characteristics of the AAMPO area.

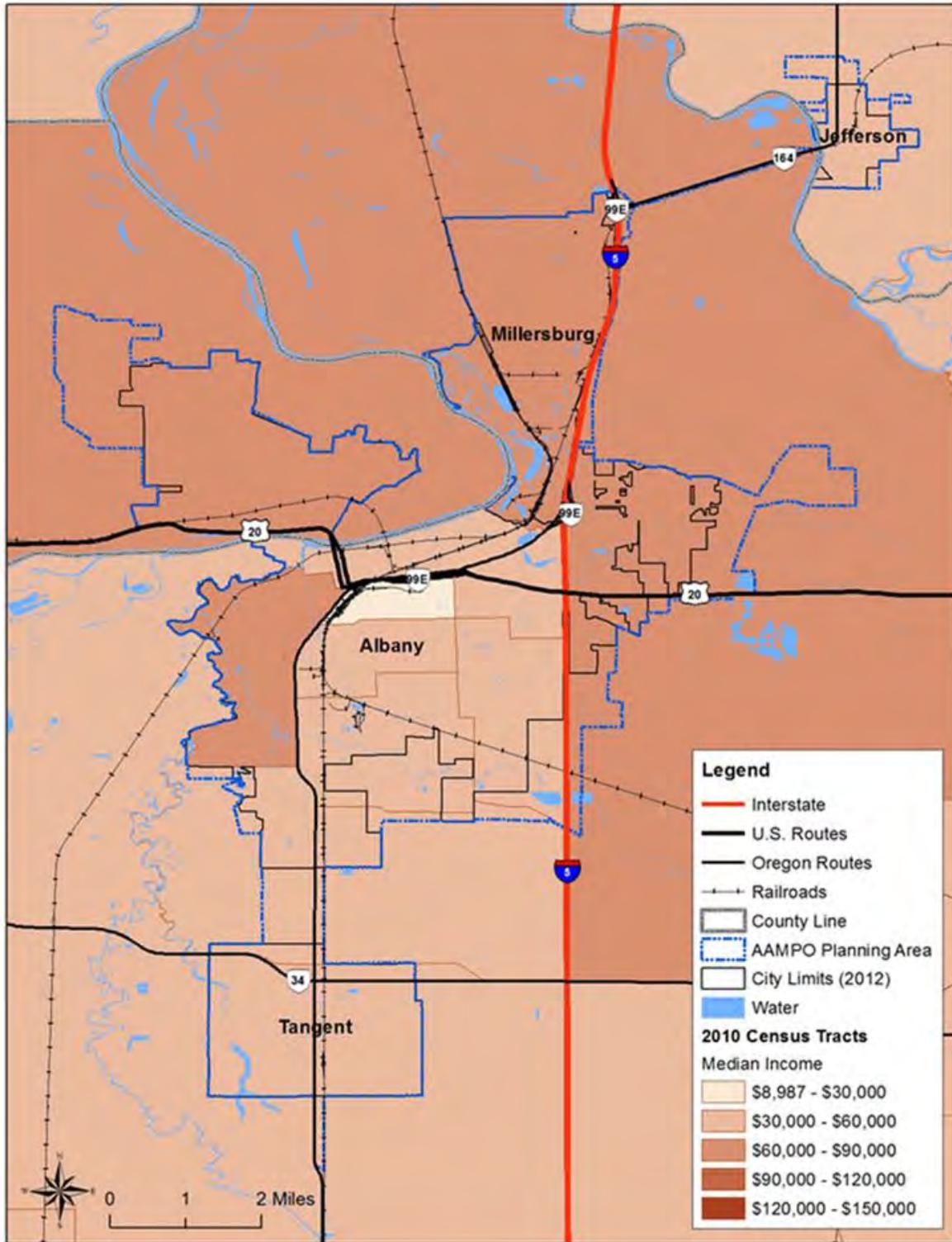
Income: Approximately 18% of individuals and 13.7% of families have an income below the poverty level. More specifically, an estimated 40.2% of families with a female householder and no husband present have an income below the poverty level.

Table 1: Percentage of Families and People Below the Poverty Level

	Percent
All families	13.7%
With related children under 18 years	22.4%
With related children under 5 years only	39.0%
Married couple families	6.6%
With related children under 18 years	13.5%
With related children under 5 years only	26.9%
Families with female householder, no husband present	40.2%
With related children under 18 years	44.8%
With related children under 5 years only	66.2%
All people	18.0%
Under 18 years	27.1%
Related children under 18 years	26.3%
Related children under 5 years	37.4%
Related children 5 to 17 years	21.5%
18 years and over	14.8%
18 to 64 years	16.4%
65 years and over	6.8%
People in families	15.7%
Unrelated individuals 15 years and over	27.4%

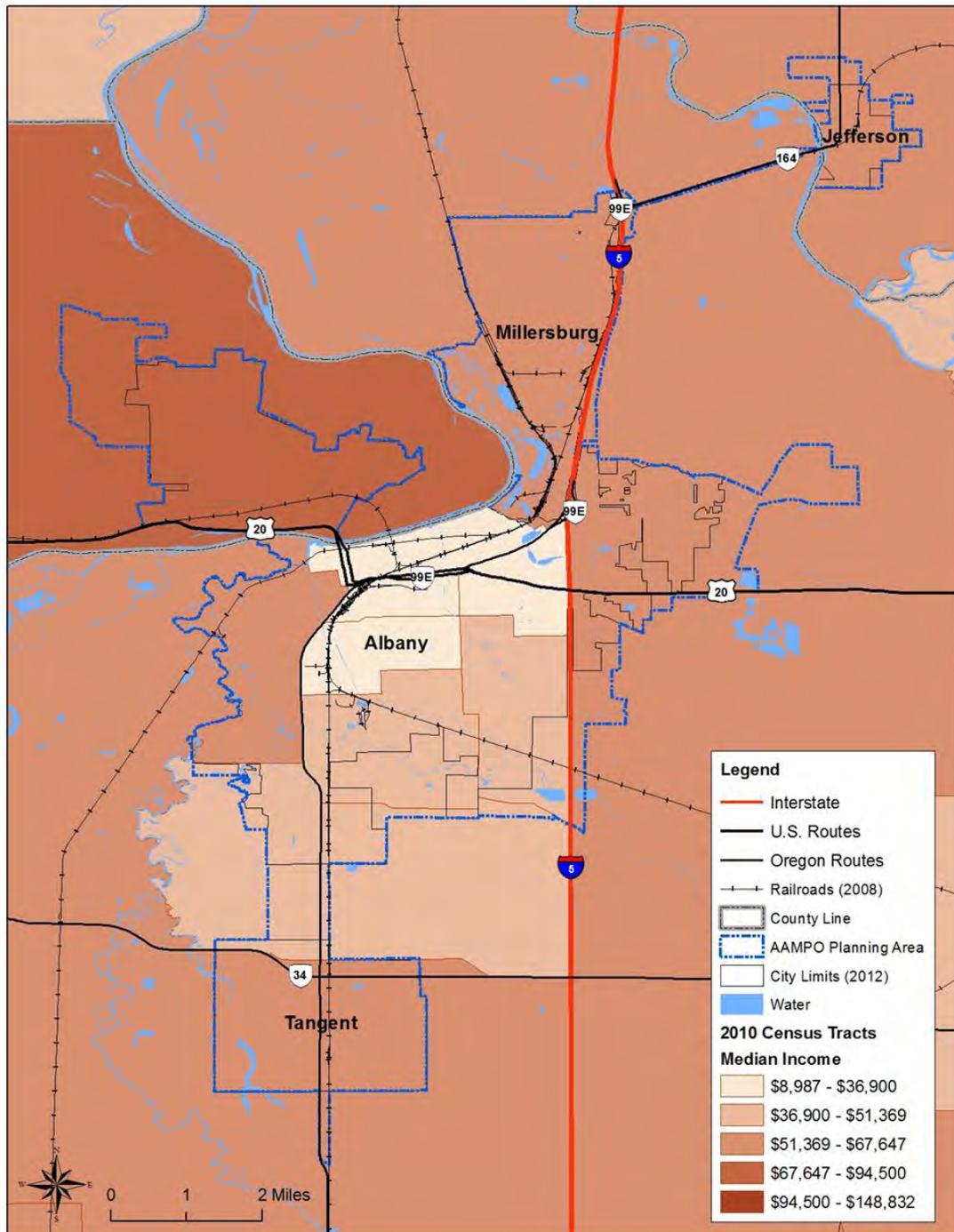
2008-2012 American Community Survey 5-Year Estimates, DP03. Describes poverty during a 12 month period.

Map 1: Median Income in the AAMPO Area by Census Tract



2008-2012 American Community Survey 5-Year Estimates

Map 2: Poverty Level in the AAMPO Area by Census Tract



Race and Ethnicity: Approximately 90% of residents of the Albany Urbanized Area are white, 3.3% are American Indian or Alaska Native and 2.4% are Asian. Residents of Hispanic or Latino descent (of any race) made up 11.7% of the population. The latest U.S. Census considered race and ethnicity as separate and distinct identities, with Hispanic or Latino origin asked as a separate question.

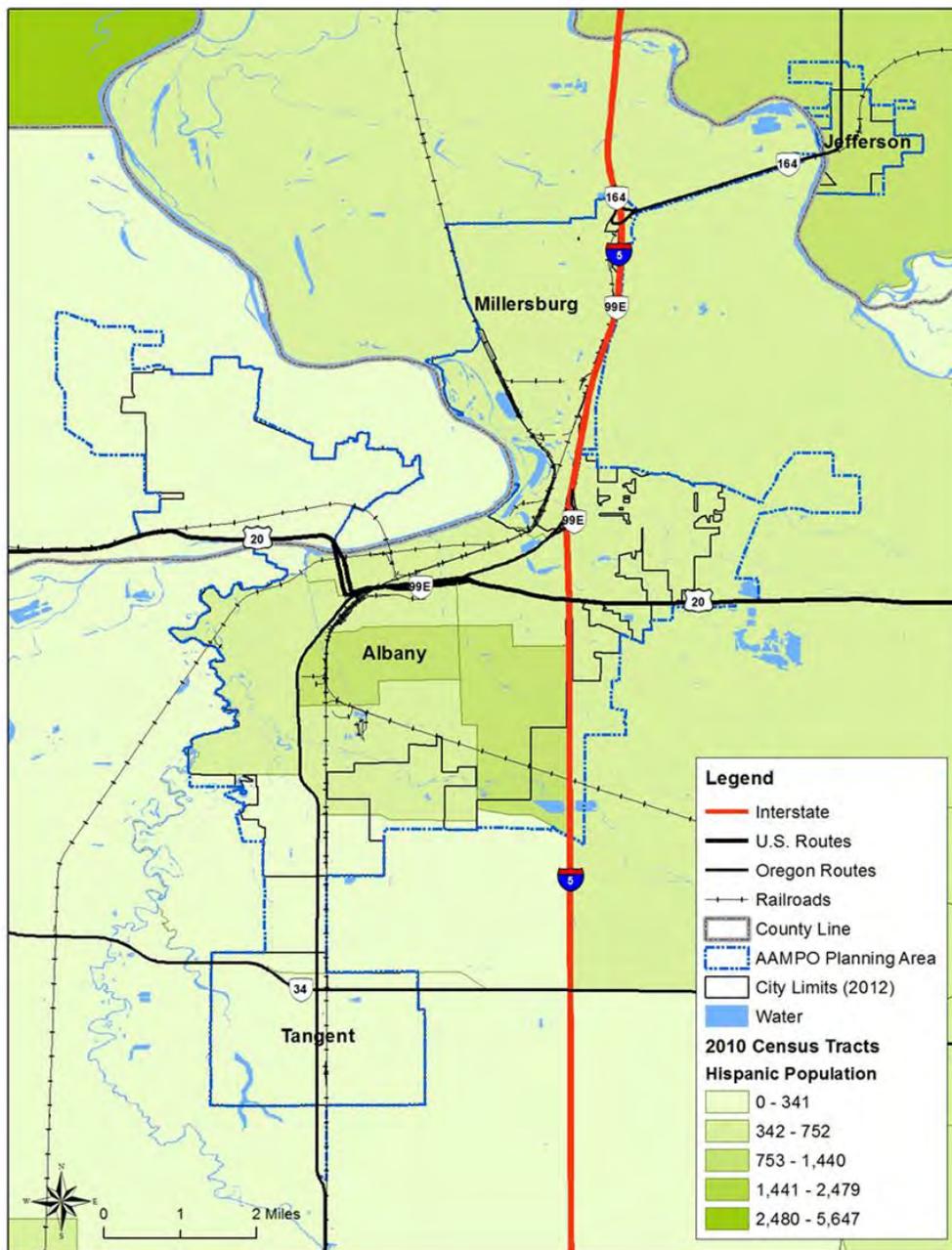
Table 2: Race of Residents in the Albany Urbanized Area

Race	Estimate	Percent
Total population	57,102	
One race	55,312	96.9%
White	49,920	87.4%
Black or African American	323	0.6%
American Indian and Alaska Native	1,225	2.1%
Cherokee tribal grouping	422	0.7%
Chippewa tribal grouping	35	0.1%
Navajo tribal grouping	13	0.0%
Sioux tribal grouping	39	0.1%
Asian	892	1.6%
Asian Indian	132	0.2%
Chinese	212	0.4%
Filipino	181	0.3%
Japanese	92	0.2%
Korean	68	0.1%
Vietnamese	30	0.1%
Other Asian	177	0.3%
Native Hawaiian and Other Pacific Islander	231	0.4%
Native Hawaiian	0	0.0%
Guamanian or Chamorro	9	0.0%
Samoan	0	0.0%
Other Pacific Islander	222	0.4%
Some other race	2,721	4.8%
Two or more races	1,790	3.1%
White and Black or African American	333	0.6%
White and American Indian and Alaska Native	618	1.1%
White and Asian	444	0.8%
Black or African American and American Indian and Alaska Native	0	0.0%
Race alone or in combination with one or more other races		
Total population	57,102	
White	51,689	90.5%
Black or African American	716	1.3%
American Indian and Alaska Native	1,892	3.3%
Asian	1,377	2.4%
Native Hawaiian and Other Pacific Islander	303	0.5%
Some other race	2,990	5.2%
Hispanic or Latino Race		
Total population	57,102	
Hispanic or Latino (of any race)	6,663	11.7%
Mexican	5,910	10.3%
Puerto Rican	102	0.2%
Cuban	61	0.1%
Other Hispanic or Latino	590	1.0%
Not Hispanic or Latino	50,439	88.3%
White alone	46,605	81.6%

Black or African American alone	262	0.5%
American Indian and Alaska Native alone	882	1.5%
Asian alone	864	1.5%
Native Hawaiian and Other Pacific Islander alone	231	0.4%
Some other race alone	117	0.2%
Two or more races	1,478	2.6%
Two races including Some other race	61	0.1%

2008-2012 American Community Survey 5-Year Estimates, DP05

Map 3: of Hispanic and Latino Population in the AAMPO Area by Census Tract



2008-2012 American Community Survey 5-Year Estimates

National Origin: An estimated 93% of residents of the Albany Urbanized Area were born in the United States and 6.9% are foreign-born. According to the data, most foreign-born residents were born in Latin American, followed by Asia and Europe. Of those born in the United States, German is the most common ethnic background, followed by English and Irish.

Table 3: National Origin of Albany Urbanized Area Residents

Subject	Estimate	Percent
Place of Birth		
Total population	57,102	
Native	53,151	93.1%
Born in United States	52,738	92.4%
State of residence	30,489	53.4%
Different state	22,249	39.0%
Born in Puerto Rico, U.S. Island areas, or born abroad to American parent(s)	413	0.7%
Foreign born	3,951	6.9%
World Region of Birth of Foreign-Born		
Foreign-born population, excluding population born at sea	3,951	
Europe	261	6.6%
Asia	629	15.9%
Africa	25	0.6%
Oceania	83	2.1%
Latin America	2,708	68.5%
Northern America	245	6.2%
Ancestry		
Total population	57,102	
American	3,140	5.5%
Arab	34	0.1%
Czech	319	0.6%
Danish	474	0.8%
Dutch	1,263	2.2%
English	8,432	14.8%
French (except Basque)	1,608	2.8%
French Canadian	389	0.7%
German	11,526	20.2%
Greek	167	0.3%
Hungarian	129	0.2%
Irish	6,562	11.5%
Italian	1,206	2.1%
Lithuanian	115	0.2%
Norwegian	2,325	4.1%
Polish	1,022	1.8%
Portuguese	154	0.3%
Russian	520	0.9%
Scotch-Irish	526	0.9%
Scottish	1,155	2.0%
Slovak	43	0.1%
Sub-Saharan African	56	0.1%
Swedish	1,850	3.2%

Swiss	461	0.8%
Ukrainian	56	0.1%
Welsh	522	0.9%
West Indian (excluding Hispanic origin groups)	103	0.2%

2008-2012 American Community Survey 5-Year Estimates, B06007

Age: The population in the Albany Urbanized Area is estimated to be 48% male and 52% female. The median age is 35, just two years short of the national median age of 37. The largest age group is 25-34 years old, which indicates a slightly younger population than the nation as a whole. The 45-54 year old age group is the largest nationwide.

Table 4: Age of Residents in the United States Compared to the Albany Urbanized Area

Sex and Age	United States - Percent of total population	Albany Urbanized Area – Percent of Total Population
Total population	309,138,711	57,102
Male	49.2%	47.9%
Female	50.8%	52.1%
Under 5 years	6.5%	7.7%
5 to 9 years	6.6%	7.5%
10 to 14 years	6.7%	6.9%
15 to 19 years	7.1%	6.8%
20 to 24 years	7.0%	6.4%
25 to 34 years	13.3%	14.7%
35 to 44 years	13.3%	12.8%
45 to 54 years	14.4%	12.7%
55 to 59 years	6.4%	6.3%
60 to 64 years	5.5%	5.3%
65 to 74 years	7.1%	7.3%
75 to 84 years	4.3%	3.9%
85 years and over	1.8%	1.7%

2008-2012 American Community Survey 5-Year Estimates, DP05

Persons with Disabilities: An estimated 14.3% of residents of the Albany Urbanized Area have a disability. Of those 65 and over, 39.5% live with a disability.

Table 5: Disability Status within the Albany Urbanized Area

Disability Status	Estimate	Total or Percent
Total Civilian Non-institutionalized Population	56,463	
With a disability	8,079	14.3%
Under 18 years	15,019	15,019
With a disability	846	5.6%
18 to 64 years	34,241	34,241
With a disability	4,386	12.8%
65 years and over	7,203	7,203
With a disability	2,847	39.5%

2008-2012 American Community Survey 5-Year Estimates

AAMPO Title VI / Non-Discrimination Program

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 will complete the following actions:

1. Adopt a policy statement

AAMPO will release a signed policy statement or certificate of assurance attesting to the MPO's compliance with the Title VI of the Civil Rights Act of 1964.

2. Designate a Title VI Coordinator

AAMPO is staffed by the Oregon Cascades West Council of Governments (OCWCOG), and the OCWCOG Executive Director is ultimately responsible for implementation of the Title VI Program. The current AAMPO Coordinator shall serve as the Title VI Coordinator and shall be responsible for initiating and monitoring Title VI activities, preparing reports and completing other responsibilities as required. The AAMPO Coordinator will work with the OCWCOG Community and Economic Development (CED) Director and OCWCOG Executive Director to implement the Title VI Plan.

AAMPO Coordinator: Theresa Conley
tconley@ocwcog.org / (541) 924-4548

CED Director: Charlie Mitchell
cmitchell@ocwcog.org / (541) 924-8458

OCWCOG Executive Director: Fred Abousleman
fabousle@ocwcog.org / (541) 924-8465

3. Comply with the USDOT Standard Assurances

The USDOT Standard Assurances outline the fundamental requirements of the MPO in order to comply with the Title VI of the Civil Rights Act of 1964 and subsequent federal nondiscrimination directives. Attachment 1 shows these Standard Assurances and clauses of which must be included in contracts or agreements entered into by the MPO. In addition, all federal-aid construction contracts must physically incorporate form FHWA-1273.

4. Maintain and implement a Public Participation Plan

The Public Participation Plan (PPP) outlines actions to encourage the inclusion of the general public, including minorities and those of Limited English Proficiency (LEP) in AAMPO planning, programming and decision-making processes. The PPP is designed to:

- Encourage citizen participation
- Reach out to all jurisdictions within the MPO area to encourage participation
- Specifically encourage involvement of stakeholders and disadvantaged communities
- Address physical accessibility, language barriers and other accommodations to ensure participation by Title VI protected groups and individuals

5. Demonstrate consideration of Limited English Proficiency

As a recipient of federal funds, AAMPO must take reasonable steps to ensure meaningful access to its planning and programming activities. To ensure that individuals with Limited English Proficiency can access and participate in MPO planning, programming and decision-making processes, AAMPO developed a Language Assistance Plan as shown in Attachment 2.

This plan includes a four-factor analysis identifying the following reasonable steps to ensure access:

- Keep on file a list of OCWCOG staff members who speak languages other than English. These individuals may be called upon to assist in working with community members who have limited English proficiency.
- Utilize professional translation and interpretation services.
- Place notices and announcements in appropriate community media, in applicable language(s) when issues or actions may affect areas or neighborhoods with significant LEP populations.
- Include Title VI / Nondiscrimination Statements (Attachment 4) on the AAMPO website as well as in the MPO's Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), Public Participation Plan (PPP) and other planning and programming documents.
- Include on all meeting agendas a statement regarding accessibility of AAMPO meeting locations. The statement will also provide a number to call at least 48 hours prior to the meeting if special accommodations are needed to participate, such as interpretation and translation services. If interpretation or translation services are needed, OCWCOG staff will first be asked to provide the requested services. If OCWCOG staff are unavailable or unable to provide the requested services, a translation service company will be contacted.
- Consider requests for language assistance from past meetings and events to anticipate the possible need for assistance at upcoming meetings.

6. Demonstrate consideration of Environmental Justice

AAMPO shall ensure that MPO activities and MPO-funded projects will avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income groups and individuals.

7. Gather and maintain statistical data

AAMPO collects data to identify populations in the MPO area who may speak languages other than English at home and those who speak English less than well or not at all and would be classified as Limited English Proficient or "LEP". This data is collected to identify populations in the MPO area

who may speak languages other than English at home. Those who speak English less than well or not at all will be classified as Limited English Proficient or “LEP”. This data is also used to help identify any potential impacts and benefits of proposed projects on minority and low-income neighborhoods and to inform the development and implementation of the PPP, the four-factor analysis for LEP outreach activities, and other outreach strategies.

Data will be gathered from the decennial U.S. Census and American Community Survey. Data may also be gathered from school districts, religious and/or community organizations and other state and local government agencies. Data will be represented in tables, charts and GIS maps and made available on the MPO website. Additionally, AAMPO may utilize a voluntary public involvement survey at public meetings to gauge participation by protected population and those of Limited English Proficiency. A sample voluntary public involvement survey is shown as Attachment 3.

Additionally, in order to measure the effectiveness of its outreach, AAMPO shall gather and maintain statistical data on race, ethnicity and sex of participants in, and beneficiaries of, federally funded programs. For example, at public meetings, AAMPO may include on its sign-in sheets optional check boxes to for meeting attendees to identify their sex, race or ethnicity.

8. Provide Title VI notice to the public

A Title VI / Nondiscrimination Statement, an example of which is shown as Attachment 4, will be posted on the AAMPO website as well as the MPO’s Regional Transportation Plan, Transportation Improvement Program, and other planning and programming documents as applicable. All agendas for MPO meetings will also include a statement regarding ADA accessibility of meeting locations and a number to call for special accommodations, including interpretation and translation services.

9. Establish a public complaint process

The Albany Area MPO will make every effort to obtain early resolution of complaints at the lowest level possible, and accepts both formal and informal complaints regarding its compliance with Title VI and related regulations. Informal complaints are those which have not been made in writing and not through the formal complaint process described below and in Attachment 5. Informal complaints may be addressed and resolved directly by the MPO even if the MPO is identified in the incident.

AAMPO will also institute and publish a formal public complaint and investigation process as outlined in Attachment 5. Members of the public may file a signed, written complaint up to ninety (90) days from the date of alleged discrimination. Complaints may be filed through any of the methods listed below. Information about the complaint process, including the complaint form will be available on the AAMPO website. Significant Title VI issues shall be reported directed to the CED Director. A sample Title VI Complaint Form can be found in Attachment 6.

Complaints may be submitted:

By Mail: Albany Area MPO Coordinator
Oregon Cascades West Council of Governments

1400 Queen Ave SE, Suite 205
Albany, OR 97322

By Email: tconley@ocwcog.org

By Phone: 541-924-4548

By Facsimile: 541-967-4651

10. Maintain a record of Title VI complaints

The Title VI Coordinator will maintain a log of all complaints, including any complaints or concerns raised to the MPO outside of the formal written complaint process. The log shall also include up-to-date information regarding any investigations or lawsuits. The log will be maintained at the Albany Area MPO administrative offices: 1400 Queen Ave SE, Suite 205, Albany, OR 97322. Records and investigative working files will be retained for four years internally.

11. Complete employee trainings

Albany Area MPO staff shall attend applicable USDOT or Oregon Department of Transportation (ODOT) Title VI trainings when available.

12. Reporting and Compliance

The Albany Area MPO shall complete the following required Title VI reports:

- a. An *Annual Title VI Work Plan* will be included in the annual Unified Planning Work Program. This work plan will outline Title VI monitoring and review activities planned for the coming year and will provide a target completion date for each activity.
- b. An *Annual Accomplishment Report* describing major Title VI activities. This report will include Title VI compliance activities occurring during the preceding State of Oregon fiscal year. The report will provide an overall review of the efficacy of the MPO's Title VI / Non-discrimination procedures, with specific information describing:
 - Summary of any approved changes to the Title VI Plan during the reporting period. If changes occurred, a signed copy of the revised document shall be included.
 - A description of the Title VI reporting structure, including the Title VI Coordinator, MPO Manager and any support staff. This may include a listing of race, ethnicity, gender for each staff person.
 - List any Title VI complaints received during the reporting period, including the basis for the complaint (ethnicity, gender, etc.) and summarize the outcome or resolution.
 - A summary of the MPO's planning ,programming activities and a listing of Title VI activities occurring during those activities
 - A summary of any consulting contracts and Title VI activities that occurring during the RFP process and implementation of the contract. This includes efforts made to utilize DBE consultants.
 - A listing of Title VI / Non-discrimination trainings which MPO staff participated in

The Report shall be submitted to the ODOT Office of Civil Rights, Title VI Team for inclusion in ODOT's Annual Report to FHWA. A copy should also be provided to ODOT Region Planning staff upon their request.

- c. *Annual Title VI Certifications and Assurances*, for submission with the annual Unified Planning Work Program.

Attachment 1: USDOT Standard Assurances and Appendices

The United States Department of Transportation (US DOT) Standard Title VI/Nondiscrimination Assurances, DOT Order No.: 1050.2A

The Albany Area Metropolitan Planning Organization (herein referred to as the "Recipient"), **HEREBY AGREES THAT**, as a condition to receiving any Federal financial assistance from the U.S. Department of Transportation (DOT), through the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), is subject to and will comply with the following:

Statutory/Regulatory Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.*), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability);
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 *et seq.*), (prohibits discrimination on the basis of disability);
- 49 C.F.R. Part 21 (entitled *Nondiscrimination In Federally-Assisted Programs Of The Department Of Transportation—Effectuation Of Title VI Of The Civil Rights Act Of 1964*);
- 49 C.F.R. Part 27 (entitled *Nondiscrimination On The Basis Of Disability In Programs Or Activities Receiving Federal Financial Assistance*);
- 49 C.F.R. Part 28 (entitled *Enforcement Of Nondiscrimination On The Basis Of Handicap In Programs Or Activities Conducted By The Department Of Transportation*);
- 49 C.F.R. Part 37 (entitled *Transportation Services For Individuals With Disabilities (ADA)*);
- 23 C.F.R. Part 200 (FHWA's Title VI/Nondiscrimination Regulation);
- 28 C.F.R. Part 35 (entitled *Discrimination On The Basis Of Disability In State And Local Government Services*);
- 28 C.F.R. section 50.3 (DOJ Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);

The preceding statutory and regulatory citations hereinafter are referred to as the "Acts" and "Regulations," respectively.

General Assurances

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

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 otherwise subjected to discrimination under any program or activity," for which the Recipient receives Federal financial assistance from DOT, including from FHWA and FTA.

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Nondiscrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

Specific Assurances

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its federally assisted Albany Area Metropolitan Planning Organization:

1. The Recipient agrees that each "activity," "facility," or "program," as defined in §§ 21.23 (b) and 21.23 (e) of 49 C.F.R. § 21 will be (with regard to an "activity") facilitated, or will be (with regard to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests for Proposals for work, or material subject to the Acts and the Regulations made in connection with all Federal Highway Administration or Federal Transit Administration programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

The Albany Area Metropolitan Planning Organization, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively insure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

3. The Recipient will insert the clauses of **Appendix A and E** of this Assurance in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of **Appendix B** of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in **Appendix C and Appendix D** of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and

- b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:
- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the Albany Area Metropolitan Planning Organization also agrees to comply (and require any subrecipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the **FHWA and FTA** access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by **FHWA and FTA**. You must keep records, reports, and submit the material for review upon request to **FHWA and FTA**, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The Albany Area Metropolitan Planning Organization gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under **FHWA and FTA** programs. This ASSURANCE is binding on Albany Area Metropolitan Planning Organization, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in AAMPO programs. The person(s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

Name of Recipient: Albany Area Metropolitan Planning Organization
 Signature of Authorized Official: 
 Dated: 8/27/14

APPENDIX A (to the United States Department of Transportation Standard Assurances)

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation, **Federal Highway Administration**, and **Federal Transit Administration** as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Nondiscrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations as set forth in Appendix E, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor’s obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient, the **Federal Highway Administration**, or the **Federal Transit Administration** to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient the **Federal Highway Administration**, or the **Federal Transit Administration**, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor’s noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the **Federal Highway Administration** or the **Federal Transit Administration** may determine to be appropriate, including, but not limited to:
 - a. withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. cancelling, terminating, or suspending a contract, in whole or in part.

6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the **Federal Highway Administration** or the **Federal Transit Administration** may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

APPENDIX B (to the United States Department of Transportation Standard Assurances)

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the Department of Transportation as authorized by law and upon the condition that the Albany Area Metropolitan Planning Organization will accept title to the lands and maintain the project constructed thereon in accordance with Title 23, United State Code, the Regulations for the Administration of **Federal Highway Program or Federal Transit Program**, and the policies and procedures prescribed by the **Federal Highway Administration or the Federal Transit Program** of the Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the Albany Area Metropolitan Planning Organization all the right, title and interest of the Department of Transportation in and to said lands described in Exhibit "A" attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto the Albany Area Metropolitan Planning Organization and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the Albany Area Metropolitan Planning Organization, its successors and assigns.

The Albany Area Metropolitan Planning Organization, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]* (2) that the Albany Area Metropolitan Planning Organization will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended, and (3) that in the event of breach of any of the above-mentioned non-discrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the Department of Transportation and its assigns as such interest existed prior to this instruction.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to effectuate the purpose of Title VI.)

APPENDIX C (to the United States Department of Transportation Standard Assurances)

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the Albany Area Metropolitan Planning Organization pursuant to the provisions of Assurance 9(a):

- A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add “as a covenant running with the land”] that:
 1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race (equates to minority), color, national origin, sex, age, disability, low-income, or LEP will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.
- B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Non-discrimination covenants, the Albany Area Metropolitan Planning Organization will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.*
- C. With respect to a deed, in the event of breach of any of the above Non-discrimination covenants, , the Albany Area Metropolitan Planning Organization will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of, the Albany Area Metropolitan Planning Organization and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to effectuate the purpose of Title VI.)

APPENDIX D (to the United States Department of Transportation Standard Assurances)

The following clauses will be included in deeds, licenses, permits, or similar instruments/ agreements entered into by the Albany Area Metropolitan Planning Organization pursuant to the provisions of Assurance 9(b):

- A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, “as a covenant running with the land”) that (1) no person on the ground of race (equates to minority), color, national origin, sex, age, disability, low-income, or LEP will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, or national origin, sex, age, disability, low-income, or LEP will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.

- B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Non-discrimination covenants, the Albany Area Metropolitan Planning Organization will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*

- C. With respect to deeds, in the event of breach of any of the above Non-discrimination covenants, the Albany Area Metropolitan Planning Organization will there upon revert to and vest in and become the absolute property of the Albany Area Metropolitan Planning Organization and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to effectuate the purpose of Title VI.)

APPENDIX E (to the United States Department of Transportation Standard Assurances)

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21;
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.*), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 *et seq.*).

Attachment 2: Language Assistance Plan and Four Factor Analysis

As a recipient of federal funds, AAMPO must take reasonable steps to ensure that those of Limited English Proficiency have meaningful access to the information and services the MPO provides. As stated in Federal Register, Volume 70; Number 239, there are four factors to consider when determining “reasonable steps.” This is known as “the four-factor analysis” and is outlined below:

- Factor 1:** The number of proportion of LEP persons eligible to be served or likely to encounter an MPO program, activity or service.
- Factor 2:** The frequency with which LEP individuals come in contact with MPO programs, activities or service.
- Factor 3:** The nature and importance of the program, activity, or service provided by the MPO to LEP community.
- Factor 4:** The resources available to the MPO and overall costs.

It should be noted that for planning purposes, people that speak English “less than very well” are considered ‘LEP’ and area included in the analysis. Further, the AAMPO Planning Area for this purpose is defined as the Albany Urbanized Area. The AAMPO planning area extends beyond the Urbanized Area to include some additional areas within the Urban Growth Boundaries and City Limits (whichever is greater) of member jurisdictions, as well as additional land around key transportation facilities.

Factor 1: The number of proportion of LEP persons eligible to be served or likely to encounter an MPO program, activity or service.

The first step is to collect demographic data on the number of LEP persons in the AAMPO Planning Area who are eligible to be served, likely to be served, or likely to be encountered by the MPO through participation in the transportation planning process. Table 6 is derived from the U.S. Census Bureau’s 2008-2012 American Community Survey 5-year estimates. It shows the number and percent of LEP persons 5 years and over, in total and by ability to speak English or other languages in the Albany Urbanized Area.

The table shows that an estimated 4.4% of the population (aged 5 and over) in the Albany Urbanized Area speak English “less than very well”, and that the majority of those individuals are Spanish speaking. Spanish is the language spoken at home for approximately 7.6% of households within the Albany Urbanized Area, and approximately 3.8% of those Spanish-speaking households speak English ‘less than very well’.

The Department of Justice has established a safe harbor stating that grantees, including MPOs, provide language services for vital documents where populations speaking those languages are 5% or 1,000 whichever is less. A vital document is a document that if it was not translated would deny LEP individual(s) access to a service, for example, a Title VI complaint form.

Table 6: Language Spoken at Home in the Albany Urbanized Area

Language Spoken at Home	Estimate	Percent
Population 5 years and over	52,683	
English only	47,221	89.6%
Language other than English	5,462	10.4%
Speak English less than "very well"	2,310	4.4%
Spanish	4,018	7.6%
Speak English less than "very well"	2,019	3.8%
Other Indo-European languages	586	1.1%
Speak English less than "very well"	72	0.1%
Asian and Pacific Islander languages	645	1.2%
Speak English less than "very well"	152	0.3%
Other languages	213	0.4%
Speak English less than "very well"	67	0.1%

Factor 2: The frequency with which LEP individuals come in contact with an MPO programs, activity, or service.

The four-factor analysis identified Spanish as the most significant language spoken by the LEP population in the Albany Urbanized Area. The LEP population will likely continue to increase and, as a result, the probability of increased future contact with AAMPO. To date, AAMPO has not received any formal requests by LEP individuals for language translation of any document or any requests for an interpreter at any public activity

Factor 3: The nature and importance of the program, activity, or service provided by the MPO to LEP community

The MPO uses federal funds to plan for and program transportation projects. Although MPO activities do not directly affect immediate access to vital, immediate or emergency assistance, such as medical treatment or services for basic needs, the impacts of transportation investments resulting from these planning activities affect all residents in the AAMPO planning area. The MPO considers the potential impacts of proposed transportation investments on underserved and underrepresented populations during MPO activities, including the development of the MPO's Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP), and Regional Transportation Plan (RTP).

The MPO must ensure that all segments of the population, including LEP persons, have been involved or have had the opportunity to be involved in evaluation and planning processes leading to transportation investments. To encourage involvement, MPO reaching out to stakeholder groups, maintains a public website and conducts other activities to build public understanding of the MPO and its activities. The MPO also encourages public involvement throughout the transportation planning process. The MPO is concerned with input from all stakeholders, and every effort is taken to make the transportation planning process as inclusive as possible.

Involvement by any citizen in AAMPO activities is voluntary and the MPO does not conduct activities requiring interested parties to complete applications, interviews or other activities prior to participation.

Factor 4: The resources available to the MPO and overall costs.

Given the size of the LEP population in the MPO area and current financial constraints, full multi-language translations of large transportation planning documents and maps is not warranted at this time. AAMPO will complete the actions listed below as part of its LEP outreach strategy.

Plan for Assisting Persons of Limited English Proficiency

AAMPO will complete the following ongoing actions as part of its LEP outreach strategy:

- Maintain a list of staff members who speak languages other than English. These individuals may be called upon to assist in working with community members who have limited English proficiency.
- As necessary; utilize professional translation and interpretation services.
- When issues or actions affect concentrated populations of non-English speaking people, place notices and announcements in appropriate community media, in applicable language(s). As identified in the 4-Factor analysis, the most prominent language spoken in the Albany Urbanized Area other than English is Spanish. Therefore, consideration should be given to translating notices and announcements into Spanish and placing the translated announcements in venues identified by representatives of the Spanish-speaking community.
- Include Title VI Nondiscrimination Statements (Appendix G) on the AAMPO website as well as in the MPO's Regional Transportation Plan (RTP), Transportation Improvement Program (TIP) and other planning and programming documents as applicable.
- Include on all meeting agendas a statement regarding accessibility of AAMPO meeting locations and a number to call for special accommodations, including interpretation services.
- Consider requests for language assistance from past meetings and events to anticipate the possible need for assistance at upcoming meetings.

Attachment 4: Albany Area MPO Title VI / Non-Discrimination Statement

ALBANY AREA MPO'S TITLE VI NOTICE TO PUBLIC ALBANY AREA MPO'S TÍTULO VI COMUNICACIÓN PÚBLICA

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**

Attachment 5: Discrimination Complaint Procedure

Introduction

The complaint procedures outlined herein apply to the Albany Area MPO and other primary recipients and sub-recipients of Federal financial assistance. These procedures cover discrimination complaints filed under Title VI of the Civil Rights Act of 1964, Civil Rights Restoration Act of 1987, Section 504 of the Rehabilitation Act of 1973, and other non-discrimination authorities relating to any program, services, or activities administered by the MPO and its sub-recipients, consultants, and contractors.

Complaints of alleged discrimination will be investigated by the appropriate authority. The option of informal mediation meeting(s) between the affected parties and the MPO's Title VI Coordinator may be utilized for resolution. Upon completion of each investigation, the MPO's Title VI Coordinator will inform every complainant of all avenues of appeal.

The purpose of these discrimination complaint procedures is to describe the process used by the MPO for processing complaints under Title VI of the Civil Rights Act of 1964, related statutes and authorities.

The Albany Area MPO will make every effort to obtain early resolution of complaints at the lowest level possible, and accepts both formal and informal complaints regarding its compliance with Title VI and related regulations. Informal complaints are those which have not been made in writing and not through the formal complaint process described herein. Informal complaints may be addressed and resolved directly by the MPO even if the MPO is identified in the incident.

Complaint Procedure

1. Any person who believes he or she, individually, as a member of any specific class, or in connection with any disadvantaged business enterprise, has been subjected to discrimination prohibited by Title VI of the Civil Rights Act of 1964, the American with Disabilities Act of 1990, Section 504 of the Vocational Rehabilitation Act of 1973, or the Civil Rights Restoration Act of 1987, as amended, may file a complaint with the Albany Area Metropolitan Planning Organization (AAMPO). A complaint may also be filed by a representative on behalf of such a person. All complaints will be referred to the AAMPO Title VI Coordinator for review and action.

All complaints, whether by a recipient of AAMPO funds or against AAMPO after initial investigation and with recommendations(s) for resolution, will be forward to the ODOT Office of Civil Rights (OCR) Title VI Officer or to the FHWA OCR. All Title VI and Environmental Justice Complaints are required to be submitted to FHWA for final determination where federal funding is utilized on projects.

2. In order to have the complaint considered under this procedure, the complainant must file the complaint no later than 90 days after:
 - a) The date of alleged act of discrimination; or

- b) Where there has been a continuing course of conduct, the date on which that conduct was discontinued.

In either case, AAMPO may extend the time for filing or waive the time limit in the interest of justice, as long as AAMPO specifies in writing the reason for so doing.

- 3. Complaints shall be in writing and shall be signed by the complainant and/or the complainant's representative. Complaints shall set forth as fully as possible the facts and circumstances surrounding the alleged discrimination. In the event a person makes a verbal complaint of discrimination to an AAMPO representative or staff, that person shall be interviewed by the AAMPO Title VI Coordinator. If necessary, the AAMPO Title VI Coordinator will assist the person in transcribing the complaint to written form and submitting the written version of the complaint to the person for signature. The complaint shall then be handled according to AAMPO's investigative procedures.
- 4. Complaints may be submitted to Theresa Conley, AAMPO Coordinator & Title VI Coordinator, through the following methods:
 - By Email: tconley@ocwcog.org
 - By Mail: Albany Area MPO Coordinator
Oregon Cascades West Council of Governments
1400 Queen Ave SE, Suite 205
Albany, OR 97322
 - By Phone: 541-924-4548
 - By Facsimile: 541-967-4651
- 5. Within 10 days, the AAMPO Title VI Coordinator will acknowledge receipt of the allegation, inform the complainant of action taken or proposed action to process the allegation, and advise the complainant of other avenues of redress available, such as the Oregon Department of Transportation (ODOT) and U.S. Department of Transportation (USDOT).
- 6. The AAMPO Title VI Coordinator will advise ODOT and/or USDOT within 10 days of receipt of the allegations. Generally, the following information will be included in every notification to ODOT and/or USDOT:
 - a) Name, address, and phone number of the complainant.
 - b) Name(s) and address(es) of alleged discriminating official(s).
 - c) Basis of complaint (i.e., race, color, national origin, or sex)
 - d) Date of alleged discriminatory act(s).
 - e) Date complaint received by the recipient.
 - f) A statement of the complaint.
 - g) Other agencies (local, state, or Federal) where the complaint has been filed.
 - h) An explanation of the actions AAMPO has taken or proposed to resolve the issue in the complaint.

6. Within 60 days, the AAMPO Title VI Coordinator will conduct an investigation of the allegation and based on the information obtained, will render a recommendation for action in a report of findings to the CED Manager. The complaint should be resolved by informal means whenever possible. Such informal attempts and their results will be summarized in the report of findings.
7. Within 90 days of receipt of the complaint, the AAMPO Title VI Coordinator will notify the complainant in writing of the final decision reached, including the proposed disposition of the matter. The notification will advise the complainant of his/her appeal rights with ODOT, or USDOT, if they are dissatisfied with the final decision rendered by AAMPO. The AAMPO Title VI Coordinator will also provide ODOT and/or USDOT with a copy of this decision and summary of findings upon completion of the investigation.

All complaints, whether by a recipient of AAMPO funds or against AAMPO after initial investigation and with recommendations(s) for resolution, will be forward to the ODOT Office of Civil Rights (OCR) Title VI Officer or to the FHWA OCR. All Title VI and Environmental Justice Complaints are required to be submitted to FHWA for final determination where federal funding is utilized on projects.

8. Contact information for the state and federal Title VI administrative jurisdiction is as follows:

Oregon Department of Transportation

Rebecca Williams, Title VI/EJ/ADA Program Manager
OCR Title VI Officer
Oregon Department of Transportation, Office of Civil Rights
355 Capitol St. NE
Salem, Oregon 97301

Phone: 503-986-3870

Oregon Division, Federal Highway Administration

530 Center St. NE, Suite 240
Salem, OR 97301

Phone: (503) 399-5749

Federal Transit Administration

Attention: Title VI Program Coordinator
Office of Civil Rights
East Building, 5th Floor - TCR, 1200 New Jersey Ave., SE
Washington, DC 2059

Attachment 6: Albany Area MPO Title VI Complaint Form

The Albany Area MPO, as a recipient of federal financial assistance, is required to ensure that all of its activities and any benefits from these activities are conducted in a manner consistent with Title VI of the Civil Rights Act of 1964, as amended. Any person who believes that he or she has been subjected to discrimination under any of AAMPO's programs or activities based on their race, color, national origin, limited English proficiency, sex, income, age or disability by file a written complaint with the MPO.

Complainant

Name: _____
Address: _____
City: _____ State: _____ Zip Code: _____
Telephone Number: _____

Person discriminated against (if other than the complainant)

Name: _____
Address: _____
City: _____ State: _____ Zip Code: _____
Telephone Number: _____

Were you discriminated against because of your:

- Race
- Color
- Sex
- Other _____
- National Origin
- Age
- Disability

Date and Time of Alleged Incident: _____

Explain as clearly as possible what happened and how you were discriminated against. Indicate who was involved and any MPO projects, plans or programs that may have led to the situation you are describing. Be sure to include the names and contact information of any witnesses. If more space is needed, please use additional pages.

Have you filed this complaint with any other federal, state or local agency or with any court?

- Yes No

If yes, check and identify all that apply:

- Federal Agency _____
 Federal Court _____
 State Agency _____
 State Court _____
 Local Agency _____

Please provide information for a contact person at the Agency or Court where the complaint was filed.

Name: _____

Address: _____

City, State, & Zip Code: _____

Telephone Number: _____

Please sign below. You may attach any additional written materials or other information you believe is relevant to your complaint.

Signature _____

Date _____

Please submit this signed form to and any attachments to:

Albany Area MPO Title VI Coordinator
Oregon Cascades West Council of Governments
1400 Queen Ave SE, Suite 205
Albany OR 97322

Oregon Department of Transportation Office of Civil Rights

Sub-recipient Title VI Program Review

Albany Area MPO (AAMPO)



November 1, 2017

Prepared by:

Rebecca Williams, Title VI/EJ/ADA Program Manager
Oregon Department of Transportation, Office of Civil Rights

AAMPO

Title VI Review Final Report

November 1, 2017

AAMPO Title VI Program Review Report November 1, 2017 1

Introduction 2

Scope/Methodology 3

Summary of Key Observations..... 3

Title VI Program – Key Observations 3

1. Civil Rights Organization and Staffing 4

2. Program Plans/Documents: 4

3. Program Implementation – Policies and Procedures: 4

4. Data Collection and Analysis:..... 4

Americans with Disability Act (ADA)..... 5

Environmental Justice (EJ) 6

Limited English Proficiency (LEP) 7

Recommendations: 7

Conclusion 7

Appendix A 9

Scorecard 10

Appendix B 11

Letter 11

Appendix C 17

Questions..... 18

AAMPO Title VI Program Review Report November 1, 2017

Introduction

The U.S. Department of Transportation requires Oregon and its federal aid sub-recipients to comply with various non-discrimination laws and regulations, including Title VI of the Civil Rights Act of 1964. In order to meet these assurances, federal regulations require state highway agencies, such as Oregon Department of Transportation (ODOT), to perform audits of its federal aid sub recipients under 23 CFR 200.9 (b)(7).

On July 18, 2017 Rebecca Williams, from ODOT's Office of Civil Rights (OCR) conducted an on-site compliance review of Albany Area Metropolitan Planning Organization (AAMPO). The AAMPO which is located in the Willamette Valley is positioned at the foot of the Oregon Coast Range and comprises some of the most fertile and lush farmland in the Northwest. Stretching from just below the Oregon-Washington border to the city of Eugene, the Willamette Valley has long been considered the heartland of Oregon. The AAMPO falls under the umbrella of Oregon Cascades West Council of Governments (OCWCOG) which serves two counties in the Valley, Benton and Linn, which contain the regions two biggest cities, Corvallis and Albany, as well as Oregon State University, 18 smaller and diverse jurisdictions, including Lebanon and Philomath, and a multitude of housing, school, dining, and shopping options. OCWCOG also serves Lincoln County.

OCWCOG is located in the southern tip of the Valley and a one hour drive to Portland and 40 minutes to Eugene – the region's major airports and gateways; and, a twenty minute drive to Salem, Oregon's State Capitol, where many of OCWCOG funding agencies and partners are found. The Southern Willamette Valley is best known for its agriculture and its innovation, which include a flourishing wine industry, innovation accelerators, a growing start-up culture, high-tech industry and access to tens of thousands of students, professionals, and entrepreneurs affiliated with Oregon State University, Samaritan Health Systems, Linn-Benton Community College, Hewlett-Packard, the U.S. Department of Energy, and hundreds of other businesses, non-profits, agencies, and community partners. The Valley is divided into two distinct wine appellations, both known for their rich and robust Pinot Noir and exceptional Pinot Gris. Hazelnuts, raspberries, blackberries, and Christmas trees, are major exports of the Willamette Valley.

The purpose of the compliance review was to determine the extent to which AAMPO has met its general obligations and commitments with respect to Title VI implementation in its transportation activities. Furthermore, these reviews help identify areas where OCR can provide technical assistance and make recommendations regarding areas identified as needing improvement. Information gathered from our compliance reviews will be used to enhance the ideas and processes throughout the State. This report reflects the key findings and key observations from our on-site visit.

There may be areas of compliance indicated in this review as “**Meets All Expectations**” where the comments state that an update or more work is needed. This may appear contradictory, however due to recent guidance from the Federal Highway Administration, the Local Agency Guidelines (LAG) Manual will be updated in late 2017 to require all ODOT subrecipients that receive Federal Funds to complete a Title VI Plan for ODOTs approval. The Title VI Plans will be due to ODOT tri-annually, including an LEP Plan. It will no longer be compliant to sign off on ODOTs assurances or use ODOTs OCR Title VI Plan verbatim. The Annual Accomplishments Report (AAR) will now be required to be submitted to ODOTs OCR on a yearly basis. It will no longer be compliant to keep an AAR on file without submitting it for acknowledgement by ODOT. In fairness to ODOTs subrecipients, until the LAG Manual is updated, those following the older version of the LAG Manual will not be found in non-compliance.

Scope/Methodology

The scope of the AAMPO review involved Public Involvement, Diversity and Inclusion, EEO and Employment Services, ADA, Transportation Planning, Environmental Justice, Limited English Proficiency (LEP), complaint procedures, training and accomplishments. The OCR Title VI Coordinator examined AAMPO's vital documents, policies, and procedures as well as provided input regarding updating the cities Title VI and Title II ADA Transition Plan's. An interview was conducted that included Rebecca Williams OCR Title VI Coordinator and Tarah Campi, Community and Economic Development Planner/AAMPO Coordinator to evaluate how AAMPO incorporates the FHWA Title VI requirements into its transportation planning.

The OCR Title VI Coordinator reviewed and discussed the following documents:

- AAMPO website
- Survey Response Questions document
- Training strategy
- Title VI Complaint Process
- ADA Complaint Process
- Title II ADA Transition Plan
- Language Access Policy (LEP Plan)
- Public Outreach
- Data Analysis
- Translation resources

A number of tools were used to aid in information gathering, organization and analysis. These tools included:

- The **Initiation letter**, informing AAMPO of the upcoming review and detailing the goals, process and scope of the review;
- A **Survey Questionnaire** requesting information concerning program review areas;
- A **Scorecard** with rating criteria range of "Exceeds Expectations" (overall performance exceeds the expected level), "Meets All Requirements" (overall performance is at the expected level), "Needs Improvement" (overall performance falls below expected levels) served as an assessment tool that allowed us to collect information and determine the effectiveness of the Title VI Program;
- A **Final Report**, containing ODOT's observations, scores, accomplishments and recommendations.

Summary of Key Observations

Title VI Program – Key Observations

Title VI of the Civil Rights Act of 1964 states that, "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 review revealed the following key observations:

1. Civil Rights Organization and Staffing

The Community and Economic Development Planner/AAMPO Coordinator also have the Title VI responsibilities, while the OCWCOG Deputy Director is the designated as the ADA Coordinator. The Title VI Coordinator position reports and has direct access to, the OCWCOG Deputy Director.

Score: Meets All Requirements

2. Program Plans/Documents

AAMPO has a **Regional Transportation Plan, Transportation Improvement Program, annual list of obligated projects, Unified Planning Work Program, Title VI Complaint Process, and Title VI Plan** completed. The county is working towards the completion of their **ADA Title II Transition Plan**.

Score: Meets All Requirements

*No ADA Plan. An ADA Plan is not a requirement of Title VI Reviews

3. Program Implementation – Policies and Procedures

The AAMPO follows Title VI and related legislation which include Americans with Disabilities Act of 1990, Section 504 of the Rehabilitation Act of 1973, Environmental Justice-Executive Order 12898, Age Discrimination Act of 1975, Federal Aid Highway Act of 1973, The Civil Rights Restoration Act of 1987 and Limited English Proficiency – Executive Order 13166.

Score: Meets All Requirements

4. Data Collection and Analysis:

The AAMPO utilizes a variety of approaches to collect demographic information on Title VI, EJ, LEP and low income populations. Some of the tools include; United States Census and the Environmental Protection Agency (EJ Screen).

Score: Meets All Requirements

*It is helpful to look at data from local schools within a project area.

5. Complaint Procedures

The AAMPO has an easily accessible complaint process in place. The Complaint form with instructions is available on the AAMPO website. Information on how to contact the Title VI Coordinator is posted in the same area as the Complaint form.

Score: Meets All Requirements

6. Training

AAMPO staff members have attended “Incorporating Social Equity into Regional Planning and Project Development” session during the “New Thinking for a New Era” Symposium at Portland State University during the first quarter of the year. In the fourth quarter “Workplace Diversity” compliance training through City-County Insurance services was attended by staff.

Staff will continue to stay engaged with ODOT’s ADA settlement and potential implications for regional planning efforts and would like to be informed of any ADA training becomes available.

Score: Meets All Requirements

Americans with Disability Act (ADA)

The evaluation of sub-recipient ADA programs is based on Section 504 of the Americans with Disabilities Act. It states that, “...no qualified individual with a disability in the United States shall be excluded from, denied the benefits of, or be subject to discrimination under” any program or activity that receives Federal financial assistance, or is conducted by any Executive agency. ADA is a civil rights statute (1990) prohibiting discrimination against people with disabilities in all aspects of life, including transportation. Title II of the ADA prohibits discrimination based on disability by public entities. Title II extends the nondiscrimination mandate to Section 504 to all public entities, ***regardless of funding status.***

AAMPO does not have a current ADA Title II Transition Plan. An application was submitted to Transportation and Growth Management (TGM) at ODOT and the Oregon Department of Land Conservation and Development (DLCD) in 2016 for funding to begin work on their ADA Title II Transition Plan. However, the application was not selected for funding. The AAMPO will continue to seek grant funding when the opportunity arises and is interested in any assistance that may become available through ODOT.

Environmental Justice (EJ)

The overarching principles of environmental justice (EJ) include: To avoid, minimize, or mitigate high and adverse impacts to the human environment and to ensure fair and full participation and to prevent the denial of benefits to minority and low-income populations. Executive Order 12989 states “each...agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” The goals should be achieved throughout transportation planning, project development, and through all public participation outreach efforts of federally funded recipients.

The goal of environmental justice is to ensure all segments of the population are involved in the planning process. Part of this responsibility involves evaluating the impact of proposed transportation investments on historically underserved and underrepresented segments of the community and ensuring that these individuals have a meaningful opportunity to be a part of the transportation planning process.

As a recipient of federal funds, AAMPO is responsible for integrating Environmental Justice (EJ) into its Title VI program and transportation planning activities. The following are examples of questions that should be asked when determining whether meaningful participation is being achieved:

- How will the public participation process reach low income and minority populations?
- What information should be disseminated that will adequately apprise the public transportation projects?
- Is the public involved early in the planning process?
- Is collected public input relayed to public officials and the proper decision makers?
- Are specific public contributions addressed in transportation policies?

Title VI and the associated EJ principles call for evaluation of potential negative impacts that may disproportionately affect minority or low income populations.

Examples of AAMPO’s current outreach and inclusion efforts include:

- Extensive Public Outreach on amending framework for Regional Transportation Plan and Transportation Improvement Program,
- Began work on AAMPO’s Demographic Profile, including demographic data regarding participants in, and beneficiaries of, MPO planning and programming efforts,
- Translated meeting accommodation and complaint language into Spanish for use on the website agenda’s,
- Included Title VI/Non Discrimination notices in applicable documents and on the AAMPO website,
- Made improvements on AAMPO’s website to include additional Spanish-language information and posted meeting minutes for the public,

- Continued outreach to local stakeholders in an effort to build an ‘interested parties’ list

Score: Exceeds Expectations in this area

Limited English Proficiency (LEP)

The evaluation AAMPO standards for Limited English Proficiency (LEP) services derives from Executive Order 13166 which states that each agency is to examine the services they provide, identify any need for services to those with limited English proficiency (LEP), and develop and implement a system to provide those services to LEP persons so that they have meaningful access to them.

The key to providing meaningful access for LEP persons is to ensure effective communication exists between the service provider and the LEP person. AAMPO has translated some vital documents in to Spanish and has made them available on their website. AAMP also offers translation and interpretation assistance when necessary. However, a complete LEP Plan was not available and will need to be submitted along with the updated Title VI Plan to meet full compliance in the future.

Score: Meets All Requirements

*AAMPO is being given additional time to complete an LEP Plan

Recommendations

- Continue to work towards compliance with an ADA Title II Transition Plan, and
- Create an LEP Plan as required by Executive Order 13166.

Conclusion

AAMPO’s public outreach process for its Regional Transportation Plan is a core work area currently; it has incorporated extensive public outreach, including providing information to the region’s Senior Services Advisory Council, Disability Services Advisory Council, and groups representing minority populations. AAMPO is proactive in ongoing communication with stakeholders and public notifications of its meetings, which follow public meetings laws for accommodations. AAMPO also reviews its website and printed materials regularly from a health-literacy perspective, ensuring that design, fonts, and content are accessible.

As recommended the AAMPO should look at continuing to move forward with their work towards a compliant ADA Title II Transition Plan. The updated Title VI Plan and complaint process will be due in 2018 and the Annual Accomplishments Report is due to the Office of Civil Rights on a yearly basis.

The review guidelines stipulate that subrecipients have 90 days to come in to compliance with Federal and State regulations when found to be in noncompliance. The OCR finds AAMPO is compliant at this time with Title VI. However, the work on an LEP Plan will need to begin soon so that it is ready with the next submission of AAMPO's Title VI Plan.

It was a pleasure to meet the dedicated staff at AAMPO. I am looking forward to working alongside the staff to ensure compliance and equity for Title VI, LEP and EJ communities.

Sincerely,

Rebecca J. Williams
Office of Civil Rights M-23
Title VI/EJ/ADA Program Manager
3930 Fairview Industrial Drive SE
Salem, OR 97302-1166
Office: 503-986-3870
Cell: 971-239-9438
Fax: 503-986-6382
Rebecca.J.Williams@odot.state.or.us

Appendix A

MPO Scorecard



Title VI Program Review Scorecard

AAMPO

Key: E = Exceeds Expectations in this area M = Meets Expectations in this area
 N = Needs improvement in this area

Review Area	Comments	score
Program Management Role of the Coordinator Access To Director	The Title VI Coordinator has direct access to the Director.	M
Program Implementation:		
Transportation Decision Making/ Planning EJ, LEP, Title Vi, ADA, Demographics	AAMPO has a Title VI Plan that will need updated in 2018 and will be working toward a new ADA Title II Transition Plan. They will also be working on an LEP Plan.	M
Public Involvement Engaging stakeholders Targeting Protected Populations Documentation public involvement & public participation	The AAMPO has done some extensive public outreach and put together a very detailed public involvement summary.	E
Monitoring:		
Data Collection: Collection & Analysis Board and Committee Compositions	AAMPO does not gather demographic information about its Policy Board and Technical Advisory Committee members. They do work proactively in their recruitment practices. However, data collection on Board Members is a requirement and is something will need to happen in the future.	N
Improving Access for Contractors:		
Complaint Procedures:	A complaint procedure is in place that meets requirements.	M
Training: Internal/External	AAMPO has conducted the required training during this reporting period.	M
Accomplishments	AAMPO stands out in the area of public outreach. Spanish translation for vital documents is available on materials and on the website.	M
Publications/Guidance Title VI Plan (Nondiscrimination policy) Annual Accomplishment Report (on file)	AAMPO has a current Title VI Plan and Annual Accomplishments Report.	M

Appendix B

Notice of Review Letter & Schedule



Oregon

Kate Brown, Governor

Department of Transportation

Office of Civil Rights, MS 23

Industrial Drive SE

Salem, OR 97302-1166

Phone: (503) 986-4350

Fax: (503) 986-6382

June 13, 2017

Tarah Campi
 Community and Economic Development Planner
 Oregon Cascades West Council of Governments
 1400 Queen Avenue SE, Suite 205A
 Albany, OR 97322

RE: Albany Area MPO Title VI Audit

Dear Ms. Campi:

The Oregon Department of Transportation (ODOT) Office of Civil Rights (OCR) will be conducting a Title VI Audit of Albany Area MPO. The purpose of this letter is to provide information regarding the schedule, scope, and process of the audit. ODOT's Title VI Program designed these audits to be an informative and instructive experience. We are confident that with your cooperation and participation, the audit will be a success.

The U.S. Dept. of Transportation requires state transportation agencies and their federal aid sub-recipients to comply with various non-discrimination laws and regulations, including Title VI of the Civil Rights Act of 1964. Title VI requires that federal aid recipients assure that no person shall, on the basis of race, color, national origin or gender, be excluded from participation in, be denied the benefits of, or be otherwise subject to discrimination under any federally assisted program or activity. Pursuant to 23 CFR 200 (9) (b) (7), as part of its oversight obligations, state highway agencies, such as ODOT, are required to perform compliance audits of its federal aid sub-recipients to determine whether there are any findings of non-compliance.

Compliance audits can deter discrimination and encourage accurate record keeping techniques. They also provide an opportunity for ODOT to provide education and technical assistance to recipients. The goal of this audit is two-fold: 1) to learn how the agency can better assist local agencies and MPO's in meeting their Title VI responsibilities and 2) to provide insight and guidance that fosters better community service and reduces the local agency risk to Title VI complaints.

In selecting recipients for audit, OCR applied a neutral system of assessing population size, diversity within population areas, the likelihood of Title VI impact and receipt of federal funds. The ODOT Title VI office has made the commitment to audit sub-recipients yearly on a random basis and according to highest populations served. Based on these criteria, Albany Area MPO was selected for an on-site review. On **July 18, 2017 at 10:00 am**, ODOT's Title VI staff plans to visit the Albany Area MPO office to interview staff and review documents regarding the implementation and administration of the Title VI program.

We ask that you determine the individuals that should be interviewed during our audit, coordinate the employee schedules, and suggest times that will allow us to conduct the interviews during the course of our visit. The ODOT's OCR

2017 Title VI Sub-Recipient Review Notification Letter, Schedule, and Authorities

1

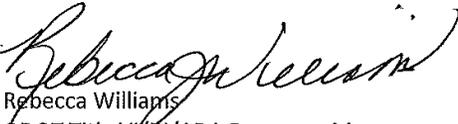
will make every effort to accommodate the proposed schedules however; **all interviews must be completed by 5:00 pm Tuesday, July 18, 2017 at 5:00 pm.**

A detailed **Schedule of Events** is attached to this letter. The Schedule of Events identifies the OCR staff conducting the review, the review process, and the staff selected for interviews from Albany Area MPO. We provide you this information in order to remain as transparent and as inclusive as possible. The Office of Civil Rights can work with you on a day and time that works for you if the proposed schedule does not work. Those that should be invited to the interview should include the Title VI Officer, ADA Coordinator and the Transportation Manager. If appropriate, any supervisory or other staff that you feel can best answer questions and talk about the great things that are happening in your community.

Thank you in advance for your participation during this process. The spirit behind Title VI is one of combined efforts of collaboration, good faith, and cooperation in addressing the disparities within our society. Compliance under Title VI will help strike a balance between Oregon's transportation projects and the needs of the community that we serve.

Please contact Rebecca Williams, Title VI/EJ/ADA Program Manager, with your proposed interview schedule. Should you have any questions or concerns, please do not hesitate to contact our office. We look forward to working with you.

Sincerely,



Rebecca Williams
ODOT Title VI/EJ/ADA Programs Manager
Office of Civil Rights MS23
3930 Fairview Industrial Drive SE
Salem, OR 97302-1166
Office: 503-986-3870
Fax: 503-986-6382
Email: Rebecca.J.Williams@odot.state.or.us



Oregon

Kate Brown, Governor

Department of Transportation

Office of Civil Rights, MS 23
 3930 Fairview Industrial Drive SE
 Salem, OR 97302-1166
 Phone: (503) 986-4350
 Fax: (503) 986-6382

Oregon Department of Transportation
 Office of Civil Rights
 Title VI Program
 Schedule of Events for Title VI On-Site Review
 July 18, 2017

ODOT's Office of Civil Rights (OCR) wants the 2017 review of your agency to be one of collaboration and cooperation. Our goals for this process are to better serve Oregonians, preserve future federal funding, and continually improve our relationships with the local agencies as we strive to make Oregon a leader in Title VI awareness and implementation.

Review Team:

The Title VI audit team consists of Rebecca Williams Title VI/EJ/ADA Programs Manager, of the Office of Civil Rights.

Scope:

The interview process of the audit will include questions pertaining to transportation activities and the general Title VI activities managed by Albany Area MPO. We will be asking to speak with the manager of your transportation division, the Title VI Coordinator, and any other staff responsible for Title VI administration.

We will also be reviewing the following policies and documentation:

- The Title VI plan;
- The complaint process;
- Public outreach/involvement efforts;
- Documentation procedures for Title VI actions;
- Public involvement plans and strategy;
- Partnerships with minority and underrepresented groups;
- The composition of planning boards and commissions;
- Consultant contract activities;
- Training available and utilized;
- Presence and accessibility in the community;
- How well actions and policies align with your agency's statements and plans; and
- Each department's plan, goals, and actions to integrate Title VI concepts into its operation areas (e.g. planning, project development, construction, central services, legal or any other major department within your division's organization scheme)

We are aware of and sensitive to the fact of increasingly heavier workloads and fewer employees. To facilitate the compliance audit, please prepare in advance and provide access to documents that pertain to the previously mentioned activities and procedures.

Additionally, please provide us with a proposed time that is the least disruptive to the interviewees' schedule.

To provide context and a clearer expectation, we have additionally provided a format of the audit process.

1. **June 14, 2017:** Letter of Notification, Schedule of Events, and Questionnaire distributed to agency The Questionnaire should be completed and returned to ODOT by email or US Postal Service no later than June 30, 2017.
2. **July 18, 2017:** On-site audit
3. **September 18, 2017:** OCR sends a Final Report with its specific findings, observations, recommendations to the local agency.

The Final Report provides the recipient with a complete overview of its Title VI program, findings of fact, recommendations, and compliance status. It will explain any required actions or recommendations and may provide some additional methods for improving your program.

Following the results of the final report, the agency may be required to make corrections or additions to their program.

4. OCR will notify the recipient of any findings of noncompliance. The recipient is responsible for taking **corrective action** to overcome any deficiencies within **90 days of notice**.

OCR is committed to providing any guidance or assistance needed and will continue to monitor the agency's steps in completing the necessary changes.

Oregon Department of Transportation
Office of Civil Rights
Title VI Program
Authorities

ODOT and the OCR are required to perform Title VI audits of its sub recipients of federal aid under the following authorities:

- 23 Code of Federal Regulations (CFR), Part 200
- 49 CFR, Part 21
- United States Department of Transportation (USDOT) Federal Transportation Administration (FTA) Circular (C) 4704.1, Equal Employment Opportunity Program Guidelines for Grant Recipients and C 4702.1A, Title VI Program Guidelines for Federal Transit Administration Recipients
- USDOT Order 5610.2, Order to Address Environmental Justice in Minority Populations and Low-Income Populations
- Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations
- EO 13166, Improving Access to Services for Persons with Limited English Proficiency
- Director's Policy Number 21, Environmental Justice
- Director's Policy Number 28, Title VI of the Civil Rights Act of 1964 and Related Statutes.

Please contact OCR with any additional questions. We look forward to working with you.

Appendix C

Questions

**Oregon Department of Transportation
Office of Civil Rights**

Title VI Compliance Questionnaire

Audit Team: Rebecca Williams
Sub-recipient: Albany Area MPO

*Please indicate name and title of person completing form: **Tarah Campi, Community and Economic Development Planner, Oregon Cascades West Council of Governments (OCWCOG). This form completed 6/29/17.***

Legend:
ADA: Americans with Disabilities Act
LEP: Limited English Proficiency
EJ: Environmental Justice
DBE: Disadvantaged Business Enterprise

Purpose: This questionnaire is designed to extract information relevant to the Title VI Compliance review for the 2016-2017 reporting period. A prior assessment of the submitted responses ensures that efficiency is maintained while conducting the on-site review.

A. General Program Management

1. What office or section within the MPO is responsible for Title VI issues?
 - a. Provide the name and contact information responsible for the Title VI Program

<p>Tarah Campi, Community and Economic Development Planner / AAMPO Coordinator tcampi@ocwcog.org, 541-924-8480 1400 Queen Ave. SE, Suite 2015A, Albany OR 97322</p>

2. Does the MPO maintain a current ADA Transition Plan?
 - a. Is there an individual designated as the ADA Coordinator?
 - b. Describe the procedure for handling ADA requests or complaints.

Tarah Campi, Community and Economic Development Planner / AAMPO
 Coordinator
 tcampi@ocwcog.org, 541-924-8480
 1400 Queen Ave. SE, Suite 2015A, Albany OR 97322

Tarah Campi oversees ADA-related work for AAMPO on an interim basis while an AAMPO Coordinator recruitment process is ongoing (the former AAMPO manager departed in March 2017). The OCWCOG Deputy Director is the ADA Coordinator for the agency.

AAMPO submitted a grant application to the Transportation and Growth Management (TGM) program at the Oregon Department of Transportation

Albany Area MPO Page 1 of 8

(ODOT) and the Oregon Department of Land Conservation and Development (DLCD) in 2016; it was denied. AAMPO partnered with Linn County Public Works staff on preliminarily drafting a 2017 application, but the County ultimately did not submit it.

AAMPO has a Discrimination Complaint Procedure document and accompanying complaint form available to the public and published on the AAMPO website (www.ocwcog.org/transportation/aampo/aampo-title-vi-program). Any person who believes he or she has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with AAMPO. Additionally, any person or group may also file a general complaint related to any transportation planning or programming of AAMPO. All complaints, whether by a recipient of AAMPO funds or against AAMPO, after initial investigation and with recommendations(s) for resolution, will be forward to the ODOT Office of Civil Rights Title VI Officer or to the FHWA Office of Civil Rights. All Title VI and Environmental Justice Complaints are required to be submitted to FHWA for final determination where federal funding is utilized on projects.

B. Transportation Decision Making/Planning

1. What methods does the MPO use to collect demographic data to identify Title VI, EJ, LEP, and low-income populations?

(ODOT) and the Oregon Department of Land Conservation and Development (DLCD) in 2016; it was denied. AAMPO partnered with Linn County Public Works staff on preliminarily drafting a 2017 application, but the County ultimately did not submit it.

AAMPO has a Discrimination Complaint Procedure document and accompanying complaint form available to the public and published on the AAMPO website (www.ocwcog.org/transportation/aampo/aampo-title-vi-program). Any person who believes he or she has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with AAMPO. Additionally, any person or group may also file a general complaint related to any transportation planning or programming of AAMPO. All complaints, whether by a recipient of AAMPO funds or against AAMPO, after initial investigation and with recommendations(s) for resolution, will be forward to the ODOT Office of Civil Rights Title VI Officer or to the FHWA Office of Civil Rights. All Title VI and Environmental Justice Complaints are required to be submitted to FHWA for final determination where federal funding is utilized on projects.

Data from the United States Census as well as the United States Environmental Protection Agency is utilized.

2. Indicate any projects that were identified as posing a negative impact on traditionally underrepresented populations?
 - a. What mitigation efforts were considered and how did they affect the project plan?
 - b. Are procedures for mitigation measures included in environmental and planning documents and agreements?

(ODOT) and the Oregon Department of Land Conservation and Development (DLCD) in 2016; it was denied. AAMPO partnered with Linn County Public Works staff on preliminarily drafting a 2017 application, but the County ultimately did not submit it.

AAMPO has a Discrimination Complaint Procedure document and accompanying complaint form available to the public and published on the AAMPO website (www.ocwcoq.org/transportation/aampo/aampo-title-vi-program). Any person who believes he or she has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with AAMPO. Additionally, any person or group may also file a general complaint related to any transportation planning or programming of AAMPO. All complaints, whether by a recipient of AAMPO funds or against AAMPO, after initial investigation and with recommendations(s) for resolution, will be forward to the ODOT Office of Civil Rights Title VI Officer or to the FHWA Office of Civil Rights. All Title VI and Environmental Justice Complaints are required to be submitted to FHWA for final determination where federal funding is utilized on projects.

Data from the United States Census as well as the United States Environmental Protection Agency is utilized.

No projects are identified as posing a negative impact on underrepresented populations.

Environmental justice is addressed in AAMPO's Title VI program (www.ocwcoq.org/transportation/aampo/aampo-title-vi-program/)

Albany Area MPO Page 2 of 8

3. Describe any considerations made with respect to Tribal government involvement and reservation road issues if any.

No Tribal governments are located in the AAMPO area.

C. Public Involvement

1. What is the demographic composition of any citizen advisory boards and/or commissions?

- a. What efforts are in place to encourage membership/representation from traditionally underrepresented populations (i.e. minority, women, and low-income participations)?

No Tribal governments are located in the AAMPO area.

AAMPO does not gather demographic information about its Policy Board and Technical Advisory Committee members.

AAMPO works proactively to engage diverse and traditionally underrepresented populations, including coordinating with the region's Disability Services Advisory Council, Social Services Advisory Council, Albany Human Relations Commission, Linn Benton Health Equity Alliance (bilingual Spanish-English representation), Linn Benton Hispanic Advisory Committee, and Medicaid recipients.

- 2. Of the projects planned during the reporting period, how many were associated with a public involvement or public outreach event (i.e. hearings, meetings, open houses)?

- a. Explain how public outreach differs based on the type impacts associated with each project.
- b. Describe the public outreach/involvement efforts targeted to traditionally underrepresented group (protected populations) and outcomes.

No Tribal governments are located in the AAMPO area.

AAMPO does not gather demographic information about its Policy Board and Technical Advisory Committee members.

AAMPO works proactively to engage diverse and traditionally underrepresented populations, including coordinating with the region's Disability Services Advisory Council, Social Services Advisory Council, Albany Human Relations Commission, Linn Benton Health Equity Alliance (bilingual Spanish-English representation), Linn Benton Hispanic Advisory Committee, and Medicaid recipients.

During the reporting period (July 1, 2016 to June 30, 2017), AAMPO held several public outreach events and hearings, as detailed here:

Quarter 1 (July 1 – Sept. 30, 2016):

- **Public hearing on amending framework of Regional Transportation Plan, and Transportation Improvement program, preceded by a 20- day public comment period. Included email notification to stakeholders, legal notification, press notification, and website**

Albany Area MPO Page 3 of 8

- Posting.**
- **Attended “Incorporating Social Equity into Regional Planning and Project Development” session during the “New Thinking for a New Era” Symposium**
 - **Began work on AAMPO Demographic Profile, including demographic data regarding participants in, and beneficiaries of, MPO planning and programming efforts.**
 - **Began work on Title VI / Non-Discrimination Plan monitoring report**
 - **Translated meeting accommodation and complaint language into Spanish for use on website and agendas.**
 - **Continued outreach to transportation disadvantaged stakeholders.**
 - **Included Title VI /Non-Discrimination notices in applicable documents and on the AAMPO website. No Title VI complaints were received.**
 - **Participated in technical committees for Linn County and Benton County Public Transit - Human Services Coordinated Plans**
 - **Provided technical support for Travel Training project, conducted by Cascades West Rideline (Medicaid non-emergent medical transportation program). Outcomes include informational interview and preparation of GIS map of common destinations of Rideline clients in relation to Albany Transit routes .**

Quarter 2 (Oct. 1, 2016 – Dec. 31, 2016):

- **Made improvements to AAMPO website including additional Spanish-language information, identification of new banner photos, and more clearly posted meeting minutes; maintained up to date documents on AAMPO website, including UPWP, TIP, RTP-related materials, and meeting materials**
- **Continued outreach to local stakeholders in an effort to build ‘Interested Parties’ list**
- **Initiated research on public outreach protocols for major and minor RTP and TIP amendments**

- **Incorporated additional Spanish-language information onto the AAMPO website, including information about meeting accommodations and complaint processes.**
- **Included Title VI /Non-Discrimination notices in applicable documents and on the AAMPO website. No Title VI complaints were received.**

Quarter 3 (Jan. 1, 2017 – March 31, 2017):

- **Incorporated additional Spanish-language information onto the AAMPO website, including information about meeting accommodations and complaint processes.**

Albany Area MPO Page 4 of 8

- **Maintained up to date documents on AAMPO website, including UPWP, TIP, RTP-related materials, and meeting materials**
- **Worked with RTP Public Engagement consultant on robust outreach schedule to AAMPO jurisdictions for the spring**
- **Included Title VI /Non-Discrimination notices in applicable documents and on the AAMPO website. No Title VI complaints were received.**
- **Participated in technical committees for Linn County and Benton County Public Transit - Human Services Coordinated Plans**

Quarter 4 (April 1, 2017 – June 30, 2016):

- **RTP Public Engagement including: City of Albany Bicycle and Pedestrian Advisory Committee, Millersburg City Council, interviews with key stakeholders including employers, Tangent Fire District, Jefferson Fire District, Linn Benton Community College student leadership, North Albany Neighborhood Association, and on-bus outreach to transit riders. Outcomes: Public input summary**
- **Included Title VI /Non-Discrimination notices in applicable documents and on the AAMPO website. No Title VI complaints were received.**

2. How does the MPO communicate its Title VI, ADA, EJ and LEP policies to underrepresented populations?

Outreach tactics have been referenced above and include website postings, MailChimp targeted email distributions, in-person presentations for community groups, stakeholder interviews, engagement with partner organizations, public meetings / hearings, press coordination, and legal notices, as well as coordination with staff and peers at regional and statewide agencies.

4. Describe the procedure for handling LEP requests.
 - a. Which documents were translated into other languages?
 - b. Does the MPO employ external translators?
 - c. Does the MPO maintain a working list of volunteer and certified staff that provide interpretation and translation services?
 - d. How are these services communicated to project managers and other front line staff?

Outreach tactics have been referenced above and include website postings, MailChimp targeted email distributions, in-person presentations for community groups, stakeholder interviews, engagement with partner organizations, public meetings / hearings, press coordination, and legal notices, as well as coordination with staff and peers at regional and statewide agencies.

Albany Area MPO Page 5 of 8

AAMPO's website (www.ocwcoq.org/aampo) includes significant portions translated in Spanish. Key RTP documents including the summary / timeline, public input surveys, and event posters are available in Spanish. The Oregon Cascades West Council of Governments (OCWCOG), which staffs AAMPO, has native Spanish-speaking staff available to help with Spanish-language calls, document translation, and in-person interpretation as needed. Therefore, AAMPO does not employ external translators. OCWCOG maintains a list of Spanish-speaking staff members which is made available to AAMPO staff and other OCWCOG managers and coordinators.

D. Monitoring

1. What monitoring and oversight activities did the MPO perform of its sub-recipients or contractors during this reporting period?

AAMPO's website (www.ocwcoq.org/aampo) includes significant portions translated in Spanish. Key RTP documents including the summary / timeline, public input surveys, and event posters are available in Spanish. The Oregon Cascades West Council of Governments (OCWCOG), which staffs AAMPO, has native Spanish-speaking staff available to help with Spanish-language calls, document translation, and in-person interpretation as needed. Therefore, AAMPO does not employ external translators.

OCWCOG maintains a list of Spanish-speaking staff members which is made available to AAMPO staff and other OCWCOG managers and coordinators.

AAMPO staff and OCWCOG staff (including financial-management and contract-management staff) provide direct oversight of all contractors, including regular check-in phone calls, email communications, and monitoring of reports and invoices.

E. Improving Accessibility to the MPO Programs

1. Explain how diversity is considered when hiring new staff or transferring current staff and/or bilingual staff.

a. Is there a designated EEO officer?

AAMPO's website (www.ocwcoq.org/aampo) includes significant portions translated in Spanish. Key RTP documents including the summary / timeline, public input surveys, and event posters are available in Spanish. The Oregon Cascades West Council of Governments (OCWCOG), which staffs AAMPO, has native Spanish-speaking staff available to help with Spanish-language calls, document translation, and in-person interpretation as needed. Therefore, AAMPO does not employ external translators.

OCWCOG maintains a list of Spanish-speaking staff members which is made available to AAMPO staff and other OCWCOG managers and coordinators.

AAMPO staff and OCWCOG staff (including financial-management and contract-management staff) provide direct oversight of all contractors, including regular check-in phone calls, email communications, and monitoring of reports and invoices.

OCWCOG is an affirmative action/equal opportunity employer. Applicants are considered for employment without regard to race, color, religion, gender, ancestry, national origin, age, sexual orientation, marital or veteran status, the presence of a non-job-related medical condition or disability, or any other legally protected status. OCWCOG maintains a list of bilingual staff.

OCWCOG's Deputy Director is the designated EEO officer.

2. What are the strategies for improving the diversity of employees for the next reporting period?

AAMPO's website (www.ocwcog.org/aampo) includes significant portions translated in Spanish. Key RTP documents including the summary / timeline, public input surveys, and event posters are available in Spanish. The Oregon Cascades West Council of Governments (OCWCOG), which staffs AAMPO, has native Spanish-speaking staff available to help with Spanish-language calls, document translation, and in-person interpretation as needed. Therefore, AAMPO does not employ external translators.

OCWCOG maintains a list of Spanish-speaking staff members which is made available to AAMPO staff and other OCWCOG managers and coordinators.

AAMPO staff and OCWCOG staff (including financial-management and contract-management staff) provide direct oversight of all contractors, including regular check-in phone calls, email communications, and monitoring of reports and invoices.

OCWCOG is an affirmative action/equal opportunity employer. Applicants are considered for employment without regard to race, color, religion, gender, ancestry, national origin, age, sexual orientation, marital or veteran status, the presence of a non-job-related medical condition or disability, or any other legally protected status. OCWCOG maintains a list of bilingual staff.

OCWCOG's Deputy Director is the designated EEO officer.

OCWCOG conducts broad recruitments following the guidelines noted above.

3. Describe the process for providing advanced public notice for public review and comment on key decisions, approvals, and amendments.

AAMPO provides notifications of key decisions, approvals, and amendments via its website, direct email notification to stakeholders, notification to the press including local newspapers, and legal notifications. When open houses are held, AAMPO ensures relevant staff members are present to address questions, and also provides public comment opportunities via mail, phone, and online to accommodate interested parties who are unable to attend in person. AAMPO also provides outreach at diverse locations / times to ensure accessibility by a wider range of residents.

F. Complaint Procedure

1. Were there any Title VI, ADA, EJ or LEP complaints lodged by beneficiaries or participants in this reporting period?
 - a. Is a documentation process in place to record complaints that did not rise to the level of formal complaint?
 - b. How does the MPO document these complaints that are informally resolved?

AAMPO provides notifications of key decisions, approvals, and amendments via its website, direct email notification to stakeholders, notification to the press including local newspapers, and legal notifications. When open houses are held, AAMPO ensures relevant staff members are present to address questions, and also provides public comment opportunities via mail, phone, and online to accommodate interested parties who are unable to attend in person. AAMPO also provides outreach at diverse locations / times to ensure accessibility by a wider range of residents.

No complaints were received, formal or otherwise. AAMPO would document any complaints by notifying its Policy Board and OCWCOG leadership. Also, all complaints, whether by a recipient of AAMPO funds or against AAMPO, after initial investigation and with recommendations(s) for resolution, will be forward to the ODOT Office of Civil Rights Title VI Officer or to the FHWA Office of Civil Rights. All Title VI and Environmental Justice Complaints are required to be submitted to FHWA for final determination where federal funding is utilized on projects.

G. Training

1. Report any nondiscrimination training attended by MPO staff during the reporting period.

AAMPO provides notifications of key decisions, approvals, and amendments via its website, direct email notification to stakeholders, notification to the press including local newspapers, and legal notifications. When open houses are held, AAMPO ensures relevant staff members are present to address questions, and also provides public comment opportunities via mail, phone, and online to accommodate interested parties who are unable to attend in person. AAMPO also provides outreach at diverse locations / times to ensure accessibility by a wider range of residents.

No complaints were received, formal or otherwise. AAMPO would document any complaints by notifying its Policy Board and OCWCOG leadership. Also, all complaints, whether by a recipient of AAMPO funds or against AAMPO, after initial investigation and with recommendations(s) for resolution, will be forward to the ODOT Office of Civil Rights Title VI Officer or to the FHWA Office of Civil Rights. All Title VI and Environmental Justice Complaints are required to be submitted to FHWA for final determination where federal funding is utilized on projects.

Quarter 1, "Incorporating Social Equity into Regional Planning and Project Development" session during the "New Thinking for a New Era" Symposium at Portland State University.

Quarter 4, completed Workplace Diversity compliance training through

Albany Area MPO Page 7 of 8

City-County Insurance Services.

2. Describe any identified areas where training is needed.

City-County Insurance Services.

Staff will continue to stay engaged with ODOT's ADA settlement and potential implications for regional planning efforts.

H. Accomplishments

1. Prepare to discuss any lessons learned or best practice concepts developed or integrated at Albany Area MPO.

City-County Insurance Services.

Staff will continue to stay engaged with ODOT's ADA settlement and potential implications for regional planning efforts.

AAMPO's public outreach process for its Regional Transportation Plan is a core work area currently; it has incorporated extensive public outreach, including providing information to the region's Senior Services Advisory Council, Disability Services Advisory Council, and groups representing minority populations. AAMPO is proactive in ongoing communication with stakeholders and public notifications of its meetings, which follow public meetings laws for accommodations. AAMPO also reviews its website and printed materials regularly from a health-literacy perspective, ensuring that design, fonts, and content are accessible.