



Albany Area Metropolitan Planning Organization

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

Technical Advisory Committee Meeting Thursday, August 17, 2023 9:00 am to 11:00 am

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

OCWCOG, Albany ABC Conference Room

1400 Queen Avenue SE, Albany

Via Teams by clicking [HERE](#)

Meeting ID: 262 017 376 794

Passcode: icKYpY

Mobile One Click Number

[+1 872 242 8088](#)

Phone Conference ID: 327 348 561#

Contact: Billy McGregor, bmcgregor@ocwcog.org

AGENDA

- | | | |
|----------------|--|--|
| 1 9:00 | Call to Order, Agenda Review, and Roll Call | Chair, Chris Cerklewski |
| 2 9:05 | Public Comments | Chair |
| 3 9:10 | Approve minutes of June 15, 2023 (Attachment A) | Chair |
| | <i>Action: Decision on minutes</i> | |
| 4 9:15 | Federal Aid Urban Boundaries and Federal Functional Classifications – Work session (Attachment B) Presentation from project staff followed by a work session featuring David Evans and Associates, Inc (DEA) | Andrew Mortensen, Davids Evans and Associates |
| | <i>Action: Review and suggest edits to FAUB/FCC Map</i> | |
| 5 10:00 | RTP Projects (Attachment C) An overview of projects developed for the RTP Preferred Scenario. | Staff, Nick Meltzer |
| | <i>Action: Concurrence with RTP Project List</i> | |
| 6 10:40 | STIP (Statewide Transportation Improvement Program) Staff Adjustment (Attachment D) Request to slip the preliminary engineering and construction phases to FFY24 for Project K21175, K22024, and K22040. | Staff, Billy McGregor |

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

Staff Adjustments are brought to the TAC for information and transparency purposes.

Action: *Informational*

- 7 10:45 Jurisdictional Updates/Other Business** **All**
 - AAMPO Staff - UPWP Annual Report (*Attachment E*)
 - Albany
 - Benton County
 - Jefferson
 - Linn County
 - Millersburg
 - Tangent
 - ODOT

- 8 11:00 Adjournment** **Chair**
 Next regularly scheduled meeting: September 21, 2023.

ATTENDENCE (FOR QUORUM PURPOSES)

| TAC Members | Jurisdiction | Attendance |
|----------------------------|-------------------------------------|------------|
| David Watkins | City of Jefferson | |
| Janelle Booth | City of Millersburg | |
| Chris Cerklewski (Chair) | City of Albany | |
| Joe Samaniego (Vice-Chair) | City of Tangent | |
| Daineal Malone | Linn County | |
| Gary Stockhoff | Benton County | |
| James Feldmann | Oregon Department of Transportation | |

Quorum Requirement: *Official action may be taken by the committee when a quorum is present. A quorum shall exist when the majority of voting members of the Committee are present. If a member of the TAC is unable to participate in a TAC meeting, that member may designate an alternate to participate in his/her place. The alternate shall declare their status at the start of the meeting.*

- AAMPO Technical Advisory Committee Bylaws, Section 6: Meetings, Subsection F: Quorum

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**Albany Area Metropolitan Planning Organization (AAMPO)
AAMPO TAC Virtual Meeting with Microsoft Teams Technology**

Thursday June 15, 2023

9:00 am – 11:00 am

DRAFT MINUTES

| TAC Members | Jurisdiction | Attendance |
|----------------------------|-------------------------------------|-------------------|
| David Watkins | City of Jefferson | Yes |
| Janelle Booth | City of Millersburg | Yes |
| Chris Cerklewski (Chair) | City of Albany | Yes |
| Joe Samaniego (Vice-Chair) | City of Tangent | No |
| Daineal Malone | Linn County | Yes |
| Gary Stockhoff | Benton County | No |
| James Feldmann | Oregon Department of Transportation | Yes |

Guests: Steve Harvey

Staff: Operations Supervisor Emma Chavez-Sosa, AAMPO Assistant Planner Billy McGregor, CAMPO Planner Corum Ketchum, and CED Administrative Assistant Ashlyn Muzechenko

| TOPIC | DISCUSSION | DECISION / CONCLUSION |
|--|--|--|
| 1. Call to Order, Agenda Review, Roll Call | Staff Billy McGregor conducted roll call after Chair Chris Cerklewski called the AAMPO TAC meeting to order. | Meeting called to order at 9:02am by Chair Chris Cerklewski |
| 2. Public Comments | There were no public comments presented at this time to the AAMPO TAC. | There were no public comments. |
| 3. Approve minutes of April 20, 2023 (Attachment A) Action: Decision on Minutes | There were no comments on the minutes. The April 20, 2023, meeting minutes were adopted by consensus of the AAMPO TAC members in attendance. | The April 20, 2023, meeting minutes were adopted by consensus of the AAMPO TAC members in attendance. |
| 4. RTP Project Solicitation Action: <i>Information and Discussion</i> | Staff Billy McGregor shared the AAMPO Regional Transportation Plan (RTP) interactive map which allows users to follow provided instructions and easily identify what the AAMPO Study Area Corridors are by color and location. McGregor demonstrated how to use the interactive map and share feedback on ideas or safety issues. McGregor added that AAMPO Staff are coordinating with the COG's Communication Officer Meg Walker, and Albany's Staff Matt Herrington. The TAC Members in attendance were all in favor of the visual representations of the RTP Projects, and the different options provided to the public to leave comments or provide other feedback. The idea is to get public input and use it to create project proposals for staff to download, keep track of, and move forward. Steve Harvey, a member of the public, asked about the public process and how long it will last. | |

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| | <p>McGregor answered that it is a 30-day process, and once Meg Walker and Matt Herrington send it out via their channels it will also be sent to the AAMPO Interested parties list.</p> <p>McGregor advised that AAMPO staff are looking into a more direct public outreach approach as well.</p> | |
| <p>5. DRAFT AAMPO MTIP (Attachment B)</p> <p>Action: Discussion and Recommendation to Policy Board</p> | <p>McGregor shared the FY 2024-2027 Transportation Improvement Program Draft Plan, and discussed the changes made from feedback received from the AAMPO TAC members.</p> <p>McGregor noted that staff will take another look at the numbers for funding for STBG (State Transportation Block Grant) projects in Table 3 and will get an email out to the TAC for review with an updated list of funding numbers.</p> <p>McGregor shared the lists of projects for the AAMPO region with the TAC Members in attendance. Additionally, it was noted that these projects are available on the State TIP (Transportation Improvement Program) website.</p> <p>McGregor shared with the members in attendance that there are spaces for public comments on the MTIP in Appendix C, however at this time there were no public comments received.</p> <p>David Watkins recommended the Draft FY2024-2027 AAMPO MTIP to be moved to the Policy Board pending the check in's staff will make on funding amounts. Janelle Booth seconded. The motion passed unanimously.</p> | <p>David Watkins recommended the Draft FY2024-2027 AAMPO MTIP to be moved to the Policy Board pending the check in's staff will make on funding amounts. Janelle Booth seconded. The motion passed unanimously.</p> |

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| <p>6. STIP Admin Amendment (Attachment C)</p> <p>Action: Discussion and Approval</p> | <p>McGregor shared the administrative amendments which corrects the project amount to match the annual work plan. The amendments increased the project cost by \$51,557.39 in order to make the numbers match the annual work plan.</p> <p>Janelle Booth moved to approve the administrative STIP amendment as presented. James Feldmann seconded. The motion carried.</p> | <p>Janelle Booth moved to approve the administrative STIP amendment as presented. James Feldmann seconded. The motion carried.</p> |
| <p>7. Jurisdictional Updates/Other Business</p> <ul style="list-style-type: none"> • AAMPO • Albany • Benton County • Jefferson • Linn County • Millersburg • Tangent • ODOT | <p>AAMPO Updates: There were no AAMPO updates.</p> <p>Jurisdictional Updates: Chair Chris Cerklewski shared Albany’s update including upcoming construction projects with major public impacts. Cerklewski noted that there aren’t any updates on the Queen Ave Railroad project as the design team is still in discussion with Union Pacific Railroad and are in the process to go forward with the court process.</p> <p>David Watkins from Jefferson shared that there has been a considerable increase in traffic going through lately due to traffic and accidents on I5. Watkins also noted that Jefferson is also having issues with the Union Pacific Railroad crossings as well.</p> <p>Janelle Booth shared an update for Millersburg which included project updates. Additionally, Booth noted that the new DLCD rules for traffic studies have been confusing and there are now new rules from VMT which are related and how it works for land use approval and TSP updates. There are communities who are raising concerns, and waiting to see what ODOT plans for dealing with those issues in the future. Booth added that there are still issues with Intermodal Facility as it is all dependent on contracts with the shippers. Imports are needed to get containers, and Millersburg has outports but can’t change the shipping market.</p> | |

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| | <p>James Feldmann shared that a Great Streets grant for Jefferson was applied for, but it wasn't awarded since it was focused too much on need for repaving rather than other benefits, ODOT planning will do additional planning work to have a better application or next time.</p> <p>Feldman noted the COG applied for more design work for the Corvallis to Albany path.</p> <p>Community Path program accepted the applying to do a path from Rainwater to Scenic which looks promising. However, ODOT staff are still waiting to hear back on the Carbon Reduction Program grants.</p> <p>Linn County did not have an update to share with the group.</p> <p>Other Business: There was no other business discussed at this meeting.</p> | |
| 8. Adjournment | The next AAMPO TAC Meeting is scheduled for Thursday, July 20, 2023. | The meeting was adjourned at 9:38am by Chair Chris Cerklewski. |

MEMORANDUM

Albany Area Metropolitan Planning Organization

City of Albany • City of Jefferson • City of Millersburg • City of Tangent • Linn County •
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Date: August 4, 2023
To: AAMPO TAC
From: Billy McGregor, AAMPO Staff
Re: Federal Aid Urban Boundaries and Federal Functional Classifications Update

Overview

After each U.S. Decennial Census, the Federal Highway Administration (FHWA) requires states to review and update Federal Aid Urban Boundaries and Federal Functional Classifications of the public road network. Oregon is now reviewing and updating these designations following the U.S. Census Bureau's release of data from the 2020 Census on December 29, 2022. ODOT has hired David Evans and Associates, Inc. (DEA) to facilitate the necessary updates with cities, counties, MPOs, and other jurisdictions that oversee the state's road network. DEA will be working with local, state, and federal partners between Spring 2023 and Summer 2025 to deliver final FAUB and FCC for FHWA approval.

Federal Aid Urban Boundaries (FAUBs)

The Federal Highway Administration requires states to have approved FAUBs for federal planning and funding purposes. Areas designated as urban by the U.S. Census Bureau following the 2020 Census will be adjusted to smooth out geographic irregularities, maintain administrative continuity, and include fringe areas with residential, commercial, industrial, and/or national defense significance. In Oregon, Urban Growth Boundaries will also be used to inform the adjusted census boundaries.

The work areas with this effort include analyzing the public road network and land use patterns in Oregon communities in order to modify and amend the boundaries of areas designated urban by the U.S. Census Bureau following the 2020 Census. This requires coordination with affected local jurisdictions and other stakeholders. States have one year following the release by Census of the new urban boundaries to update their Federal Aid Urban Boundaries.

Federal Functional Classifications (FFCs)

All public roads are grouped into functional classifications according to the type of service and amount of traffic the facility carries. Local jurisdictions may classify roads for their own purposes in transportation plans, however, roads are required to have a federal classification based on federal standards as well. FFCs are used to determine federal funding eligibility and must be approved by the Federal Highway Administration.

The work areas with this effort include review of the road network and updates as needed to the federal functional classification of all federal, tribal, state, county, and city highways, roads, and streets in Oregon. This requires coordination with all agencies that own or manage public roads in Oregon. States have two years following the release by Census of the new urban boundaries to review and update their FFCs, although FCC can and should be updated whenever the function of the road changes.

MEMORANDUM

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Action Requested

Please review the map here:

<https://experience.arcgis.com/experience/a7c266e96058473d9e8423c7789f66e7/>

FAUB: The Technical Advisory Committee is being asked to review the boundaries and provide comment on their accuracy, submitting changes as necessary.

FFCs: Please review and provide comment on the roads and streets within your jurisdiction, based on how the roads are classified in your transportation system plan.

Learn more on the project website: <https://www.oregon.gov/odot/planning/pages/faub-ffc-update.aspx>

MEMORANDUM

Albany Area Metropolitan Planning Organization

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Date: August 10, 2023
To: AAMPO TAC/Policy Board
From: Nick Meltzer, AAMPO Staff
Re: AAMPO 2043 RTP Projects

Background

The Albany Area Metropolitan Planning Organization (AAMPO) is undergoing an update to the Regional Transportation Plan, with a horizon year of 2043. Over the last 12-18 months, multiple conversations related to the goals, objectives, study corridors and future scenarios for analysis have been discussed.

After a preferred future scenario and model results are finalized, the next step in the process is to develop projects that meet the intent of the future scenario. This approach is distinctly different than the approach many are common with for transportation system plans.

RTP Project Identification

The federal rules and regulations pertaining to Metropolitan Regional Transportation Plans state that if multiple scenarios are evaluated then project selection can be done at a higher level because the “policy choice” has already been made. In practical terms, this means since the TAC and Policy Board agreed to an investment in bicycle and transit infrastructure combined with supporting increased density through Climate Friendly Areas, then the transportation system is evaluated for bicycle and transit project improvements only, which can include some intersection improvements as well.

This does not prohibit local jurisdictions from pursuing their own projects to add capacity or otherwise on their local system. What it does is set a new “template” for ODOT owned and operated streets and can support investment by development projects.

Draft Projects

Attached is a list of projects by corridor. This is a draft list and open for review by both ODOT and local agency staff. Staff are seeking input prior to incorporating projects into the draft RTP and sharing for public review.

| Project ID | Corridor | Intersection or Segment (listed east to west) | Project Description | Notes |
|--------------|--------------------------------------|---|---|--|
| CR-1 | All Corridors | Full extents | Provide appropriate crossing treatments, per the FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations and/or ODOT Traffic Manual, at each existing and future transit stop and key destinations | |
| CR-2 | All Corridors | Full extents | Provide appropriate crossing treatments, per the FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations and/or ODOT Traffic Manual, at regular intervals along each corridor to serve local land uses. Refer to the ODOT Highway Design Manual for target crossing spacing, which ranges from 250 - 550 feet in more urban areas to 750 - 1,500 ft in suburban fringe areas. | |
| US-20 | | | | |
| SH-1 | US-20 (Santiam Highway), east of 99E | Urban Growth Boundary (east) to Goldfish Farm Road SE | Near-term: Construct shared-use path on one side of the roadway. Long-term: If the volumes require, consider constructing a shared-use path on the other side of the roadway with redevelopment. Otherwise, provide crossings at key intersections (Kennel Road or Scrael Road) to provide connectivity to the path. | Both sides connect to approximately the same number of land uses and has similar environmental/ROW impacts likely; no recommendation at this point for which side of the road to provide the SUP. South side has utilities which may create additional challenges, but further investigation is necessary. |
| SH-2 | US-20 (Santiam Highway), east of 99E | East of Goldfish Farm Road SE | Provide enhanced pedestrian crossing. | |
| SH-3 | US-20 (Santiam Highway), east of 99E | Goldfish Farm Road SE to Price Road SE | Construct protected bike lanes and sidewalk on both sides of the road. Consider adding street trees to increase shade cover, aesthetics, and comfort along the corridor, which will help provide contextual changes to support a gateway into Albany. | |
| SH-4 | US-20 (Santiam Highway), east of 99E | Between S Commercial Way SE and Price Road SE | Provide enhanced pedestrian crossing. | |
| SH-5 | US-20 (Santiam Highway), east of 99E | From Price Road SE to the bridge over I-5 | Widen existing sidewalks and consider asphalt paving to provide shared use paths on each side separated from the roadway. | |
| SH-6 | US-20 (Santiam Highway), east of 99E | I-5 Northbound and Southbound Ramps | Realign the sweeping I-5 northbound on-ramp with the signalized intersection with Fescue Street SE. Realign the sweeping I-5 southbound on-ramp with the signalized Airport Road SE. Realign the sweeping northbound right-turn lane with the intersection. Remove the slip lanes from the off ramps to reduce high speed conflict locations | |

| Project ID | Corridor | Intersection or Segment (listed east to west) | Project Description | Notes |
|------------|---|---|--|-------|
| SH-7 | US-20 (Santiam Highway), east of 99E | Bridge over I-5 | <p>Near-term: Widen the sidewalk for the width of the bike line on both sides of the bridge to create 9-ft wide shared use path over the bridge. Consider restriping to narrow travel lanes to provide more space for the paths.</p> <p>Long-term: Consider widening the bridge or constructing a cantilever structure to create a protected bike lane and a sidewalk over the bridge.</p> | |
| SH-8 | US-20 (Santiam Highway), east of 99E | At Center Street SE | Provide enhanced pedestrian crossing. | |
| SH-9 | US-20 (Santiam Highway), east of 99E | From the bridge over I-5 to Waverly Drive SE | Construct protected bike lanes and sidewalk on both sides of the road. Consider adding a landscape buffer. | |
| SH-10 | US-20 (Santiam Highway), east of 99E | From Waverly Drive SE to Burkhardt Street SE | Construct protected bike lanes and sidewalk on both sides of the road. Consider adding a landscape buffer and reallocation of outside lanes to business access and transit lanes (BAT lanes). | |
| SH-11 | US-20 (Santiam Highway), east of 99E | Existing pedestrian crossings at SE Davidson Street and west of Bain Street SE | Upgrade to provide overhead enhanced crossing treatments from the existing flashing beacons to improve visibility and compliance | |
| SH-12 | US-20 (Santiam Highway), east of 99E | Signalized intersections with Goldfish Farm Road SE, Airport Road SE, Waverly Drive SE, SE Clay Street, Burkhardt Street SE | Evaluate opportunities to implement transit priority treatments. | |
| SH-13 | US-20 (Santiam Highway), northwest of 99E | Intersections of SW Ellsworth Street and SW Lyon Street with SW 9th Avenue | Conduct a study to evaluate safety improvements for people walking and biking. | |
| SH-14 | US-20 (Santiam Highway), northwest of 99E | SW Ellsworth Street and SW Lyon Street from SW 9th Avenue to W 1st Avenue | Consider removing parking from one side of the street to provide a protected bicycling facility. Provide curb extensions on the side where parking is retained at intersections without existing curb extensions. | |

| Project ID | Corridor | Intersection or Segment (listed east to west) | Project Description | Notes |
|------------------------|---|--|--|-------|
| SH-15 | US-20 (Santiam Highway), northwest of 99E | Intersection of N Lyon Street and SE 1st Avenue | Consider constructing a protected intersection and separating the westbound right turn lane from bicyclists crossing on the north leg. There may be potential to convert one through travel lane to a right turn lane to provide dual right turn lanes. Provide wayfinding to navigate people biking southbound to SW Ellsworth Street via W 1st Avenue. | |
| SH-16 | US-20 (Santiam Highway), northwest of 99E | From SE 1st Avenue to Springhill Drive | Near-term: Widen the sidewalk on N Lyon Street bridge to provide a protected shared-use path on the bridge. On the north side of the river, provide shared-use path connection and wayfinding to the bridge. On the south side of the river, extend the shared-use path to SE 1st Avenue. Long-term: Study the opportunity to add a separate bicycle and pedestrian bridge across the Willamette River. | |
| SH-17 | US-20 (Santiam Highway), northwest of 99E | Intersection with Springhill Drive | Conduct a study to evaluate safety and comfort improvements. Consider constructing a protected intersection, raised pedestrian crossings on northeast leg, and/or converting the westbound right-turn lane to shared through/right-turn to reduce conflicts with people walking/biking along the proposed path along the north side. | |
| SH-18 | US-20 (Santiam Highway), northwest of 99E | From NW Springhill Drive to NW Scenic Drive | Construct a shared-use path on the north side of the roadway. | |
| SH-19 | US-20 (Santiam Highway), northwest of 99E | Intersection with Scenic Drive | Conduct an Intersection Control Evaluation (ICE) to consider construction of a roundabout. | |
| Springhill Road | | | | |
| SHR-1 | Springhill Road | NW North Albany Road: entire corridor | Consider improving NW North Albany Road for biking to have it be the key north/south bike route instead of Springhill Drive. Restripe to create space for separated bike lanes. Provide wayfinding from Springhill and US-20 to direct bicyclists to NW North Albany Road. | |

| Project ID | Corridor | Intersection or Segment (listed east to west) | Project Description | Notes |
|---------------------|----------------------------------|---|--|-------|
| SHR-2 | Springhill Road | US-20 to the railroad tracks | <p>Near Term: Evaluate the opportunity to restripe to narrow travel lanes and shift lanes to provide wider shoulder area on the west side of the street to serve people biking southbound and walking in either direction. Provide curb or other vertical barrier between travel lanes and this shared walking and biking space and provide striping to indicate where bicyclists and pedestrian should be.</p> <p>Long Term: Fill in missing sidewalk gaps on the west side of the road to the Fairmount School</p> | |
| SHR-3 | Springhill Road | North of NW Picardy Lane | Provide enhanced pedestrian crossings at target spacing of 500'-1000' | |
| SHR-4 | Springhill Road | Railroad tracks to the northern Urban Growth Boundary | Evaluate the opportunity to restripe to narrow travel lanes to provide buffered bike lanes in each direction. If space allows, provide curb or other vertical barrier for vertical bike lane separation. | |
| 1st/2nd/Main | | | | |
| FSM-1 | 1st/2nd/Main | Main Street SE from Santiam Road SE to SE 1st Avenue | Evaluate and implement opportunities to provide comfortable bicycle facilities, either through signing parallel routes or minor reconstruction and potential parking removal on Main Street SE. | |
| FSM-2 | 1st/2nd/Main | SE 1st Avenue and 2nd Avenue from Main Street to Ellsworth Street | Reconfigure to one travel lane on each street and provide a protected bicycle facility. Consider a parking-protected bike lane. Provide curb extensions along the side of the street with the parking lane. Provide regular crossings. | |
| FSM-3 | 1st/2nd/Main | 1st Avenue from SE Baker Street to SE Lyon Street | Remove parking to provide double right-turn lanes for westbound vehicles and a through protected bicycle lane. | |
| 99E/US-20 | | | | |
| PB-1 | 99E/US-20 (Pacific Boulevard SW) | From southern Urban Growth Boundary to OR 34 | Construct continuous shared-use path on the east side of the roadway. As development occurs on both sides of the road, consider adding shared use path to the west side of the highway as well. | |

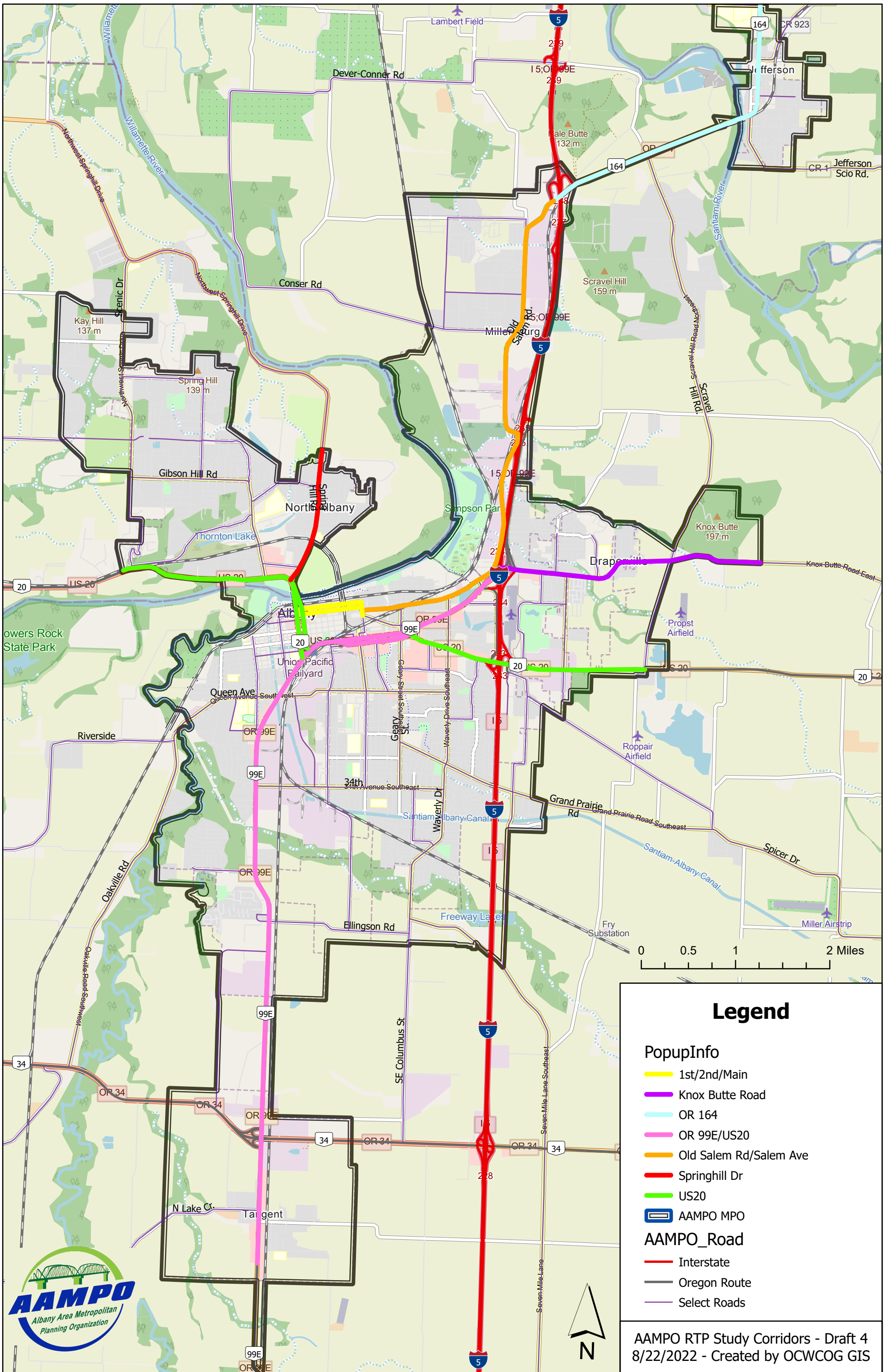
| Project ID | Corridor | Intersection or Segment (listed east to west) | Project Description | Notes |
|------------|----------------------------------|---|---|-------|
| PB-2 | 99E/US-20 (Pacific Boulevard SW) | OR 34 on- and off-ramp intersections | Provide improved crosswalks on all four legs. Reconfigure geometry to improve safety of people walking and biking. Reduce intersection corner radii to encourage slower speeds at the intersection corners. Either add splitter islands or align all movements within a smaller footprint to reduce speeds at conflict points. | |
| PB-3 | 99E/US-20 (Pacific Boulevard SW) | From OR 34 to Allen Lane | Near-term: Restripe roadway to provide buffered bike lanes with vertical separation. Long-term: Consider constructing shared-use path and landscaping buffer on both sides of the roadway. | |
| PB-4 | 99E/US-20 (Pacific Boulevard SW) | Intersection with Old Highway 34 | Reduce pedestrian and bicycle exposure through the intersection by reconfiguring right turn lanes and reducing turning radii. | |
| PB-5 | 99E/US-20 (Pacific Boulevard SW) | From Allen Lane to SW 11th Avenue | Near-term: Restripe roadway to provide buffered bike lanes with vertical separation. Long-term: Construct raised bike lanes and consider providing landscaping buffers on both sides of the roadway. Consider providing planted medians. | |
| PB-6 | 99E/US-20 (Pacific Boulevard SW) | Intersection with SW Queen Avenue | Provide actuated warning signs in the vicinity of the railroad tracks to warn people walking, biking, and driving of delays due to trains to allow them take alternative routes. Evaluate opportunities to reduce pedestrian and bicyclist exposure by reconfiguring right turn lanes and adding protected intersection elements. | |
| PB-7 | 99E/US-20 (Pacific Boulevard SW) | On SW Queen Avenue: from 99E to SE Hill Street SE | Provide alternative low-stress connection on the southeast side of the highway via SW Queen Avenue, SW Maple Street, SE 7th Avenue, SE 6th Avenue, and SE Madison Street. Consider reconfiguring Queen in areas where it is 5-lanes to provide 3-lanes, and narrow travel lanes to provide buffered or protected bike lanes. | |
| PB-8 | 99E/US-20 (Pacific Boulevard SW) | Intersection with SW 11th Avenue | Provide pedestrian crossing | |
| PB-9 | 99E/US-20 (Pacific Boulevard SW) | From SW 11th Avenue to Hill Street SE | Transition people biking westbound/southbound to the east side of the roadway and construct a shared use path along the on- and off-ramps, past the Albany Transit Center, on the east side of Pacific Boulevard SE. Provide connection onto the bridge across the railroad tracks. | |

| Project ID | Corridor | Intersection or Segment (listed east to west) | Project Description | Notes |
|------------------------|----------------------------------|---|--|-------|
| PB-10 | 99E/US-20 (Pacific Boulevard SW) | Pacific Boulevard SE/ US 20 bridge across the railroad tracks | Near term: Restripe travel lanes to 11' and widen sidewalks on both sides to provide an 8'-wide shared bicycle and pedestrian path on the bridge Long-term: Study construction of a bicycle and pedestrian bridge across the railroad tracks. | |
| PB-11 | 99E/US-20 (Pacific Boulevard SW) | Pacific Boulevard SE and SE 9th Avenue couplet from Hill Street SE to SE Geary Street | Near term: Restripe travel lanes to 11' and provide protected bicycle facility. Long-term: Conduct a study to evaluate feasibility of a road reorganization to provide improved protected bicycle facility and landscaping buffer. | |
| PB-12 | 99E/US-20 (Pacific Boulevard SW) | Periwinkle Creek Trail Path connection | Provide enhanced pedestrian crossing to provide access to and from the trail | |
| PB-13 | 99E/US-20 (Pacific Boulevard SW) | Vicinity of the intersections of OR 99E, US 20, and SE 9th Avenue | Conduct a study to reconfigure the intersections to provide comfortable and direct facilities for people walking and biking. | |
| PB-14 | 99E/US-20 (Pacific Boulevard SW) | From Santiam Road SE to Albany Avenue SE/Airport Road SE | Near term: Restripe travel lanes to 11' and provide protected bicycle facilities. Remove buffer outside of the bike lane, which may require upgrading to bicycle friendly storm grates. Long-term: Consider constructing protected bicycle facilities and landscaping buffer. | |
| Knox Butte Road | | | | |
| KBR-1 | Knox Butte Road | From eastern corridor limit to Marilyn Street | Near-term: Construct shared-use path on the north side of the roadway. Long-term: If the volumes require, consider constructing a shared-use path on the other side of the roadway with redevelopment. | |
| KBR-2 | Knox Butte Road | Marilyn Street | If a path is only provided on one side of the road, provide enhanced pedestrian crossing at Marilyn Street to allow people walking and biking to access the bike lanes, sidewalks, and destinations on both sides of the road. | |
| KBR-3 | Knox Butte Road | Intersection with Scrael Hill Road NE | Near-term: Provide enhanced pedestrian crossing. Long-term: Consider constructing a roundabout. | |

| Project ID | Corridor | Intersection or Segment (listed east to west) | Project Description | Notes |
|------------------------------------|-----------------------------|--|---|-------|
| KBR-4 | Knox Butte Road | From Marily Street to Timber Ridge Street | Construct sidewalks and provide protected bicycle facilities on both sides of the street. | |
| KBR-5 | Knox Butte Road | Timber Ridge Street to Century Drive | Upgrade roadway to add curb and gutter, sidewalk with planted buffer strips on the north side, fill in sidewalk gaps on the south side. Restripe to narrow lane widths and provide protected bicycle lanes on each side of the street. | |
| KBR-6 | Knox Butte Road | Intersection with Bridle Spring Street SE (Thoroughbred Ave SE entrance) | Provide enhanced pedestrian crossing | |
| KBR-7 | Knox Butte Road | Intersection with Goldfish Farm Road SE | Perform intersection control evaluation to understand if intersection upgrades need to be made. | |
| KBR-8 | Knox Butte Road | Intersection with Clover Ridge Road NE | Provide enhanced pedestrian crossing | |
| KBR-9 | Knox Butte Road | Intersection with Century Drive NE and I-5 NB Off ramp. | Near-term: Provide enhanced crossing and wayfinding at Aviation Way SE/Curtis St NE to transition people biking and walking to the path on the south side of Knox Butte Road. Long-term: Construct a roundabout with protected bicycle and pedestrian facilities. Provide wayfinding to transition people biking and walking on the north side of Knox Butte Road to the path on the south side. | |
| KBR-10 | Knox Butte Road | From Century Drive NE to Albany Avenue SE/Airport Road SE | Widen the sidewalk on the south side of the southern couplet of Knox Butte Road E to provide a shared use path. Consider asphalt paving of the path. | |
| Old Salem Road/Salem Avenue | | | | |
| OSR-1 | Old Salem Road/Salem Avenue | From I-5 to 2-lane transition near Century Drive NE | Near Term: Restripe to provide buffered bike lanes. Long Term: Construct a shared-use path on one side of the road. Consider constructing on the west side of the street to create consistency with adjacent segments. | |
| OSR-2 | Old Salem Road/Salem Avenue | Near Morningstart Road NE | Provide pedestrian crossing to support those crossing to/from the truck stop and food cart area | |

| Project ID | Corridor | Intersection or Segment (listed east to west) | Project Description | Notes |
|-----------------------------------|-----------------------------|---|---|---------------------|
| OSR-3 | Old Salem Road/Salem Avenue | 2-lane transition near Century Drive NE to Kathryn Avenue | Construct a shared-use path on the west side of the road. | |
| OSR-4 | Old Salem Road/Salem Avenue | Kathryn Avenue to Geary Street | Near-term: Restripe roadway to provide buffered bike lanes in the near-term and protected bike lanes in the longer term; consider removing two way left turn lane or parking. | |
| OSR-5 | Old Salem Road/Salem Avenue | Driveway at ATI Specialty Alloys & Components | Provide enhanced pedestrian crossing. | Per mapped comments |
| OSR-6 | Old Salem Road/Salem Avenue | Waverly Park | Provide enhanced pedestrian crossing to connect to the residential development on the north side of the corridor. | |
| OSR-7 | Old Salem Road/Salem Avenue | At railroad tracks east of SE Geary Street | Remove the striped median, provide more space for people biking, and indicate to bicyclists via signing and striping that they should cross perpendicular to the railroad tracks. | |
| OSR-8 | Old Salem Road/Salem Avenue | From SE Geary Street to Main Street SE | Near-term: Restripe roadway to provide buffered bike lanes | |
| OR-164 (Jefferson Highway) | | | | |
| JH-1 | OR-164 (Jefferson Highway) | From Talbot Road SE to E North Avenue | Follow City of Jefferson's TSP, which suggests consideration for a two-way shared-use path on the west side of the street, sidewalk on the east side of the street, planter strips, and one travel lane in either direction. Consider reducing the speed limit to 30mph starting at the east side of the bridge. | |
| JH-2 | OR-164 (Jefferson Highway) | Intersection with North Avenue | Upgrade traffic control for the intersection of OR 164 and North Avenue. This may include either a traffic signal or roundabout. Improve school crossings. The City of Jefferson prefers a signal at this location over a roundabout. | |

| Project ID | Corridor | Intersection or Segment (listed east to west) | Project Description | Notes |
|------------|----------------------------|--|---|-------|
| JH-3 | OR-164 (Jefferson Highway) | From E North Avenue to the bridge over the Santiam River | Follow City of Jefferson's TSP, which suggests consideration for a sidewalk on either side of the street, buffered bike lanes, travel lane in either direction, and center turn lane. Consider implementing traffic calming elements and reducing the speed limit to 30 mph starting at the east side of the bridge. | |
| JH-4 | OR-164 (Jefferson Highway) | Intersection with Hazel Street | Upgrade traffic control for the intersection of OR 164 and Hazel Street. This may include either a traffic signal or roundabout. Improve highway crossings and consider realignment to mitigate minor street offset. The City of Jefferson prefers a signal at this location over a roundabout. | |
| JH-5 | OR-164 (Jefferson Highway) | Jefferson Elementary School | Provide enhanced crossing to the school | |
| JH-6 | OR-164 (Jefferson Highway) | Santiam River Bridge | Near-term: Provide actuated "Bikes On Bridge" warning beacon. Long-term: Consider studying a bicycle and pedestrian bridge across the river. | |
| JH-7 | OR-164 (Jefferson Highway) | Santiam River Bridge to the I-5 ramps | Construct a shared-use path on one side of the roadway, likely the north/west side because of likely space constraints on the south due to the adjacent railroad. | |
| JH-8 | OR-164 (Jefferson Highway) | I-5 on- and off-ramps | Near-term: Reconfigure off-ramps to provide crossings of the proposed path and to reduce crossing exposure. Consider stop controlling the southbound on-off ramps like the northbound, to improve safety at the proposed path crossings. Long-term: Consider constructing roundabouts. | |
| JH-9 | OR-164 (Jefferson Highway) | Jefferson Park and Ride | Provide striped crossing at the stop controlled intersection to provide access to the Jefferson Park and Ride. | |



MEMORANDUM

Albany Area Metropolitan Planning Organization

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



Date: August 4, 2023
To: AAMPO TAC
From: Billy McGregor, AAMPO Staff
Re: Statewide Transportation Improvement Program (STIP) Revisions

Action Requested

None. Notice to Technical Advisory Committee (TAC) regarding Staff Adjustment to projects 21175, 22024, and 22040. Approved August 4, 2023.

Overview

The purpose of this memorandum is to provide an update on recent revisions to the Statewide Transportation Improvement Program (STIP) relevant to the Albany Area Metropolitan Planning Organization (AAMPO). A summary table of recent revisions can be found on the following page.

Background on the STIP and MTIP

The STIP is the Oregon Department of Transportation's capital improvement plan for state and federally-funded transportation projects. The current STIP (FY2021-2024) went into effect October 1, 2020 and expires September 30, 2024. AAMPO acts as the regional coordinator to the STIP helping ensure that revisions and other adjustments are processed appropriately. AAMPO also maintains a Metropolitan Transportation Improvement Program (MTIP) which is consistent with the STIP.

Revision Types

There are three types of STIP and MTIP revisions processed by AAMPO, listed below. Additional details on STIP and MTIP amendments can be found in the AAMPO MTIP policy [HERE](#).

- **Full Amendments:** Require the greatest level of scrutiny and are brought to the Policy Board for discussion and approval. The TAC makes a recommendation to the Policy Board regarding approval of the amendment and also determines what level public outreach is necessary. At a minimum, the item will be reviewed by the TAC and placed on the next Policy Board agenda, which comes with notification requirements. Additional items for consideration include provision of a public comment period (two weeks), holding a public meeting, and any other actions deemed advisable by the TAC.
- **Administrative Amendment:** Require less scrutiny and are usually familiar to local staff members. Administrative amendments are brought to the TAC for discussion and approval. The Policy Board is notified of Administrative Amendments at their next regularly scheduled meeting.
- **Adjustment:** For minor changes, AAMPO staff has the authority to approve adjustments. Adjustments do not require committee approval or public notice.

STIP Revisions

| Row | Revision Type | Project Key Number/s & Name/s | Project Description | Revision Information |
|-----|---------------|---|---|--|
| 1 | Adjustment | K21175 Salem Ave. street improvement (Albany) | Repave SE Salem Ave from city limits west to rail crossing. Remove curb returns and replace to ADA standards. | Slip Preliminary Engineering phase and Construction phase to federal fiscal year 2024. |
| 2 | Adjustment | K22024 Oregon Transportation Network - Linn Co FFY22 | Urbanized public transit capital funding for Federal fiscal year 2022. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements. | Slip the Other phase to start in federal fiscal year 2024. |
| 3 | Adjustment | K22040 Oregon Transportation Network - Linn Co FFY23 | Urbanized public transit capital funding for Federal fiscal year 2023. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements. | Slip the Other phase to start in federal fiscal year 2024. |

Fiscal Year 2023 Unified Planning Work Program Annual Report

IGA #7937-01

July 1, 2022 – June 30, 2023

Albany Area Metropolitan Planning Organization



Submitted on August 1st, 2023 by:

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Introduction

This progress report summarizes the work conducted by Albany Area MPO (AAMPO) between July 1, 2022 and June 30, 2023. This annual report is required through the Intergovernmental Agreement (IGA) with the Oregon Department of Transportation (ODOT), which provides the primary funding for the Unified Planning Work Program (UPWP) as a pass through from the Federal Highway Administration (FHWA).

About Albany Area MPO

The Albany Area Metropolitan Planning Organization (AAMPO) was formed in 2013 to serve as the Metropolitan Planning Organization (MPO) for the Albany Urbanized Area and to facilitate continuing, comprehensive, and cooperative transportation planning within the urbanized area. AAMPO members include the City of Albany, City of Jefferson, City of Millersburg, City of Tangent, Linn County, Benton County, and ODOT.

AAMPO is staffed by the Oregon Cascades West Council of Governments (OCWCOG). Staffing for AAMPO includes a full-time Transportation Planner, with assistance from the Community and Economic Development Executive Administrative Assistant, Transportation Planning Manager, CED Director and/or other planning staff. OCWCOG staff provide fiscal, technological, and administrative support. Consultants may also be brought on to assist, particularly for large tasks.

As part its planning activities, AAMPO produces an annual Unified Planning Work Program (UPWP) outlining planning activities to be performed during the state fiscal year. The UPWP must describe planning activities including deliverables, cost estimates, federal fund allocations, and the lead agency for each work item. To ensure efficient implementation of the UPWP, MPO staff prepares a mid-year progress report outlining activities and accomplishments, as well as an annual report. Accomplishments listed in this report correspond to tasks outlined in the FY23 UPWP. For reference it may be useful to have the FY23 UPWP to read concurrently with this annual report. The FY23 UPWP is available on [AAMPO's website](#).

FY 2023 Overview

FY23 saw staff working heavily on the Regional Transportation Plan (RTP) in order to make up for lost time due to FY22 staff turnover. Staff continued the hybrid office and work from home program allowing flexibility and avoiding workplace health risks. Through this time, AAMPO has continued to work on those tasks outlined in its FY23 UPWP such as, increasing coordination with sister agency Corvallis Area MPO, participating on the Linn-Benton Loop TAC and Governing Board, and remaining involved with several state modeling groups such as ODOT's TPAU and OMSC. Notable accomplishments in FY23 include the adoption of the Bicycle and Pedestrian Plan, supporting CWACT's regional legislative priorities, and adopting a 2024-2027 Transportation Improvement Plan (TIP).

Other accomplishments in FY23 include:

- Refinement of the Corvallis-Albany-Lebanon Model (CALM) travel demand model for use in the RTP scenario selection process
- Updating of FY21-24 TIP, as needed, and approving STIP amendments
- Completing all required annual reporting
- Chairing of the Linn Benton Loop TAC, involved in intercity transit planning and implementation related to the Service Enhancement Plan
- Assisting Tangent as they work toward inclusion in the Albany Transit System (ATS)
- Working with CAMPO to create revise MTIP Evaluation Criteria for STBG project selection

Summary of Tasks

Task 100: Program Management

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

Tasks Completed:

Administration

- Implemented FY23 UPWP and prepared required mid-year progress report.
- Prepared and Adopted FY24 UPWP, following public outreach. Assembled and submitted required match documentation.
- Facilitated 8 Policy Board meetings and 10 Technical Advisory Committee meetings.
- Co-hosted biannual joint TAC and Policy Board meetings between AAMPO and CAMPO.
- Completed updates of AAMPO webpage(s) at www.ocwcog.org/transportation/aampo.
- Facilitated ongoing member communications related to funding opportunities, such as Carbon Reduction Program Grants.
- Attended regular OCWCOG meetings, including transportation planning staff meetings, to facilitate regional coordination on transportation planning efforts.

Outreach and Title VI Efforts

- Submitted annual Title VI Accomplishment Report on September 30, 2022 to state and federal partners.
- Ongoing implementation of Public Participation Plan, including email announcements to Interested Parties, meeting notifications in local paper(s), and direct outreach to stakeholders.
- Included Title VI / Non-Discrimination notices in applicable documents and on the AAMPO website. No Title VI complaints were received.
- Community outreach for the AAMPO RTP 2023 update distributed in both English and Spanish.
- Update to the Title VI Accomplishment Report included updated Policy Board and Technical Advisory Committee demographic surveys.

Intergovernmental Collaboration

- Participated in Oregon MPO Consortium, MPO and Transit Providers meeting, STIP Coordinators Group, and CWACT.
- AAMPO staff serves as the CWACT TAC chair, contributing to discussion on regional project priorities.
- Participated in Bend MPO Technical Advisory Committee meeting in coordination with AAMPO/CAMPO/BMPO IGA.

Tasks to be Continued into FY24

- Continue to host and refine scope for biannual joint TAC meetings for CAMPO and AAMPO.
- Update of Public Participation Plan (PPP) scheduled for November, with inclusion of virtual engagement and other methodologies employed during COVID.
- Update of Title VI Plan scheduled for October.
- Overhaul of AAMPO's webpage to reduce redundancies and increase user friendliness in alignment with the PPP update

Task 200: Long Range Transportation Planning

This task includes activities related to the development and maintenance of the Regional Transportation Plan and other long and short-range planning efforts as directed by the Policy Board. This includes providing technical assistance to AAMPO member communities when needed.

Tasks Completed:**Transportation Planning**

- Restarted RTP work after a four-month gap, completing almost eighty percent of the required work.
- Completed RTP Study Corridors choice, Goals and Objectives, and Preferred Scenario decision approved.
- Continued work with CAMPO and ODOT's TPAU to update the CALM travel demand model used in both CAMPO and AAMPO RTP updates.
- AAMPO's Bicycle and Pedestrian Plan was approved after several rounds of revision.

Technical Assistance

- Worked with the City of Tangent on applying for micro mobility grants and exploring transit connection options.
- Assisted the City of Tangent with mediating strategy meetings between themselves, Albany Transit System (ATS), and Nelson/Nygaard regarding expanding ATS service to Tangent.
- The AAMPO TAC is continuing work with the Department of Land Conservation and Development (DLCD) and the Oregon Department of Transportation (ODOT) on CFA implementation.

Tasks to be Continued into FY24

- Completion of the 2023 RTP following a final round of public engagement, project generation, and public review.
- Continue to monitor statewide best practices and guidance with regard to performance measures, including future RTP updates.
- Continue with Strategic Assessment planning.

Task 300: Inter-Regional Transportation Planning

Albany Transit Service is the primary transit provider for the AAMPO area, with designated Statewide Transportation Improvement Fund (STIF) agencies providing additional services throughout Linn, Benton and Marion Counties. This task includes efforts to assist and coordinate with these and other public transportation providers as they serve the MPO area.

Tasks Completed:**CAMPO Coordination**

- Continued bi-monthly meeting between AAMPO staff, CAMPO staff, and Albany Transit System staff to discuss issues of joint importance.
- AAMPO and CAMPO continue to discuss issues of congestion, safety, and mobility along the Highway 20 corridor with focus on the in-progress Albany to Corvallis bicycle and pedestrian path.

Linn-Benton Loop – Coordination and Planning Support and Regional Transit Coordination

- AAMPO Staff continue to participate as a member of the Linn Benton Loop TAC, discussing implementation of the expanded Loop service and funding recommendations.
- In coordination with OCWCOG and other Linn Benton Loop partners, applied for and was awarded discretionary STIF funds and State Grant funding for planning, design, and construction of two transit hubs, one at Oregon State University and one at Linn-Benton Community College.

Albany Transit System

- Assisting ATS in creation of a medium-term implementation strategy, to utilize STIF funds to expand service, as identified in their Transit Development Plan.
- Worked with ATS to formalize fareless transit service that began with the COVID pandemic and has now been approved to be continued.

Tasks to be Continued into FY24

- Assist Linn Benton Loop with transit hubs development.
- Bimonthly transit meeting between AAMPO and Albany Transit System.
- Planning and construction of Albany Transit Facility.
- Continue to work with CAMPO to align core documents, and share funding and education opportunities.

Task 4: Transportation Programming

This task includes near-term activities related to the development and maintenance of the Metropolitan Transportation Improvement Program, including prioritization and programming of projects for federal Surface Transportation Block Grant (STBG) funds.

Tasks Completed:**Transportation Improvement Program**

- Worked with ODOT staff on amendments to 2021-24 STIP.
- Participated in statewide conversations about development of 2024-2027 STIP and Long-Range Financial Projections.
- Completed AAMPO's 2024-2027 MTIP after a Surface Transportation Block Grant (STBG) funding process to determine regional projects to receive funding.

Tasks to be Continued into FY24

- Continue working on amendments to FY21-24 and FY24-27 MTIP/STIP as needed.
- Working with the state on the development of the 2027-2030 MTIP/STIP.
- Obligate STBG funds as needed.
- Annual Listing of Obligated Projects.

Budget Summary

The Albany Area MPO finished the year spending \$236,046 out of an allocated \$490,315. Of this, \$116,883 was used for the preliminary design of the Albany Transit Facility. This still leaves a significant amount in historical 5303 rollover funds.

Task I is overspent, but AAMPO remains underbudget overall, and staff are working to adjust time coding to correct for this in the new fiscal year.

| Item | TASK | | | | | Total |
|-------------------------|--------------|-------------|-----------|-------------|--------------|---------------------|
| | I | II | III | IV | V | |
| Budgeted Amount | \$62,000 | \$85,000 | \$50,000 | \$24,000 | \$269,315 | \$490,315.00 |
| Amount Expended | \$164,211.15 | \$52,285.88 | 23,364.04 | \$27,815.29 | \$116,882.61 | \$236,045.78 |
| Percent Expended | 264% | 62% | 47% | 116% | 43% | 48% |
| Difference | | | | | | \$137,386.61 |