

MEMORANDUM

Albany Area Metropolitan Planning Organization

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Future Model Scenarios

The following are the three future model scenarios staff have built, the Technical Advisory Committee has reviewed and edited (2/17/2022), and the Policy Board has reviewed and approved for use in the RTP (2/23/2022). Note that assumptions in the Trend Scenario, as the baseline scenario, are also included in the Increased Transit + Increased Walking and Bicycling Scenario and the State and Federal Policies Scenario. A fourth scenario was approved by the Policy Board (4/26/2023) at the Technical Advisory Committee's recommendation.

Preferred Scenario

Scenario 4 was chosen by the AAMPO Policy Board (4/26/2023) as their preferred model scenario for the 2023 RTP.

Approved Scenarios

1. *Trend Scenario*: This scenario serves as the baseline to measure outcomes against and assumes nominal transit investment over 20 years
 - *Assumptions*:
 - i. No significant capacity projects (i.e. highway widening)
 - ii. Projects currently funded on the MPO's MTIP are included
 - iii. Conditions based on adopted land use plans are included
2. *Increased Transit + Increased Walking and Biking Scenario*: This scenario would increase transit and the attractiveness of walking and bicycling
 - *Assumptions*:
 - i. Transit will expand geographically, at a minimum, to the long term scenario identified in [Albany Transit System's Transit Development Plan](#)
 - ii. Transit headways will be comparable to the bus rapid transit currently running in [Eugene](#) (bus arrives ~ 15 minutes along key routes)
 - iii. Walking and bicycling will become more attractive by provision of safer and more comfortable infrastructure
3. *State and Federal Policies Scenario*: This scenario focuses on changes that align with trends in state and federal policies, including DLCD's [Climate Friendly and Equitable Community Rulemaking](#) effort which focuses on meeting our State's climate pollution reduction goals. This scenario will model increased barriers to single occupancy vehicle use, such as road usage fees/taxes and parking fees.
 - *Assumptions*:
 - i. Assumptions will be finalized with TPAU and Tara Weidner, ODOT's Integrated Transportation Analysis Engineer
4. *Increased Transit, Walking, and Biking Scenario + State and Federal Policies Scenario*: This scenario is a combination of scenarios 2 and 3. It was requested for inclusion by the Technical Advisory Committee (4/20/2023) and approved by the Policy Board (4/26/2023). It was chosen as AAMPO's Preferred Scenario for the 2023 RTP.

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Scenario Model Findings

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

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

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

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Scenario 4 - Increased Transit, Walking, and Biking Scenario + State and Federal Policies Scenario			
Metric	Unit	2019	2043
VMT	Daily All vehicle roadway VMT	1,092,280.0	1,393,145.0
VMTperCap	Daily All vehicle roadway VMT/capita	17.3	16.7
VDHT	Delay hours (PM Peak)	692.0	1,144.0
VDHTperCap	Annual delay hours per Capita (PM Peak)	4.0	5.0
CongVMTby_Collector	Congested Roadway VMT (PM Peak)	411.0	2,939.0
CongVMTby_Freeway	Congested Roadway VMT (PM Peak)	0	15,754.0
CongVMTby_Local	Congested Roadway VMT (PM Peak)	43.0	42.0
CongVMTby_Minor Arterial	Congested Roadway VMT (PM Peak)	2,193.0	2,511.0
CongVMTby_Principal Arterial	Congested Roadway VMT (PM Peak)	1,546.0	3,224.0
CongVMTby_Ramp	Congested Roadway VMT (PM Peak)	958.0	1,025.0
Mode Split - All Trips		Sums to 100%	
Bike		5	16.0
Drive Alone		42	35.0
Shared Ride		45	38.0
Transit		1	1.0
Walk		8	10.0
Mode Split - Journey to Work		Sums to 100%	
Bike		2	19
Drive Alone		86	70
Shared Ride		10	7
Transit		0	1
Walk		2	3