



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

Policy Board Meeting
Wednesday, August 23, 2023
2:30 pm to 4:30 pm

VIRTUAL MEETING: WITH MICROSOFT TEAMS VIDEO/CALL-IN AVAILABLE

Via Teams by Clicking [HERE](#)

Meeting ID: 294 775 811 756

Passcode: ocwzng

Mobile One Click Number

[+1 872 242 8088](#)

Phone Conference ID: 870 165 858#

Contact: Billy McGregor, bmcgregor@ocwcog.org

AGENDA

- | | | | |
|----|------|--|--------------------------|
| 1) | 2:30 | Call to Order, Agenda Review, and Roll Call | Chair,
Darrin Lane |
| 2) | 2:35 | Public Comments | Chair |
| 3) | 2:40 | Approve minutes of July 26, 2023, Meeting (Attachment A) | Chair |
| | | <i>Action: Decision on minutes</i> | |
| 4) | 2:45 | RTP Projects (Attachment B)
An overview of projects developed for the RTP Preferred Scenario. | Staff,
Nick Meltzer |
| | | <i>Action: Concurrence with RTP Project List</i> | |
| 5) | 3:15 | RTP Schedule Review (Attachment C)
A short review of important dates regarding the AAMPO RTP update. | Staff,
Billy McGregor |
| | | <i>Action: Information</i> | |
| 6) | 3:30 | AAMPO Schedule of Updates (Attachment D)
AAMPO will be updating several key documents this calendar year. | Staff,
Billy McGregor |
| | | <i>Action: Information</i> | |
| 7) | 3:45 | UPWP FY23 Annual Report (Attachment E)
As part of its required reporting AAMPO submitted its yearly annual report for its Unified Planning Work Program (UPWP) on August 1, 2023. | Staff,
Billy McGregor |
| | | <i>Action: Information</i> | |
| 8) | 4:00 | Jurisdictional Updates/Other Business | All |
| | | <ul style="list-style-type: none">• Staff Updates• Albany• Benton County• Jefferson | |

- Linn County
- Millersburg
- Tangent
- ODOT

9) 4:30 **Adjournment**
 Next meeting: September 27, 2023

Chair

ATTENDANCE (FOR QUORUM PURPOSES)

Board Members	Jurisdiction	Attendance
Walt Perry	City of Jefferson	
Councilor John Sullivan	City of Millersburg	
Councilor Ray Kopczynski (Vice Chair)	City of Albany	
Councilor Greg Jones	City of Tangent	
Commissioner Roger Nyquist	Linn County	
Commissioner Pat Malone	Benton County	
Darrin Lane (Chair)	Citizen Representative	
Savannah Crawford	Oregon Department of Transportation	
Alternates	Jurisdiction	Attendance
Dave Watkins	City of Jefferson	
Janelle Booth	City of Millersburg	
Chris Cerklewski	City of Albany	
Joe Samaniego	City of Tangent	
Wayne Mink	Linn County	
Gary Stockhoff	Benton County	
James Feldmann	Oregon Department of Transportation	

Quorum Requirement: MPO business may be conducted provided a quorum of the Policy Board is in attendance. A quorum consists of at least four members of the Policy Board or their alternates. The Policy Board members may participate telephonically or by other means of electronic communication as provided in Section 6.D (Special or Emergency Meetings).

– AAMPO Policy Board Bylaws, Section 6: Meeting, Subsection E: Quorum

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

**ALBANY METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD REMOTE MEETING
Wednesday, July 26, 2023
2:30 – 4:30 pm
Microsoft Teams**

DRAFT MINUTES

Board Members	Jurisdiction	Attendance
Walt Perry	City of Jefferson	Yes
Councilor John Sullivan	City of Millersburg	No
Councilor Ray Kopczynski	City of Albany	Yes
Joe Samaniego	City of Tangent	Yes
Commissioner Rodger Nyquist	Linn County	No
Commissioner Pat Malone	Benton County	Yes
Darrin Lane	Citizen Representative	Yes
Savannah Crawford	Oregon Department of Transportation	Yes
Alternates	Jurisdiction	Attendance
David Watkins	City of Jefferson	No
Janelle Booth	City of Millersburg	No
Chris Cerklewski	City of Albany	No
Vacant	City of Tangent	Vacant
Wayne Mink	Linn County	No
Gary Stockhoff	Benton County	No
James Feldmann	Oregon Department of Transportation	Yes

Guests: Corum Ketchum, Christine Hildebrant

Staff Present: Transportation Program Manager Nick Meltzer, AAMPO Assistant Planner Billy McGregor, and CED Operations Supervisor Emma Chavez-Sosa

TOPIC	DISCUSSION	DECISION / CONCLUSION
<p>1. Call to Order, Agenda Review, and Roll Call</p>	<p>Chair Darrin Lane called the meeting to order at 2:33pm.</p> <p>Staff Emma Chavez-Sosa conducted roll call for today's AAMPO Policy Board Meeting.</p>	<p>Meeting called to order at 2:30pm by Chair Darrin Lane.</p>
<p>2. Public Comments</p>	<p>There were no public comments made to the Policy Board Members.</p>	<p>There were no public comments.</p>
<p>3. Approve minutes of the June 28, 2023, meeting. (Attachment A)</p> <p>ACTION: Decision on Minutes</p>	<p>The Policy Board approved the June 28, 2023, meeting minutes by consensus with no corrections.</p>	<p>The Policy Board approved the June 28, 2023, meeting minutes by consensus with no corrections.</p>
<p>4. AAMPO/OCWOG IGA (Attachment B)</p> <p>Action: Approval of IGA renewal</p>	<p>Staff Nick Meltzer introduced the AAMPO OCWCOG IGA which needs to be renewed every 3 years.</p> <p>At the last meeting, this was requested to be extended for a month for more review.</p> <p>Chair Darrin Lane noted that one section in question for him was authorization to expend funds below \$10,000.</p> <p>Meltzer noted that this gives authority to approve contracts below \$10,000 in order to improve efficiency.</p> <p>Chair Darrin Lane expressed concern with some parts of this new change.</p> <p>Chair Darrin Lane noted that there could be circumstances where there could be delegation on certain items but not a blanket for approval of all items.</p> <p>Commissioner Malone shared his thoughts on the concept and noted</p>	<p>The group agreed by consensus to remove section B and change section A to say approval with total value of 10,000 or less with a requirement that the Policy Board will be notified at the next meeting if they haven't already approved the expenditure. The Policy Board agreed to approve the IGA with the above changes.</p>

	<p>the goal is to improve efficiency and sometimes signatures are required through email so it could cause projects or contracts to be held up.</p> <p>Commissioner Malone offered that a new maximum dollar amount could be added if the \$10,000 is too high for the rest of the board.</p> <p>Meltzer noted that this section could be removed if there is discomfort from the Policy Board.</p> <p>Commissioner Malone noted he is okay with leaving the IGA as written since it coordinates with state law, and it would mean the policy board would need to pay extra special attention to what is being approved.</p> <p>Councilor Ray Kopczynski noted that he is okay with the way the IGA is written especially since the contract notes that it will comply to all applicable laws and regulations including by not limited to, the public contract law, public meetings law, and public records law and the government standards and practices act for the state of Oregon.</p> <p>Meltzer shared that there could be edits made to the contract which will allow it to go to the policy board for approval first but the CED Director and or Transportation Program Manager would be the signer.</p> <p>Staff Billy McGregor suggested that edits could be made so the section in question would read that staff has the ability to approve contracts with a total value under \$10,000 without policy board approval, but with the requirement that the policy board be notified of said contract at the next meeting.</p> <p>The group agreed by consensus to remove section B and change section A to say approval with total value of \$10,000 or less with a requirement that the Policy Board will be notified at the next meeting if they haven't already approved the expenditure. The Policy Board agreed to approve the IGA with the above changes.</p>	
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<p>5. RTP Review</p> <p>Action: Information and Discussion</p>	<p>McGregor shared the RTP slide presentation to the Policy Board members in attendance.</p> <p>Meltzer shared the hope for today is to share the draft overview of the Project before posting to the public. The goal will be to approve the document in October 2023.</p> <p>McGregor gave highlights from the Presentation going over summaries of each of the different chapters in the Albany Area Metropolitan Planning Organization (AAMPO) Regional Transportation Plan (RTP).</p> <p>McGregor shared that specifically for Chapter 5 of the RTP there is still a lot of work being done around finances and project generation with their consultant Kittleson and Associates.</p> <p>Walt Perry had a question about inter-regional projects, Chair Darrin Lane answered it would be projects that are done by both AAMPO and CAMPO. Meltzer confirmed.</p> <p>Chair Darrin Lane asked about subsidized changes from feedback received, would it require an additional review period.</p> <p>Meltzer answered that the comments and the responses are recorded in detail and then both will go to the TAC to see if changes will need to be made. Additionally, the detailed comment tracker will be used in the document itself as well.</p>	
<p>6. Jurisdictional Updates/Other Business</p>	<p>AAMPO Staff Updates: Staff Nick Meltzer shared that there will be a joint AAMPO and CAMPO Policy Board in September.</p> <p>Councilor Ray Kopczynski asked how AAMPO, and the City of Albany are involved with the LBCC and OSU mobility hubs.</p> <p>Meltzer gave an update on the project's status and gave a summary of who are the involved partners.</p> <p>Jurisdictional Updates:</p>	

	<p>Albany – Councilor Ray Kopczynski noted there is no update for Albany.</p> <p>Benton County – Commissioner Pat Malone shared Benton County is working on evacuation routes for communities, especially near Oak Creek. Currently there is one road in and one road out. This project should be under construction in september to help with the evacuation route planning.</p> <p>Additionally, the Albany to Corvallis path will have Benton County coming in the secure right of way and hopefully have actual construction in the next year.</p> <p>Jefferson – Walt Perry shared that safety is especially important. Perry asked what AAMPO can instill as to how safety itself can be improved.</p> <p>Perry added that another part he wishes the RTP would have in it would be an education factor.</p> <p>Linn County – Chair Darrin Lane agreed with Perry’s thoughts on safety. Lane shared for Linn County that staff are working on finalizing the preparation for Goldfish Farm bridge and road construction. Lane added that the county is rapidly working on acquiring the right of way for that project.</p> <p>Millersburg – There were no Millersburg representatives present, which means there was not an update for this jurisdiction.</p> <p>Tangent – There were no Tangent representatives present, which means there was not an update for this jurisdiction.</p> <p>ODOT – Savannah Crawford shared an update on the current ODOT projects in the AAMPO Area. Crawford added that both Van Buren Bridge structures are being built at the same time.</p>	
7. Adjournment	The next AAMPO Policy Board Meeting is scheduled for Wednesday, August 23, 2023, from 2:30pm – 4:30pm.	The meeting was adjourned at 3:41pm by Chair Darrin Lane.

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 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.	

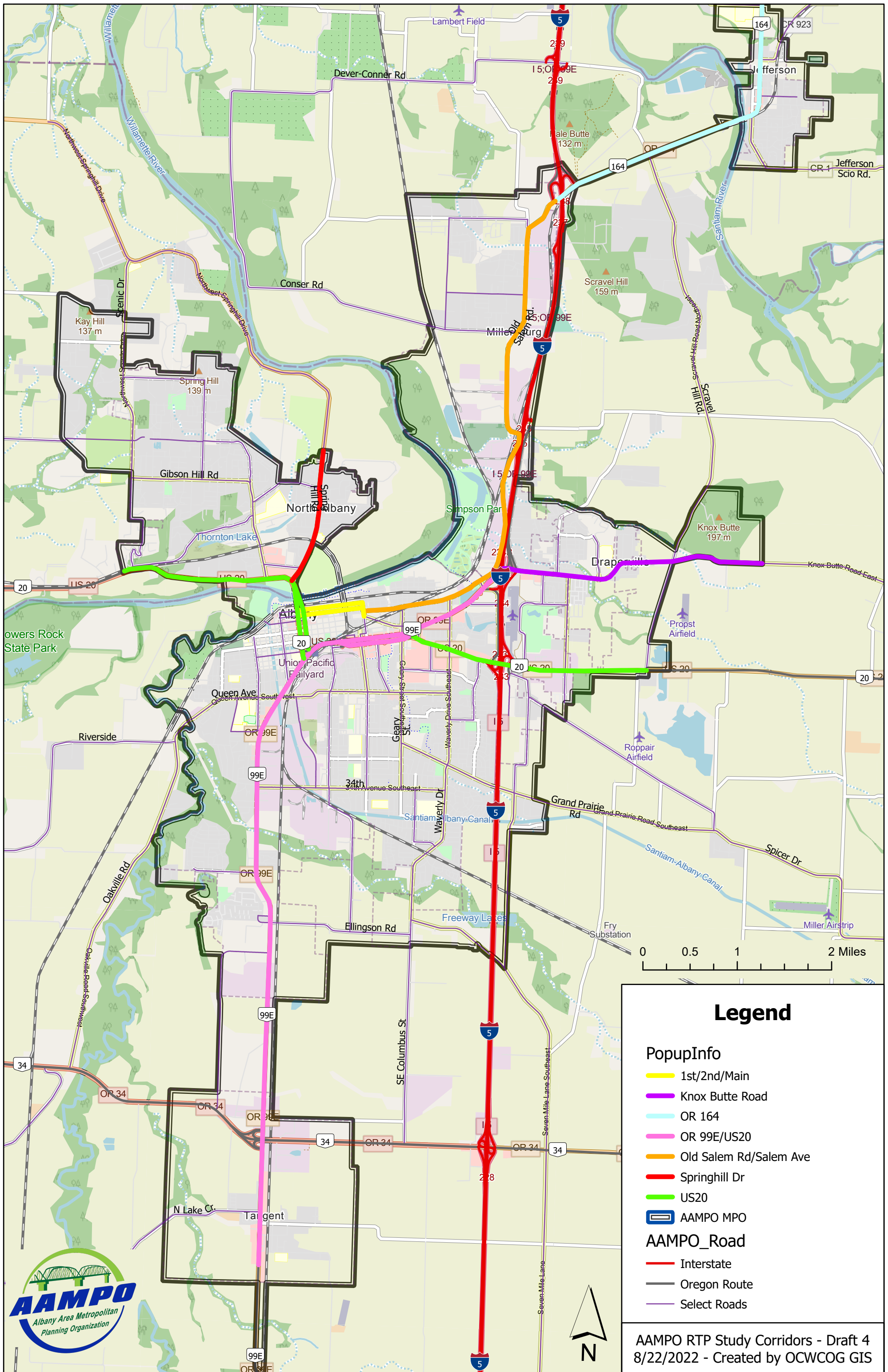
Project ID	Corridor	Intersection or Segment (listed east to west)	Project Description	Notes
PB-2	99E/US-20 (Pacific Boulevard SW)	OR 34 on- and off-ramp intersections	Provide improved crosswalks on all four legs. Reconfigure geometry to improve safety of people walking and biking. Reduce intersection 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 16, 2023
To: AAMPO Policy Board
From: Billy McGregor, AAMPO Staff
Re: **Regional Transportation Plan Schedule Update**

Proposed Dates

Public Notice and Draft Review begins September 1, 2023 and ends October 16, 2023.
Final Draft is brought to the AAMPO Policy Board on October 25, 2023.

Background Summary

The AAMPO Regional Transportation Plan (RTP) is a long range planning document covering a twenty year time horizon. AAMPO is required to update theirs every five years in accordance with federal regulations. The current AAMPO RTP was approved by the Policy Board on May 23, 2018.

Details

The final public engagement piece (Project Solicitation) closed on July 26, 2023 and the comments received from participants were sent to Kittelson & Associates who used them to generate the recommended RTP projects list presented to the Policy Board on August 23, 2023. The RTP is now in the final stages of review and editing, with a public draft release planned for September 1, 2023. In accordance with AAMPO's Public Participation Plan the public draft must remain available for comment for 45 days before being finalized and brought before the AAMPO Policy Board for review and approval.

MEMORANDUM

Albany Area Metropolitan Planning Organization

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Date: August 16, 2023
To: AAMPO Policy Board
From: Billy McGregor, AAMPO Staff
Re: AAMPO Title VI & Public Participation Plan Update Schedule

Action

Title VI Plan Update will occur in October of 2023 & the Public Participation Plan update will occur in November of 2023.

Background Summary

The purpose of the Title VI Plan is to provide the needed assurances, regulations, and frameworks that MPOs must follow, and clarifies roles, responsibilities, and procedures for assuming compliance with Title VI of the Civil Rights Act of 1964 and related regulations and directives. Two key federal actions provide the basis for the civil protections addressed in this plan: The Civil Rights Act of 1964 & Executive Order 12898, and Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.

Other authorities and guidance, including the following is listing of legal regulations, statutes or orders that, along with Title VI, establish an MPO's legal requirements for nondiscrimination: The Civil Rights Restoration Act of 1987 (Pub. L. No. 100-259), Federal Aid Highway Act of 1973 (23 USC 324), Age Discrimination Act of 1975 (42 USC 6101), Americans with Disabilities Act of 1990 (Pub. L. No. 101-336), Section 504 of the Rehabilitation Act of 1973, Limited English Proficiency - Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and Additional Authorities and Citations: 20 CFR 50.3; 28 CFR Part 42; FTA Circular 4702.1.

AAMPO's Title VI Plan highlights that it will be updated, "Update Title VI plan when new staff come on board to update demographic data."

The purpose of the Public Participation Plan is to allow the public the opportunity to voice concerns and offer suggestions about transportation-related issues, while also helping to educate the public about the technical aspects of transportation planning. Through public participation, transportation professionals and decision-makers are also afforded the opportunity to see sides of an issue that may be missed when considering a project from a purely technical or political point of view. There are three federal mandates that highlight public participation and those are: The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005, and Moving Ahead for Progress in the 21st Century (MAP-21) of 2012.

Further, the Oregon Public Meetings Law requires that: all meetings of governing bodies covered by the law (which include the Policy Board and Technical Advisory Committee) are open to the public; that the public be given notice of the time and place of the meetings; that meetings be accessible to everyone, including people with disabilities; and that minutes be made available to the public within a reasonable time that indicate the substance of the deliberations, decisions, and reference any information upon which such decisions are made.

AAMPO's Title VI Plan highlights that the Public Participation Plan will be updated as follows, "Review, and update if needed, Public Participation Plan annually to ensure a relevant connection between methods for outreach and Title VI and EJ populations. An update will also be prepared when new local, state, or federal legislation changes are made."

MEMORANDUM

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Historical Timeline Details

The AAMPO Title VI Plan was adopted by the Policy Board on August 27, 2014 with the last Policy Board approved update occurring on April 22, 2020.

The AAMPO Public Participation Plan was adopted by the Policy Board on July 23, 2014 with the last Policy Board approved update occurring on January 26, 2022.

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