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, November 29, 2023
2:30 pm to 4:00 pm

VIRTUAL MEETING: MICROSOFT TEAMS TECHNOLOGIES
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, **bmcgrecor@ocwcog.org**

AGENDA

1)	**2:30**	**Call to Order, Agenda Review, and Roll Call**	**Chair, Darrin Lane**
2)	**2:30**	**Public Comments**	**Chair**
3)	**2:35**	**Approve minutes of August 23, 2023, Meeting (Attachment A1) and Joint Policy Board Minutes from September 27, 2023 (Attachment A2).** **Action:** *Decision on minutes*	**Chair**
4)	**2:40**	**AAMPO 2043 RTP Approval (Attachment B)** All comments have been addressed and are included for reference. Staff are bringing forward the AAMPO 2043 Regional Transportation Plan for adoption. High Resolution version available at this link **Action:** *Adoption of 2043 RTP*	**Staff, Nick Meltzer**
5)	**3:00**	**Fiscal Year 2025 Unified Planning Work Program (UPWP) Task Solicitation** Staff are developing the draft workplan for FY25 (July 1, 2024 – June 30, 2025) and are solicitating comments from the Policy Board on proposed tasks to include now that RTP work is primarily complete. **Action:** *Discussion*	**Staff, Billy McGregor**
6)	**3:15**	**Jurisdictional Updates/Other Business** • Staff Updates (December meeting?) • Albany • Benton County • Jefferson • Linn County • Millersburg • Tangent • ODOT	**All**

7) 3:30 Adjournment **Chair**
Next meeting TBD.

ATTENDENCE (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 accommodation, 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, August 23, 2023
2:30 – 4:30 pm
Via Microsoft Teams Technologies

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	No
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	Yes
James Feldmann	Oregon Department of Transportation	Yes

Guests: Steve Harvey (Member of the Public), CAMPO Planner Corum Ketchum, and Danielle Casey (FTA).
Staff Present: Transportation Program Manager Nick Meltzer, AAMPO Assistant Planner Billy McGregor, and Administrative Assistant Ashlyn Muzechenko

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, and Roll Call	The Chair, Darrin Lane, called the Albany Area Metropolitan Planning Organization (AAMPO) Policy Board meeting to order at 2:31pm. Staff Billy McGregor conducted roll call for today's AAMPO Policy Board Meeting.	**The meeting was called to order at 2:31pm by Chair Darrin Lane.**
2. Public Comments	There were no public comments made to the Policy Board Members.	**There were no public comments.**
3. Approve minutes of the July 26, 2023, meeting. (Attachment A) ***ACTION:*** Decision on Minutes	The AAMPO Policy Board member in attendance approved the July 26, 2023, AAMPO meeting minutes by consensus.	**The AAMPO Policy Board approved the July 26, 2023, meeting minutes by consensus.**
4. Regional Transportation Plan (RTP) Projects (Attachment B) ***Action***: Concurrence with RTP Project List	Staff Nick Meltzer shared the Regional Transportation Plan (RTP) project memo with the Policy Board members in attendance. Meltzer noted that previously the AAMPO Policy Board and TAC have approved corridors for analysis, along with the goals and objectives from future scenarios for analysis with one preferred future scenario that was specifically selected by both groups as well. Meltzer shared the preferred scenario chosen by the AAMPO TAC and Policy Board and the draft projects created by a consultant to match the scenario. Meltzer added all the projects were focused on bike, pedestrian, and transit improvements. Meltzer noted that staff have received comments from the City of Albany since the packet has been sent out to the AAMPO TAC and Policy Board. Additionally, there were also a few comments for Millersburg and ODOT, that will need to be included before adoption. ODOT Staff Savannah Crawford asked about the projects identified off	

	of the corridors, and what the responsible parties will be for each of the projects. Staff agreed to note in the RTP before the projects that the right of way and jurisdiction needs to be listed before the projects are posted for public consumption. Meltzer summarized the projects in the RTP Project list for the group of members. Walt Perry asked about Jefferson's off ramps on I5, and provided the inside scoop of how the trucks getting off the freeway block the east bound turning traffic until the truck is fully through. This is an issue since it has blind spots on the west side of the interchange. Crawford asked what types of caveats will be listed for these projects in the RTP. Meltzer answered that language can be revised to be less specific in the RTP itself. Chair Darrin Lane noted one concern is there are a lot of little projects, and the concern mainly is how these projects would be delivered. As there would be significant problems with actual delivery without the state fund exchange. Crawford answered that she does initially share that concern as well since ODOT would need to deliver all of the federal projects. However, there was legislation just recently passed where the fund exchange could occur in the future. Meltzer added that the state fund exchange is back permanently using state highway dollars. Additionally, if there are projects written into the plan it could be required for the developer to fund the improvements if they are wanting to develop. Staff McGregor noted that there were 118 RTP Fiscally constrained	

	projects in the 2018 AAMPO RTP and in the current one there are only slightly more projects than a regular cities TSP which is less than the 2018 RTP. Perry asked about funding and progress on a project. Additionally, he asked about coordination between the jurisdictions and if that aspect could be added to this document (The RTP). Meltzer confirmed staff will be adding language and ideas to cover coordination with all jurisdictions on projects. Danielle Casey from the FTA added she had heard the projects will all be state funded. Additionally, she wanted to note that the federal partners are generally very receptive to changes. The FTA and other federal jurisdictions, understand that as time moves on, and costs increase, we need to amend grant agreements to accommodate changes in scope and schedule.	
5. Regional Transportation Plan (RTP) Schedule Review (Attachment C) ***Action:*** Information	McGregor shared the RTP Schedule Review Memo with the AAMPO Policy Board Members. This discusses bringing public notice and draft review beginning September 01, 2023, and ends October 16, 2023, with a final draft of the RTP being brought to the AAMPO Policy Board on October 25, 2023, for approval.	
6. AAMPO Schedule of Updates (Attachment D) ***Action:*** Information	McGregor shared the AAMPO schedule of updates. This document focuses on covering the Title VI Plan update in October of 2023 and the Public Participation Plan update which will occur in November 2023. McGregor shared the Historical timeline details for the last time these plans were updates one in 2020 and the other in 2022.	
7. UPWP FY23 Annual Report (Attachment E) ***Action:*** Information	McGregor shared the Fiscal Year 2023 (FY23) Unified Planning Work Program (UPWP) annual report. The timeframe is from July 2022 to June 2023. This report also includes accomplishments of FY2023 and Task Summary Breakdowns (Task 100, 200, 300, and 400). The closing of	

	the report includes a budget summary, with AAMPO coming out in positive numbers for the past year. Meltzer added that in light of the AAMPO COG IGA there will be more routine budget numbers coming to the policy board for review in future meetings.	
8. Jurisdictional Updates/Other Business	**AAMPO Staff Updates:** McGregor shared that AAMPO and CAMPO have been moving around Corvallis bike counts, with the idea of Albany borrowing the counters from time to time in the future. **Jurisdictional Updates:** Albany – Councilor Ray Kopczynski shared the Queen Ave project has been a major disruption for many people in that area and is on track to be completed by the end of the month. Benton County – Gary Stockhoff shared that Benton County is making progress on the rebuild of SpringHill road which was a substantial project. Benton County also received 2 of the community pathways grants as well, one of which was the middle section of the Corvallis to Albany path for planning. Commissioner Pat Malone shared that it could be possible to hear a presentation on the rules of changing the speed limits from ODOT as all jurisdictions could benefit. Malone shared that there is an evacuation route from the Oak Creek area near the Benton County fairgrounds that has started construction just yesterday. Jefferson – Walt Perry shared that the biggest thing in Jefferson right now is the final stages of apartment complex construction off of 2nd avenue which is part of Highway 164. Linn County – Chair Darrin Lane shared that the county has been working on chip sealing on roads throughout the MPO area. Additionally, the Goldfish Farm Road bridge project is still in the works.	

	Millersburg – There were no updates from Millersburg. Tangent – There were no updates from Tangent. ODOT – Savannah Crawford shared that ODOT would be happy to come speak about speed zone studies if there was interest on the group level. Crawford noted that US 20 Safety improvements are close to complete.	
9. Adjournment	The next AAMPO Policy Board Meeting is scheduled for Wednesday, September 27, 2023, from 2:30pm – 4:30pm.	**The meeting was adjourned at 3:31pm by Chair Darrin Lane.**

ALBANY METROPOLITAN PLANNING ORGANIZATION &
CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD HYBRID MEETING

Wednesday, September 27, 2023
2:30 – 4:30 pm
Via Microsoft Teams Technologies &
The Albany ABC (Downstairs) Conference Room

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	No
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	Yes
Vacant	City of Tangent	Vacant
Wayne Mink	Linn County	No
Gary Stockhoff	Benton County	Yes
James Feldmann	Oregon Department of Transportation	No

Board Members	Jurisdiction	Attendance
VACANT	City of Adair Village	VACANT
Councilor Jan Napack	City of Corvallis	Yes
Councilor Matt Lehman	City of Philomath	Yes
Commissioner Pat Malone	Benton County	Yes
Savannah Crawford	Oregon Department of Transportation	Yes
Alternates	**Jurisdiction**	**Attendance**
VACANT	City of Adair Village	VACANT
Greg Gescher	City of Corvallis	Yes
Chris Workman	City of Philomath	No
Gary Stockhoff	Benton County	Yes
James Feldmann	Oregon Department of Transportation	No

Guests: Tim Bates, Daniel Wood, Barry Hoffman, Wendy Byrne, Christine Hildebrandt, Ryan Vogt, David Rabinowitz, Jeff Babbit, Staci Belcastro, Eric Leming, Heidi Manlove, Kirk Rensmeyer, and Steve Harvey.
Staff Present: Transportation Program Manager Nick Meltzer, 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, and Roll Call/Introductions	AAMPO Chair Darrin Lane called the meeting to order at 2:34pm. Staff Billy McGregor conducted roll call for today's Joint AAMPO/CAMPO Policy Board Meeting. Introductions were conducted as members from both AAMPO and CAMPO Policy Boards were present.	**The joint AAMPO/CAMPO Policy Board meeting was called to order at 2:34pm by AAMPO Chair Darrin Lane.**
2. Public Comments	There were no public comments made to the AAMPO/CAMPO Policy Board members in attendance.	**There were no public comments.**

3. Regional Project Updates: • Highway 20/34 • Transit Workforce Study • Corvallis to Albany Path ***ACTION:*** Information Only	Staff Nick Meltzer shared Regional Project Updates on the following: *Corvallis to Albany Path* CAMPO Transportation Planner, Corum Ketchum, wrote the Carbon Reduction Program grant for Benton County, and it was successful in attaining funding. Benton County recently received a one-million-dollar from the program to do preliminary design for the path. This should be enough combined funds to design the entirety of the path. *Transit Workforce Study* This study started last year. It entails working with the University of Oregon who have completed initial research and developed surveys for transit initiations and agencies. There will be a more detailed update from the consultant in a couple of weeks. AAMPO Chair Darrin Lane asked if there is any change in local transit folks' ability to hire and retain staff. Tim Bates from Corvallis Transit shared they are fully staffed for drivers and the contractor has done a wonderful job getting their agency back to full service. Barry Hoffman from Albany Transit noted they are fully staffed with full time employees but are still seeking part time employees. It has been a slow trickle of applications when a position is opened up. However, conditions are better than a year ago, but still aren't great. For Benton Area Transit, (BAT), Gary Stockhoff stated their vendor is struggling to attain full time drivers which is a struggle nationwide. *Highway 20/34 Study* Meltzer shared that both MPO's (AAMPO/CAMPO) had put money aside for this study. Currently for AAMPO, the city of Albany is doing a	

	signal improvement project and CAMPO is working with Benton County and ODOT to do functional design work as well in that corridor. With the amount of funding that is available, folks didn't want to miss this opportunity and make more rapid improvements. Commissioner Pat Malone asked if the smart signals possibly going in on Highway 34 are a project that will be part of the rapid improvements. Meltzer answered that staff a reworking with a consultant to verify those types of projects and there will be a meeting in November to go over which projects are chosen. Then these project lists will be shared with the public in December 2023. Councilor Jan Napack asked about project changes that may have occurred since 2015, and if a website is available to view these changes. Meltzer answered that staff will work on preparing a webpage and standing it up with that information. Walt Perry asked if there was an ultimate goal set in the 2015 study to go over what problems were being addressed such as the safety corridor. Meltzer answered that there are several different safety features that weren't addressed before. However, these safety concerns on highways 20/34 are starting to be addressed now with these safety improvement projects.	
4. Regional Safety Overview (Attachment A) ***Action***: Information and Discussion	*While waiting for ODOT Staff, the group agreed to swap agenda items 4 and 5.* Savannah Crawford introduced the Regional Safety Overview presentation from ODOT. Eric Leming shared the speed zone presentation for ODOT to discuss how local agencies can set their own speed limits. These changes came from the 2021 legislative session covering who can set speed limits.	

	There are two different types of speed limits, statuary and designated. The changes from the legislature are around designated speed limits. Local Agencies can set speed limits for temporary and emergency, and residential districts. However, in the vast majority, ODOT is the one changing the speed limits. This is being done by having an engineering study done for the segment of the road, there will also need to be agreement from the jurisdiction leaders. The changes from House Bill 30-55 keep the process the same as the ODOT process and adopted manual but it changes which agencies can go through the process. This overall allows ODOT to delegate authority to local jurisdictions who wish to change their speed limits in certain areas. The process is to complete the application, have a responsible designated engineer who needs to go through ODOT's online training to get an understanding of the rules for the speed zone, then produce a quality control plan, next demonstrate that they can complete the study and complete the proper paperwork for the order. If it all looks okay, ODOT delegates authority to the local agency to do the engineering study, then seek agreement from the interested jurisdictions, next take the causes to the speed zone review panel (if there is a discrepancy). Finally, when receiving old orders and creating new ones, send the copies to reports or order to ODOT then answer questions of the public. ODOT's role is compliance and oversight, by receiving the first 10 studies and orders periodic reviews; and then do record "house-cleaning". AAMPO Chair Lane asked if ODOT is encouraging local agencies to seek out this service, or if ODOT will be continuing to offer the service regularly. ODOT confirmed that because of House Bill 30-55 they are required to offer the service, but can still resume managing the process if desired by the local jurisdictions.	

	Heidi Manlove shared her presentation regarding Safe Routes to School (SRTS) to the AAMPO and CAMPO Policy Board Members in attendance. Manlove shared this use to be a federal fund dedicated program however states now need to fund this program. ODOT's program is a construction and education combined program who funds communities to do SRTS funding projects and also educational projects as well. The basic goal is to make it safer and easier for students to walk and bike to and from school. For the education program, there are community grants available for capacity building. For example: funding a coordinator for new approaches. SRTS regional resources hubs have training and other assistance from experts, there are also free print materials and safety campaigns. These are two-year funding cycles with beginner, intermediate, and advanced pathways. Funding covers: • Staff time and coordinators including benefits and office equipment. • Meetings, • Coordination, • Bicycle and pedestrian equipment and training, • Coalition building, • Sustainability, and • Data analysis. SRTS are just ending their second year and were able to fund 13 communities, 26 projects in construction, and 13 education grants. There were $80million in requests, but SRTS were only able to fulfill $32million.	

	Match is required for education and construction and the next project cycle starts in early 2024 around February. Manlove noted that so far there have been 14 communities participating in this program with pictures from these communities available on SRTS's website. AAMPO Chair Lane asked if the funding is federal or state. Manlove confirmed that it's state dedicated funding from House Bill 2017 in 2021. Commissioner Pat Malone asked if the funding will be running out and what the lifespan will be with this program. Manlove answered that it is a part of state legislation, so in order to remove the funding there would need to be quite a bit done legislatively. From her understanding there is no expiration date as of now. Crawford shared a high-level overview of the ARTS program. This is safety based and intended to fund low-cost safety counter measures on all public roads. Anything with documented safety needs is eligible to apply. There is $49.6million available for 2027-2030 available in ODOT Region 2 Area. Local Jurisdictions, Tribes, and ODOT can apply for those and there is consultant support available if you apply before December 1st. The deadline for the grants is December 15th. There is an in-person workshop available 1-3pm at the Corvallis ODOT Office on this day. Crawford shared that one of biggest safety projects is the US 20 updates with phase one primarily finished and any feedback is appreciated. There has been a lot of positive feedback lately, which has changed from initial construction. Phase 2 is the Conifer to Mulloy is a center turn lane that will be wrapping up this year. Phase 3 is still in design which covers the northern section going into Albany. There isn't	

	enough funding for construction, but ODOT is still working on the design factor. For the Cascades West ACT has started having discussions for priority projects for what ones need to be funded within the next 5 to 10 years. Specifically, I5 and Hwy 101.	
5. STBG Funding (Attachment B) ***Action:*** Information Only	Meltzer shared that the fund exchange was intended to go away last summer, and at the end of the most recent legislative session there was a new bill the codified the fund exchange for small MPO's as well as cities and counties across the state. These are categorized as state highways funds now. This is a permanent fix and the funding allocated to the MPOS will be state highway funds. One challenge for the metropolitan planning improvement plan, is there is a set amount allocated to the MPOS will be around $850,000 as opposed to $1million previously given to each MPO. The goal is to have conversations with the two MPO TACs to see how the funding can be moved around to fit the projects that were already approved last year. Commissioner Malone noted that the Association of Oregon Counties did a large part to get the fund exchange program to continue. AAMPO Chair Lane added that there has always been a belief that federalizing a project adds to the cost and there is an increased burden added as well. Which means some of the shortfalls can be made up with the less regularized funding now that it is state rather than federal.	
6. MPO Merger Conversation (Attachment C) ***Action:*** Information	Meltzer shared a presentation regarding the MPO Merger Conversation. The first topic provided background and history on the two MPO's. Meltzer noted that with federal guidelines it would be legal for AAMPO and CAMPO to merge and if this was any other state, then it is likely that the two MPO's will already be one MPO. Previous concerns in 2020 around merging were funding, Policy Board Representation, and Transit Funding.	

	Meltzer added that if there was no decline in population at the MPO's there wouldn't be any significant change in funding received. AAMPO Chair Lane asked if the combined MPO would still qualify for the new fund exchange rules, Meltzer confirmed staff hadn't thought about that and will start looking into it after this meeting. The FTA noted that transit agencies are set by urbanized areas not MPO Areas. There can be two urbanized areas in one MPO which would mean there wouldn't be any changes with Transit Funding. The three options for moving forward are: 1. Continue existing coordination. 2. Increase coordination to collaboration establish MOU and Develop combined documents for similar work products. Or 3. Merge with MPO's to create one reginal entity. The full group expressed mostly positive support for the merging of the two MPO's (AAMPO and CAMPO). However, many noted that more information would be needed to make the final decision.	
7. Adjournment	The next AAMPO Policy Board Meeting is scheduled for Wednesday, October 25, 2023, from 2:30pm – 4:30pm. The next CAMPO Policy Board Meeting is scheduled for Wednesday, October 11, 2023, from 3:30pm to 5:30pm There is also a potential to target another joint meeting between the two MPO's in a few more months.	**The Joint Policy Board meeting was adjourned at 4:20 pm by the AAMPO Chair Darrin Lane and the CAMPO Chair Councilor Matt Lehman.**

2043 Regional Transportation Plan

November ~~29~~, 2023

Prepared by:
Albany Area Metropolitan Planning Organization
1400 Queen Ave SE # 103
Albany, OR 97322
https://www.ocwcog.org/transportation/aampo/

Adopting Resolution

RESOLUTION No. 2023-01

FOR THE PURPOSE OF ADOPTING THE 2043 ALBANY AREA METROPOLITAN PLANNING ORGANIZATION REGIONAL TRANSPORTATION PLAN

WHEREAS, the Albany Area Metropolitan Planning Organization (AAMPO) has been designated by the State of Oregon as the official Metropolitan Planning Organization for the Corvallis area; and

WHEREAS, the AAMPO Policy Board is the governing body for the Albany Area Metropolitan Planning Organization; and

WHEREAS, AAMPO started an update to the Regional Transportation Plan (RTP) during the fall of 2022; and

WHEREAS, a project identification and selection process was carried out and the projects in the 2043 RTP demonstrate fiscal constraint; and

WHEREAS, a proactive public participation process including timely public notice, distribution of vital information, and full public access to key decisions was carried out during the development of the 2043 RTP; and

WHEREAS, AAMPO provided a 45-day notice of adoption and afforded the public reasonable opportunities to review and comment on the content of the Regional Transportation Plan; and

WHEREAS, the comments received during open house events, committee meetings, Policy Board meetings, and through other forms of communication were specifically considered;

NOW, THEREFORE, BE IT RESOLVED, that the AAMPO Policy Board adopts the 2043 AAMPO Regional Transportation Plan.

Dated this 29th day of November 2023

APPROVED:

By: _____

Darrin Lane, Chair
Citizen Representative

ATTESTED:

By: _____

Nicholas Meltzer, Manager
Albany Area MPO

Acknowledgements

AAMPO Policy Board/2043 RTP Project Advisory Committee

Councilor Ray Kopczynski (Vice Chair)	City of Albany
Walt Perry	City of Jefferson
Councilor John Sullivan	City of Millersburg
Councilor Greg Jones	City of Tangent
Commissioner Pat Malone	Benton County
Commissioner Roger Nyquist	Linn County
Darrin Lane (Chair)	Citizen Representative
Savannah Crawford	Oregon Department of Transportation

AAMPO Technical Advisory Committee (TAC)

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

AAMPO TAC Ex-Officio Members

Jasmine Harris	US Federal Highway Administration (FHWA) OR Division
Jeremey Borrego	US Federal Transit Administration (FTA), Region X

Oregon Department of Land Conservation and Development (DLCD)
Oregon Department of Environmental Quality (DEQ)
Oregon Department of State Lands (DSL)

AAMPO Staff

Nick Meltzer	AAMPO Manager
Billy McGregor	Transportation Planner
Ashlyn Muzechenko	Administrative Assistant

Transportation Modeling Team

Alex Bettinardi	Oregon Department of Transportation
Martin Mann	Oregon Department of Transportation

Additional Project Support

Mary Bach-Jackson	Oregon Cascades West Council of Governments
Steve Dobrinich	Oregon Cascades West Council of Governments
Carole Richardson	Plangineering, LLC
Camilla Dartnell	Kittelson & Associates
Phill Worth	Kittelson & Associates
Polina Polikakhina	Kittelson & Associates
Wade Scarbrough	Kittelson & Associates

Table of Contents

List of Figures

List of Tables

Chapter 1: Introduction

About the Albany Area[1] MPO

This section is added at the discretion of AAMPO's Tribal Partners. Text may be subject to change/revision/removal by Tribal Partners.

The land within the Albany Area Metropolitan Planning Organization's boundary has been inhabited by bands of the Confederated Tribes of the Siletz Indians (CTSI), and Confederated Tribes of the Grand Ronde (CTGR) since time immemorial. The homelands of the 11 bands that comprise the CTSI stretched across western Oregon from the summit of the Cascade Mountains to the Pacific Ocean.[2] ***Figure 1*** illustrates the ancestral lands of the present day Siletz Tribe. The bands of the Grand Ronde, some of which overlapped with the bands of the Siletz, lived along the Willamette Valley from the Columbia River south to across the California border. As European settlement expanded across Oregon, the Siletz and Grand Ronde people faced many hardships to become, and remain, a federally recognized Tribal Nation today:

Before permanent settlement of the area by European American's the land at the confluence of the Calapooia and Willamette Rivers was the home to indigenous peoples, namely the tribes of the Kalapuya. Initial contact between the two groups caused mass epidemics of smallpox amongst the Kalapuya in the 1780s and malaria outbreaks in the 1830s. Those remaining Kalapuya tribes signed treaties with the United States during the 1850s, leaving the area predominantly free for settlement.

> *From 1848 to 1855, the United States made several treaties with the tribes of western Oregon. Those treaties cleared the way for increased settlement by Americans and other immigrants into the Willamette Valley, as Native people were removed to reservations to eliminate conflicts and competition. This policy of removal helped create one of the most productive agricultural regions in the West.*
>
> *In the mid-nineteenth century, at least twenty tribes lived in the Willamette Valley, including the many tribes and bands of the Kalapuya peoples, several tribes of the Molala, and several tribes of the Chinook peoples. These peoples owned their lands and had defined homelands that had secured for them resources for gathering, hunting, and fishing for at least fourteen thousand years. That all changed when EuroAmerican explorers, traders, settlers, and miners ventured into the region.*[3]

None of the treaties initiated in 1855 were ratified by the federal government. It wasn't until 1977 after years of effort that the Siletz tribe became the second formally recognized Tribe in the nation, and the first in Oregon to be federally "restored." However, much of their originally promised land was taken, and since the 1977 recognition the CTSI have slowly accumulated ownership of approximately 15,000 acres, a minimal amount of their original inhabited land. In 1983, with the signing of the Grand Ronde Restoration Act, the Confederate Tribes of the Grand Ronde also became federally recognized and today have a 10,800 acre reservation in Yamhill County.

While none of the CTSI's current land is within the AAMPO area, the Confederated Tribes of the Siletz Indians maintain a productive relationship with the people and governments within the region. In nearby Lincoln County, the Tribe operates Chinook Winds Casino Resort and Chinook Winds Golf Resort,

[1] This history of the region was compiled using information from the CTSI website, Tribal brochure, and websites of AAMPO cities. More information can be found at https://www.ctsi.nsn.us/introduction/

[2] This history of the region was compiled using information from the CTSI website, Tribal brochure, and websites of CAMPO cities. More information can be found at https://www.ctsi.nsn.us/introduction/

[3] Lewis, David. *Willamette Valley Treaties*, The Oregon Encyclopedia. Accessed 1 Dec, 2021.

which is the largest employer in the county. Due to the location of other MPOs and government agencies in Oregon being more proximal to their reservation, AAMPO is less engaged with the CTGR, however we would be remiss to not mention their historical ties to our planning area. ***Figure 2*** and ***Figure 3*** outline the ancestral lands of the Confederated Tribes of the Grand Ronde.

In 1845, the first EuroAmerican settler, Abner Hackleman, placed a land claim and would soon be followed by Walter and Thomas Monteith in 1847. Albany's original town plan was plotted out by the Monteith's, who used 60 acres of their claim for the site. The name of Albany comes from the brother's hometown of Albany, New York, and the Monteith house built in 1849 is still standing on 2ND AVE and is today the home of the Monteith Historical Society. Many historic learning activities are held throughout the year, as well as providing opportunities for volunteers.

Quickly after its inception, Albany became a transit stop for the California Stage Coach in 1860, steamboat in 1870, and locomotive in 1871. With Albany businesses utilizing privately raised funds to ensure that rail service was brought through the city, Albany quickly grew to become a manufacturing and transport hub within the Willamette Valley. These investments helped the city grow at a slow, but steady pace. When the highway was built it bypassed the existing downtown, sparing many historical sites, leaving Albany with one of the most varied collections of historic buildings in Oregon.

Albany is joined by the Cities of Jefferson, Millersburg, and Tangent to make up the Albany Area Metropolitan Planning Organization(AAMPO). AAMPO was formally designated by the Governor of Oregon on February 6, 2013 following the 2010 Census which determined that the Albany Urbanized Area/AAMPO Planning Area had reached a population of 56,997.

Jefferson was founded after a devastating flood of Santiam City caused a need for a new ferry location in 1851. This ferry was built by Jacob Conser, who's name still remains on Jefferson's Jacob Conser Bridge crossing the Santiam River. Named Jefferson in 1860 and platted in 1866, the town celebrated their first train arriving in 1870.

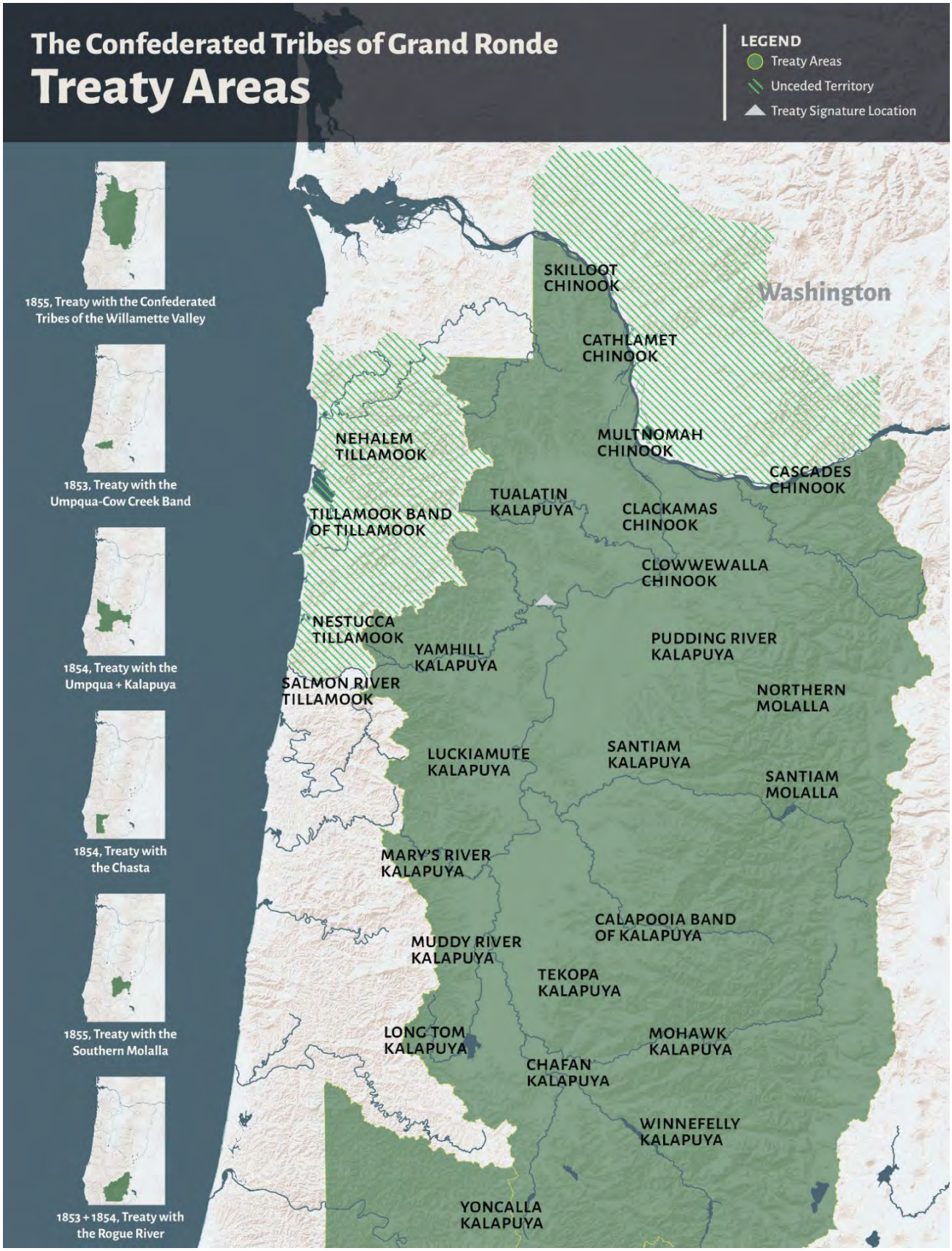
The community of Millersburg was first recognized in 1871 when Southern Pacific Railroad established a station on a donation land claim of the Miller family. After the opening of a local post office in 1894 the rail spur was named Millersburg, and although the post office no longer exists, the name held. In order to avoid annexation by Albany and the associated taxes, what is now ATI Specialty Alloys and Components proposed a new city. On June 19, 1974 the vote to incorporate Millersburg passed by a slim vote of 76 to 74, and held its first city council meeting on August 28, 1974. Millersburg was characterized by having 96% of its assessed value recognized as industrial at its formation and has remained heavily industrialized, despite the closure of the Albany Paper Mill. Today, according to PSU 2022 estimation, Millersburg is home to 3,142 residents and employees approximately 2,755 (Oregon Employment Department 2017).

Tangent began life as a water stop for the railroad, earning its name for being the only stop on a 20 mile stretch of railroad, considered a tangent point on the line. This activity spurred farmers to move to the area, and to this day Tangent is highly agriculture focused. In 1973 residents voted to incorporate separate from Albany and the former John Bass estate was bequeathed to Tangent as its city hall after its feline owner, Kitty Kat, passed away in 1994. Currently, Tangent is home to 1,231 residents, home of the Harvest Festival, and in 2023 celebrated its 50 year anniversary.

Figure 1. Ancestral Lands & Languagesof the Bands of the Confederated Tribes of the Siletz Indians

Source: CTSI website, July 2023

Figure 2. Ancestral Lands of the Confederated Tribes of the Grand Ronde, part 1



Source: Grande Ronde website, July 2023

Figure 3. Ancestral Lands of the Confederated Tribes of the Grand Ronde, part 2

Source: Grande Ronde website, July 2023

What is an MPO?

A Metropolitan Planning Organization (MPO) is the policy board of an organization created and designated to carry out the metropolitan transportation planning process. MPOs are required to represent localities in all urbanized areas (UZAs) with populations over 50,000, as determined by the U.S. Census. MPOs are designated by agreement between the governor and local governments that together represent at least 75 percent of the affected population (including the largest incorporated city, based on population) or in accordance with procedures established by applicable state or local law. When submitting a transportation improvement program to the state for inclusion in the statewide program, MPOs self-certify that they have met all federal requirements.[4]

In accordance with federal regulations, the functions and responsibilities of MPOs include development of an annual Unified Planning Work Program (UPWP), an annual list of obligated projects, a 4-year Transportation Improvement Program (TIP), a long-range Regional Transportation Plan (RTP), and a Public Participation Plan (PPP). MPOs must also demonstrate compliance with Title VI and other nondiscrimination requirements.

MPO Roles and Responsibilities

Per USC 23, 123 & 450, a Metropolitan Planning Organization (MPO), must provide transportation planning and programming in Urbanized Areas (areas with a collective population of 50,000 or more.) MPOs facilitate *continuing*, *cooperative* and *comprehensive* transportation planning processes in partnership with their state Department of Transportation.

One of the central requirements for MPOs is an inclusive decision-making process including development and implementation of a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing public involvement in developing the Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), and other key documents. To ensure an all-inclusive decision-making process occurs, MPOs are required to utilize Public Participation Plans (PPPs) that are developed in consultation with an expanded list of interested parties. Once adopted, the PPP will direct AAMPO's public outreach activities during future planning and programming activities.

Table 1. Summary of Core Documents and their Timelines

Document	Approval	Content	Update Schedule
Unified Planning Work Program	MPO	Planning studies and tasks for fiscal year	Annually
Regional Transportation Plan	MPO	Assess transportation needs and projects	Every 5 years
Transportation Improvement Plan	MPO/ Governor	Transportation investments	Every 4 years
Title VI Nondiscrimination Plan	MPO	Plan to ensure non-discrimination	Review periodically
Public Participation Plan	MPO	Plan to engage and inform the public	Review periodically

[4] Full definition can be located at the Federal Transit Administration webpage https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/metropolitan-planning-organization-mpo

What is the Albany Area Metropolitan Planning Organization (AAMPO)?

The Albany Area Metropolitan Planning Organization (AAMPO) was formed following the 2010 Census, which determined that the Albany Urbanized Area had reached a population of 56,997. AAMPO was formally designated by the Governor of Oregon on February 6th 2013.

As designated, the AAMPO Planning Area covers the Albany Urbanized Area, which is composed of the cities of Albany, Jefferson, Millersburg, and Tangent as well as adjacent parts of Linn, Benton and Marion Counties that are anticipated to become urbanized during the 20 year planning horizon. Note, that although the AAMPO Planning Area includes a small portion of Marion County around the City of Jefferson, Marion County is not a member of AAMPO. ***Figure 5*** in the following chapter shows the extent of the AAMPO Planning Area.

AAMPO Organization and Governance

AAMPO is governed by an eight-member Policy Board composed of elected representatives from the cities of Jefferson, Millersburg, Albany, and Tangent, and Benton and Linn Counties as well as a staff person from the Oregon Department of Transportation (ODOT) and a citizens' representative. AAMPO's staffing (including administrative, bookkeeping, and computer services) are performed by the Oregon Cascades West Council of Governments (OCWCOG) under a contract with the Policy Board. OCWCOG staff dedicated to AAMPO activities are located in the Community and Economic Development (CED) Department. AAMPO is governed independently of OCWCOG through the Policy Board.

Figure 4. Organization Chart (Staff Circa 2023)

What is the Purpose of a Regional Transportation Plan?

MPOs are required by Federal law to prepare a long-range Regional Transportation Plan (RTP) that addresses the multi-modal needs (including walking, biking, driving, transit, etc.) of the transportation system over a 20-year planning horizon. MPOs are required by Federal law to prepare the RTP and update it every five years.

The AAMPO RTP focuses on shared regional transportation issues and is designed to support local planning efforts undertaken by the cities of Albany, Jefferson, Millersburg, and Tangent, as well as the counties of Linn and Benton. The RTP contains projects and policies to guide the development of the transportation system in order to meet the region's economic, transportation, development and sustainability goals, while remaining fiscally constrained. The RTP includes a list of regionally adopted goals and objectives; transportation modeling that estimates future demand on the system; a list of identified projects to help meet future demand on the transportation system; a financial plan for implementing projects; and a discussion of environmental mitigation activities.

How was this Plan Developed?

AAMPO staff began the process of updating the RTP by reviewing the previous RTP and identifying elements suitable for inclusion moving forward. Much of the work done as part of the RTP development grew out of updates to the AAMPO Title VI Nondiscrimination Plan which took place during 2020 and the Public Participation Plan in 2022. In developing the RTP staff reviewed best practices literature; AAMPO member Transportation System Plans (TSPs), RTPs adopted by other MPOs in Oregon and across the country; and State and Federal requirements.

Project oversight for the RTP update was provided by two primary bodies:

Technical Advisory Committee

The AAMPO Technical Advisory Committee (TAC) served as the TAC for the RTP update, with RTP meetings and discussion incorporated into standing monthly TAC meetings. All TAC meetings are open to the general public and input by stakeholders was readily encouraged and accepted. The TAC worked with staff directly during the RTP update process and acted in an advisory role to the Project Advisory Committee.

Project Advisory Committee

The AAMPO Policy Board served as the Project Advisory Committee (PAC) which made formal decisions related to the RTP update and provided direction to staff. Policy Board meetings, which also served as PAC meetings, were open to the general public with input by interested parties encouraged.

The Oregon Department of Transportation's (ODOT) **Transportation Planning and Analysis Unit (TPAU)** also played an important role in the RTP update, developing and managing the transportation demand model (nicknamed CALM for Corvallis Albany Lebanon Model) used as part of this planning process. AAMPO reviewed data used in the model for accuracy and provided feedback on model assumptions while TPAU handled direct editing and modifications to CALM.

The majority of the work on the RTP update was completed in-house by AAMPO staff, however, consulting partners were brought on to support activities where needed. Consulting support was provided by **Plangineering, LLC** who reviewed early drafts of RTP chapters and helped ensure that the Plan meets Federal requirements.

Throughout the RTP development process staff conducted public outreach in order to gather feedback on the process and help ensure the final plan reflected the needs of the community. Public engagement activities included 2 virtual public open house meetings, 3 surveys, and regular project updates to interested community groups. A draft version of the RTP document was posted on the AAMPO website and shared broadly for stakeholder input from September 11, 2023 to October 26, 2023 for a total of 45 days.

How Does This Plan Align with Other Local and State Plans?

Metropolitan planning organizations exist at the junction of local, statewide and federal transportation planning. While following federal requirements is necessary, MPOs are regional organizations with membership comprised of cities and counties, and supported by state Department of Transportations. This often leads to overlapping planning documents, and can be confusing to the public. This document, the metropolitan transportation plan, aims to be consistent with local transportation projects, while emphasizing federal policies and priorities.

An overview of state and local documents applicable within the AAMPO region are listed below.

Statewide Planning Documents

The Oregon Transportation Plan (OTP) serves as the long-range transportation system plan for the state. The OTP provides a framework for prioritizing multimodal transportation investments statewide. At the time of writing this report, ODOT was in the process of updating the OTP. The current version as of this RTP's writing was adopted in 2006, with the 2023 update adopted in July. The OTP is a standalone document, however, it also incorporates several Mode and Topic Plans which explore specific themes in greater detail. Mode and Topic Plans relevant to the AAMPO RTP are outlined in ***Table 2***.

To be implementable, AAMPO's recommended transportation improvements and strategies must be consistent with the goals and policies outlined in the OTP and other supporting statewide plans approved by the Oregon Transportation Commission (OTC). They emphasize safety, equity, and climate which are focus areas throughout this RTP.

Table 2. Statewide Mode and Topic Plans

Plan Document	Description
Oregon Bicycle and Pedestrian Plan (2016)	Statewide policy plan which serves as an element of the OTP. The plan supports decision-making for walking and biking investments, strategies and programs that can help bring an interconnected, robust, efficient and safe transportation system for Oregon. The plan guides the state through efforts such as prioritizing projects, developing design guidance, collecting important data and other activities that support walking and biking in Oregon.
Oregon Freight Plan (2017)	The purpose of the Oregon Freight Plan (OFP) is to improve freight connections to local, state, tribal, regional, national and international markets with the goal of increasing trade-related jobs and income for Oregon workers and businesses. The OFP is a resource designed to guide freight-related operation, maintenance and investment decisions.
Oregon Highway Plan (1999)	The Oregon Highway Plan (OHP) establishes long-range policies and investment strategies for the State Highway System. The Oregon Transportation Commission, (OTC) adopted the Highway Plan in 1999. ODOT is currently in the process of updating the OHP.
Oregon Public Transportation Plan (2018)	The Oregon Public Transportation Plan (OPTP) is the statewide mode plan for all forms of public transportation and is an element of the Oregon Transportation Plan. The OPTP establishes a statewide vision for the public transportation system, with goals, policies, and strategies to point the way towards achieving that vision. The OPTP guides and informs public transportation investment decisions by the state, transit service providers, and local government agencies.
Oregon State Rail Plan (Revised 2020)	The Oregon State Rail Plan explores the issues affecting the state's rail freight and passenger system over 25 years. It assesses both public and private transportation facilities and services at the state, regional and local level.
Oregon Transportation Options Plan (2015)	The Oregon Transportation Options Plan provides a vision and policy guidance that supports and advances transportation options program activities and suggests ways to integrate

	transportation options into transportation planning and investments. The plan also supports transportation options program activities and integration with capital investment planning at the local and regional level.
Oregon Transportation Safety Action Plan (2021) *MPO Integration Suggested*	The Transportation Safety Action Plan (TSAP) serves as the State of Oregon's Strategic Highway Safety Plan, a document required by federal law. The TSAP outlines a set of actions that ODOT and its partners have identified as steps to a safer travel environment.
Oregon Aviation Plan	The Oregon Aviation Plan serves as a guide for future aviation development. The plan looks beyond the traditional state aviation system planning elements by combining three planning studies that assess the condition of the existing aviation infrastructure, the economic benefit of the aviation industry, and the national importance and state significance of each airport
Statewide Transportation Strategy	The *Oregon Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Emissions Reductions* is a state-level scenario planning effort that examines all aspects of the transportation system, including the movement of people and goods, and identifies a combination of strategies to reduce greenhouse gas emissions.

Local Planning Documents

Goal 12 Transportation, is one of 19 planning standards that make up the Oregon land use program. Goal 12 requires cities, counties and the state to create Transportation System Plans (TSP) that take into account all relevant modes of transportation: mass transit, air, water, rail, highway, bicycle and pedestrian. As a federally required document, the AAMPO RTP is distinct from local and state TSPs. The RTP is designed to function in tandem with TSPs and other transportation plans.

Local TSPs and other core planning documents define local regulatory processes for implementing transportation projects and initiatives affecting the transportation system. Local TSPs and other transportation plans relevant to the AAMPO RTP are outlined in ***Table 3***.

City and county TSPs serve as the primary conduit for implementation of regionally significant projects by each jurisdiction. Transportation projects with regional impact identified in local TSPs are incorporated into the AAMPO RTP.

Table 3. Local Planning Documents

Plan Document	Description
Albany Transportation System Plan (2010)	The Albany TSP guides development of transportation facilities owned and maintained by the City of Albany. The plan identifies improvements to roadways, pedestrian and bicycle facilities, public transit service, and transportation demand management efforts over a 20-year planning period.
Albany Transit Development Plan (2018)	The Transit Development Plan is a guide for regional investment in public transportation. The Transit Development Plan focuses on public transportation services

	operated by the City of Albany: Albany Transit System, Albany Call-A-Ride, and the Linn-Benton Loop.
City of Jefferson Transportation System Plan (2022)	The City of Jefferson TSP guides development of transportation facilities in the City of Jefferson. The plan identifies improvements to roadways, pedestrian and bicycle facilities, public transit service, and transportation demand management efforts over a 20-year planning period.
Millersburg Transportation System Plan (2016)	The Millersburg TSP guides development of transportation facilities owned and maintained by the City of Millersburg. The plan identifies improvements to roadways, pedestrian and bicycle facilities, public transit service, and transportation demand management efforts over a 20-year planning period.
Tangent Transportation System Plan (2010)	The Tangent TSP guides development of transportation facilities owned and maintained by the City of Tangent. The plan identifies improvements to roadways, pedestrian and bicycle facilities, public transit service, and transportation demand management efforts over a 20-year planning period.
Benton County Transportation System Plan (2019)	The Benton County TSP guides development of transportation facilities owned and maintained by Benton County. The plan identifies improvements to roadways, pedestrian and bicycle facilities, public transit service, and transportation demand management efforts over a 20-year planning period.
Linn County Transportation System Plan (2018)	The Linn County TSP guides development of transportation facilities owned and maintained by Linn County. The plan identifies improvements to roadways, pedestrian and bicycle facilities, public transit service, and transportation demand management efforts over a 20-year planning period.
Linn Benton Loop Service Development Plan (2019)	The Linn Benton Loop Service Development Plan (SDP) serves as the guiding document for transit service provided by the Loop. The SDP identifies and prioritizes service changes to the Loop in order to keep up with growth and optimize service.

How Does This Plan Meet Federal Requirements?

While long range regional transportation planning is good practice, this plan also fulfills the requirements of 23 CFR 450.324, *Development and content of the metropolitan transportation plan.* As a federal planning entity, the Albany Area MPO must adhere to a number of requirements outlined in the above mentioned section, to comply with federal law. The following table identifies those requirements, and the corresponding part of the report where they can be found.

Table 4. Meeting Federal Requirements

Requirement	Report Section
F(1) Current and projected transportation demand	AAMPO used a base year of 2019 and future year of 2043 for analysis. The existing conditions of the transportation system can be found in Chapter 2, while the future demand can be found in Chapter 3.
F(2) Existing and proposed transportation facilities	Chapter 2 contains the existing transportation facilities for all modes. Chapter 5 contains the proposed projects under the approved future scenario.
F(3) Description of measures and targets used in assessing performance	Chapter 4 contains a discussion on performance measures and the 2022 targets applicable to AAMPO. Chapter 5 contains the proposed measures for the next evaluation period.
F(4) A system performance report and subsequent updates with respect to targets identified above, for MPOs that elect to develop multiple scenarios, analysis of how the preferred scenario has improved the conditions and performance of the system	This is AAMPO's first RTP incorporating federal performance measures. As such, this will be a baseline report. Discussion on monitoring is included in Chapter 4 and Chapter 5. In addition the choice of different scenarios is discussed in Chapter 5.
F(5) Operational and management strategies to improve performance of existing facilities to relieve congestion and improve safety	Some of this is captured in the objectives section in Chapter 4. The remainder is discussed in Chapter 5.
F(6) Consideration of the results of the congestion management process in TMAs	Not applicable, as AAMPO is not a Transportation Management Area (TMA)
F(7) Assessment of capital investment and other strategies to preserve the existing the projected future infrastructure, provide for multimodal capacity increases, and reduce vulnerability of the existing infrastructure The MTP may consider projects and strategies that address areas or corridors where congestion threatens efficient functioning of the system	Discussed in Chapter 5.
F(8) Transportation and transit enhancement activities, including the role that intercity buses may play in reducing congestion, pollution and energy consumption in a cost effective manner; and strategies that preserve and enhance intercity bus systems	Discussed in Chapter 5.

F(9) Design concept and design scope descriptions of all existing and proposed transportation facilities, all proposed improvements shall be described in sufficient detail to develop cost estimates	Proposed projects by corridor are listed in Chapter 5.
F(10) A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities. The discussion may focus on policies, programs or strategies rather than projects.	Discussed in Chapter 6.
F(11) A financial plan that demonstrates how the adopted transportation plan can be implemented: (i) For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways	Chapter 5 covers the proposed projects and planning level cost estimates. Fiscal constraint is demonstrated for both the RTP as well as local Transportation System Plans which are incorporated by reference.
F(12) Pedestrian walkway and bicycle transportation facilities in accordance with 23 USC 217(g)	Existing conditions discussed in Chapter 2 while proposed projects are listed in Chapter 5.

What is in this Document?

The remainder of this plan is broken into chapters that address the requirements of a Regional Transportation Plan:

- **Chapter 2: Existing Regional Characteristics—**This chapter covers existing demographics, how the region has changed over the last 10 years, and the existing transportation system.
- **Chapter 3: Future System Analysis—**The future system includes four parts:
    - Modeling: discusses how modeling was used to analyze future conditions
    - Corridors: identifies corridors the plan focuses on, and future transportation needs
    - Public Input: an overview of what we heard and what we did based on public input for the future system
- **Chapter 4: Goals and Metrics—**Outlines the region's eight transportation goals which serve as the guiding principles for this document. In addition, this chapter will discuss how the federal transportation performance measures are incorporated into the planning process. Finally, this chapter will connect the goals with the metrics.
- **Chapter 5: Preferred System and Finances:** This chapter discusses long term financial needs, estimated income, and demonstrates fiscal constraint through proposed project lists. In addition, there is a discussion on what to do with large influxes of federal funding
    - Public Input: an overview of what we heard and what we did based on public input for the future system
    - Trends: discusses the impacts on transportation from future technology, electrification, and changes in travel habits resulting from COVID-19
- **Chapter 6: Environmental Considerations and Mitigation Activities:** This section covers environmental considerations required as part of the Regional Transportation Plan
- **Appendices:**
    - *Appendix A: Transportation Acronyms and Glossary*
    - *Appendix B: Regulatory Framework*
        - *Federal Regulations*
        - *State Regulatory Context*
        - *Local Regulatory Documents*
    - *Appendix C: Public Involvement*
        - *Continuous Outreach*
        - *Episodic Outreach*
    - *Appendix D: Plans incorporated by Reference*

Chapter 2: Existing Regional Characteristics

This chapter provides an in-depth look at the AAMPO Planning Area including demographics, general trends and an overview of how the region has changed over the past five to ten years. Additionally, this chapter discusses existing transportation facilities including details on current conditions.

The existing conditions analysis contained in this chapter discusses both the **demand** (population, demographics, and employment) and **supply** (existing and planned transportation network) sides of the region's transportation system. These two components are fundamental to analyzing system performance and projecting future need across the entire transportation system. Subsequent chapters in this document utilize the information detailed in this chapter for modeling and projecting future scenarios as well as identifying future investment areas.

Social Equity Considerations

The Albany Area MPO recognizes the importance of regional transportation services to the community and is committed to fostering a just and equitable society. AAMPO incorporates social equity into the regional transportation planning process with specific attention dedicated to the following considerations:

(1) Fair and equitable disbursement of transportation services to all people

(2) Provision of mobility options for disadvantaged people

(3) Affordability of services

(4) Community cohesion

To avoid disproportionate effects on disadvantaged groups, AAMPO strives to include all types of users, service providers, and other interested parties in the regional transportation planning process. Throughout the development of the Regional Transportation Plan (RTP) staff sought to meet or exceed the goals outlined in the AAMPO Title VI Plan as well as standards set forth in the AAMPO Public Participation Plan. Data presented in the demographics section of this chapter helps to identify individuals in the AAMPO area who are likely to be underserved.

AAMPO Title VI Plan

Title VI of the Civil Rights Act of 1964 states: "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

The Title VI / Nondiscrimination Plan reflects AAMPO's commitment to ensuring that no person shall – on the grounds of race, color, national origin, sex, age, disability, or income status - be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity conducted by the MPO. The plan was developed to meet obligations under Title VI of the 1964 Civil Rights Act, the President's Executive Order on Environmental Justice (1994) and subsequent orders and enforcement regulations.

AAMPO's Title VI / Nondiscrimination Plan was adopted by the AAMPO Policy Board on August 27, 2014, and its most recent update was approved by the Policy Board on April 22, 2020.

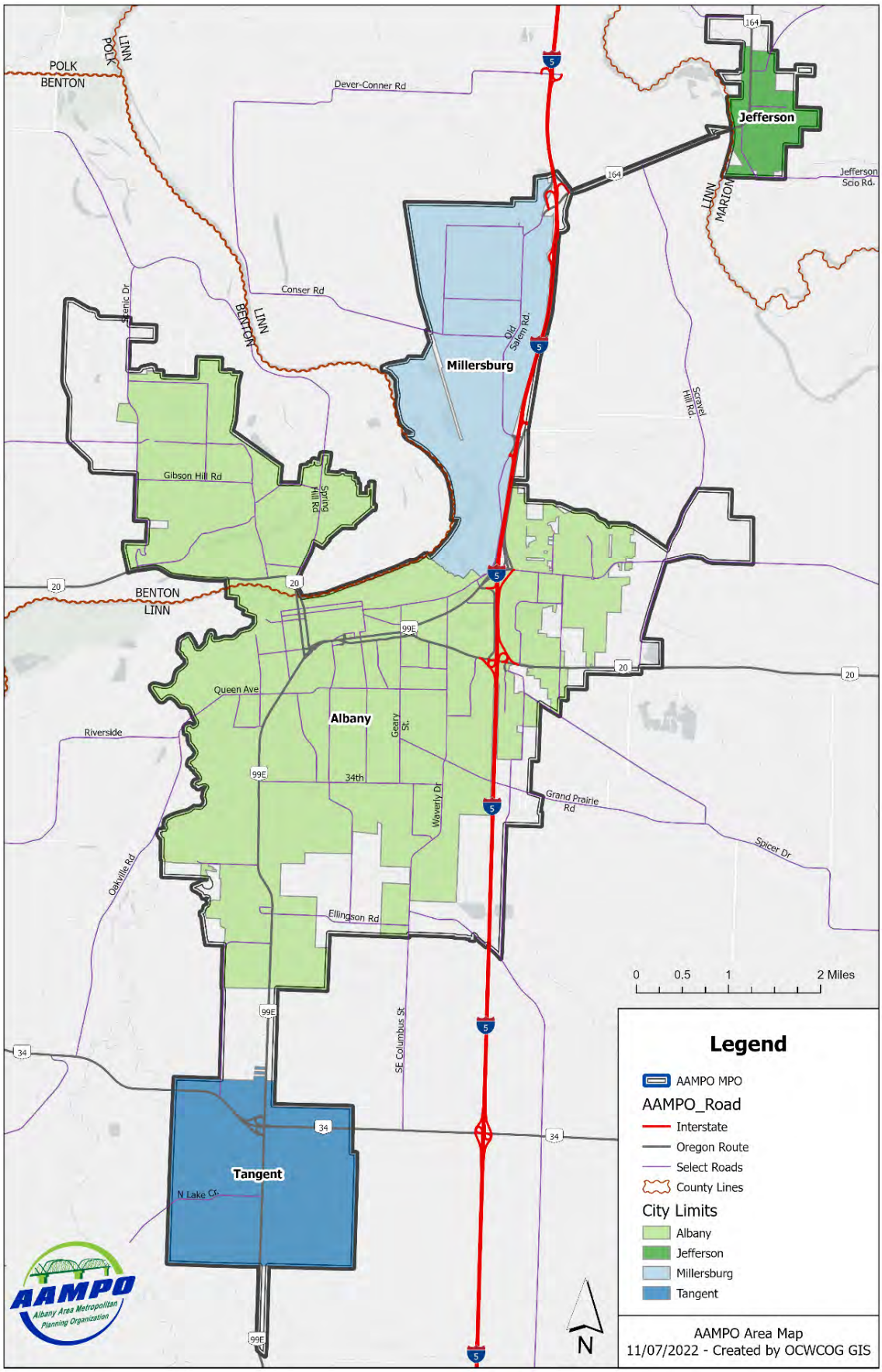
AAMPO Planning Area

The AAMPO Planning Area is in Oregon's Willamette Valley, in fertile farmland between the Cascade Range and the Coast Range. AAMPO sits 70 miles south of Portland, 10 miles northeast of the City of

Corvallis, and 45 miles north of Eugene along the Interstate 5 corridor, at its junction with US Highway 20 and Oregon Highway 34. The Union Pacific and Burlington Northern Santa Fe railroads provide mainline connections in all directions and Amtrak offers passenger rail service north and south. A map of the AAMPO Planning Area is shown in ***Figure 5***.

The topography of the AAMPO Planning Area is a mix of flat land in the western portion with steeper terrain primarily located along the eastern boundaries of Millersburg and east Albany near Knox Butte. The Willamette River and Calapooia River are the most prominent water features in the area. Floodplains and numerous wetlands are located near the rivers and creeks that run through the AAMPO Planning Area.

Figure 5. AAMPO Planning Area



Current and Future Land Use

Oregon land use planning regulations require each city to have an urban growth boundary in order to foster compact urban growth and preservation of agricultural and forest lands. This land use pattern creates stretches of rural land uses among AAMPO jurisdictions and between AAMPO and neighboring metropolitan areas. It also creates opportunities for parks, natural areas, and agricultural uses that support local economies.

The communities that make up AAMPO are diverse in size. The City of Albany is the largest city, with a population of 53,521 in 2019, and the most residential, industrial, and commercial development. The three smaller cities – Millersburg, Tangent, and Jefferson – all have fewer than 3,500 residents. Despite their smaller size, each still has notable industrial development as well as some employment opportunities in government, manufacturing, and skilled trades. Many residents of the smaller cities commute to Albany, Salem, or elsewhere for employment.

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

Demographic Profile

The purpose of this section is to provide an overview of recent and statistically reliable demographic information about the AAMPO region. The maps and analysis in this section are designed to assist in long-range planning and to help assess the needs of the region including protected populations. It is important to understand the demographic profile of this area in order to ensure that all persons have an equal opportunity to benefit from or have access to the activities of the MPO and to avoid any disproportionate impacts from those activities.

To be consistent with the travel demand model used for analysis, as well as the recently adopted Corvallis Area MPO 2043 RTP, data from the 2019 5-Year American Community Survey (ACS) estimates is presented. The demographic profile outlined below utilizes 2019 5-Year American Community Survey (ACS) data at the Census Block Group level, when available, and at the Census Tract level otherwise. Where appropriate, demographic characteristics are compared to statewide and nationwide data.

Population Profile

The AAMPO Planning Area is home to 61,813 residents living in the cities of Albany, Jefferson, Millersburg, and Tangent as well as urbanized parts of Benton and Linn Counties[5]. There are approximately 29,194 people over the age of 16 eligible to be in the workforce. Within the AAMPO region are approximately 27,504 jobs, making it a major employment center for commuters living both inside and well-beyond the AAMPO planning boundary[5].

[5] Source: Population and employment estimates are derived from the 2019 5-year American Community Survey (ACS) data, Oregon Department of Employment data, among others.

As compared with the State of Oregon and United States the Albany Urbanized Area:

- Has a lower median annual household income but less low-income residents
- Has a smaller percentage of non-white residents compared with Oregon and the United States
- Has a higher percentage of people with disabilities than Oregon or the United States
- Is home to a lower percentage of people that do not speak English well compared to Oregon and the United States as a whole

Table 5 below summarizes key demographic information for the AAMPO Planning Area and includes comparisons to the State of Oregon and the United States as a whole. The fifth column (furthest to the right) uses arrows pointing up to illustrate where the AAMPO Planning Area has a rate higher than the state and national average and arrows pointing down to indicate where the AAMPO Planning Area has a rate lower than the state and national average. Additional discussion on each statistic can be found in the sections of text below the table.

Table 5. Population Profile

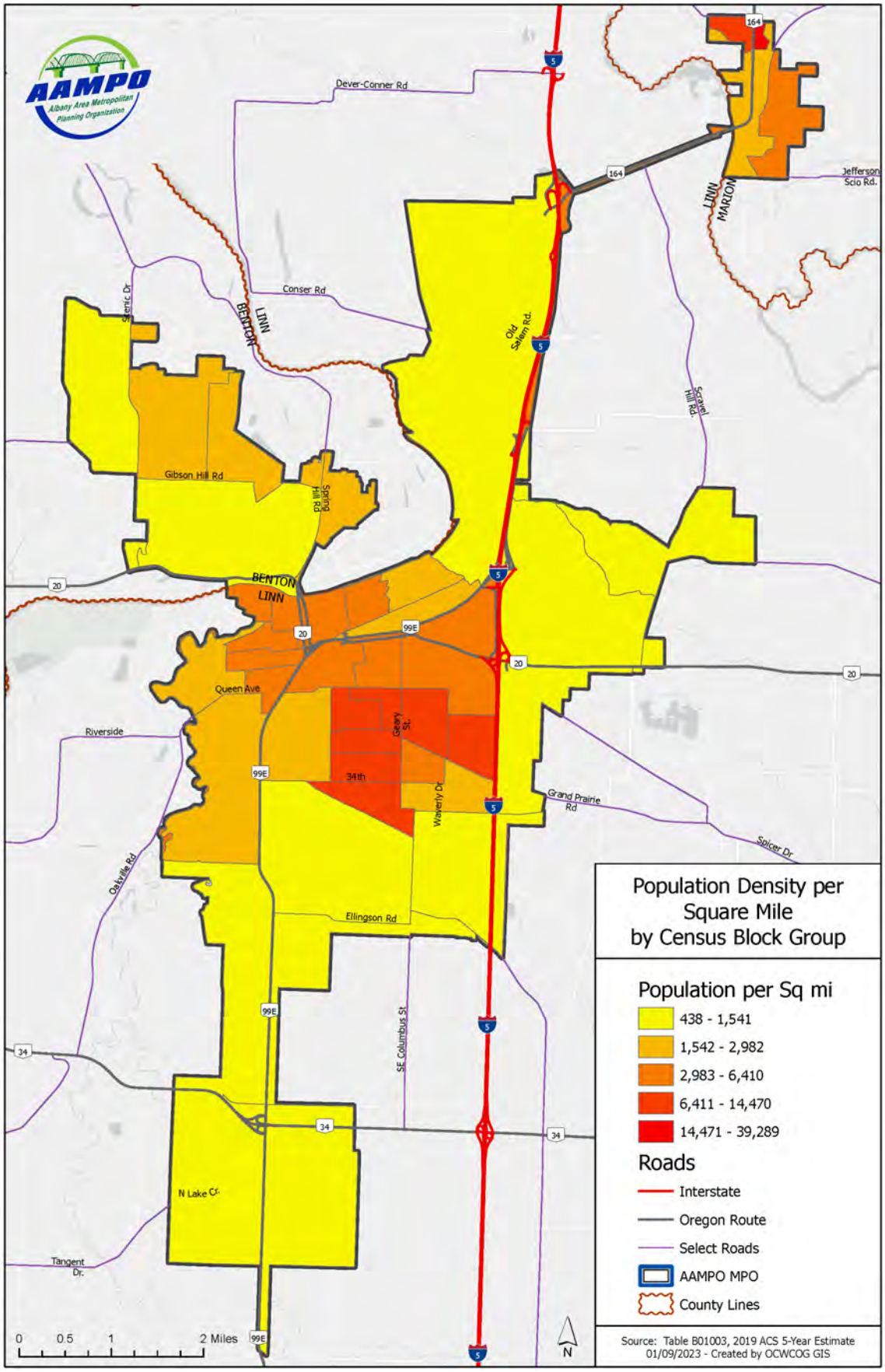
Statistic	United States (US)	Oregon	Albany Urbanized Area	Comparison
Population (Total People)	324,697,795	4,129,803	61,813	N/A
Employment (Total Working Population over 16)	154,759,076 (60%)	1,979,740 (59%)	29,194 (59%)	= Oregon ▼US
Average Household Size (People per Unit)	2.62	2.51	2.58	▲Oregon ▼US
Household Occupancy (Owner-Occupied)	64%	62%	61%	▼Oregon ▼US
Household Occupancy (Renter-Occupied)	36%	38%	39%	▲Oregon ▲US
Minority Population (Non-white Population)	89,291,894 (28%)	648,379 (16%)	7,974 (13%)	▼Oregon ▼US
Senior Population (% of Population 65+)	16%	17%	16%	▼Oregon = US

Persons with Disabilities	13%	14%	16%	= Oregon ▲ US
Spoken Language (% Limited English Proficiency)	8%	6%	3%	▼ Oregon ▼ US

Population Density

For the AAMPO Planning Area the centers of highest population density, as shown in ***Figure 6***, are located in central Albany and Jefferson. Population densities in Albany started in the downtown core located along the Willamette River, but have over time migrated south and outwards, with dense residential activity centered just south of Queen Avenue. This area is characterized by small lot suburban style development, with services and amenities concentrated toward the periphery. Jefferson had areas of dense population surrounding their historic main street and downtown, mostly contained in newer suburban style developments to the east of 3rd Street and north of Cemetery Hill Road.

Figure 6. Population Density



Housing Characteristics

There are a total of 23,567 households in the AAMPO Planning Area. As a whole, approximately 39% of occupied units in the AAMPO Planning Area are rental units and 61% are owner occupied. On average this means the Albany area has more people living in rental units per capita than the state and national averages The average household size for the AAMPO Planning Area is 2.75 people per owner occupied unit and 2.32 people per renter occupied unit.

The median home value in the AAMPO Planning Area is $229,900, which is lower than the State of Oregon but somewhat higher than the United States as a whole.

Table 6. Housing Characteristics

Statistic	US	Oregon	Albany Urbanized Area	Comparison
Total Housing Units	137,428,986	1,768,901	24,739	N/A
Vacant Housing Units	16,672,938 (12%)	156,919 (9%)	1,172 (5%)	▼Oregon ▼US
Owner-Occupied Units	77,283,871 (64%)	1,005,877 (62%)	14,399 (61%)	▼Oregon ▼US
Renter-Occupied Units	43,472,177 (36%)	606,105 (38%)	9,168 (39%)	▲Oregon ▲US
Average Household Size (Owner-Occupied)	2.7	2.6	2.75	▲Oregon ▲US
Average Household Size (Renter-Occupied)	2.49	2.36	2.32	▼Oregon ▼US
Median Home Value	$ 217,500	$ 312,200	$ 229,900	▼Oregon ▲US
Median Rent Paid	$ 1,062	$ 1,110	$ 965	▼Oregon ▼US
30 Percent or More of Income	20,002,910 (46%)	287,983 (48%)	4,040 (44%)	▼Oregon

Spent on Rent		▼US

Income Profile

Per 2019 5-Year ACS data (Table S1901) the median annual household income for the AAMPO Planning Area is $61,758. This number is somewhat lower than the income for the State of Oregon and United States overall.

The U.S. Census Bureau uses dollar value thresholds that vary by family size and composition to determine those in poverty. For 2019, the poverty threshold for a family of two adults and two children was an annual household income of $25,926. Within the AAMPO Planning Area, approximately 11.7% of the population (families and people) had income in the past 12 months falling below the poverty level during the 2019 5-Year ACS time period. As shown in ***Table 8***, the poverty rate in the AAMPO Planning Area is slightly lower than the state and national averages

Figure 7 illustrates that the areas with the highest percentage of the population living below the federal poverty level are located in neighborhoods geographical centered around the intersection of US-20 and 99E. These include parts of historic downtown Albany, those houses in between 99E and the Willamette River, to the east of Lafayette Street. Another area that is has a higher percentage of the population living under the poverty level is between 99E and Geary Street, bounded on the north by Queen Avenue and to the south be 34th Avenue. The City of Jefferson also has some areas of concentrated poverty alongside 164 and in northernmost section of the city, as shown in ***Figure 7*** below.

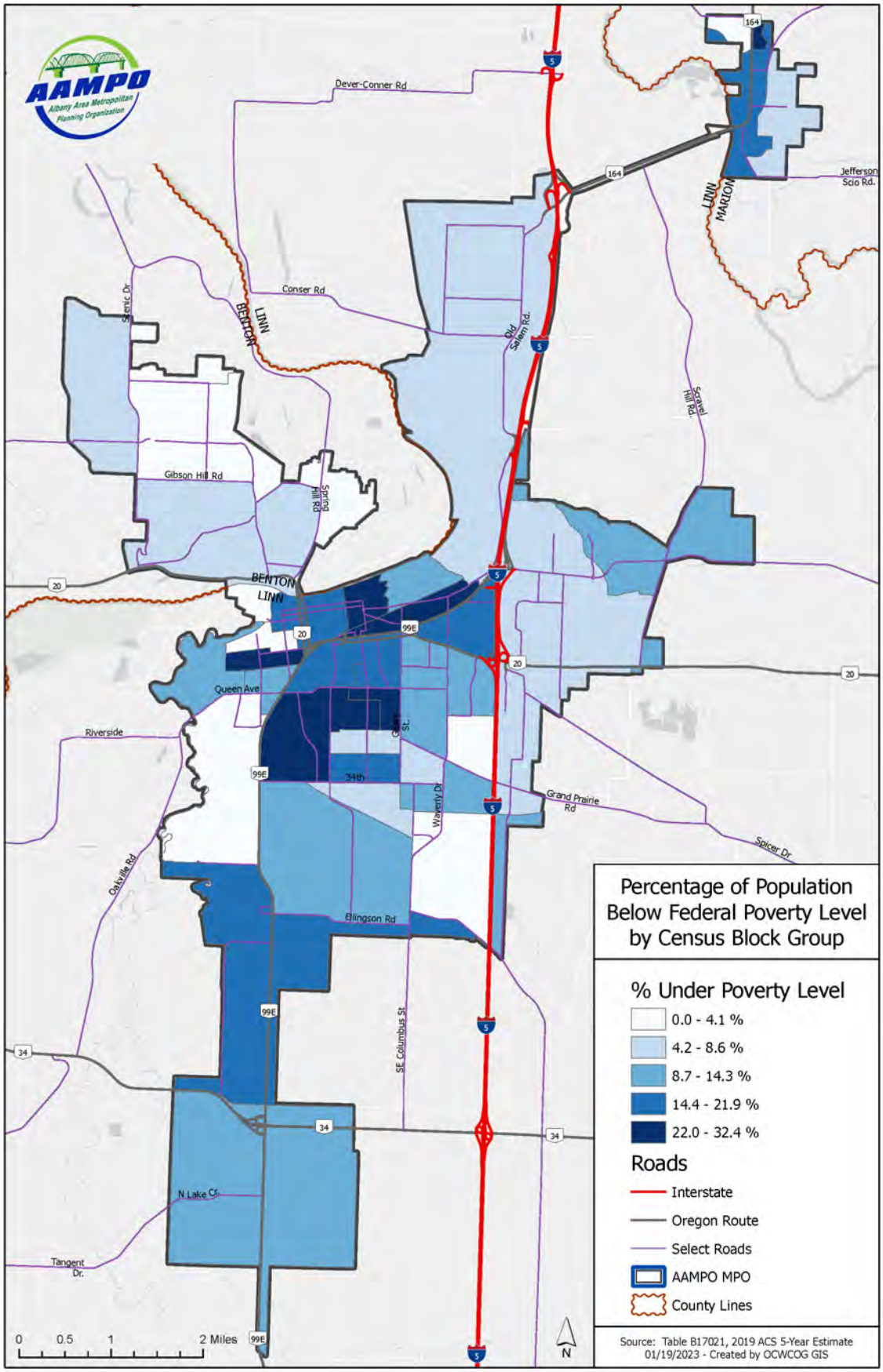
Table 7. Median Household Income

Statistic	US	Oregon	Albany Urbanized Area	Comparison
Median Annual Household Income	$62,843	$62,818	$61,758	▼Oregon ▼US

Table 8. Percent of Population Living Below the Poverty Line

Statistic	US	Oregon	Albany Urbanized Area	Comparison
Below Poverty Level	42,510,843 (13%)	533,527 (13%)	7,081 (12%)	▼Oregon ▼US

Figure 7. Population Living Below the Poverty Line



Race and Ethnicity (i.e. Non-White Population)

According to ACS data (Table S0601), 87.1% of the population of the AAMPO planning area identifies as White and 0.5% identifies as Black or African American. Residents of Hispanic or Latino represent 12.9% of the population, residents of Asian origin represent 1.6%, residents of American Indian or Alaska Native represent 1.1%, and Native Hawaiian and other of Pacific Islanders represent 0.1%. Approximately 4.8% of respondents identify as some other race.[6]

For the purpose of this plan, minority is defined as all persons who identified themselves as something other than "White-alone, not Hispanic or Latino" in their choices of race and ethnicity in the ACS survey. The minority population percentage for the AAMPO Planning Area is around 19% (see ***Table 9***) which is lower than Oregon's statewide total (24%). Both the AAMPO Planning Area and Oregon have significantly smaller minority populations than the national average. The minority population percentage for the U.S. is approximately 39%.

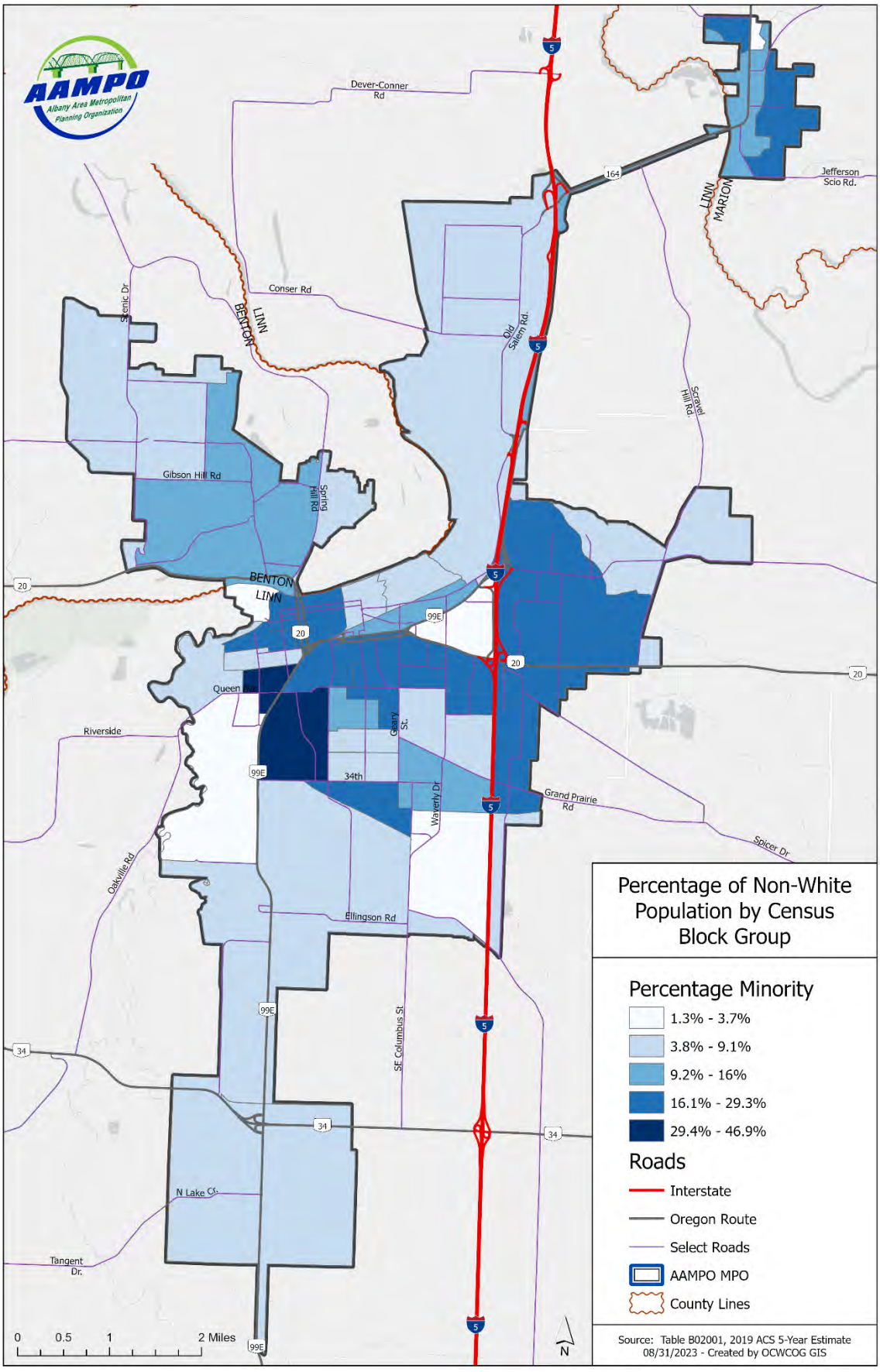
Figure 8 illustrates that the non-white population in the AAMPO Planning Area make up a larger share of the population on and around Highway 20, the area east of Interstate 5, and with the greatest percentage located along the east side of the south bound segment of 99E.

Table 9. Non-White Population

Statistic	US	Oregon	Albany Urbanized Area	Comparison
Percent Population Identifying as "Not White Alone"	39%	24%	19%	▼Oregon ▼US

[6] Note, the total of the Race and Ethnicity statistics presented is greater than 100 percent because the numbers were taken from a question which looked at "Race alone or in combination with one or more other races" which means respondents may fall into more than one category.

Figure 8. Non-White Population Map

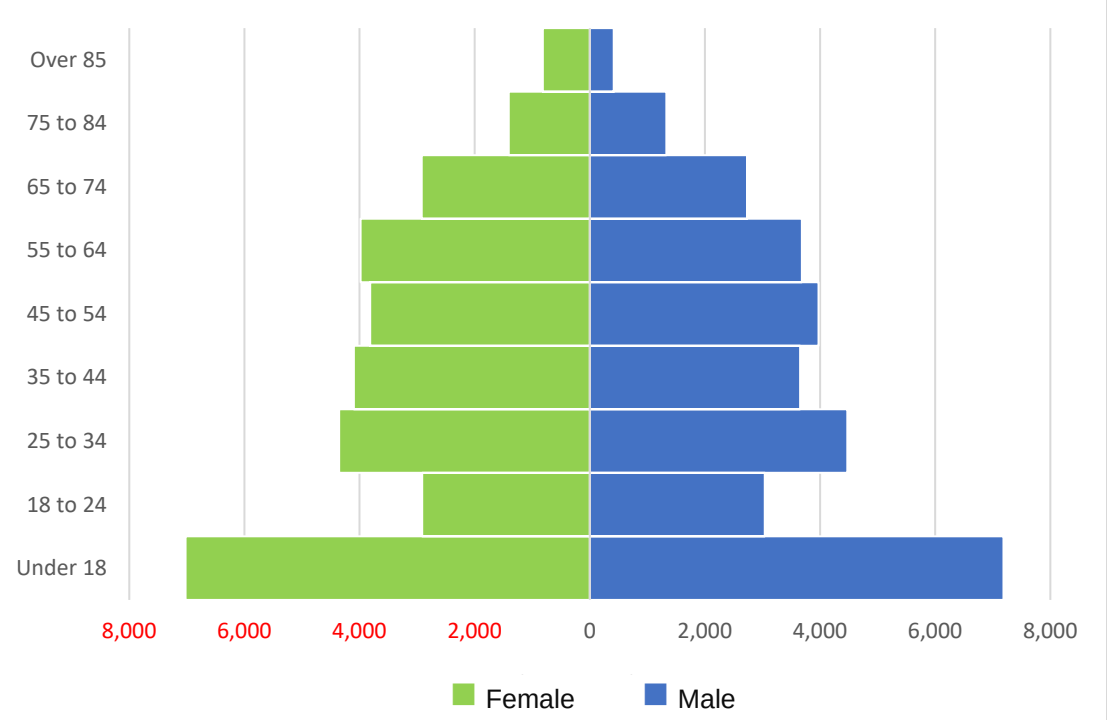


Age Distribution and Senior Population

The AAMPO Planning Area is home to a large population of young people under 18 years of age, as well as people in their working age between 25 and 65. It can be assumed that due to low collegiate presence in the area, adults in the student age range of 18 to 24 are less represented. There are many workforce opportunities within the region and the population of adults in the working age ranges help indicate this.

The senior population is defined as persons age 65 and older. According to 2015-2019 5-Year ACS data, seniors make up 15.6% of the population in the AAMPO Planning Area, which falls below the state average and is the same as the national average. ***Figure 10*** demonstrates that there is a high concentration senior population within the AAMPO Planning Area towards the southeast boundary along Interstate 5 where Mennonite Village Senior Living is located.

Figure 9. Albany Urbanized Area Age Distribution Graph

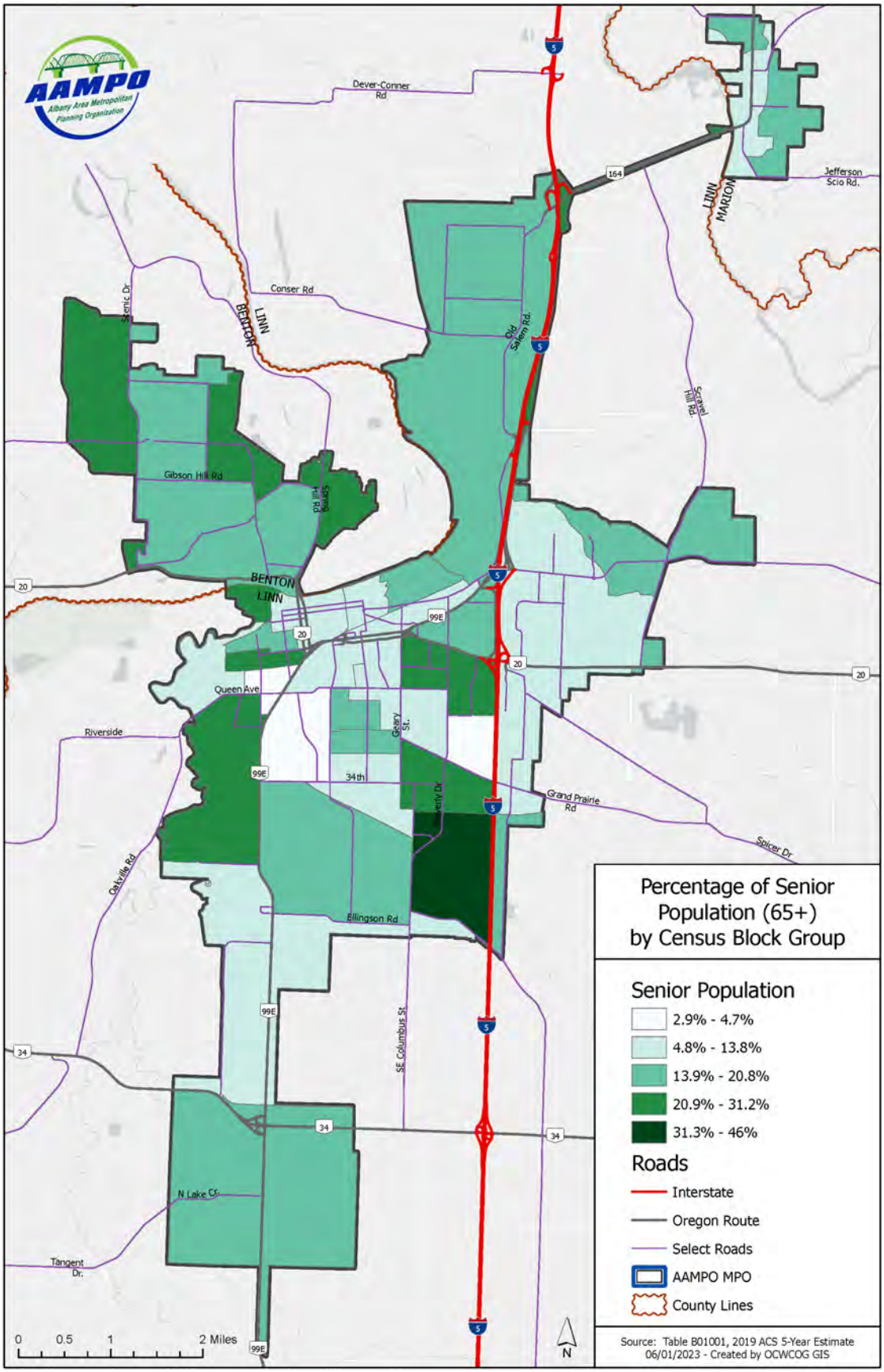


Source: 2019 5-Year ACS, Table B01001

Table 10. Population Age 65+

Statistic	US	Oregon	Albany Urbanized Area	Comparison
Population Age 65+	50,783,796	709,555	9,621	N/A
Senior Population (% of Population 65+)	16%	17%	16%	= Oregon = US

Figure 10. Senior Population (Age 65+)



Persons with Disabilities

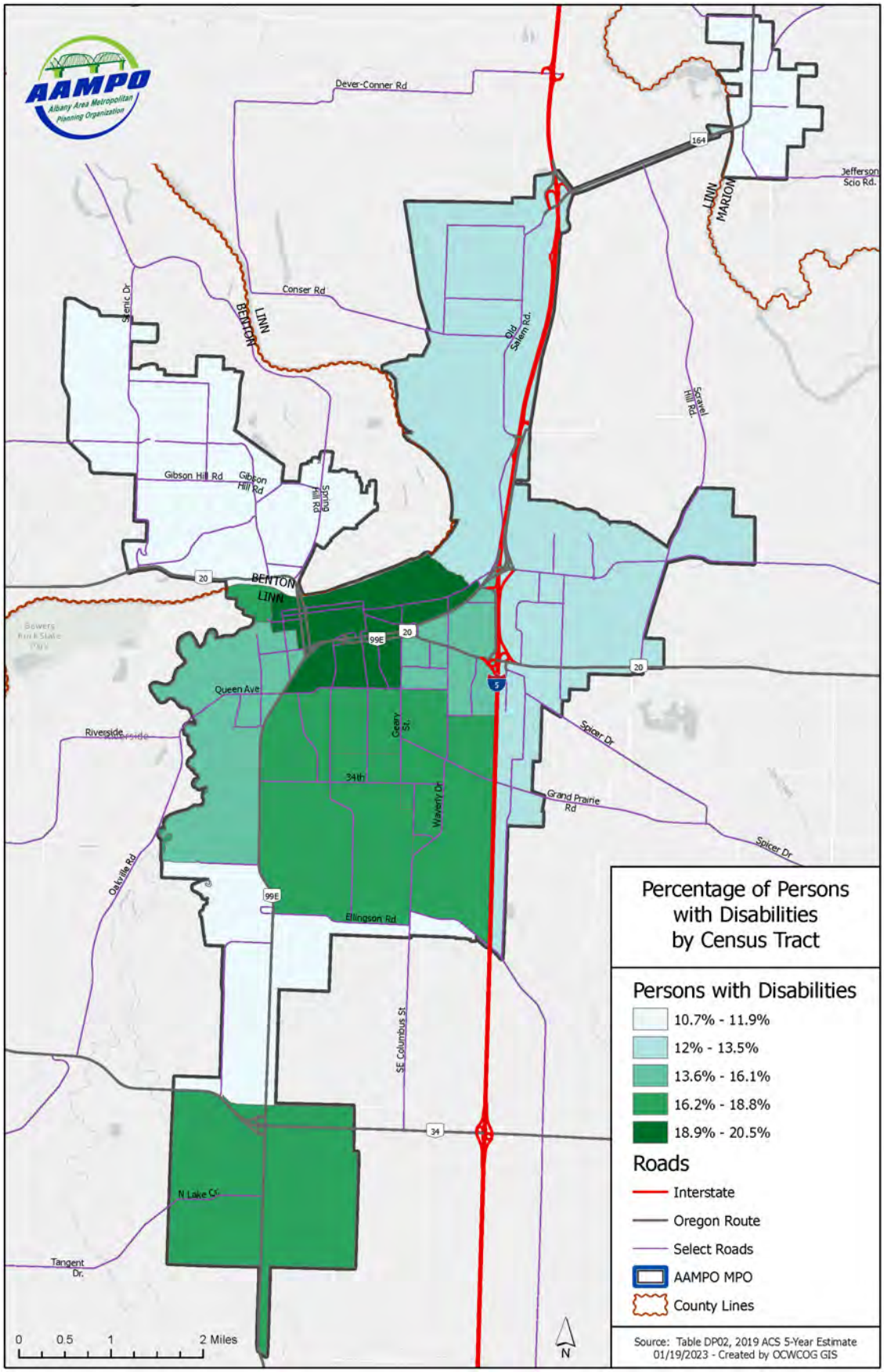
Sixteen percent of the population living in the AAMPO Planning Area identify as having a disability. According to the census definition, Disabled is defined as all civilian, non-institutionalized persons, 5 years and older that identified as having one or more of six disability types: hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, and/or independent living difficulty. The percentage of the population with a disability in the AAMPO area is higher than the state and national averages.

Persons with disabilities are most heavily concentrated in neighborhoods in the Albany historic downtown and south of Highway 20/99E, as well as Tangent.

Table 11. Persons with Disabilities

Statistic	US	Oregon	Albany Urbanized Area	Comparison
Persons with Disabilities	40,335,099 (12.6%)	587,093 (14.4%)	9,937 (16.2%)	▲ Oregon ▲ US

Figure 11. Persons with Disabilities



Limited English Proficiency (LEP) Population

The term Limited English Proficiency (LEP) refers to individuals who do not speak English as their primary language and who have a limited ability to read, write, speak, or understand English. The data on ability to speak English represents the person's own perception about his or her own ability or, because survey questionnaires are usually completed by one household member, the responses may represent the perception of another household member. For purposes of this analysis, a LEP person is defined as any individual (age 5 and older) who speaks English less than 'Very Well'.

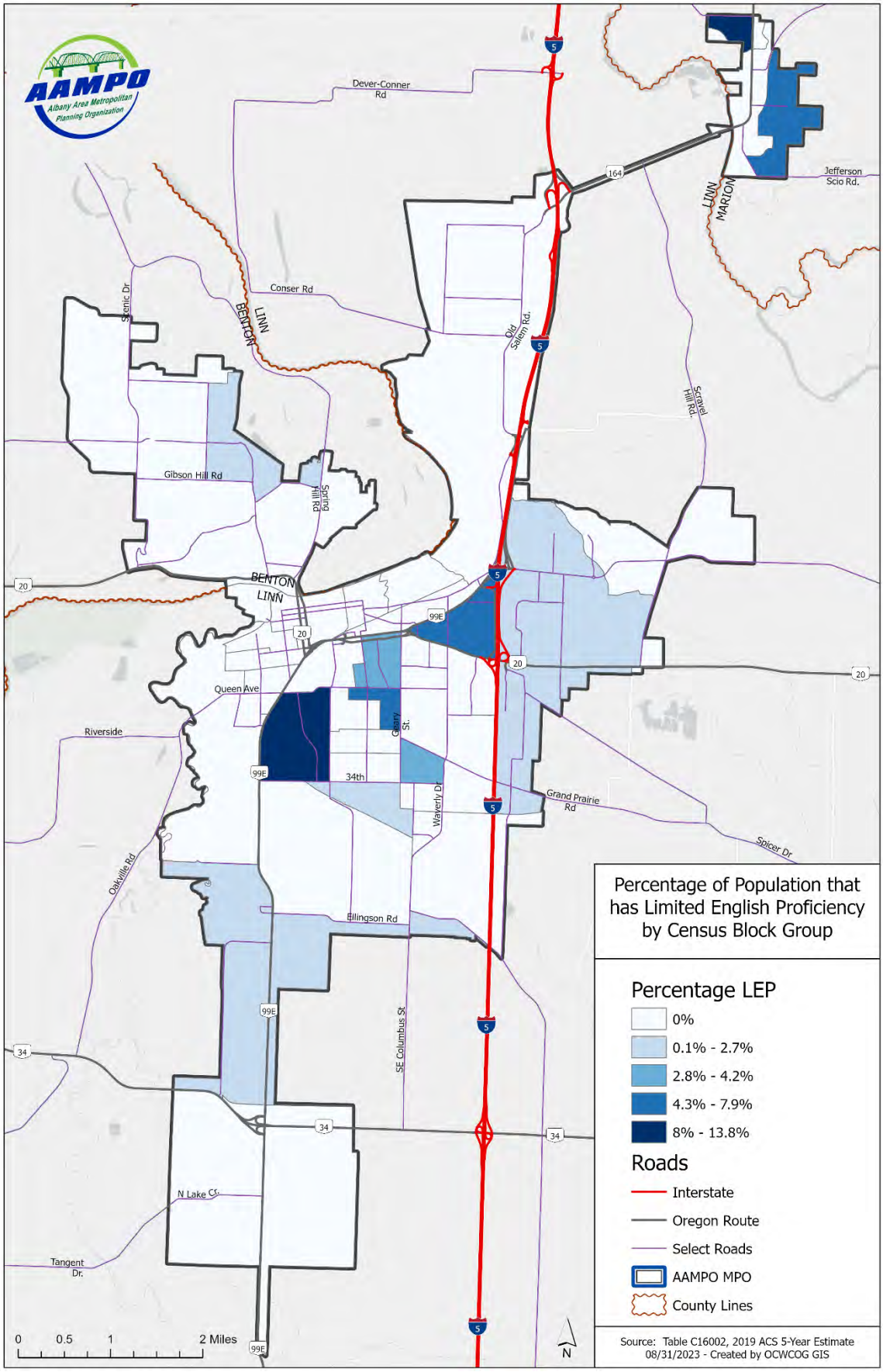
For the AAMPO area, 3.1% percent of the population reported less than 'Very Well' English speaking ability. This is lower than the statewide percentage for Oregon (5.6%) and much lower than the national percentage (8.4%).

Figure 12 illustrates that the region's LEP population is located in several clusters throughout the AAMPO Planning Area. The highest representative densities can be found in Jefferson and to the east of the southbound corridor of 99E in Albany heading towards Tangent.

Table 12. Percent of Population Speaking English Less Than "Very Well"

Statistic	US	Oregon	Albany Urbanized Area	Comparison
Spoken Language (% Limited English Proficiency)	25,615,365 (8%)	220,027 (6%)	1,789 (3%)	▼Oregon ▼US

Figure 12.Percent of Population with Limited English Proficiency (LEP)



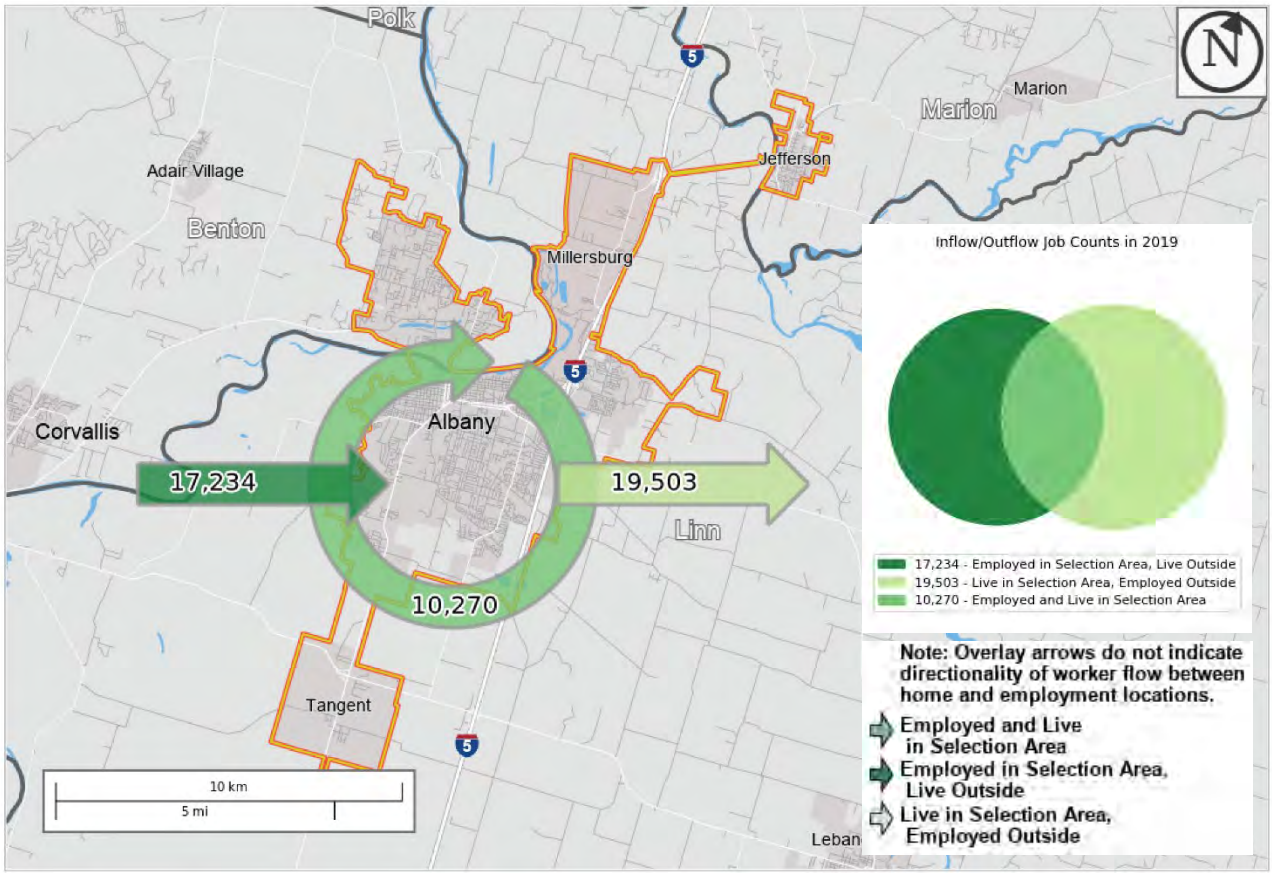
Employment Characteristics

Employment characteristics are important to the understanding of travel patterns, particularly work trips. Peak hour periods are often used for travel forecasting and determination of needed transportation improvements, facilities, programs and strategies. While traveling to work is a minority of all trips (generally about 1/3) it happens for the majority population at specific times and thereby creates the highest "demand" on the transportation system. While the overall number of peak commuters has shifted with the rise of remote work after the COVID-19 pandemic, the overall trend remains that this the most popular time to travel during the week.

Figure 13 contains the employment characteristics for Albany, Jefferson, Millersburg, and Tangent. Produced by the US Census, these figures are generated using the Longitude Employer Household Data (LEHD) set, and are available at the city level using an online interface known as *On the Map.* For each city, the figures illustrate the number of workers commuting into the city, the number of workers that live and work in the city, and the number of workers that live in the city but commute outside for employment. Note that the total number of jobs is less than the total population, as not every resident is employed (for example younger children, older retired adults, full time caregivers, or those unemployed, etc.).

As seen in ***Figure 13***, there is a live/work imbalance in the Albany Area MPO region. Each day an estimated 17,234 commute into the Albany MPO and 19,503 persons commute out of the Albany MPO. With over half of the area's approximately 27,500 workers commuting from outside of the MPO, peak travel congestion and vehicle miles traveled (VMT) both increase. Collectively, this puts pressure on the regional travel routes in the corridor, which are predominantly state highways.

Figure 13. Employment and Commute to Work Characteristics



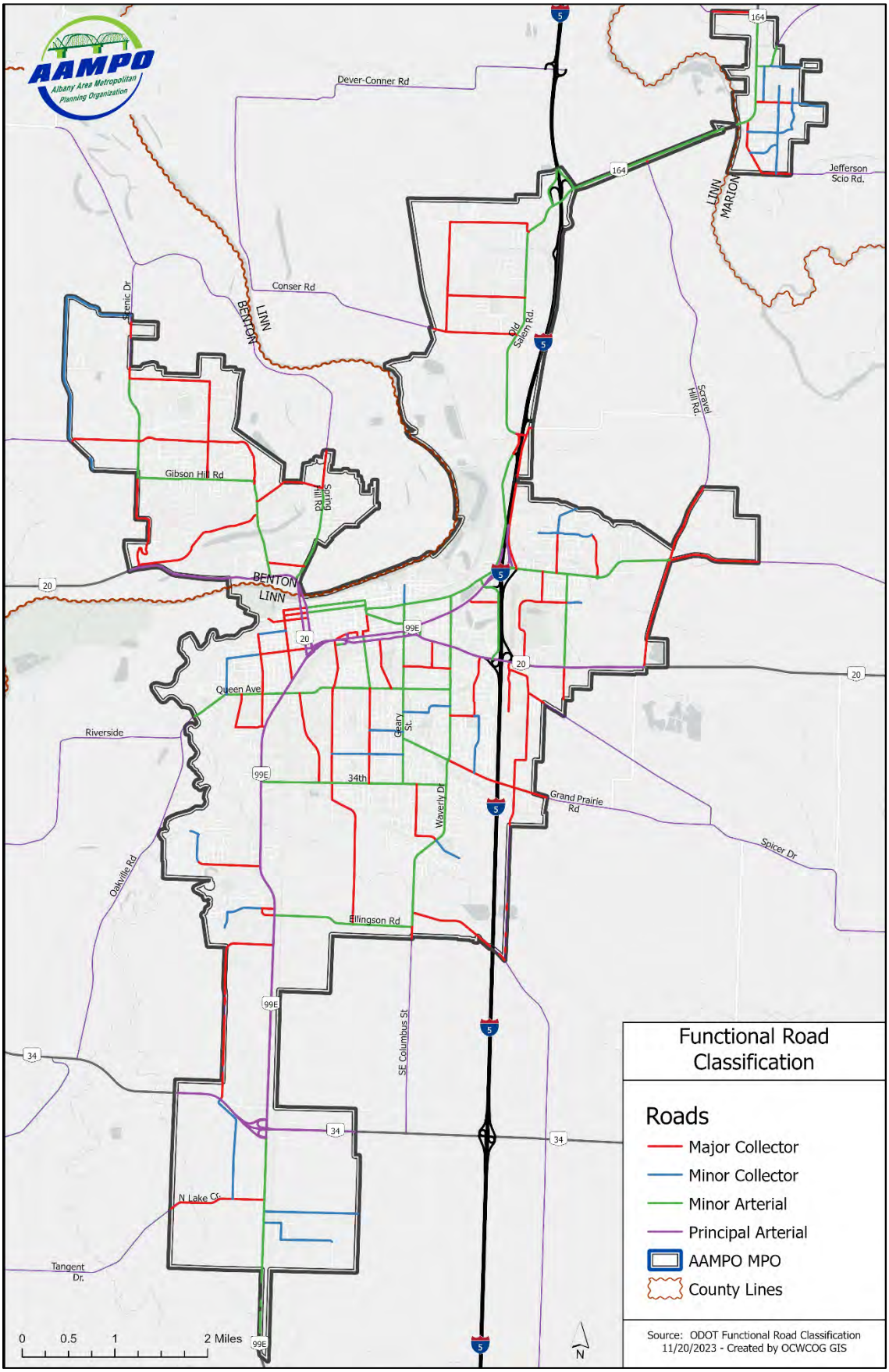
Roadways

Listed in AAMPO's member handbook are seven urban roadway classifications within the AAMPO Planning Area: interstate, freeway, principal arterial, minor arterial, major collector, minor collector, and local. One interstate and four principal arterials provide connections within and to areas outside of the MPO: I-5 (Interstate) and OR 99E travel north/south while OR 34, US 20 and OR 164 travel east/west (Principal Arterials). Minor arterials and collectors throughout the MPO allow for more access and circulation within the MPO and create connections to regional destinations, I-5, and other arterial roadways. These roadways are illustrated in ***Figure 14***.

Table 13. Federal Functional Classification

Classification	Description
Interstate (highest classification)	Interstates are limited access, divided highways offering high levels of mobility while linking the major urban areas. Interstates have very limited access and do not serve abutting land uses. *Examples include I-5*
Freeway/ Expressway	Similar to interstates, freeways/expressways are designed to maximize mobility and do not serve abutting land uses. They have directional travel lanes that are usually separated by some type of physical barrier and their access points are limited to on- and off-ramp locations or a very limited number of at-grade intersections. There are no *examples of freeways or expressways in the AAMPO area*
Principle Arterial	Principle arterials offer high mobility between urban areas and also serve abutting land uses by including driveways to specific parcels and at-grade intersections with other roadways. *Examples include HWY20 and 99E*
Minor Arterial	Minor arterials provide service for trips of moderate length and serve geographic areas that are smaller than their higher arterial counterparts. Minor arterials 'feed' into the higher arterial system and may carry local bus routes in urban settings. *Examples include Waverly Dr., Queen St., and North Albany Rd. in Albany*
Major Collector & Minor Collector	Collectors serve the critical role of gathering and channeling traffic from local street to the arterial network. The distinction between major collectors and minor collectors is often subtle. Generally, major collector routes are longer in length, have lower connecting driveway densities, higher speed limits, higher annual average traffic volumes, and may have more travel lanes than minor collectors. *Examples of major collectors include Ferry St. and Marion St. in Albany. Examples of minor collectors include 28th Ave. and 9th Ave. in Albany*
Local (lowest classification)	Local streets are low traffic, low volume roads that provide direct access to abutting land, such as the street in front of your home. They are not intended to be used for long-distance through movements. *Examples include Elk Run Dr. and SE Sherman St. in Albany*

Figure 14. AAMPO Road Classifications



Transit System

The Albany Area MPO is served by a small urban transit system. Several rural and statewide services also provide connectivity within the MPO and to surrounding areas. Below is a summary of these and other regional public transportation services in the MPO area, including intercity services.

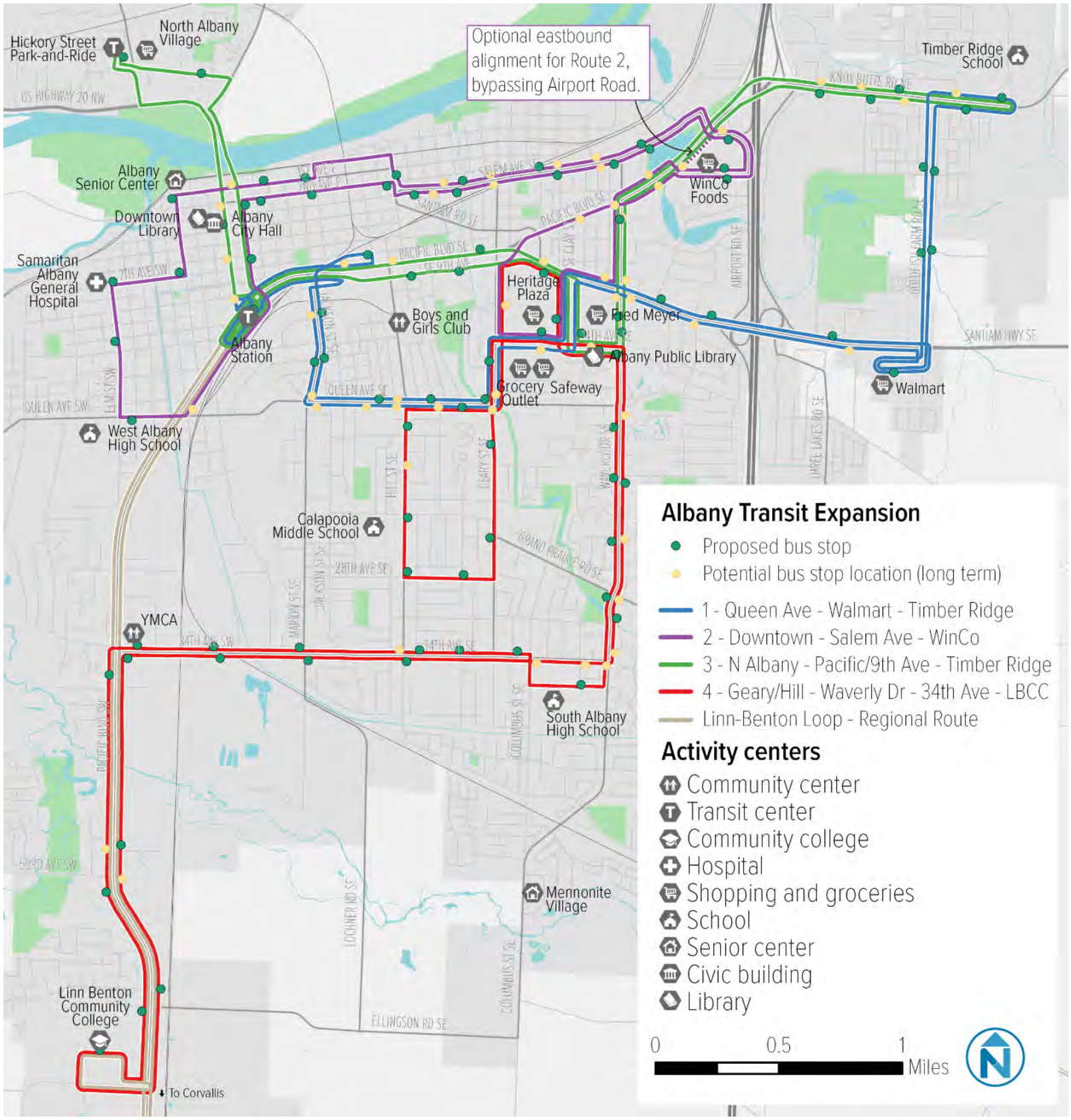
2023 Transit Expansion

In June of 2022, ATS completed its Albany Transit Implementation Strategy (2022) with help from partners Oregon Cascade West Council of Governments (OCWCOG), AAMPO, and Nelson/Nygaard. This project expands the coverage and reliability of the ATS service, and represents the first major improvement to Albany's transit system in decades. Using the goals of the Transit Development Plan as a foundation, the Implementation Strategy provides the details necessary for Albany Transit to build and operate an updated transit network. The changes to the bus routes and schedule, as shown in ***Figure 15***, will provide a higher quality service to all Albany residents, particularly those that rely on transit for their daily needs. The service will be more reliable, and it will be easier to access basic services and community destinations. With the foundation of an updated route network, Albany can continue to improve service through extended service hours and increased bus frequency as additional funding is provided through local, state, or federal sources. Following an Albany City Council vote in 2023, ATS will run a fareless service.

Previous Fixed Route System

Albany Transit System (ATS) operated three local fixed routes, Monday through Friday, at 60-minute frequencies. Route 1 operated throughout most of Albany only during the early morning, from 6:30 am to 8:45am. After 9:00 am, service is provided on the Regular Service Routes 2 and 3. Route 2 operated on Albany's east side, and Route 3 operated service on Albany's west side, both operating from 9:00 am to 6:20pm. The single-ride fare was $1.00 for adults, and $0.50 for seniors (60 and older), youth (6-17), and disabled individuals. Children 5 and younger rode free. Free transfers were/are available. Routes 1, 2, and 3 only operated within the City of Albany. ATS ran a fareless service during, and in the wake of, the COVID pandemic of March 2020.

Figure 15. Approved ATS Transit Route & Proposed Stop Locations



Source: ATS Implementation Strategy Report (2022)

Linn-Benton Loop

Another fixed route operated by ATS is the Linn-Benton Loop. The route is operated by ATS, with staffing support from both Albany Area MPO and Corvallis Area MPO, funded by multiple partners, and is overseen by a governing Board. The Loop operates as an intercity route connecting Corvallis and Albany. The Loop operates three main routes, the US 20 Commuter, the Campus Connector, and the Heart-to-Hub Uniter. Each of the main routes run Monday through Friday, but have varying hours of operation. The Commuter runs from 6:05 am to 9:20 am and 4:30pm to 9:10 pm, the Connector runs from 6:55 am to 7:45pm during the school year, and the Uniter runs from 6:55 am until 9:40 pm. There is also a Saturday service titled the Saturday Shopper, and this route runs on Saturdays from 8:00 am to 6:00 pm with a gap in service from 12:00 pm to 1:00 pm. The Loop has run a fareless service during,

and in the wake of, the COVID pandemic of March 2020. As of this document's writing there has been no determination as to whether the system will remain fareless.

Linn Shuttle

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

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

Oregon POINT

Oregon Department of Transportation operates the Oregon POINT intercity bus system which stops in Albany up to eight times daily. Operating locally from the Albany Amtrak Station, the Cascades Route runs north – south between Portland and Eugene. The POINT buses have room for 51 passengers in a coach vehicle setting operated by MTRWestern. In combination with the other intercity bus systems linked at the Albany Amtrack Station, as well as rail service, system users have comprehensive regional access.

Paratransit and Health Services

Call-A-Ride Paratransit Service

ATS operates Call-A-Ride, a wheelchair accessible, curb-to-curb transportation service for Albany residents 60 years of age and over, and for people of all ages with disabilities who are unable to access fixed route bus service. Call-A-Ride provides trips within Albany city limits, ¾- mile outside Albany city limits, and within the City of Millersburg. Discussions with the City of Tangent are undergoing as of this writing, March 2023, to extend Call-A-Ride service to Tangent. This service operates Monday through Friday, from 6:30 am to 6:30 pm and on Saturdays from 8:00 am to 6:00 pm. The Call-A-Ride service has run a fareless service during, and in the wake of, the COVID pandemic of March 2020. As of this document's writing there has been no determination as to whether the system will remain fareless.

Cascades West Ride Line

Cascades West Ride Line is a non-emergency medical transportation brokerage operated by the Oregon Cascades West Council of Governments (OCWCOG). Ride Line coordinates the transportation needs for eligible Oregon Health Plan (OHP) and Medicaid clients in Linn, Benton, and Lincoln Counties who have no other way to get to their medical appointments. Ride Line staff handles all scheduling and locally contracted transportation providers deliver clients to their appointments.

Samaritan Senior Companion Program

The Samaritan Senior Companion Program operates in Benton, Linn, and Lincoln Counties, linking trained "senior companions" with seniors or people with disabilities to provide, among other services, transportation to medical appointments, grocery stores, social events, or other personal destinations. The Senior Companion Program is a volunteer program sponsored Samaritan Health Services.

Additional Regional Services

Benton County Dial-A-Bus	Taxis
Coast-to-Valley Express	Amtrak Passenger Rail
Groome Transportation	App Based Ride Services

Public Transportation Facilities

Albany Station is the primary public transportation facility in the MPO area, and is a central transfer point for trains, buses, and cars. It is where passengers transfer between routes, where most vehicle trips start and end, and where operators take their break. Intercity and regional services such as Amtrak, ATS, Cascades Point, Coast to Valley Express, Loop, and Linn Shuttle also stop hereThe Linn-Benton Community College has a large shelter with seating protected from the elements, and along with OSU will be constructing new Mobility Hub bus transit facilities in the near future.

Pedestrian System

Pedestrian facilities that are accessible, convenient, and safe to use are essential components of the transportation system. Virtually everyone is a pedestrian at some point during the day and therefore benefits from accessible facilities. Pedestrians include children walking to and from school, people using wheelchairs or other forms of mobility assistance, people walking to lunch, people walking to and from their vehicles, and much more. In addition, walking meets the commuting, recreational, and social transportation needs for a significant portion of the population that cannot drive or chooses not to drive. The pedestrian system also offers recreational opportunities for both local and out-of-town users, potentially stimulating economic growth and tourism.

Completeness and Connectivity

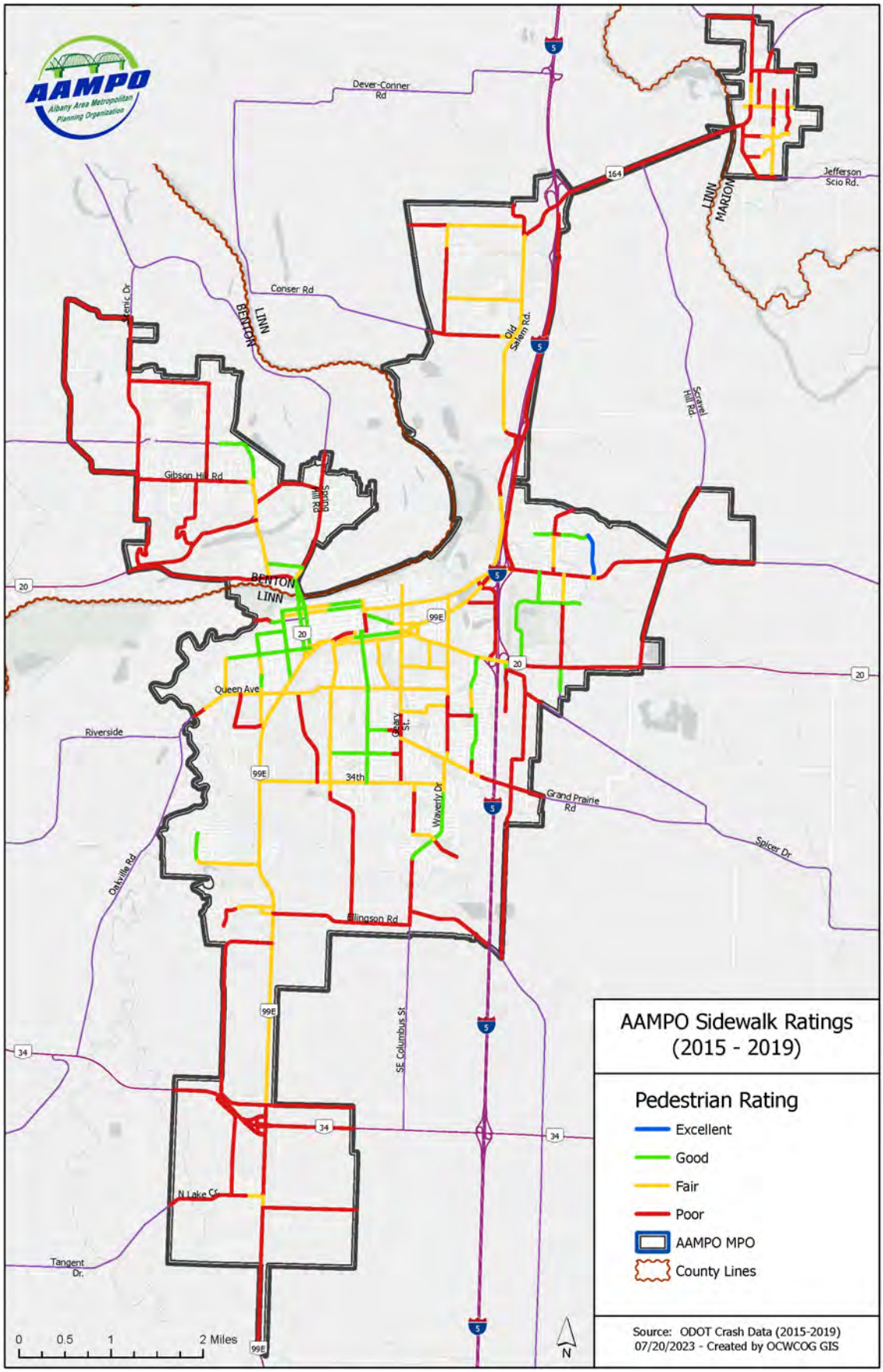
Pedestrian and bicycle facilities were compiled, rated and reviewed for the 2020 Multi-Modal Network Connectivity Project. It was found that:

- Historic downtown cores are better connected for walking than new development at the edge of town.
- There are limited low stress routes into downtown for both Albany and Corvallis. Furthermore, job centers in the downtown are not reachable via low stress bike connections.
- There are no low stress connections for walking or biking between the two MPO regions.
- Nearly all community destinations are reachable by bicycle, however there are limited low stress routes to access them.
- Smaller cities have a less developed network than larger cities.
- The completion of projects in the Regional Transportation Plans (RTPs) will help increase the low stress network.

The sidewalk ranking criteria for the Multi-Modal Connectivity Report was taken from the 2018 AAMPO Regional Transportation Plan (RTP), using the following criteria as seen in ***Figure 16***:

- Excellent (Blue): substantial separation between the sidewalk and roadway, or multi-use path
- Good (Green): sidewalks on both sides of the roadway
- Fair (Yellow): sidewalk is curb tight which can be uncomfortable for pedestrians
- Poor (Red): no sidewalks

Figure 16. AAMPO Sidewalk Rating



Bicycle System

Bicycle Facilities

Bicycle facilities, including bicycle lanes, multi-use paths and trails, along regionally significant corridors were reviewed to identify deficient areas and safety concerns. In 2019 the League of American Bicyclists awarded the City of Albany bronze in their Bicycle Friendly Community ranking. For additional information and definition of bicycle facilities please refer to the NACTO *Urban Bikeway Design Guide* information at https://nacto.org/publication/urban-bikeway-design-guide/.

Bicycle Level of Stress

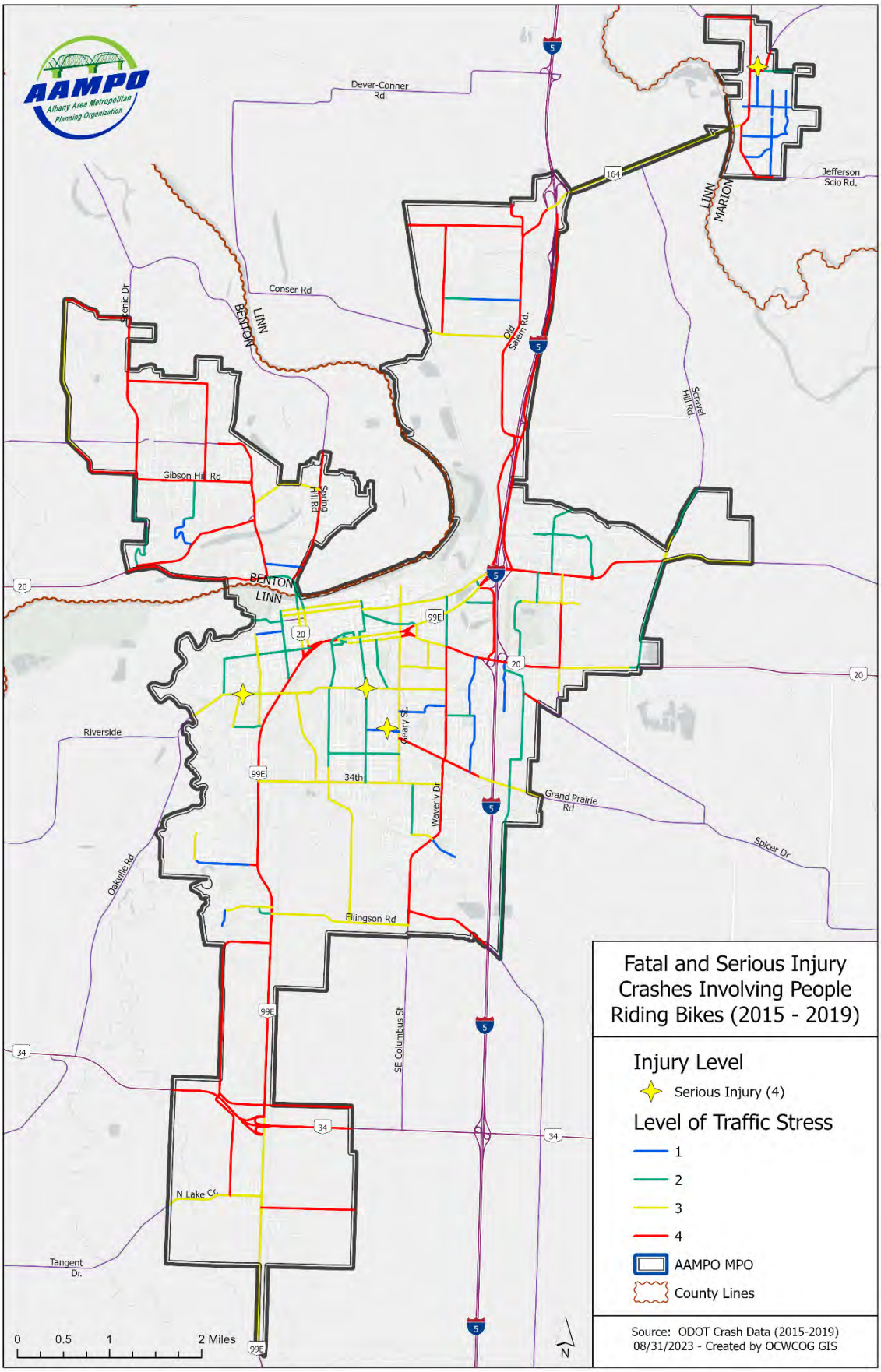
Existing bicycle facilities were evaluated for level of stress using the original methodology developed by Peter Furth[7]. This methodology uses roadway characteristics such as bike lane width, posted speed limit, and traffic volume to quantify the perceived comfort levels of the average cyclist on a given facility. Perceived comfort is ranked from Level of Stress (LTS) 1 to 4, with LTS 4 representing the highest traffic stress and LTS 1 representing the lowest.

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

Bicycle facilities within central Albany have the lowest levels of stress, and those in outlying areas see higher levels of stress. Regional corridors in Tangent, North Albany and Millersburg are characterized by high levels of stress. In Jefferson, there is little traffic stress within residential areas but OR 164 demonstrates a high level of stress due to frequent driveways and higher speeds. ***Figure 17*** illustrates LTS throughout the AAMPO area.

[7] *http://www.northeastern.edu/peter.furth/criteria-for-level-of-traffic-stress/*

Figure 17. LTS and Crashes Involving Bicyclists



Transportation Demand Management

Over the past several decades, auto trips and vehicle miles traveled have grown nationwide at a faster rate than population. Transportation Demand Management strategies (also referred to as Transportation Options or TDM Programs) are designed to curb this trend. TDM strategies use a variety of tools to address the demand side of transportation in order to improve efficiency and reduce the number of single-occupant vehicles (SOVs) on the road. TDM strategies attempt to reduce the length and total number of trips by increasing transit ridership, vehicle occupancy (from single-occupancy to multiple-occupancy), telecommuting, walking, and bicycling. Implementation of demand management strategies reduces dependence on the SOVs, thereby reducing traffic congestion, vehicle emissions, and fuel consumption.

TDM programs use incentives and disincentives to encourage changes in travel behavior –such as switching from driving alone to riding transit. Most changes in travel behavior encouraged by TDM programs have a positive economic impact in personal spending through savings realized by sharing commute costs. Additionally, many of the changes in travel behavior encouraged by TDM programs increase physical activity and promote healthier more active lifestyles.

High quality transit along with safe and accessible infrastructure for people walking and riding bicycles are key to the success of any TDM program. The sections below discuss current TDM activities in the AAMPO Planning Area and addresses gaps where additional programming is needed.

Existing Program

The City of Albany and Oregon Cascades West Council of Governments (OCWCOG) provide TDM services and programs to residents within and commuters to the AAMPO Planning Area. Both agencies use grants administered by the Oregon Department of Transportation (ODOT) as a funding source for their programs. TDM programs available in the AAMPO Planning Area include:

- Education and Outreach: The City of Albany Fire Department provides a bike helmet program through which they provide correct sized helmets for anyone needing one. This program is supported by the Albany Firefighters Community Assistance Fund (AFFCAF). Albany has been inconsistent in recognizing a Bike Month, either locally or nationally. Currently Linn-Benton Community College does not house an active bike club. OCWCOG supports the State of Oregon’s annual Get There challenge which encourages alternative methods of transportation.
- Oregon Cascades West Council of Governments (OCWCOG) operates a regional TDM program that provides outreach, education, and carpool/vanpool matching services for commuters living or working in Linn, Benton, and Lincoln Counties. The program connects commuters within the AAMPO Planning Area and beyond to major cities such as Eugene, Salem, and Portland.

Park and Ride Facilities

Park and Ride lots are a strategy used throughout the AAMPO Planning Area and beyond to reduce the number of people driving alone. Park and Ride lots are located throughout the region and are free to use for connections to transit, carpools, and vanpools.

Although several of the sites listed below are not within the AAMPO Planning Area, they do serve those traveling to and from the area. There may also be additional sites, including church parking lots, parking lots at large retail centers, which are not accounted for.

Formal Park and Ride lots serving the AAMPO Planning Area include:

- Tangent: Corvallis-to-Lebanon Highway (OR 34) at I-5
- Albany: Hickory Street (North Albany Road)
- Albany: Fescue Street/I-5

Informal lots which serve as Park and Rides include:

- Albany: 10th Avenue and Pacific Boulevard (Albany Train Station)
- Philomath: 11th Street and Applegate (Philomath Public Library)
- Corvallis: 1st Street and Harrison Boulevard (behind Super 8 Motel in Corvallis)
- Adair Village: Arboretum Road and OR 99W
- Wren: US 20 and OR 228
- Blodgett: US 20 and OR 180
- Jefferson: I-5 and Ankeny Hill Road

TDM Program Gaps

Enhancements and expansions to existing TDM programs are essential to attracting additional participants. Increased investment is needed in a variety of TDM strategies in order to expand assistance to employers, expand transit and vanpool subsidies, assist commuters in the formation of vanpools and carpools, and to effectively communicate with potential participants. It may also prove beneficial to augment the region's current TDM activities with additional programs. Research consistently points to financial incentives/disincentives as one of, if not the most, useful and cost-effective TDM options. Currently the majority of Albany parking is free to use, with various limitations on duration of use.

TDM strategies are not a final solution to traffic congestion and its resulting problems (lost time, wasted fuel, etc.). When considered individually, the impacts of most TDM strategies appear modest, affecting just a small percentage of total vehicle travel. However, their effects are cumulative and synergistic. A comprehensive TDM program that includes an appropriate combination of complementary strategies can have significant impacts and is often the most cost effective solution to common transportation problems when all costs and benefits are considered. If TDM strategies are implemented in just one small location, the effects to overall regional travel may be negligible, but if TDM strategies are incorporated into a broader region, significant reductions in single-occupant automobiles can happen.

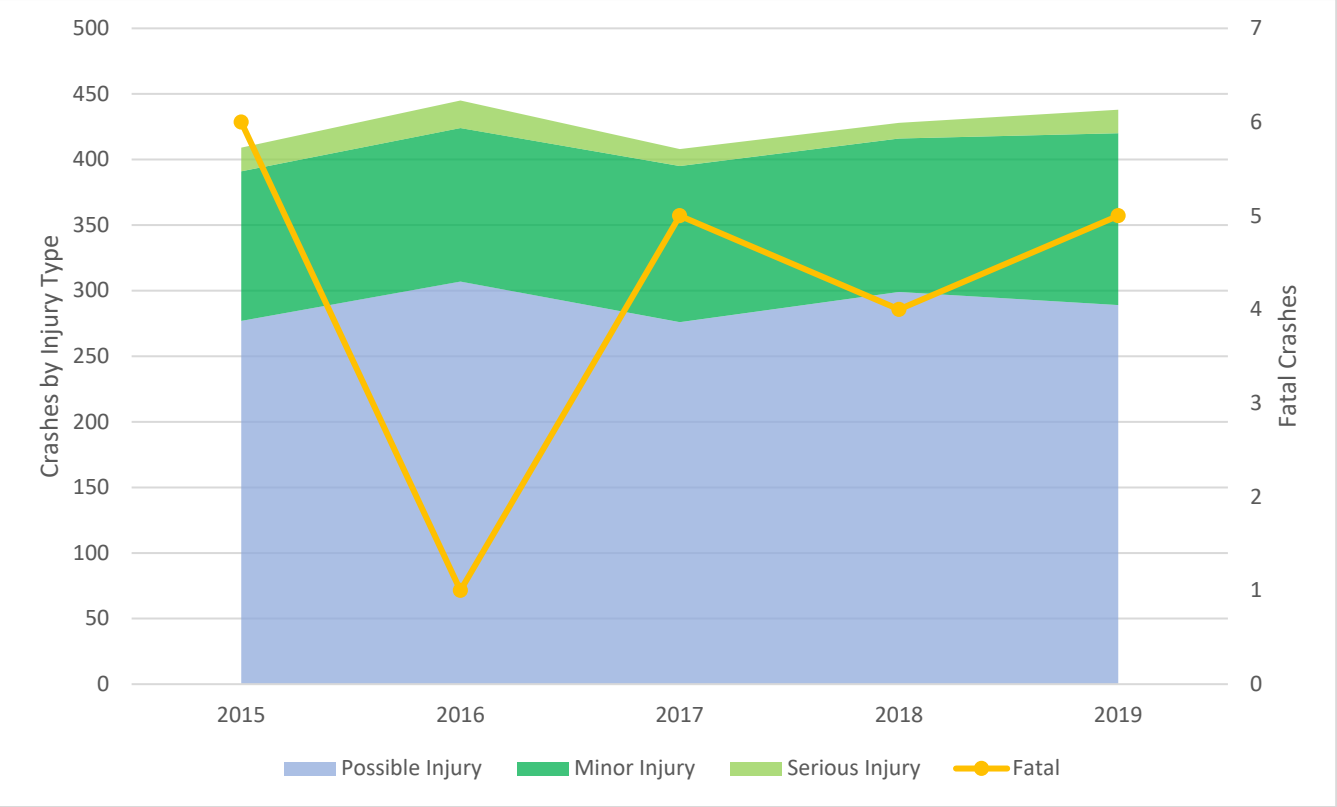
Transportation Safety

Crash data for the most recent five years available (2015-2019) on all roadways within the AAMPO Planning Area was obtained from ODOT Crash Analysis and Reporting Unit. Data was obtained from the ODOT Crash Statistics and Reports webpage. Crashes are assigned one of five severity levels based on the most severe injury associated with that crash:

- Fatal (K)
- Serious/Incapacitating Injury (Injury A)
- Injury Evident (Injury B)
- Injury Possible (Injury C)
- Property Damage Only (PDO or O)

Between 2015 and 2019, there were 3,913 crashes reported in the AAMPO Planning Area causing 3,201 people to be either injured or killed. Most crashes occurred on arterial roads, with approximately 52% occurring on urban principal arterials and 30% occurring on rural principal arterials. Approximately 10% of crashes during this period occurred on collectors and 6% on local roads.[8] Of these reported crashes, 45% sustained property damage only, 54% involved injuries, and 0.5% of the crashes involved fatalities. ***Figure 18*** shows the breakdown of crash types across the five year period.

Figure 18. Crash Type by Year



[8] ODOT Crash Analysis & Reporting Unit

Table 14 captures a broader summary of fatalities and serious injuries within the AAMPO Planning Area for the five-year period from 2015 to 2019. While Vehicle Miles Traveled (VMT) remained stable with slight year over year increases, AAMPO's fatality and serious injury rates fluctuated significantly. Fatal and serious injuries to people walking and riding bikes are captured in ***Table 14*** as well.

Table 14. Recent Safety Trends in the AAMPO Region

All Fatal and Serious Injury Crashes					
	2015	**2016**	**2017**	**2018**	**2019**
Annual VMT	466,166,466	473,930,765	473,390,473	482,290,086	483,157,435
Fatal Crashes	6	1	5	4	5
Fatalities (K)	8	1	5	4	5
Fatality Rate**	1.72	0.21	1.06	0.83	1.03
Serious Injury Crashes	18	21	13	12	18
Serious Injuries (A)	19	21	13	15	22
Major Injury Rate**	4.08	4.43	2.75	3.11	4.55
Crashes Involving Non-Motorists					
Pedestrian (Fatalities)	1	0	2	3	2
Pedestrian (Serious Injury)	2	7	0	0	0
Bicyclist (Fatalities)	1	0	0	0	0
Bicyclist (Serious Injury)	3	0	1	0	0

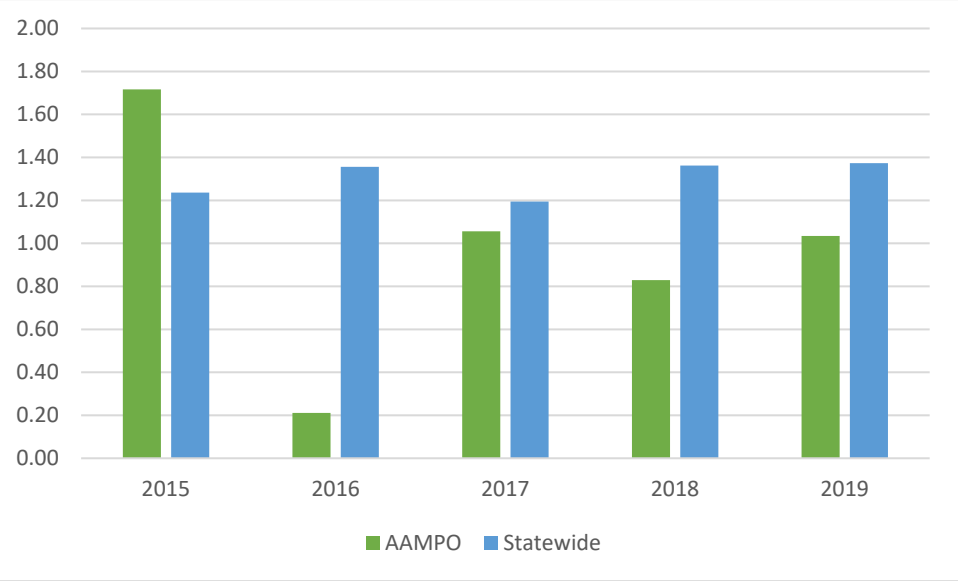
* VMT: Highway Performance Monitoring System (HPMS) Estimates. Note, there was a change from 2014 to 2015 due to new urban boundaries defined from the 2010 census

** Fatality/Injury rate formula = (# of Injuries x 100,000,000) / Vehicle Miles Traveled

Source: Oregon Traffic Crash Summary, ODOT Transportation Data Section Crash Analysis and Reporting Unit

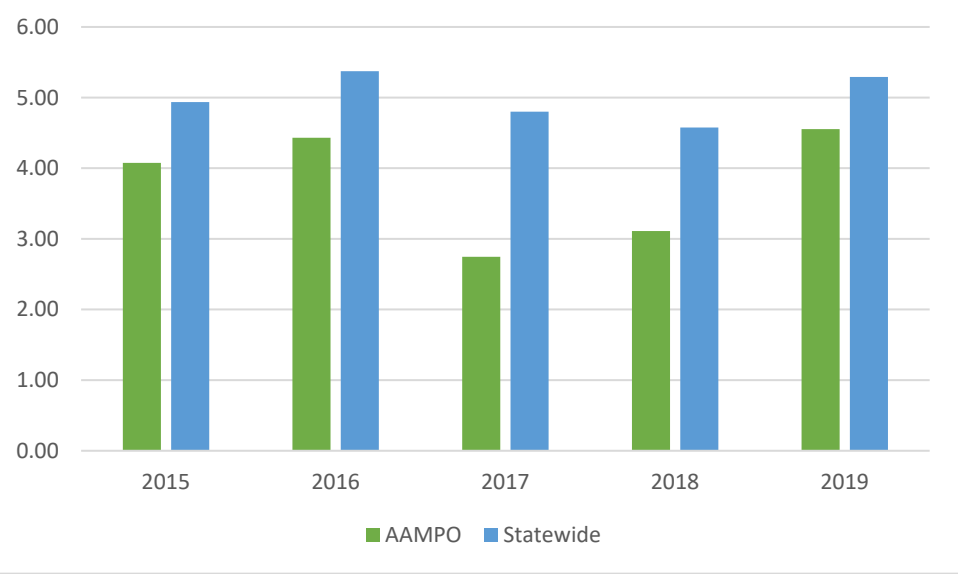
Figure 19 and ***Figure 20*** show how fatalities and serious injury rates for AAMPO's transportation system compare to statewide rates. The AAMPO Planning Area had lower fatality and injury rates than the statewide average each year represented, except for 2015. Notably 2016 shows the lowest reported fatalities in the AAMPO Planning Area for the five year period. The period with the lowest rate of injury occurred in 2017 and 2018. ***Figure 17*** and ***Figure 21*** show the locations of fatal and serious injury bicycle and pedestrian crashes in the AAMPO Planning Area.

Figure 19. Fatality Rate (Per 100 Million VMT)



Source: ODOT Crash Analysis & Reporting Unit

Figure 20. Major Injury Rate (Per 100 Million VMT)



Source: ODOT Crash Analysis & Reporting Unit

Figure 21. Fatal and Serious Crash Locations (All Modes)

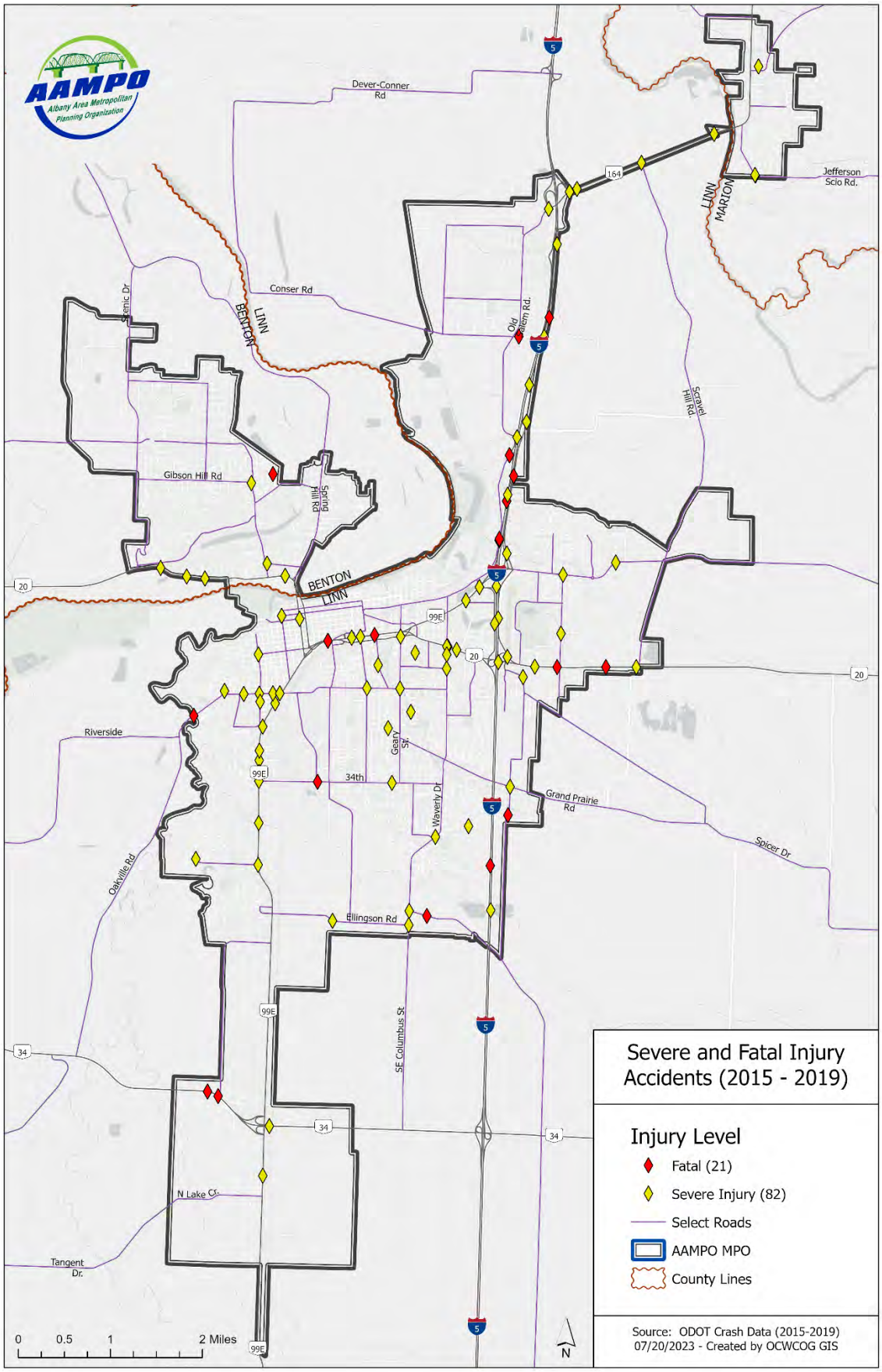
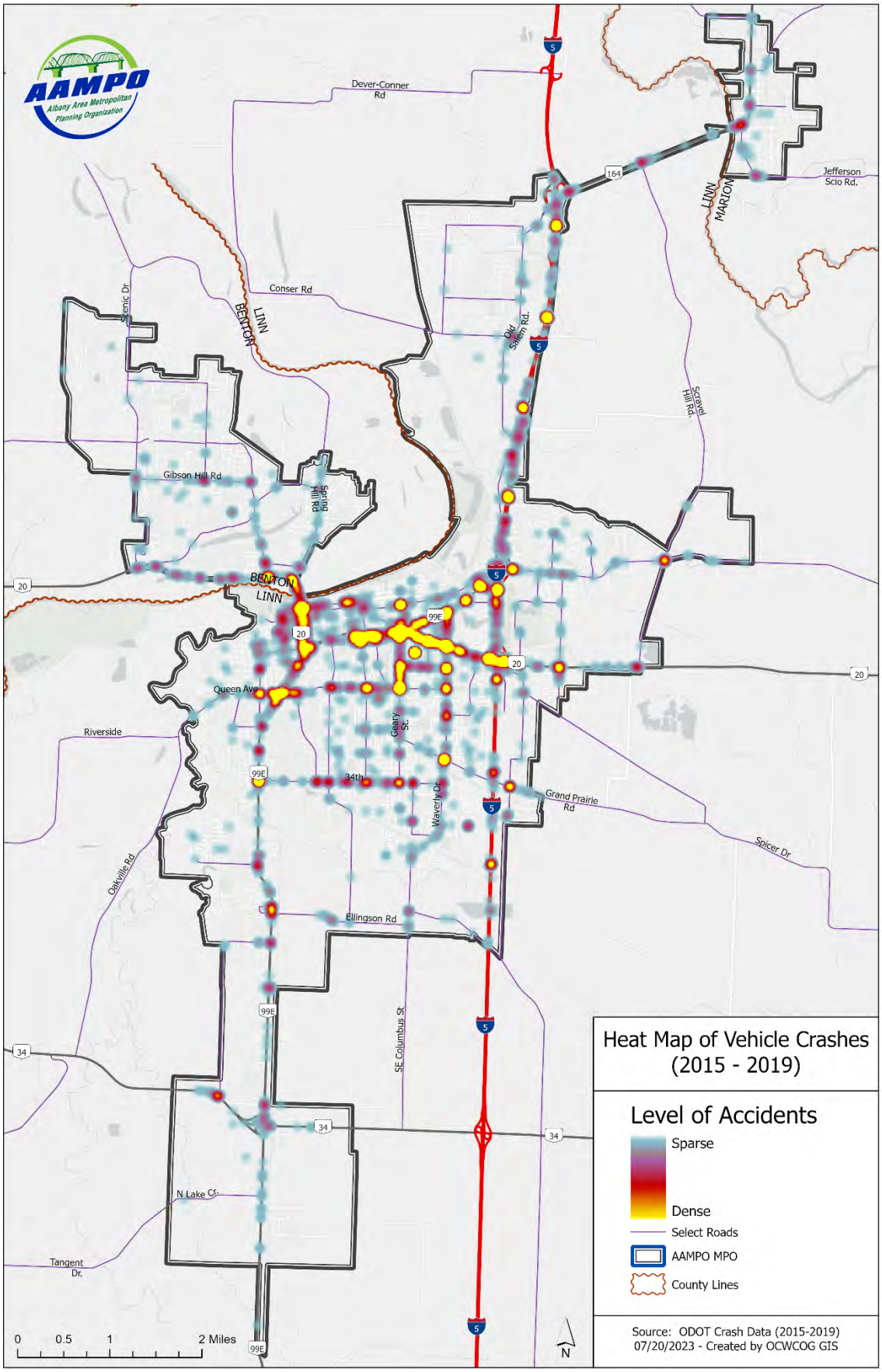


Figure 22. Heat Map of AAMPO Crashes



Bicycle Safety

A review of the most recent five years (2015-2019) of ODOT crash data found that there were 83 vehicle-bicycle crashes during that five-year span. This resulted in 85 reported injuries. The majority of crashes occurred at intersections in Albany, with one crash occurring in the City of Jefferson. Further detail on bicycle crash occurrences can be seen in ***Figure 17*** in the Bicycle System section.

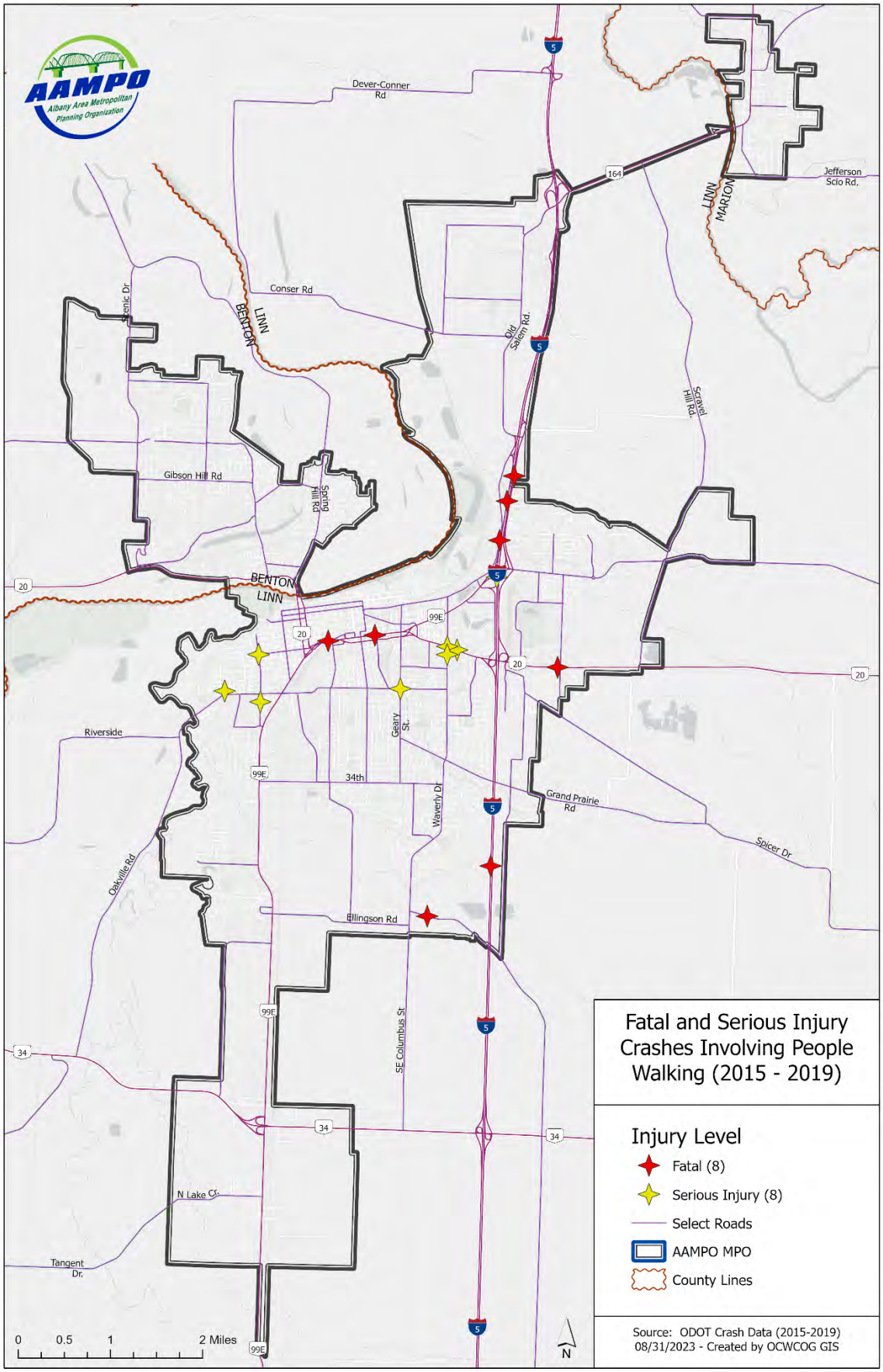
Pedestrian Safety

A review of ODOT crash data (2015-2019) found that there were 69 reported vehicle-pedestrian crashes, as illustrated in ***Figure 23***. The majority of the crashes occurred in Albany along principal arterial roadways. 31 percent of pedestrian related crashes occurred at an intersection.

Two locations in Albany were identified as high vehicle-pedestrian crash areas: the Santiam Highway SE and Waverly Drive SE intersection, and Interstate 5.

A need for safe routes to school was identified throughout the AAMPO Planning Area. Regional roadways may have unsafe crossings or rail crossings which deem routes unsafe even if they are in close proximity to a school.

Figure 23. Crashes Involving Pedestrian



Freight Travel

Freight Rail

There are currently three railroads serving the AAMPO area: Union Pacific (UPRR), Portland & Western (BNSF), and Albany & Eastern (AERC). Collectively, these rail lines have up to 46 freight trains moving through the MPO each day, including switching trains. The railroad companies serve local industries transporting commodities such as lumber, seed, feed, fertilizer, and frozen food.

Millersburg Intermodal Facility

Using funds from the Keep Oregon Moving (HB 2017-A), Millersburg leveraged funds to construct the Mid-Willamette Valley Intermodal Center at the former International Paper (IP) Mill site. Opened in December of 2022, this facility will provide for more efficient movement of freight throughout the Willamette Valley and Central/Southern Oregon by bypassing road congestion and shipping freight via rail. The impact of the facility is unknown but could change the demand for freight traffic via truck and rail through and out of the AAMPO Planning Area. This property has direct access to both the UPRR and BNSF rail lines. This facility will primarily serve the agricultural community in the Willamette Valley and Southern Oregon by providing infrastructure for transferring intermodal containers from trucks to rail and vice-versa.

At-Grade Rail Crossings

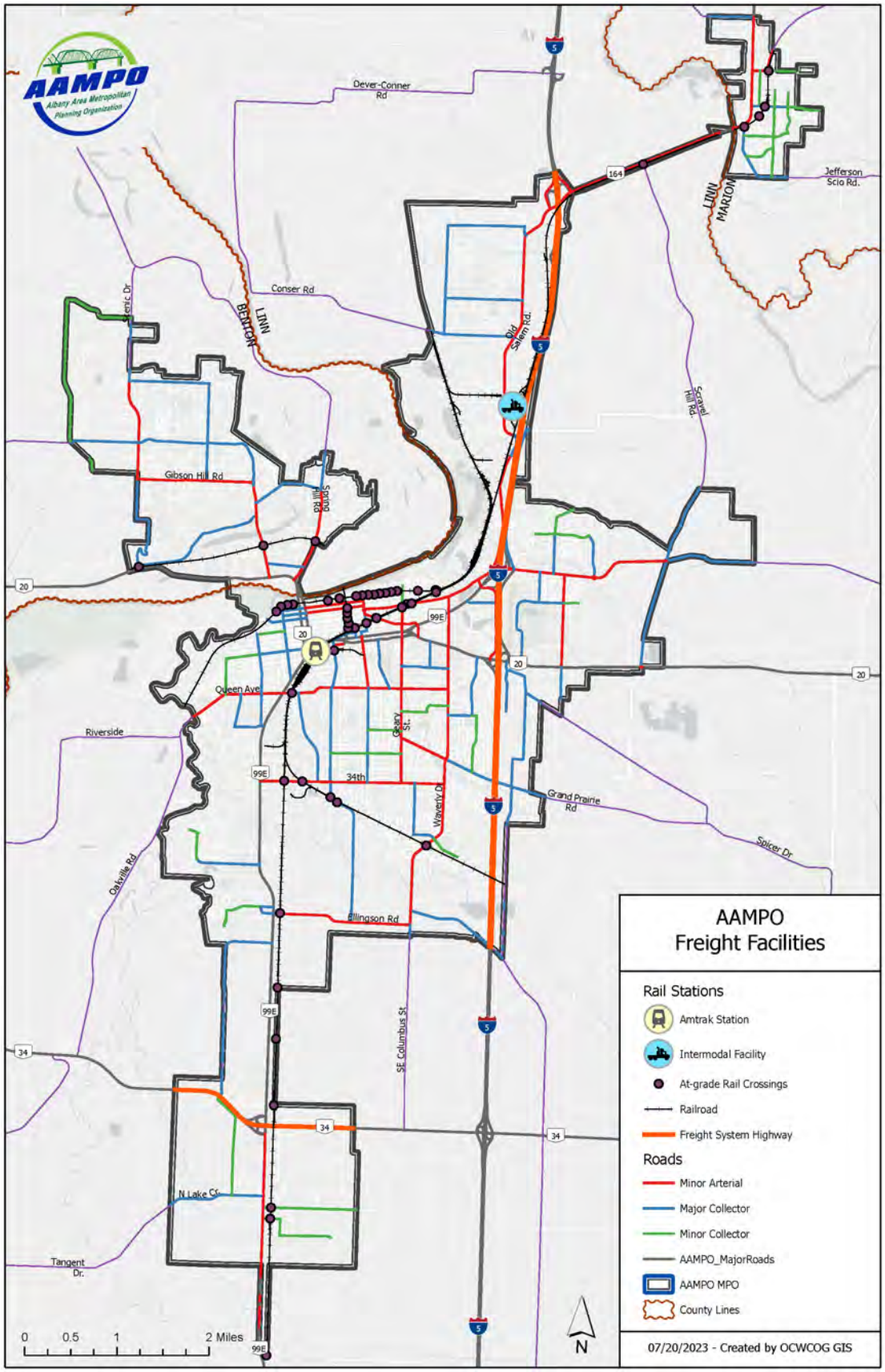
Railroads run through all cities in the AAMPO area, and at grade rail crossings create safety, travel time, and connectivity issues throughout the MPO. Freight and passenger rail travels non-stop and at higher speeds through Tangent, Millersburg, and Jefferson. Rail service often slows in Albany before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

The City of Albany has numerous at-grade crossings which similarly bisect neighborhoods and commercial areas, creating delays and safety concerns. Primary among these is the Queen Avenue crossing, adjacent to the Albany Rail Yard and Albany Station. This crossing has significant impacts to system reliability and safety, as switching movements create long delays for vehicles, pedestrians, and bicyclists traveling along Queen Avenue to OR99E or Oakville Road / Riverside Drive. The Albany Rail Yard serves as a crossing point for all UP rail lines in Albany, however limited distance between tracks where UPRR trains can meet and pass can result in long delays while passing trains await permissions to cross. Switching trains also cross Queen Avenue, creating long delays.

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

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

Figure 24. Freight Facilities



Oregon Reduction Review Routes available from ODOT at https://gis.odot.state.or.us/transGIS/

Passenger Rail

Albany Station is served by two Amtrak passenger rail routes:

- Amtrak Cascades- Travels north as far as Vancouver, British Columbia and south as far as Eugene, Oregon
- Coast Starlight- Travels north as far as Seattle, Washington and south as far as San Diego, California

Parking

In a 2019 Albany downtown parking study completed by Rick Williams Consulting, within the study area there were approximately 5,010 parking spaces counted. These included 2,205 on-street parking spaces and 2,738 off-street spaces. Of these less than one percent were reserved or used for authorized vehicles only, with the bulk (~74%) of the parking on/off-street had no limits placed on its use. It was found that this amount of parking was only 43% utilized during peak hours, and the highest use lot (of lots with 100+ spaces) was only ever 69% full at peak. With the introduction of the Climate Friendly and Equitable Communities rulemaking, parking requirements have been systematically lowered, and Albany adopted a no parking minimum approach early on.

Air Travel

The AAMPO Planning Area's one general aviation airport, Albany Municipal Airport (S12), is owned and operated by the City of Albany[9]. The airport consists of 147 acres with a single 3,004 foot long by 75 foot wide runway constrained between Knox Butte Road and US 20, alongside I-5[10]. The runway constraints inhibit passenger air travel. The airport is estimated to house 66 home-based aircraft including 58 single engine, six multi-engine, and two jets. The airport currently sees 23,300 departures and arrivals annually[11]. An Airport Master Plan defines the needs and direction of future development at the airport.

Regionally, the Albany area is serviced by the Mahlon Sweet Field (EUG), located 40 miles south of the AAMPO Planning Area near Eugene, and Portland International Airport (PDX) located 82 miles north.

Waterways and Pipelines

Waterways

Two rivers run through the AAMPO Planning Area. The Willamette River runs through Albany and Millersburg and the Santiam River runs through Jefferson. Additionally, the Calapooia River runs along Albany's western edge and the Albany Santiam Canal runs through Albany's Monteith District. While the Willamette River is considered navigable it is not currently used for transporting goods or people and is restricted in height and width due to stationary highway and railroad bridge crossings.

Pipelines

Northwest Natural Gas Co owns a high-pressure natural gas pipeline that runs in the north-south direction along the eastern edge of the AAMPO Planning Area. There are several delivery points between Jefferson and Tangent which provide services to Northwest Natural Gas Co, Northwest Pipeline LLC, Linn County Road Department, and Oremet-Wah Chang, who in turn distribute their

[9] Federal Aviation Administration Airport Master Record Form 5010-1, Federal Aviation Administration, June 25, 2015.
[10] Albany Municipal Airport: Airport Master Plan Report 2000-2020, City of Albany, 2002.
[11] Albany Municipal Airport: Airport Master Plan Report 2000-2020, City of Albany, 2002.

product to the cities with a smaller pipe network. Santa Fe Pacific Pipeline-North owns a major pipeline running along I-5 through Millersburg and Albany that carries petroleum products[12].

[12] *National Pipeline Mapping System Public Map Viewer*, Pipeline and Hazardous Materials Safety Administration. 2012

Chapter 3: Future System Analysis

In order to identify the preferred transportation system for the future year (2043) the Albany Area MPO went through a series of steps to (1) collect information on existing conditions; (2) determine future year projections for population, employment and housing units; (3) identify likely or preferred policy scenarios for the future; (4) analyze these future scenarios in concert with the growth projections using a transportation demand model; and (5) evaluate the model outputs and how they align with identified goals, objectives, and performance measures. Existing conditions are covered in detail in Chapter 2. This chapter will discuss the remaining steps and methods used for analysis.

Future Year Projections

Growth and distribution of population, employment, and households were the primary factors used to project demand on the region's transportation system in 2043. Population estimates used in this plan's data modeling were taken from the state approved population projection center at Portland State University (PSU). PSU's Population Research Center provides long range estimates for population for cities and counties across Oregon, out to 2050. Employment projections used in this plan's data modeling are estimated through a combination of historical trends and state projections by the Oregon Employment Department (OED). OED only projects 10 years into the future, so some assumptions were required to extend them out to a 20 year timeframe. Housing units were calculated using existing household size, estimated future population, and judgement on changes in household size over time. ***Table 15*** and ***Table 16*** illustrate the population, employment and household numbers used in projecting future year demand.

Table 15. Local Changes in Population and Employment, 2019 to 2043

Area	2019 Population	2043 Population (Est.)	Percent Change	2019 Employment	2043 Employment (Est.)	Percent Change
Albany	55,126	73,677	32%	22,204	25,449	15%
Jefferson	3,098	4,933	59%	242	384	59%
Millersburg	2,684	5,385	101%	2,724	4,010	47%
Tangent	1,294	1,637	27%	910	1,285	41%
Nearby Areas						
Corvallis	62,266	78,922	27%	32,530	37,566	15%

Source: ODOT TPAU

Table 16. AAMPO Planning Area Future Year 2043 Population, Employment and Jobs Estimates

Statistic	2019	2043 Estimated (approx..)	Change
Population	62,202	84,632	36%
Households	24,263	33,268	37%

Jobs	26,080	31,128	19%

Source: ODOT TPAU

Future Year Scenarios

Chapter 4 of this document discusses performance measures AAMPO adopted to monitor the performance of the transportation system. Prior to developing goals and objectives, AAMPO staff brainstormed a number of potential future scenarios for the Technical Advisory Committee and Policy Board to consider. While typical transportation plans simply choose one future and explore the needs for the system, AAMPO chose to explore multiple possible futures, and then explore their performance across the entire system and choose the scenario that best met their goals and objectives. Initially, staff began the conversation with many different future scenarios, which the TAC and Policy Board eventually narrowed down to three.

During conversations about the results, the TAC expressed a desire to combine Scenario 2 and Scenario 3 as they saw this as both the most likely and most desirable future state. Combing these two resulted in Scenario 4. More detail on each scenario is presented below:

Scenario 1. *Trend Scenario*
This scenario serves as the baseline to measure outcomes against and assumes nominal transit investment over 20 years.
Assumptions: i. No significant capacity projects (i.e. highway widening), as confirmed by the Financial Constrained project list in each local member Transportation System Plan. ii. Projects currently funded on the MPO's MTIP are included. iii. Conditions based on adopted land use plans are included.

Scenario 2. *Increased Transit + Increased Biking Scenario*
This scenario would increase transit and the attractiveness of walking and bicycling.
Assumptions: i. Transit service would reflect the recently re-designed Albany Transit System, as shown in the Service Development Plan. ii. All routes will have 15 minute frequencies. iii. The bicycle network has an increased level of comfort, illustrating a broader population willing to travel by bike.

Scenario 3. *State and Federal Policies Scenario*
This scenario focuses on changes that align with trends in state and federal policies, including DLCD's Climate Friendly and Equitable Community Rulemaking effort which focuses on meeting our State's climate pollution reduction goals. This scenario will model increased barriers to single occupancy vehicle use, such as road usage fees/taxes and parking fees.
Assumptions: i. The State of Oregon initiates a pay per mile fee beginning in 2027 for all model year vehicles 2028 and newer, equivalent to a rate of 1.9 cents per mile.

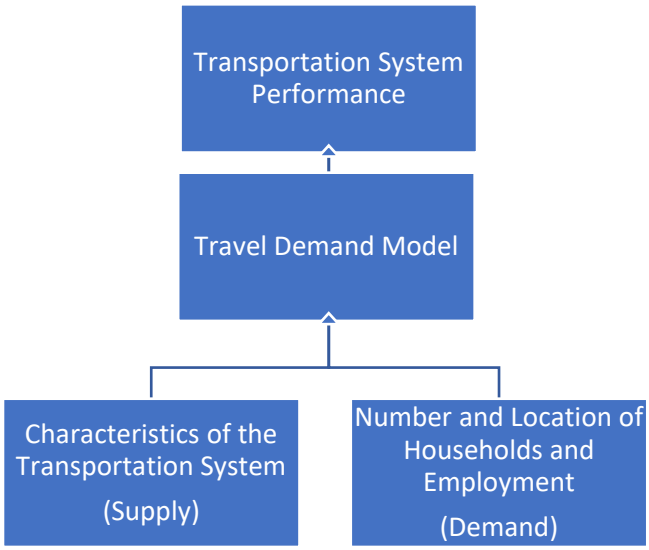
ii. The Climate Friendly Areas establish a higher land use density in specific zones across the city of Albany, implementing the CFEC rulemaking approved in 2022.

Scenario 4. *Transit/Bike Investment and CFA*
This scenario combines Scenario 2 and 3 above, to represent the most likely and desirable future state as discussed by the Technical Advisory Committee and Policy Board.
Assumptions: i. Scenario 2 and Scenario 3 are both implemented.

Modeling

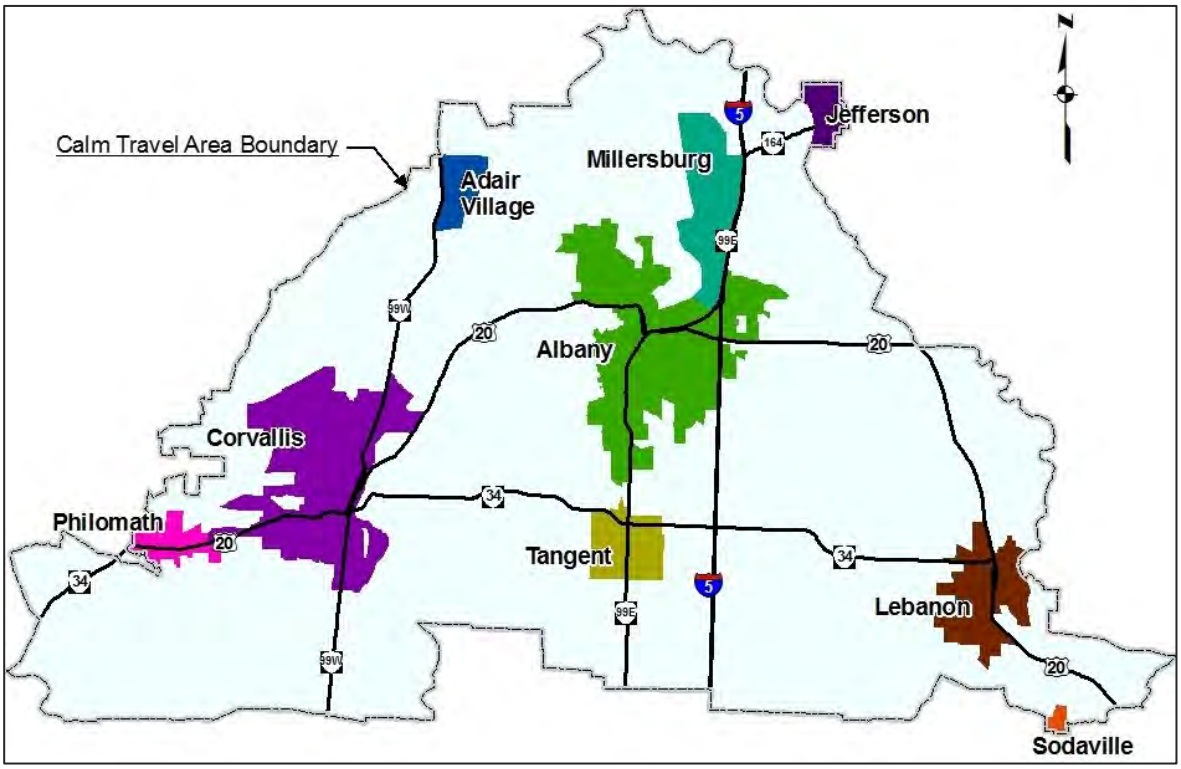
In order to assess future transportation demand, AAMPO staff worked closely with the ODOT's Transportation Planning and Analysis Unit (TPAU). TPAU staff own and operate the regional travel demand model, which is a mathematical tool used to estimate future land use and transportation conditions. Federal requirements mandate the use of a model to estimate future travel demand. For this plan update TPAU used a pre-built 2010 model, updated it to represent 2019 conditions, and then assessed regional conditions in 2043. This model is known at the Corvallis Albany Lebanon Model, or CALM. A representation of travel demand modeling is shown in ***Figure 25***.

Figure 25. Overview of Travel Demand Model



CALM is an analysis tool used to forecast travel patterns (auto, walk, bike, transit) on the transportation system. CALM projects how travel and transportation system conditions are likely to respond to changes in land use, population, employment, new transportation facilities, transit service, and public policy. By showing the impacts and benefits associated with potential improvements, this tool helps transportation planners and policymakers make the most of limited funds and avoid unintended consequences. The model area of CALM is shown in ***Figure 26*** below.

Figure 26. CALM Area



Planners use CALM when preparing long-range transportation plans to evaluate transportation projects and strategies for accommodating growth. CALM forecasts travel changes in response to future land use and transportation scenarios. The model provides objective, quantitative information that enables communities to explore the potential impacts of alternative transportation system investments.

Information from CALM can be produced for an individual jurisdiction or the entire CALM model area. CALM information can also be used as input to other models, such as regional air quality models.

Like all transportation models, CALM is an informational tool designed to assist with decision making. While information on the impacts of different investment scenarios produced by CALM is valuable for planning purposes, modeling does not provide a predetermined "answer" for the future. It simply provides information to enable better decision-making.[13]

Model Calibration

As briefly discussed above, the 2010 CALM model was re-calibrated and validated to represent 2019 conditions. This was completed by first updating land use, population, employment, and transportation network information, along with reviewing and revisiting model parameters and settings. The model outputs were then compared with traffic volumes, and journey to work[14] mode split data from the American Community Survey (ACS) 2015-2019. Those comparisons can be found in ***Figure 27*** and ***Table 17*** below. A detailed report of the effort is available by request.

[13] The above three paragraphs taken from ODOT's CALM Brochure

[14] ACS data uses the *Albany Urbanized Area*, which is similar to the AAMPO Planning Area. Slight data discrepancies may exist between the two datasets.

Figure 27. Model Output Volumes Compared with Collected Traffic Counts

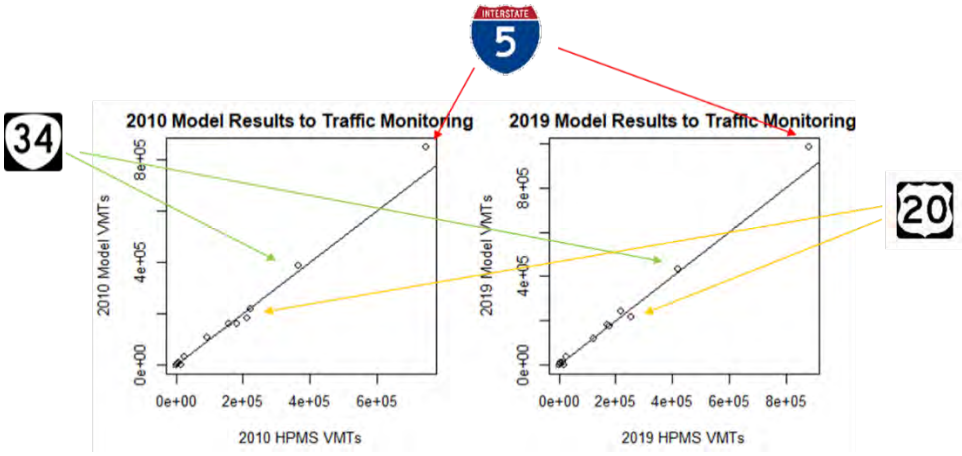


Table 17. Journey to Work Model and Census Data Comparison

Employment Trips Travel Mode*	2015-2019 ACS (Census) Journey to Work Reporting	Model Shares
Drove Alone	80.6%	86%
Carpooled	10.6%	10%
Biked	0.7%	2%
Walked	2.1%	2%
Used Transit	0.3%	0%

*Note: these values are for AAMPO residents, regardless of work location.

Model Outputs

While the travel demand model can generate a number of outputs, the following metrics were used for analysis of scenarios in the AAMPO region:

- Daily all vehicle roadway vehicle miles traveled (VMT)
- Daily all vehicle roadway vehicle miles traveled, per capita (VMT/capita)
- Total daily delay at afternoon peak, in hours
- Annual delay hours per capita
- Annual congested roadway vehicle miles traveled by functional class, in this case arterials

Table 18 below has each scenario with the corresponding outputs listed above.

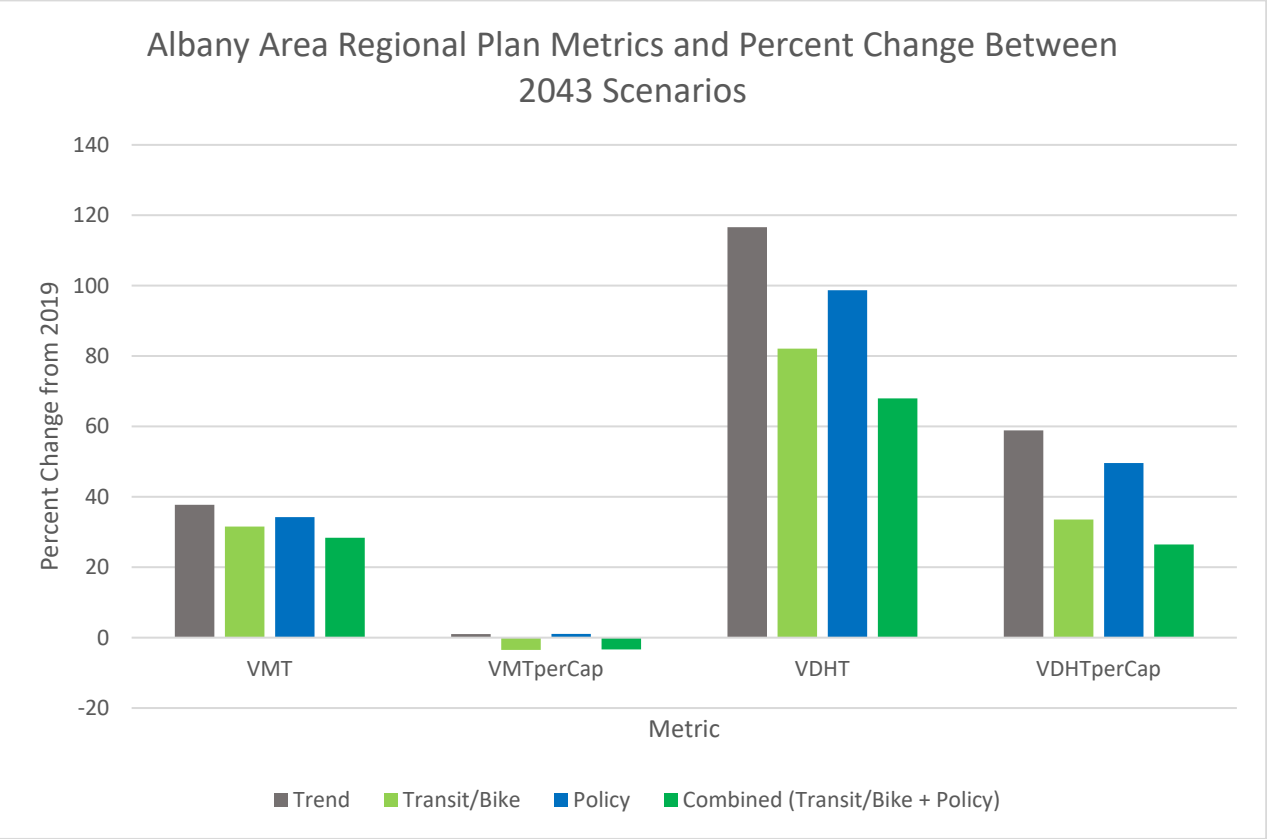
Table 18. Base Year and Future Scenarios: Travel Demand, Delay, and Congestion

Unit	BASE YEAR 2019	SCENARIO 1 2043 Trend	SCENARIO 2 2043 Invest in Transit/Bike Infrastructure	SCENARIO 3 2043 State and Federal Policies Scenario	SCENARIO 4 2043 Increased Transit, Walking, and Biking Scenario + State and Federal Policies
Daily All Vehicle Roadway (VMT)	1,092,257	1,504,324	1,437,228	1,466,287	1,402,394
Daily All Vehicle Roadway (VMT/Capita)	17.4	17.5	16.7	17.5	16.8
Total Daily Delay Hours (PM Peak)	693	1,501	1,262	1,377	1,164
Annual Delay Hours Per Capita (PM Peak)	4.0	6.4	5.4	6.0	5.1
Congested Freeway VMT (PM Peak)	0	15,028	14,929	15,868	15,736
Congested Minor Arterial VMT (PM Peak)	2,195	4,828	3,469	4,261	2,375
Congested Principal Arterial VMT (PM Peak)	1,547	7,950	4,316	6,744	3,870

Source: ODOT TPAU

Figure 28 illustrates the four scenarios, compared with 2019 current conditions. Vehicle miles traveled (VMT) is expected to go up in all scenarios, however it is predicted to go up the least under scenario four (Increased Transit, Walking, and Biking Scenario + State and Federal Policies) which is a combination of scenarios two and three. Interestingly, VMT per capita is expected to decrease dramatically in scenarios two and four, and decrease the most in the Increased Transit, Walking, and Biking Scenario + State and Federal Policies scenario. This is likely due to increased housing infill within the city limits of Albany while adding to the bicycle path network. Congestion is predicted to go up in all scenarios, but increase the least in the Increased Transit, Walking, and Biking Scenario + State and Federal Policies scenario.

Figure 28. Model Scenarios and Metric Comparison



Recommended System

The Technical Advisory Committee and Policy Board held robust discussions about a preferred scenario versus the most likely scenario when reviewing the model outputs from the four scenarios. The general consensus that investments in bike and transit infrastructure are desirable yet increases in land use density and vehicle pricing are the most likely. To this end, both groups supported combing Scenario's 2 and 3, which also provided the most reduction in VMT and lowest increases in congestion.

The regulations for metropolitan transportation plans differ if an MPO chooses to evaluate multiple future scenarios, as opposed to assuming one future in the modeling effort. If multiple scenarios are evaluated, the analysis for future conditions is less rigorous in that performance measures should be used to select the preferred scenario, compared with using performance measures to select individual projects.

In this sense, once the AAMPO Policy Board selected Scenario 4 as the preferred scenario, it satisfied how the Regional Transportation Plan improves the conditions and performance of the system. From here, the project selection becomes more straightforward, and explores the necessary projects to implement the preferred scenario.

Said another way, as opposed to exploring how an individual intersection project may reduce travel time, AAMPO broadly chose to invest in transit/bicycle infrastructure and adhere to increases in land use density. This means all projects that increase transit frequency, improve comfortable access to transit stops, improve the comfort of the bicycle network and support increased land use density in certain neighborhoods meet performance requirements.

Chapter 4: Goals and Metrics

Goals and Objectives

The 2023 Regional Transportation Plan (RTP) update provides an opportunity to assess and refine the region's transportation goals. This process began with an examination of the goals adopted as part of the 2018 AAMPO RTP and included an examination of existing federal, state, and local transportation system plans and policies impacting AAMPO. These steps were taken to inform the goal-setting process and serve as a baseline for revising the goals.

During the November 11th, 2022 virtual public open house, which was subsequently made available on the AAMPO website, staff presented the proposed 2023 regional transportation goals and touched on several of the performance metrics discussed below. After the open house staff launched an online outreach survey asking members of the public to evaluate the proposed RTP goals and suggest changes to improve their relevance and applicability. AAMPO staff received several comments from local community members and non-AAMPO staff persons. Goals focused on safe equitable multimodal mobility options were the top priorities among survey respondents. An overview of survey responses can be found in Appendix C.

No changes to the proposed goals were received through the survey, AAMPO staff made several minor changes to the regional transportation goals adopted as part of this plan at the behest of the AAMPO Policy Board and Technical Advisory Committee. The seven regional transportation goals adopted as part of this plan are outlined below. Note, the regional transportation goals and objectives are not listed in order of priority and have not been ranked according to priority.

Table 19. AAMPO Goals and Objectives

Goals and Objectives
Goal 1: Provide an equitable transportation system that ensures mobility for all members of the community. ***Objectives:*** • Support implementation of standards to meet the requirements set forth in the Americans with Disabilities Act (ADA). • Support a complete pedestrian and bicycle network throughout the MPO area. • Promote equitable access to underserved, disenfranchised, and vulnerable populations in the transportation system. • Identify areas that could support additional transit service, and work with transit providers to improve the coverage, quality, and frequency of services.
Goal 2: Support a safe and comfortable transportation system for all travel modes. ***Objectives:*** • Support design solutions that balance reducing congestion with improved safety for people walking and biking. • Support the identification of truck routes to reduce commercial vehicle and neighborhood conflicts. • Promote the installation of enhanced pedestrian crossings to improve safety of underserved and vulnerable populations. • Promote projects that improve safety for all users and identify opportunities for including system management solutions.

- Help implement streetscape projects that enhance the comfort and aesthetics of the surrounding environment, promoting safe active transportation modes.

Goal 3: Ensure the transportation system meets existing and future needs through wholistic, context sensitive multimodal solutions.

Objectives:

- Promote the addition of streets or roads, as identified in AAMPO Member plans, to increase connectivity between isolated areas.
- Educate the region on the benefits of mixed use development and reducing trip length through improved land use.
- Promote Complete Street design principles, the use of ODOT's Blueprint for Urban Design, and FHWA's Safe Systems approach, for use in street design.
- Improve multimodal connectivity across physical and natural barriers (i.e. I-5, Willamette River, OR-34,etc.).
- Identify regional corridors of significance that are important to multimodal travel in the region.

Goal 4: Partner with local and state agencies on regional transportation issues.

Objectives:

- Collaborate with the Corvallis Area MPO to investigate inter-regional housing, employment and travel demands, and their impact on the transportation system.
- Pursue grants and collaboration with other agencies to efficiently fund transportation improvements and programs.
- Support statewide and regional transit opportunities, including high-speed rail and passenger rail. Coordinate with agencies external to the AAMPO region as appropriate.
- Coordinate transit services, facilities, and improvements with local jurisdictions within AAMPO.

Goal 5: Ensure the transportation system supports a prosperous local and regional economy that leverages strengths to compete globally.

Objectives:

- Support a freight system provides for the efficient movement of goods within and connecting to the AAMPO region.
- Identify transportation improvements that will enhance access to employment.
- Support reduced system lifecycle costs through asset based planning and preventative maintenance.
- Consider the increased cost of long commutes by populations that are unable to afford housing in more urban areas.
- Improve the resilience of the region’s transportation system by planning for the protection of regionally critical facilities from catastrophic events and natural disasters.

Goal 6: Plan and design a transportation system to enhance livability and supports positive environmental health outcomes.

Objectives:

- Encourage minimized impacts to the scenic, natural and cultural resources within the region from transportation related projects.
- Help maintain roadway and intersection operations while considering environmental and land use impacts.

- Improve health and wellness of the general population by increasing active transportation choices and access to health care and related facilities.
- Support lifecycle reduction of total air contaminates and toxins by transportation projects.
- Support access to public spaces and encourage active transportation and social interaction.

Goal 7: Provide an efficient transportation system that facilitates the local and regional multimodal movement of people and goods.

Objectives:

- Support programmatic approaches for increased user transportation options, commute reduction, and travel demand management.
- Promote projects that support a comfortable and inviting downtown to promote regional tourism.
- Support connectivity between the various communities within the member region and nearby.
- Minimize conflicts between active transportation users and vehicles along high volume and/or highspeed corridors, especially corridors with a multimodal focus.
- Help maintain a minimum level of freight and/or motor vehicle travel efficiency and by which land use amendments and development proposals can be evaluated.

Federal Transportation Performance Measures

Title 23, Chapter I, Subchapter E, Part 490 of the Code of Federal Regulations, requires that Metropolitan Planning Organizations establish performance measures for the transportation system, in collaboration with the relevant state Department of Transportation. These measures are intended to promote a performance and outcome-based approach to transportation planning and programming. The categories of measures are:

- Safety
- Pavement Condition
- Bridge Condition
- National Highway System Performance
- Freight Movement on Interstate System
- Congestion Mitigation and Air Quality—Traffic Congestion (not applicable to AAMPO Planning Area due to population size)
- Congestion Mitigation and Air Quality—On Road Mobile Source Emissions (not applicable to AAMPO Planning Area due to population size)
- Transit

The Safety and Transit performance measures apply to the entire transportation system while the rest of the measures listed above apply to the National Highway System (NHS) and Interstate System only.

The Albany Area Metropolitan Planning Organization (AAMPO) has one interstate (I-5) within the Planning Area. The National Highway System is comprised of all state and US Highways within the Planning Area, which are owned and maintained by the Oregon Department of Transportation. Based on these factors, AAMPO adopted the state targets in 2018, which can be found below.

Table 20. FHWA Performance Management Areas, Measures, and Targets for Oregon Department of Transportation[15]

Safety					
Base Period	**Fatalities** (People)	**Fatality Rate** (People per 100 Million VMT)	**Serious Injury** (People)	**Serious Injury Rate** (People per 100 Million VMT)	**Non-motorized Fatalities and Serious Injuries** (People)
2021 Baseline reported Crashes (2014-2018)	448	1.48	1,739	5.03	257
2022 First Year Reported Crashes (2015-2019)	444	1.46	1,722	4.98	254
The federal performance areas and targets addressing safety are contained in the Oregon Transportation Safety Action Plan					

FAST ACT (FHWA) Performance Measures	**2022 Performance Baseline**	**2023** (2 Year) **Performance Target**	**2025** (4 Year) **Performance Target**
Pavement Condition			
1. Percentage of pavements of Interstate System in Good condition	57.7%	50.0%	50.0%
2. Percentage of pavements of Interstate System in Poor condition	0.2%	0.5%	0.5%
3. Percentage of pavements of the non-Interstate NHS in Good condition	33.5%	30.0%	30.0%
4. Percentage of pavements of the non-Interstate NHS in Poor condition	2.9%	5.0%	5.0%
Bridge Condition			
5. Percentage of NHS bridges classified as in Good condition	13.3%	11.4%	10.0%
6. Percentage of NHS bridges classified as in Poor condition	1.8%	2.4%	3.0%
National Highway System Performance			
7. Percent of person-miles traveled on the Interstate that are reliable (Interstate Travel Time Reliability measure)	78%	78%	78%

[15] As of April 29, 2022

8. Percent of person-miles traveled on the non-Interstate NHS that are reliable (Non-Interstate Travel Time Reliability measure)	78%	78%	78%
Freight Movement on Interstate System			
9. Truck Travel Time Reliability (TTTR) Index (Freight Reliability measure)	1.45	1.45	1.45

As mentioned above, AAMPO is required to incorporate the **Safety** performance measure into planning and programming, as well as consider alignment and support of statewide targets. More specifically:

§ 450.306 Scope of the metropolitan transportation planning process.[16]

(a) To accomplish the objectives in § 450.300 and § 450.306(b), metropolitan planning organizations designated under § 450.310, in cooperation with the State and public transportation operators, shall develop long-range transportation plans and TIPs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State.

And,

(d) Performance-based approach.

(1) The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals described in *23 U.S.C. 150(b)* and the general purposes described in *49 U.S.C. 5301(c)*.

(4) An MPO shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. chapter 53 by providers of public transportation, required as part of a performance-based program including:

This means that in addition to planning and programming for safety, AAMPO should strive to support ODOT in meeting performance targets that apply to the National Highway System and state as a whole.

Connecting Goals with Metrics and Scenarios

Together, the federally required performance measures informed the AAMPO 2043 RTP process. The development of future scenarios, the selection of the preferred scenario, and the eventual programming of projects all align with meeting the performance measures discussed above. AAMPO will strive to make planning and programming decisions that meet or exceed the goals, objectives, and performance measures outlined in this Plan.

Alignment with Locally Adopted Plans

It is important to note that within the Oregon land use context, cities and counties are required to develop Transportation System Plans (TSP), similar to how MPOs are required to develop Regional Transportation Plans. Chapter 1 outlines the connection between the TSPs adopted by Albany, Benton County, Jefferson, Millersburg, Linn County, Tangent, and the AAMPO RTP.

The intent of the AAMPO RTP is to be consistent and complementary to local TSPs, while also acknowledging the different legal and regulatory requirements required of MPOs. MPOs are required to

[16] Portions of 450.306 left out for clarity. See Appendix B for complete details.

meet federal performance measures and incorporate them into planning decisions, while local cities and counties must adhere to state laws for transportation planning.

Differing Tools for Performance Measurement

The Oregon Highway Plan, adopted in 1999, dictates the use of a measure known as volume to capacity ratio (v/c) when assessing the mobility of intersections on state highways. V/C is a comparison of the actual volume of traffic using the road to the maximum volume that the roadway can effectively handle. For planning purposes, v/c uses 15 minute peak traffic volume divided by the hourly capacity of a given roadway segment or intersection. A lower ratio indicates minimal delays while a ratio approaching 1.0 indicates increased congestion and reduced performance. When the estimated v/c ratio exceeds 1.0, it is referred to as a demand to capacity (d/c) ratio. Travel demand models generate demand which can be used to calculate d/c ratios. This means that for a given time period, there are more people driving motor vehicles desiring to use a facility than it can accommodate. The actual volume will never exceed the capacity of the facility. Instead, the excess demand (unserved trips) may do one or more of the following: divert to other routes; change the time of the trip; distribute to other destinations; change the travel mode; or queue up to be served in following time periods (incurring additional delay).

Another measure commonly used when preparing TSPs and other transportation planning documents is Level of Service (LOS). LOS is a “report card” rating (A through F) based on the peak hour delay experienced by vehicles on a roadway segment or intersection. LOS A, B, and C indicate conditions where traffic moves freely during peak hour travel. LOS F represents conditions where peak hour delay is considered a nuisance, and corresponds to a motorist delay of 50 seconds. While not a requirement, v/c ratios and LOS are frequently used when evaluating local roads which are not a part of the state highway system and are commonly adopted into local TSPs.

Shortcomings to utilizing v/c ratio and LOS include that they focus solely on motor vehicle movement, and any delay to that movement. When compared to measuring daily delay, person throughput or safety for vulnerable users, these metrics narrow decision making to focus predominantly on people who drive alone.

The focus on evaluating peak hour movement can lead to infrastructure expansion prior to exploring alternative metrics or solutions to perceived congestion. For example, whether or not an intersection should be re-constructed or expanded is decided by whether motor vehicles have more than 60 seconds of delay passing through, between 4 and 6 PM in a typical weekday.

Note, ODOT is currently in the process of updating the Oregon Transportation Plan, set to finalize in June 2023. This could lead to changes to the Oregon Highway Plan and subsequent mobility standards.

AAMPO Performance Measurement

AAMPO adheres to federal performance measures for evaluating the transportation system. The performance measures adopted in the AAMPO RTP emphasize overall congestion mitigation and travel time reliability across the entire system. In this sense, AAMPO is emphasizing Safety, and Congestion Mitigation through investments in transit and bicycle infrastructure combined with land use policy changes. This does not preclude local jurisdictions from pursuing their own funding for roadway expansion projects, and AAMPO does support increased roadway efficiency through improved signal timing and intelligent transportation systems. It does mean that future planning and programming will prioritize safety projects.

Performance Monitoring

This is AAMPO's first Regional Transportation Plan under the new Federal Performance Standards. As such, it will serve as the baseline monitoring period. ***Table 21*** below contains the baseline for each federal and local performance measure. To track performance, it is important to collect data at regular intervals to measure trends over time. Using the performance measures listed above, AAMPO is committed to tracking annual progress to observe trends over the 4-5 year plan update cycle.

Table 21. Baseline Federal and Local Performance Measures

Federal, Safety (non-transit)		
Metric	**2015-2019 Baseline**	**Data Source**
Fatalities (total)	4.6/year	ODOT Crash Data
Fatality Rate (total per 100 million miles)	0.97/year	
Serious Injuries (total)	18/year	
Serious Injury Rate (total per 100 million miles)	3.78/year	
Non-Motorized Fatal and Serious Injuries (total bicycle/pedestrian)	4.4/year	

Federal, Safety (transit)			
Metric	**Fixed Route System** (2020-2021)	**ADA / Paratransit** (2020-2021)	**Data Source**
Fatalities and Injuries	0	0	Albany Transit System
Fatalities and Injuries per 100 Thousand Vehicle Revenue Miles	0	0	
Safety Events (Total)	1	1	
Safety Events per 100 Thousand Vehicle Revenue Miles	0.51	1.37	
System Reliability (vehicle revenue miles/equipment failures)	19,500	73,000	

Local		
Daily Vehicle Miles Traveled (miles)	1,092,280	CALM/ODOT
Daily Vehicles Mile Traveled Per Capita (miles/person)	17.35	
Percent of Work Trips by Bike	2	
Percent of Work Trips by Transit	0	
Percent of Work Trips by Walking	2	

Chapter 5: Preferred System and Finances

This chapter includes regional policy and project recommendations for the AAMPO Planning Area through to the horizon year 2043, as well as transportation safety and security strategies and recommendations for a coordinated approach to operating and maintaining the system. The primary method this is organized by is via project lists represented by tables. **Table 23** shows the status of the previous AAMPO RTP projects, **Tables 24 – 30** showing the full list of this RTP's projects both fiscally constrained and illustrative, **Table 32** showing only the fiscally constrained projects for this RTP, and **Tables 34 – 38** showing the fiscally constrained projects identified in AAMPO member TSPs.

Future Land Use

Understanding the relationship between land use patterns (also referred to as the built environment) and transportation is critical to planning for the region's future. Land use patterns have a significant impact on travel demand, and the transportation facilities necessary to support mobility and access. Equally important, investment in transportation infrastructure has a strong influence on where, and what type, of development will take place in the future. Analyzing land use and transportation jointly is extremely important when modeling accurate forecasts.

A core part of the long range transportation planning process it to estimate the future land use and model the subsequent travel demand. AAMPO staff worked closely with the ODOT modeling team to anticipate the location of residential and commercial development over the next 20 years. This is completed through a multi-step process of:

- Input projected land use using most recent local comprehensive plans
- Based on total population projections, allocate population, households and employer growth across the region
- Verify household growth using local knowledge and zone by zone review

Within the AAMPO Planning Area household growth is expected to occur predominantly on undeveloped portions of land in East Albany, South Albany, Millersburg, and North Albany.

Table 22. Population, Household, & Employment Growth (2019-2043)

City	Year	Population	Households	Employment
Albany	2019	55,126	21,755	22,204
Albany	2043	72,677	29,019	25,449
Albany	Percent Growth	31.84%	33.39%	14.61%
Jefferson	2019	3,098	1,076	242
Jefferson	2043	4,933	1,564	384
Jefferson	Percent Growth	59.23%	45.35%	58.68%
Millersburg	2019	2,684	962	2,724
Millersburg	2043	5,385	2,071	4,010
Millersburg	Percent Growth	100.63%	115.28%	47.21%
Tangent	2019	1,294	470	910
Tangent	2043	1,637	614	1,285
Tangent	Percent Growth	26.51%	30.64%	41.21%
AAMPO	2019	62,202	24,263	26,080

AAMPO	2043	84,632	33,268	31,128
AAMPO	Percent Growth	36.06%	37.11%	19.36%

Source: ODOT TPAU

The anticipated growth in households is one reason AAMPO decided to analyze transportation demand along corridors. We expect these corridors to become even more important for resident travel, as well as expected increases in freight and tourism trips. Additionally, the chosen corridors were identified as those with the most need for additional study.

Previous RTP Completed or Funded Projects

Since the previous AAMPO RTP was approved in 2018, members have made progress in construction of a number of near term and long term projects. Those are listed in ***Table 23*** below.

Table 23. 2018 RTP Completed or Funded Projects

ID	Project Name	Location	Description	Area	Project Type	Status
A8	24th Ave Sharrows	Geary St to Hill St	Install bike "Sharrows" on both sides of 24th Avenue between Geary Street and Hill Street. Painting a shared right-of-way (sharrow) symbol on the pavement does not require parking removal. This is a separate project from B18 because this section of 24th Avenue is a collector rather than an local street.	City of Albany	Bike Improvement	COMPLETE
A11	Lyon St Sharrows	9th Ave to Willamette River	Install painted "Sharrows" in the bike lane gaps on Lyon Street from 9th Avenue to the Willamette River (no sharrows needed on bridge due to shoulder). Painting a shared right-of-way (sharrow) symbol on the pavement does not require parking removal. This project is contingent upon ODOT approval, inclusion of sharrows in the MUTCD, and the associated guidance in the MUTCD.	City of Albany	Bike Improvement	COMPLETE
A12	Ellsworth St Sharrows	9th Ave to Springhill Dr	Install painted "Sharrows" in the bike lane gaps on Ellsworth Street from 9th Avenue to Springhill Drive, including Ellsworth Street bridge. Painting a shared right-of-way (sharrow) symbol on the pavement does not require parking removal. This project is contingent upon ODOT approval, inclusion of sharrows in the MUTCD, and the associated guidance in the MUTCD.	City of Albany	Bike Improvement	COMPLETE

ID	Project Name	Location	Description	Area	Project Type	Status
A26	Gibson Hill Rd Improvements	Scenic Dr to North Albany Rd	Urbanization: Add 6-foot wide asphalt sidewalks set back from the roadway on both side, curb, and gutter, and bicycle lanes from Scenic Drive to the roundabout at North Albany Road. Consider rural design standard with setback sidewalks (includes BC2, A32)	City of Albany	Modernization	IN PROGRESS
A27	Crocker Ln Improvements LID	Meadowwood Dr to Valley View Dr	LID for adding sidewalk, curb, and gutter from Meadowwood Drive to Valley View Drive.	City of Albany	Modernization	COMPLETE
A28	Lochner Rd Improvements - North	Youth Authority to 34th Ave	Add sidewalk, curb, gutter, and bike lanes to Lochner Road and Marion Road.	City of Albany	Modernization	COMPLETE
A31	Queen/Geary Periwinkle Path	Queen Ave/Geary St	Construct multi-use path improvement by widening the sidewalk to connect the Periwinkle Trail through the Queen Avenue/Geary Street intersection	City of Albany	New Multi-Use Path	COMPLETE
A34	Hwy 20 Corridor and Downtown Refinement Plan	Hwy 20 Corridor and Downtown Albany	Conduct a Highway 20 Corridor and Downtown Refinement Plan that extends to I-5 to look at regional bridge capacity needs, potential bridge locations, other corridor and intersection needs, and continue through permitting process.	City of Albany	Study	IN PROGRESS
A38	34th Ave/Marion St Signal	34th Ave/Marion St	Install a new traffic signal.	City of Albany	Intersection Capacity Improvement	COMPLETE
A54	34th Ave/Hill St Signal	34th Ave/Hill St	Install 100-foot northbound and southbound left-turn lanes, and a new traffic signal.	City of Albany	Intersection Capacity Improvement	COMPLETE

ID	Project Name	Location	Description	Area	Project Type	Status
A55	Hill St Reconstruction	Queen Ave to 34th Ave	The project will reconstruct 1.03 miles of Hill Street. The existing pavement is heavily deteriorated. In addition to new pavement the project will add on-street bike lanes to the street and retain on-street parking. Curb ramps at intersections will be upgraded to meet current ADA standards. The project is on Hill Street and will extend 1.03 miles from Queen Avenue south to 34th Avenue.	City of Albany	Rehabilitation	COMPLETE
A76	OR 99E/Queen Ave Intersection Capacity Upgrade	OR 99E/Queen Ave	Install northbound and southbound right-turn lanes on OR 99E. On Queen Avenue, add second westbound and eastbound left-turn lanes, and extend eastbound right-turn lane to 200-feet. Review pavement and drainage quality to ensure sufficiency.	City of Albany	Intersection Capacity Improvement	IN PROGRESS
A118	Albany Ave Widening	Old Salem Rd to Pacific Hwy	Widen Albany Avenue to four lanes. Includes widening bridge structure. Project cost assumes ROW will be dedicated.	City of Albany	Roadway Capacity Improvement	IN PROGRESS
A134	Goldfish Farm Rd Improvements	Dogwood Ave to US 20	Add sidewalk, curb, and gutter from Dogwood Avenue to US 20. Combined with LC16.	City of Albany/Linn County	Modernization	IN PROGRESS
A156	99E: Burkhart to Waverly Ped Crossing	Between Burkart St and Waverly Dr	Construct pedestrian crossing improvement on Oregon 99E between Burkhart Street and Waverly Drive	City of Albany	Pedestrian Crossing Improvement	COMPLETE
A159	Geary St Sidewalks	Santiam Rd to 34th Ave	Eliminate the sidewalk gaps on Geary Street between Santiam Road and 34th Avenue.	City of Albany	Sidewalk Infill	IN PROGRESS
A161	Killdeer St Sidewalks	Airport Rd to Pacific Blvd	Eliminate the sidewalk gaps on Killdeer Street.	City of Albany	Sidewalk Infill	COMPLETE

ID	Project Name	Location	Description	Area	Project Type	Status
A167	Interstate 5/OR 99E/Knox Butte	Knox Butte Rd/I-5 Interchange Area	I-5 EIS includes Knox Butte interchange options and area management plan including 99E/Albany Avenue & Knox Butte/Century Drive. EIS will be followed by Design/ROW Acquisition, development of an Interchange Area Management Plan (IAMP), and Reconstruction. Total project cost is an estimate of the potential city contribution to the project	City of Albany	Study	IN PROGRESS
A168	Interstate 5 / US 20 (Santiam)	I-5/US 20	I-5 EIS includes Santiam interchange options and area management plan including Hwy20/Fescue/Spicer & Hwy 20/Airport Rd. EIS will be followed by Design/ROW Acquisition, development of an Interchange Area Management Plan (IAMP), and Reconstruction. Total project cost is an estimate of the potential city contribution to the project.	City of Albany	Study	IN PROGRESS
A193	28th Ave Sidewalk	Pine St to Geary St	Fill in sidewalk gaps.	City of Albany	Sidewalk Infill	IN PROGRESS
A195	24th Ave Reconstruction	Jackson St to Geary St	The project will reconstruct 0.66 miles of 24th Avenue. The existing pavement is heavily deteriorated. In addition to new pavement the project will construct infill sidewalks to improve access to Sunrise Elementary School, upgrade curb ramps at intersections to meet current ADA standards, and construct bicycle boulevard improvement as identified in Albany's TSP. The project is on 24th Avenue and will extend 0.66 miles from Jackson Street east to Geary Street.	City of Albany	Rehabilitation	COMPLETE

ID	Project Name	Location	Description	Area	Project Type	Status
BC1	Corvallis to Albany Trail	Scenic Dr to Springhill Rd	Construct off highway multiuse path	Benton County	New Multi-Use Path	IN PROGRESS
MC1	Main St widening	Hwy 99E east to UGB	Widen shoulders on both sides	City of Jefferson	Bike Improvement	
MC6	Hwy 99E/North Ave Signal	Hwy 99E/North Ave	Add northbound and westbound right-turn lanes and traffic signal.	City of Jefferson	Intersection Capacity Improvement	
J2	5th St extension	North Ave to Jefferson-Scio Dr	Complete collector connection from North Ave to Jefferson-Scio Dr	City of Jefferson	New Roadway	
J8	OR 164 Sidewalk	Santiam River Bridge to north of Union St	New sidewalks on east side	City of Jefferson	Sidewalk Infill	
J14	Greenwood St Sidewalk	Main St to 3rd St	New sidewalks on both sides	City of Jefferson	Sidewalk Infill	
J21	High St Sidewalks	Main St to 3rd St	Fill in sidewalk gaps.	City of Jefferson	Sidewalk Infill	
J24	7th St Sidewalks	Maple Ct to Greenwood Dr	Fill in sidewalk gaps.	City of Jefferson	Sidewalk Infill	
LC1	Closure of Columbus St Hwy 34 Access	Columbus St/Hwy 34	Right-in Right-out only	Linn County	Intersection Safety Improvement	COMPLETE
LC6	Truax Creek Bridge Replacement	Truax Creek	Project adds bike lanes and a sidewalk to a portion of the road in relation to the bridge replacement. (Only the AAMPO funded portion of larger bridge replacement project.)	Linn County	Modernization	COMPLETE
LC10	Tangent Dr Improvements	99E to City Limits	Add curb, gutter, sidewalk	Linn County	Modernization	IN PROGRESS
LC16	Goldfish Farm Rd Bridge Replacement	Cox Creek	Bridge Replacement and Widening	Linn County	Bridge Replacement	IN PROGRESS

ID	Project Name	Location	Description	Area	Project Type	Status
LC17	Clover Ridge Road Bridge Replacement	Truax Creek	Widen and replace bridge to include sidewalks and bike lanes and stormwater treatment	Linn County	Bridge Replacement	IN PROGRESS
M1	Old Salem Road ADA Transition Improvements	City of Albany to Duraflake Entrance	Add Curb Gutter and Sidewalk and ADA improvements to meet current ADA Requirements	City of Millersburg	Modernization	PARTIALLY COMPLETE
M2	Woods Rd Reconstruction Phase 1	North of Alexander Lane	Two Phases: Reconstruct Woods Rd to arterial cross-section (bike lanes, curb, gutter, sidewalk)	City of Millersburg	Modernization	PARTIALLY COMPLETE
T5	Old Hwy 34 On-Street Bike Lane	Looney Ln to 99E	Add on-street bike lane	City of Tangent	Bike Improvement	IN PROGRESS
T6	Tangent Dr On-Street Bike Lane	99E to City Limits	Add on-street bike lane (City Portion)	City of Tangent	Bike Improvement	IN PROGRESS
T13	Hwy 99E Sidewalks	Old Hwy 34 to south City Limits	Install sidewalks	City of Tangent	Sidewalk Infill	IN PROGRESS
T22	Tangent Dr Sidewalks	Hwy 99E east to UGB	Install curb, gutter, and sidewalks on both sides	City of Tangent	Modernization	IN PROGRESS
T32	Tangent Dr Rail Crossing Bike/Ped Improvements	Tangent Dr Rail Crossing	Improvements to Ped/Bike rail crossing facilities	City of Tangent	Pedestrian Crossing Improvement	IN PROGRESS
T37	OR 99E Pedestrian Crossing	North Lake Creek to Tangent Drive	Install pedestrian crossing	City of Tangent	Pedestrian Crossing Improvement	COMPLETE

Source: 2018 AAMPO RTP

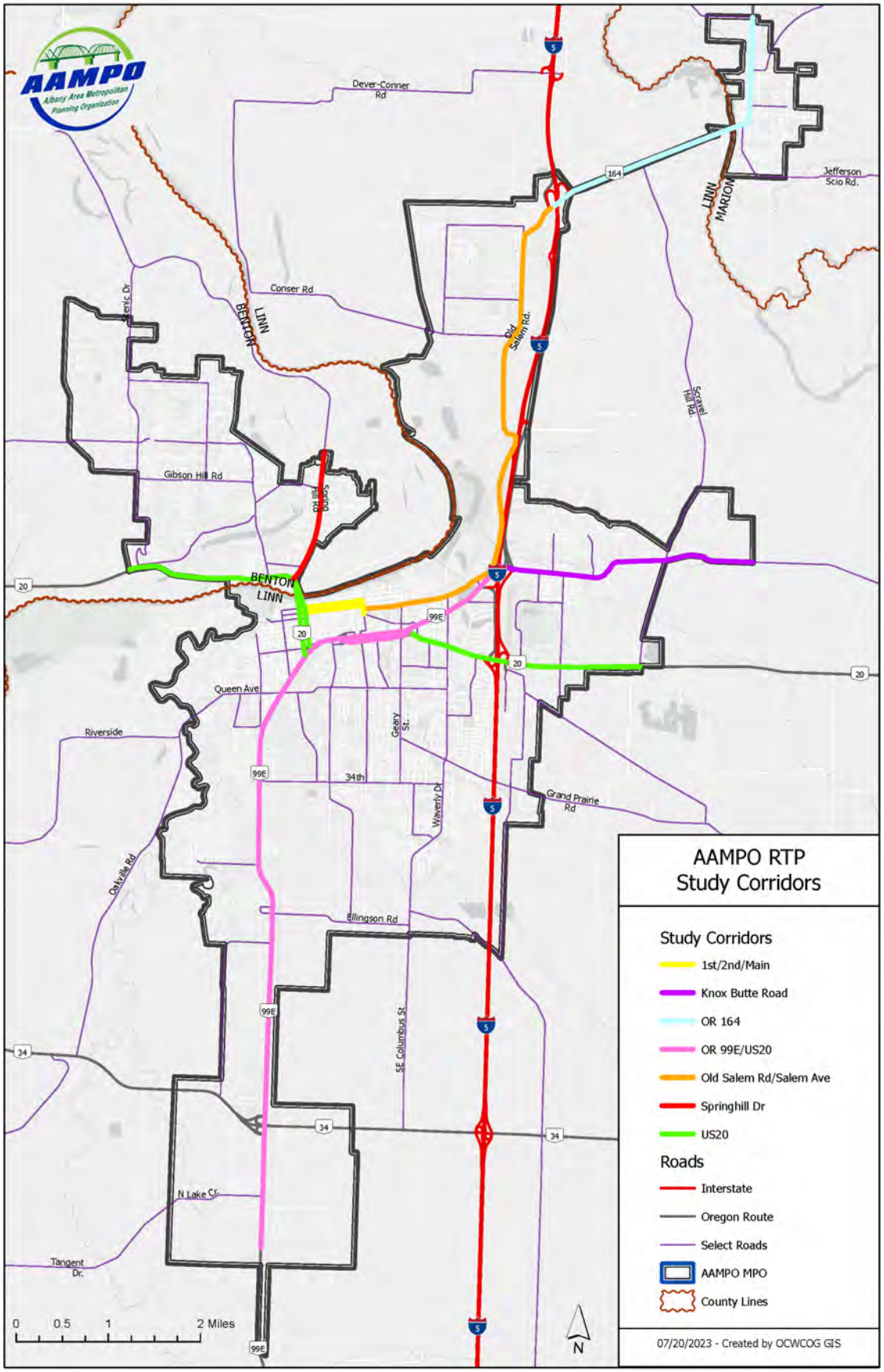
Preferred System and Project Selection

Following the AAMPO Policy Board adoption of a preferred scenario for the planning horizon, staff began the process of selecting projects. As discussed in Chapter 4, since AAMPO evaluated multiple future scenarios, the project selection became more straightforward. The project development process focused on three priorities: 1) improving safety for all users, 2) increasing transit use and reliability, and 3) increasing level of comfort for bicycle and pedestrian facilities.

Early on in the project process, the AAMPO Policy Board agreed to focus the planning analysis on a corridor based approach, in alignment with the Corvallis Area MPO. This decision was made in order to help concentrate project selection and studies on significant corridors that have not recently had studies completed or due to their level of complexity still require additional studies and attention. These corridors, illustrated in ***Figure 29*** below, are significant to regional travel. All local members have either updated their Transportation System Plans (Jefferson and Millersburg) as of the previous AAMPO RTP or have recently scheduled upcoming updates (Albany and Tangent). These TSPs help to complement the MPO RTP findings and give a granular local view of the transportation system network.

It is important to note that the projects listed on the following tables are not all part of the fiscally constrained project list, ***Table 32***. Those projects only listed here are considered illustrative projects, and given any additional funding windfall would then be considered for construction. Illustrative projects, if funded, would be considered by the AAMPO TAC before being added to the STIP.

Figure 29. Study Corridors for 2023 RTP



Staff identified projects through two methods: consulting with technical engineering and planning experts, and soliciting input from the public on locations they considered unsafe, and opportunities to improve transit and bicycle conditions through the region. It should be noted that many of the transit projects could be construed as pedestrian improvements, and this is due to the fact that the majority of people walk to and from their destination while using transit. As such, these connections are as important as improving bus frequency.

In some instances, project suggestions are planning level in nature and require more analysis. In other instances, an intersection or segment was too complex to readily develop a solution and a suggestion for further study is included. For each corridor, projects are listed with corresponding public input.

US-20 Corridor

US-20 runs east to west through Albany from where it starts on the Oregon coast in Newport and meanders through Lebanon and Sweet Home continuing past Bend and terminating on the east coast in Boston, MA. This road has historically been a predominant freight highway used for transport of timber from the coast to the Willamette Valley and beyond. As communities such as Albany and Corvallis have grown around it is seeing more residential and commercial use. During the corridor selection process interest was expressed in applying focus on the intersection of US-20 and Scravel Hill Rd, as that area is expected to grow as part of the East Albany Plan.

- The most frequently cited location was at the intersection of US-20 and Springhill Drive.
- There were many comments expressing a desire for safer more comprehensive connections between Downtown Albany and North Albany.
- Desire for better turn lanes from 1st Avenue onto Lyons Street bridge.
- Connections between bike infrastructure facilities and offroad paths was requested.

Table 24. US-20 Corridor Projects

US-20			
Project ID	**Intersection or Segment** (listed east to west)	**Project Description**	**Total Cost** (2023 Dollars)
SH-1	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 Scravel Road) to provide connectivity to the path.	$3,220,000
SH-2	East of Goldfish Farm Road SE	Provide enhanced pedestrian crossing.	$560,000
SH-3	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.	$4,800,000

SH-4	Between S Commercial Way SE and Price Road SE	Provide enhanced pedestrian crossing.	$560,000
SH-5	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.	$1,100,000
SH-6	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.	$2,000,000
SH-7 Albany TSP P7	Bridge over I-5	**Near-term:** Widen the sidewalk for the width of the bike lane on both sides of the bridge to a wider shared use path over the bridge. Consider restriping to narrow travel lanes to provide more space for the paths. **Long-term:** Consider widening the bridge or constructing a cantilever structure to create a protected bike lane and a sidewalk over the bridge.	$16,440,000
SH-8	At Center Street SE	Provide enhanced pedestrian crossing.	$560,000
SH-9 Albany TSP P9	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.	$2,400,000
SH-10 Albany TSP P9	From Waverly Drive SE to Burkhart 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).	$1,700,000
SH-11	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.	$560,000
SH-12	Signalized intersections with Goldfish Farm Road SE, Airport Road SE, Waverly Drive SE, SE Clay Street, Burkhard Street SE	Evaluate opportunities to implement transit priority treatments.	$1,600,000
SH-13 Relates to HWY 20 Analysis	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.	$250,000

SH-14 Relates to HWY 20 Analysis	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.	$3,800,000
SH-15 Relates to HWY 20 Analysis	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.	$2,000,000
SH-16 Albany TSP M6 + M11, Relates to HWY 20 Analysis	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.	$31,700,000
SH-17 Relates to HWY 20 Analysis	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.	$2,000,000
SH-18 Albany TSP B7	From NW Springhill Drive to NW Scenic Drive	Construct a shared-use path on the north side of the roadway.	$4,600,000
SH-19 **CR**	Intersection with Scenic Drive Full Extent	Conduct an Intersection Control Evaluation (ICE) to consider safety improvements. 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	$50,000 NA
		Corridor Total	$78,040,000

Springhill Drive Corridor

This south north corridor begins at US 20 in North Albany and terminates with its intersection of Independence Highway. For quite some time this road has mostly served a rural residential use in Albany, but has seen increasing heavy truck and freight traffic. In addition to its usage expanding over time, Springhill Drive is also the location of a potential future inter-city connection between North Albany and Millersburg.

- There is a want for a third bridge crossing the Willamette River connecting North Albany to Millersburg.
- Better pedestrian facilities for all users around Fairmount Elementary School and the surrounding neighborhoods.

Table 25. Springhill Drive Projects

Springhill Drive			
Project ID	**Intersection or Segment** (listed east to west)	**Project Description**	**Total Cost** (2023 Dollars)
SHR-1 Albany TSP P1	US-20 to the railroad tracks	**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. **Long Term:** Fill in missing sidewalk gaps on the west side of the road to the Fairmount School	$2,600,000
SHR-2	North of NW Picardy Lane	Provide enhanced pedestrian crossings.	$560,000
SHR-3	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.	$500,000
CR	Full Extent	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	NA
		Corridor Total	$3,660,000

1st/2nd/Main Corridor

This couplet of two paired one-way streets, 1st and 2nd Avenues, run from west to east out of the Albany downtown core. They meet at Main Street where this study corridor continues on, transitioning into Santiam Rd SE and terminates at the 99E/US-20 corridor.

- Generalized comments expressing a desire for safer pedestrian facilities in the downtown and historic districts near to this corridor.

Table 26. 1st/2nd/Main Projects

1st/2nd/Main			
Project ID	**Intersection or Segment** (listed east to west)	**Project Description**	**Total Cost** (2023 Dollars)
FSM-1 Albany TSP M10 + B10	Main Street SE from Santiam Road SE to SE 1st Avenue	Evaluate and implement opportunities to provide comfortable bicycle facilities.	$300,000
FSM-2 Albany TSP B8 + B9	SE 1st Avenue and 2nd Avenue from Main Street to Ellsworth Street	Evaluate and implement opportunities to provide comfortable bicycle facilities. Consider a parking-protected bike lane, including curb extensions. Provide regular enhanced crossings.	$1,600,000
FSM-3	1st Avenue from SE Baker Street to SE Lyon Street	Provide double right-turn lanes for westbound vehicles and a through protected bicycle lane.	$40,000
CR	Full Extent	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	NA
		Corridor Total	$1,940,000

99E/US-20 Corridor

The 99E/US-20 Corridor was a primary selection due to the complex layout and number of its intersections. Historically this stretch of road has had multiple corrective measures taken, generally centered around where SE 9th Ave(99E/US-20), Pacific Blvd(99E/US-20 & 99E), and Santiam Hwy SE (US-20) meet.

- Multiple comments focusing on increased transit services related to this corridor, including bus rapid transit (BRT).
- A strong desire for better pedestrian path crossings and facilities for Periwinkle Path and Kinder Park.
- Better at-grade rail crossings along this corridor in order to avoid safety issues and delays caused by train use.

Table 27. 99E/US-20 Projects

99E/US-20			
Corridor Total	**Intersection or Segment** (listed east to west)	**Project Description**	**Total Cost** (2023 Dollars)
PB-1	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.	$3,700,000
PB-2	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.	$2,000,000
PB-3	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.	$11,300,000
PB-4	Intersection with Old Highway 34	Reduce pedestrian and bicycle exposure through the intersection by reconfiguring right turn lanes and reducing turning radii.	$2,000,000
PB-5	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.	$11,800,000
PB-6	On SW Queen Avenue: from 99E to SE Hill Street SE	Provide alternative low-stress connection on the southeast side of the highway. 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.	$350,000
PB-7	Intersection with SW 11th Avenue	Provide pedestrian crossing.	$560,000

PB-8	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.	$2,460,000
PB-9	Pacific Boulevard SE/ US 20 bridge across the railroad tracks	**Near term:** Restripe travel lanes and widen sidewalks on both sides to provide a wider shared bicycle and pedestrian path on the bridge. **Long-term**: Study construction of a bicycle and pedestrian bridge across the railroad tracks.	$16,100,000
PB-10	Pacific Boulevard SE and SE 9th Avenue couplet from Hill Street SE to SE Geary Street	**Near term:** Restripe travel lanes 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.	$450,000
PB-11 Albany TSP M10	Periwinkle Creek Trail Path connection	Consider enhanced pedestrian crossing to provide access to and from the trail.	$560,000
PB-12 Albany TSP M13	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.	$300,000
PB-13	From Santiam Road SE to Albany Avenue SE/Airport Road SE	**Near term:** Restripe travel lanes 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.	$2,900,000
CR	Full Extent	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	NA
		Corridor Total	$54,480,000

Knox Butte Road Corridor

The Knox Butte Road Corridor is an area of particular interest. This portion of Albany is already seeing expanded residential growth and is expected to see significant infill development during the timeframe of this RTP. In addition, this area has been recently studied by the East Albany Plan produced in 2023.

- A need for better connective facilities along Goldfish Farm Road for all users.
- Safer crossing facilities along the Santiam Hwy (US-20) for cyclists and pedestrians.

Table 28. Knox Butte Road Projects

Knox Butte Road			
Corridor Total	**Intersection or Segment** (listed east to west)	**Project Description**	**Total Cost** (2023 Dollars)
KBR-1	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.	$4,700,000
KBR-2	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.	$560,000
KBR-3	Intersection with Scravel Hill Road NE	**Near-term:** Provide enhanced pedestrian crossing. **Long-term:** Consider constructing a roundabout.	$10,000,000
KBR-4	From Marily Street to Timber Ridge Street	Construct sidewalks and provide protected bicycle facilities on both sides of the street.	$4,200,000
KBR-5	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.	$5,700,000
KBR-6	Intersection with Bridle Spring Street SE (Thoroughbred Ave SE entrance)	Provide enhanced pedestrian crossing.	$560,000
KBR-7	Intersection with Goldfish Farm Road SE	Perform intersection control evaluation to understand if intersection upgrades need to be made. Consider traffic signal at location.	$50,000
KBR-8	Intersection with Clover Ridge Road NE	Provide enhanced pedestrian crossing. Consider traffic signal at location.	$560,000

KBR-9 ODOT I-5 Interchange Plan	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:** Provide wayfinding to transition people biking and walking on the north side of Knox Butte Road to the path on the south side.	$10,000,000
KBR-10	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.	$1,000,000
CR	Full Extent	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	NA
		Corridor Total	$37,330,000

Old Salem Road/ Salem Avenue Corridor

Running through significant sections of Albany and Millersburg, the Old Salem Road/Salem Avenue Corridor is diverse in use. In Albany, running east to west, it is primarily characterized by adjacent low income residential use and has been slow to see infill and development. In Millersburg, running north to south, it has been a major freight connection to I-5 and many of the cities' industrial businesses. With continuing residential growth in Millersburg, the corridor is beginning to see a variety of uses as a main thoroughfare.

- Request for better pedestrian crossing locations between uses along each side of the road, with multiple comments citing a need at the ATI main facility.

Table 29. Old Salem Road/ Salem Avenue Projects

Old Salem Road/Salem Avenue			
Corridor Total	**Intersection or Segment** (listed east to west)	**Project Description**	**Total Cost** (2023 Dollars)
OSR-1 Millersburg TSP B4	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.	$8,400,000

OSR-2 Millersburg TSP S7	Near Morningstar Road NE	Provide pedestrian crossing to support those crossing to/from the truck stop and food cart area.	$560,000
OSR-3 Millersburg TSP B4	2-lane transition near Century Drive NE to Kathryn Avenue	Construct a shared-use path on the west side of the road.	$3,700,000
OSR-4 Millersburg TSP B4	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.	$4,200,000
OSR-5	Driveway at ATI Specialty Alloys & Components	Provide enhanced pedestrian crossing.	$560,000
OSR-6 Albany TSP P9	Waverly Park	Provide enhanced pedestrian crossing to connect to the residential development on the north side of the corridor.	$560,000
OSR-7	At railroad tracks east of SE Geary Street	Provide more space for people biking, and indicate to bicyclists via signing and striping that they should cross perpendicular to the railroad tracks.	$30,000
OSR-8	From SE Geary Street to Main Street SE	**Near-term:** Restripe roadway to provide buffered bike lanes	$100,000
CR	Full Extent	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	NA
		Corridor Total	$18,110,000

OR-164 (Jefferson Highway) Corridor

The OR-164 (Jefferson Highway) Corridor is unique in this grouping as Jefferson is the one AAMPO member that is not “directly” adjacent to the City of Albany. AAMPO’s boundary as shown in ***Figure 26*** stretches along this corridor until it reaches Jefferson and continue through to the north. This corridor is most remarkably known not for its commercial and residential use in Jefferson, but instead as an unintended bypass. When traffic conditions worsen on I-5 due to delays or crashes this corridor is quickly congested with truck and commuter travelers that it was not designed to manage.

- Multiple comments concerned by heavy traffic along this corridor.
- Several comments requesting better bicycle facilities, especially at the Jacob Conser Bridge.
- Issues with I-5 traffic diverting through this corridor.

Table 30. OR-164 (Jefferson Highway) Projects

OR-164 (Jefferson Highway)			
Corridor Total	**Intersection or Segment** (listed east to west)	**Project Description**	**Total Cost** (2023 Dollars)
JH-1 Jefferson TSP SS-01 + MM-02	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 starting at the east side of the bridge.	$3,600,000
JH-2 Jefferson TSP IN-01	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 TSP prefers a signal at this location over a roundabout.	$2,575,000
JH-3 Jefferson TSP MM-03 + MM-04	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 starting at the east side of the bridge.	$11,700,000
JH-4 Jefferson TSP IN-02	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 TSP prefers a signal at this location over a roundabout.	$4,300,000
JH-5 Jefferson TSP SS-02	Jefferson Elementary School	Provide enhanced crossing to the school	$560,000
JH-6	Santiam River Bridge	**Near-term:** Provide actuated "Bikes On Bridge" warning beacon. **Long-term:** Consider studying a bicycle and pedestrian bridge across the river.	$25,200,000
JH-7	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.	$4,900,000

JH-8	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.	$12,000,000
JH-9	Jefferson Park and Ride	Provide striped crossing at the stop controlled intersection to provide access to the Jefferson Park and Ride.	$560,000
CR	Full Extent	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	NA
		Corridor Total	$65,395,000

Planning Studies

AAMPO staff have identified the following planning studies to support local Transportation System Plans:

1. City of Albany scoping study for the intersection at Pacific Boulevard and Queen Avenue (City of Albany Project I27, AAMPO FY24-27 STBG Funding)
2. Scoping Study for the update of City of Millersburg's 2016 TSP (AAMPO FY24-27 STBG Funding)
3. Scoping study to Identify shared use path alignment between Adair Village and north Albany
4. Highway 20/34 corridor investment strategy (joint study with CAMPO) (Includes nonmember Corvallis TSP M143, Philomath TSP Up-10)
5. Transit stop location study for the extension of public transit into Millersburg to increase travel options for residents (Millersburg TSP T1)
6. Support of Cherriots' Salem-Albany Transit Corridor Feasibility Study including transit stops in Jefferson (Jefferson TSP TR-01)
7. ODOT I-5 Reconnaissance Study: Delaney Road to OR34

Inter-regional Projects

The Albany Area MPO has significantly strengthened the relationship with its neighboring MPO, the Corvallis Area MPO (CAMPO) in the last five years. Since the last AAMPO RTP was written in 2018, the two MPOs have held joint Technical Advisory Committee and/or joint Policy Board meetings at least once a year. These meetings help identify regional issues of significance that impact both MPOs, and develop opportunities for partnering on both planning and construction projects.

Both MPOs contribute annual 5303 funding to support the Linn Benton Loop, a regional transit service between Corvallis and Albany. This program was awarded an Oregon Transportation Commission (OTC) grant for the construction of mobility hubs at both Oregon State University and Linn-Benton Community College. The OTC utilizes a STIF Discretionary Fund, Statewide Transit Network program (STIF Intercommunity Discretionary Fund and Federal Transit Administration (FTA) Section 5311(f) Intercity) in a competitive grant process to award funds.

With member overlap in Benton County, both MPOs help support the ongoing developing of the Corvallis to Albany Multiuse Path. While much of the collaboration is done using PL and 5303 dollars captured in annual Unified Planning Working Programs (UPWP), this plan does include the Corvallis to Albany Multiuse Path as a shared regional priority. The total cost of the project is estimated at $8.2 million, and is shown in the illustrative project summary. More details on the project are available on CAMPO's website at https://corvallisareampo.org/planning-programming/current-past-projects/. As defined by the FHWA the Corvallis to Albany Multiuse Path is a shared use path.

Finances

Federal regulations require MPOs to prepare a financial plan that demonstrates how planned projects can be implemented. AAMPO's financial plan describes the funding resources that are reasonably expected to be available to implement the RTP, both to the MPO for local projects, as well as for local jurisdictions.

The current federal transportation funding law, the Infrastructure Investment and Jobs Act (IIJA), was signed into law in November of 2021, and provides a five-year allocation of funds through various

programs. The IIJA replaced the previous federal transportation funding law, Fixing America's Surface Transportation (FAST) Act. The IIJA distributes money from the Federal Highway Trust Fund, which receives money from federal motor vehicle fuel tax, truck-related weight-mile charges, and through Congressional transfers from the General Fund of the US Treasury.

Surface Transportation Block Grant (STBG) Program

Federal funds flow to states through the Surface Transportation Block Group Program (previously known as the Surface Transportation Program) by formula, and are distributed to a variety of programs for specific purposes. ODOT relies on these distributions to fund many of the safety, highway, and bridge improvement projects identified in the Statewide Transportation Improvement Program (STIP), and the majority of federal funding goes to state highways.

In the 2023 legislation session, the Oregon Legislature passed HB2101 which codified the state fund exchange program, a long standing program that allowed small MPOs to exchange federal dollars for state dollars, to enable more flexibility in project selection and delivery. This also changed the amount of funding AAMPO expects to receive over time. While annual STBG allocations were approaching $1 million, the legislature sets the amount of state highway funds allocated to AAMPO at approximately $840,000 beginning in 2023. A minimal increase is expected each year, equal to the population increase within AAMPO's planning area.

To this end, a base amount of $840,000 was assumed in 2023, and then projected over the 20 year planning horizon, with an increase of 0.5% each year. Between 2023 and 2043, this results in **$18,550,560 (in 2023 dollars)** available for AAMPO projects.

Fiscal Constraint

Project costs included in this document have been estimated by engineering consultants and local agency engineering staff based on their professional knowledge and experience in implementing similar projects. To demonstrate that the RTP is financially constrained, planned projects were matched with potential funding sources. Anticipated STBG revenues were compared to the projected costs of corridor projects. ***Table 31*** below demonstrates fiscal constraint through comparing revenues, project costs, and the remaining balance.

Table 31. Demonstration of Fiscal Constraint

STBG/SHP Funds		Value
Total Funding Available Over the Planning Horizon		$18,550,560
Refined Total of Corridor Projects		$18,190,000
	Difference	$360,550
Local TSP Fiscally Constrained Projects	**Total Cost**	**Projected Local Revenue**
Albany (TSP Update In Progress)	$11,548,000 - $241,319,000	$4,453,000 - $17,812,000
Benton County	$23,095,000	$23,000,000
Jefferson	$8,103,000	$8,660,000
Linn County	$26,785,235	$15-20,000,000
Millersburg	$3,940,000	$4,470,000
Tangent (TSP Update In Progress)	$2,740,000	Not Available

The total cost of corridor projects approaches $166 million. This is, of course, much more than AAMPO anticipated having over the planning period. To account for this AAMPO has created a list of fiscally constrained projects, below in ***Table 32***. Recent state and federal transportation bills created a number of discretionary grant programs that align with AAMPO's project priorities, mainly, bicycle/pedestrian improvements and safety enhancements. It is expected that many of these larger dollar projects would be accomplished through procuring grants from either state or federal sources, and including them in AAMPO's Regional Transportation Plan highlights them as a priority.

Furthermore, while construction funding may not be available, the identification of shared use path, improved bikeway or revised intersection projects enables the right of way to be donated, at a minimum, during development review by local and state officials. This is often one of the more challenging aspects of a project's construction.

Many projects along the corridors mention lane re-allocation for improved safety for both people driving and people on bicycles. It is expected that these would be completed as part of routine maintenance, so their costs have been removed from the corridor totals. The resulting summary of Illustrative Projects can be found below in ***Table 33***.

Figure 30. Financially Constrained Project Map

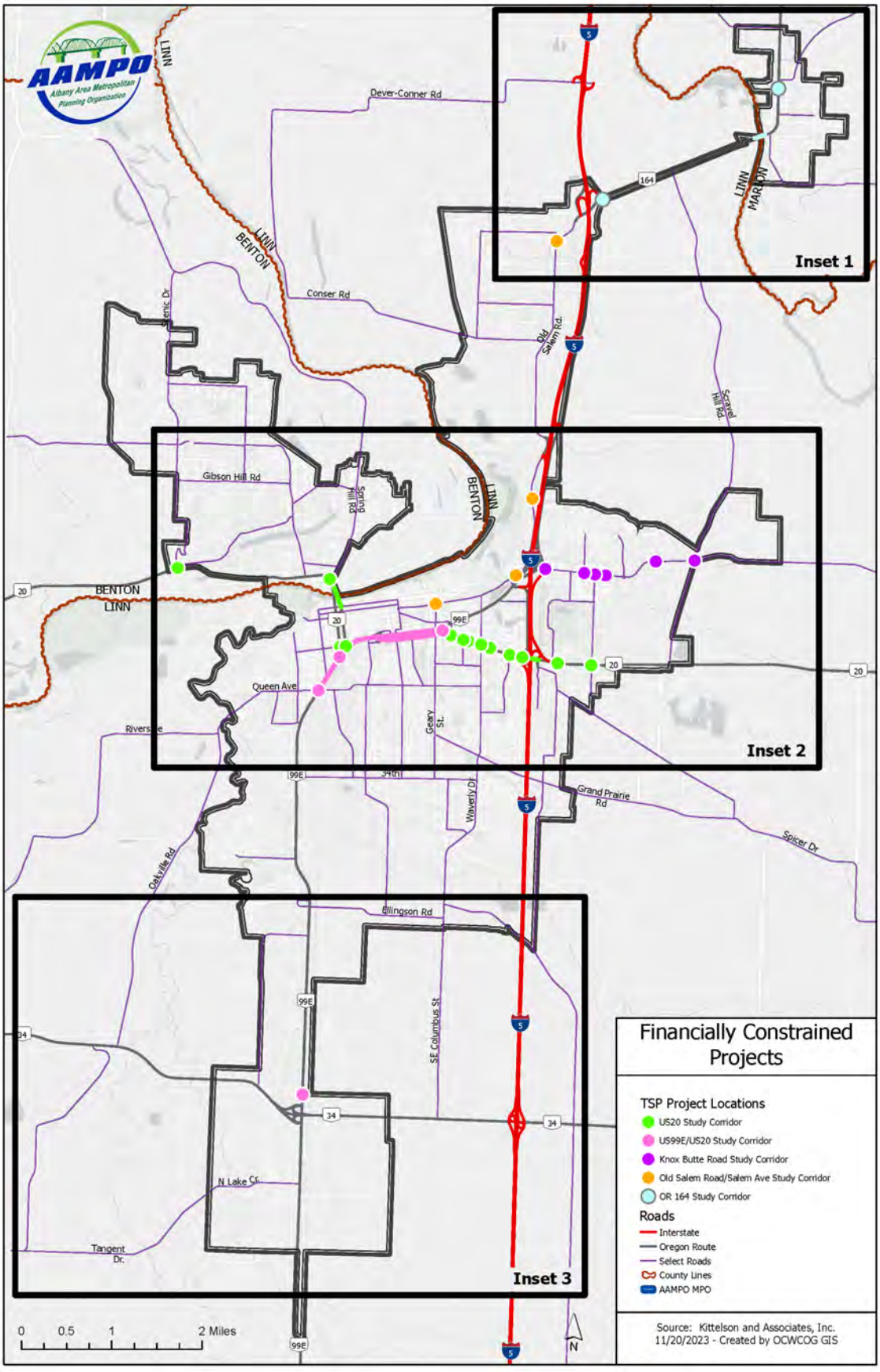


Figure 31. Financially Constrained Project Map, Insets

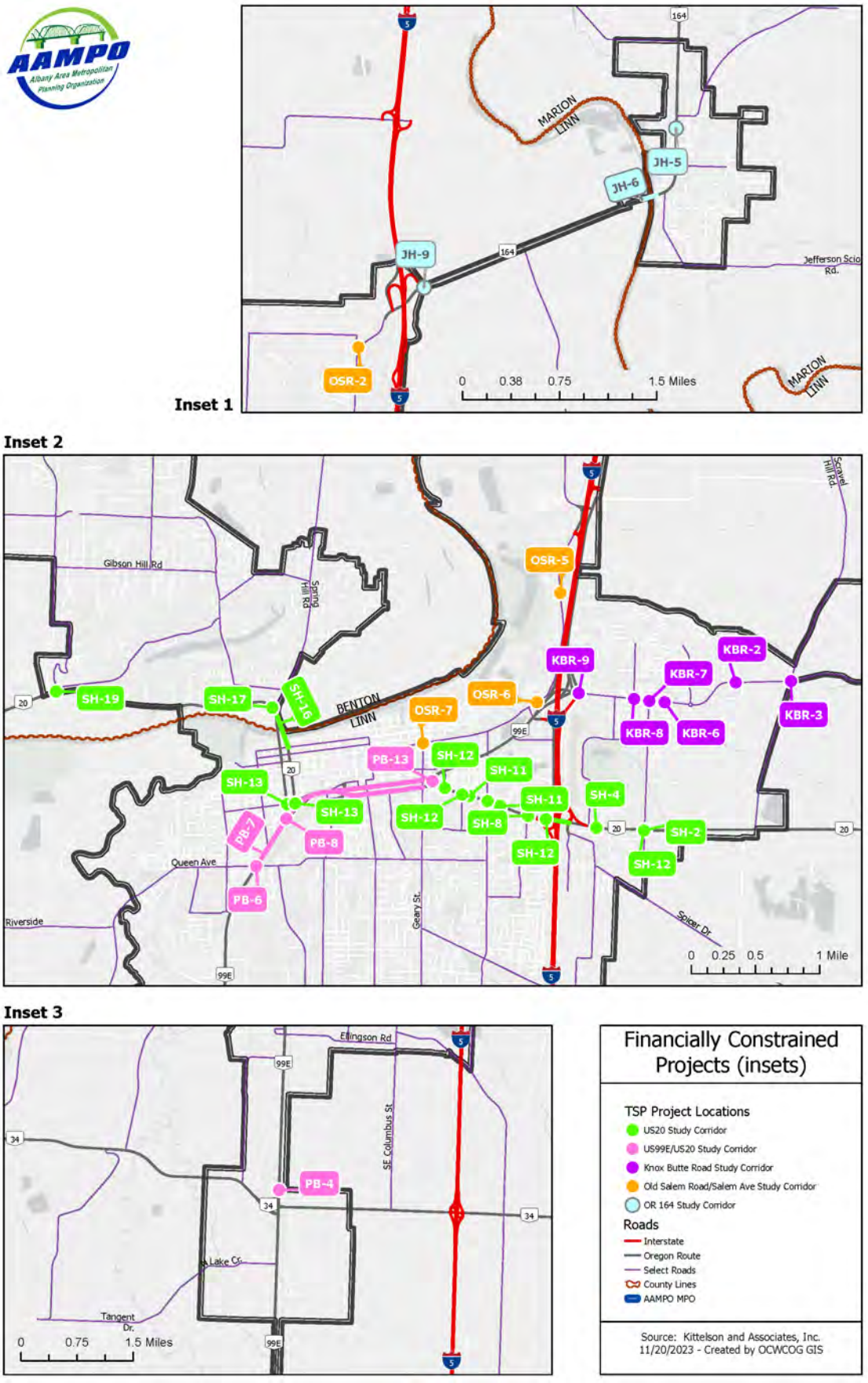


Table 32. Fiscally Constrained Project List

Project ID	Corridor	Location	Project Recommendations	Project Type	Constrained Cost
SH-2	US-20 (Santiam Highway), east of 99E	East of Goldfish Farm Road SE	Provide enhanced pedestrian crossing.	Enhanced Crossing	$560,000
SH-4	US-20 (Santiam Highway), east of 99E	Between S Commercial Way SE and Price Road SE	Provide enhanced pedestrian crossing.	Enhanced Crossing	$560,000
SH-7	US-20 (Santiam Highway), east of 99E	Bridge over I-5	**Near-term:** Widen the sidewalk to include the width of the bike lane 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.	Wide Sidewalk	$1,440,000
			Long-term: Consider widening the bridge or constructing a cantilever structure to create a protected bike lane and a sidewalk over the bridge.	Widen I-5 Bridge	
SH-8	US-20 (Santiam Highway), east of 99E	At Center Street SE	Provide enhanced pedestrian crossing.	Enhanced Crossing	$560,000
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	Enhanced Crossing	$560,000
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, Burkhard Street SE	Evaluate opportunities to implement transit priority treatments.	Transit Priority	$1,600,000
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.	Study - US 20	$250,000

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.	Wide Sidewalk	$1,700,000
			Long-term: Study the opportunity to add a separate bicycle and pedestrian bridge across the Willamette River.	New bike/ped bridge - 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.	Intersection Improve-ment	$250,000
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.	Study - ICE	$50,000
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.	Intersection Improve-ment	$2,000,000
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.	Advance Warning Systems	$200,000
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.	Restripe	$350,000
PB-8	99E/US-20 (Pacific	Intersection with SW 11th Avenue	Provide pedestrian crossing	Enhanced Crossing	$560,000

	Boulevard SW)				
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.	Enhanced Crossing Shared-Use Path	$560,000
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.	Restripe Study - 99E/US 20	$250,000
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	Enhanced Crossing	$560,000
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.	Study - 99E/US 20 Intersection	$300,000
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.	Enhanced Crossing	$560,000
KBR-3	Knox Butte Road	Intersection with Scravel Hill Road NE	**Near-term:** Provide enhanced pedestrian crossing. **Long-term:** Consider constructing a roundabout.	Enhanced Crossing Round-about	$560,000
KBR-6	Knox Butte Road	Intersection with Bridle Spring Street SE (Thoroughbred Ave SE entrance)	Provide enhanced pedestrian crossing	Enhanced Crossing	$560,000

KBR-7	Knox Butte Road	Intersection with Goldfish Farm Road SE	Perform intersection control evaluation to understand if intersection upgrades need to be made.	Study - ICE	$50,000
KBR-8	Knox Butte Road	Intersection with Clover Ridge Road NE	Provide enhanced pedestrian crossing	Enhanced Crossing	$560,000
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.	Enhanced Crossing	$560,000
			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.	Round-about	
OSR-2	Old Salem Road/Salem Avenue	Near Morningstar Road NE	Provide pedestrian crossing to support those crossing to/from the truck stop and food cart area	Enhanced Crossing	$560,000
OSR-5	Old Salem Road/Salem Avenue	Driveway at ATI Specialty Alloys & Components	Provide enhanced pedestrian crossing.	Enhanced Crossing	$560,000
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.	Enhanced Crossing	$560,000
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.	Restripe Railroad - OSR-8	$30,000
JH-5	OR-164 (Jefferson Highway)	Jefferson Elementary School	Provide enhanced crossing to the school	Enhanced Crossing	$560,000
JH-6	OR-164 (Jefferson Highway)	Santiam River Bridge	**Near-term:** Provide actuated "Bikes On Bridge" warning beacon.	ITS	$200,000
			Long-term: Study potential bicycle and pedestrian bridge across the river.	New bike/ped bridge - Santiam River	

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.	Enhanced Crossing	$560,000
				Total	**$18,190,000**

Table 33. Illustrative Project Summary

Unfunded Projects	Value
Shared Use Path Construction (Grant Funded)	$43,300,000
Bicycle and Pedestrian Network Access Bridge Projects (Grant funded)	$70,000,000
Street/Signal Modernization Construction (Local, state or development funded)	$34,675,002
Interregional Projects	$8,200,000
Total	**$156,175,002**

Pavement preservation projects are identified in local member capital improvement plans and are not included in this RTP.

Incorporation of Local Projects

In order to meet the long range goals of increasing bicycle and transit use, and improving safety, AAMPO will have to rely on projects constructed on the local system that are identified through locally adopted Transportation System Plans. Fiscally constrained projects identified in each TSP are incorporated into this RTP below, with a table for each member jurisdiction found below. Those plans are referenced throughout this document. In addition, projects on the illustrative list of the following plans are incorporated into the RTP by reference and can be submitted for STBG funding:

- Albany Transportation System Plan, 2010
- Benton County Transportation System Plan, 2019
- Jefferson Transportation System Plan, 2022
- Linn County Transportation System Plan, 2018
- Linn Benton Loop Service Development Plan, 2019
- Millersburg Transportation System Plan, 2016
- Tangent Transportation System Plan, 2010

Table 34. Benton County Fiscally Constrained Projects

Project ID	Name	Cost
CC-07	13th Street Modernization	$4,200,000
CC-14	N 9thStreet Modernization	$8,655,000
CC-15	West Hills Road Modernization	$6,005,000
CC-35	Springhill Drive Modernization	$4,235,000
	Total	**$23,095,000**

The Benton County TSP identifies the fiscally constrained projects and their projected revenue sources:

> *Benton County is expected to have roughly $23 million available for transportation system improvements through the planning horizon. Most of that funding comes from federal and State discretionary programs. The projections over the planning horizon of current County funding levels compared to estimated expenditures indicates there will not be any available discretionary money to allocate to moving projects identified in the TSP forward. As a result, there are very few County-led solution projects on the Financially Constrained list.*

Table 35. City of Jefferson Fiscally Constrained Projects

Project ID	Name	Cost
MM-04	I-5 Traffic Diversion Congestion Mitigation	Varies
MM-08	All-Way Stop Removal	$3,000
PB-02	OR 164 Enhanced Pedestrian Crossing	$425,000
PB-03	Union Street Urban Upgrade	$1,600,000
PB-04	Pedestrian Railroad Crossing	$1,700,000
PB-07	Greenwood Drive Urban Upgrade	$1,375,000
PB-08	High Street Urban Upgrade	$1,025,000
SS-01	SRTS: School Multi-Use Path	$1,700,000
SS-02	SRTS OR 164 School Crossing	$275,000
	Total	**$8,103,000**

The City of Jefferson TSP identifies the fiscally constrained projects and their projected revenue sources:

> *Based on the City's current revenue source (State Gas Tax), $8.66 million is assumed to be available to fund the identified TSP projects through 2040. However, with an estimated $81.60 million worth of recommended transportation system projects identified, most projects from the TSP are not included on the Likely Funded Project List, making exploration of new revenue sources critical. State and federal grants are potential sources of funding for many of the TSP projects. It will be the responsibility of the City to identify and pursue grant applications to secure funding for projects not on the Likely Funded Project List and to coordinate with ODOT on ODOT-led projects (e.g., MM-02 and MM-03).*

Table 36. Linn County Fiscally Constrained Projects

Project ID	Project Description	Cost
BP-56	North River Dr. approaching Quartzville Rd. - Shoulder and Alignment Improvement	$2,968,000
BP-03	US 20 - Foster Lake Multi-Use Path	$1,805,000
BP-67	US 20 - Systemic Bicycle Safety Improvements	$1,025,925
BR-04	Berlin Rd. - Hamilton Creek Bridge Replacement (County Bridge ID 20B-4.90, State Bridge ID 11964A). *Completed*	$1,750,000
BR-21	Folsom Rd. - Mill Creek Bridge Replacement (County Bridge ID 651-0.65, State Bridge ID 12792). *Completed*	$730,000
BR-48	Powerline Rd. - Muddy Creek Bridge Replacement (County Bridge ID 218-0.15, State Bridge ID 12352). *Completed*	$1,220,000

BR-70	Morrison Rd - Little Rock Creek culvert bridge project. *Completed*	$530,000
BR-12	Sheep Creek Bridge Repair (Bridge #02025)	$3,602,900
BR-26	OR 228 - Drainage and Culvert Improvement (Halsey)	$1,290,000
BR-27	OR 99E - Drainage and Culvert Improvement (Halsey)	$1,290,000
BR-28	OR 226 - Storm Outlet to Thomas Creek (Scio)	$1,015,000
CI-07	I-5 – Delaney Rd to Albany	$3,000,000
SI-16	I-5 Optimization: Add or Upgrade Traffic Cameras	$1,490,000
SI-18	I-5 Optimization: Incident Response Program	$2,980,000
SI-19	I-5 Optimization: Ramp Metering (Exit 234 NB On-Ramp)	$960,000
SM-17	US 20 Road Safety Audit	$50,000
SS-007	I-5 - Alignment Delineation and Lighting	$912,200
SS-018	OR 126 - Centerline Rumble Strips	$7,500
SS-101	OR 34 Continuous Left Turn Lane Rumble Strips	$158,710
	Total	**$26,785,235**

The Linn County TSP identifies the fiscally constrained projects and their projected revenue sources:

> *Without additional funding sources, the county has no funding to cover the costs of projects for which it will be the primary source of funding over the next 20 years. The state might contribute $15 to $20 million for investments along state highways. The TSP sets priorities for spending anticipated funds and identifies projects that would be possible with additional funding.*
>
> *Package 1 is financially constrained, meaning it includes an estimate of how the county would use the $15 to $20 million in revenue from various state and/or federal sources. It also includes projects with identified funding outside of the TSP revenue forecast, including those currently programmed in the STIP.*

Table 37. City of Millersburg Fiscally Constrained Projects

Project ID	Project Improvement	Cost
S6	Reconstruct Millersburg Dr	$1,140,000
S7	Reconstruct Morningstar Rd	$650,000
S8	Reconstruct Woods Rd	$1,500,000
B4	Old Salem Rd Shoulder Lanes (interim project)	$50,000
B5	Conser Rd Bicycle Lanes	$10,000
P1	Millersburg Park-City Hall Shared-Use Path	$100,000
P5	Conser Rd Sidewalks	$250,000
P6	Old Salem Rd Sidewalks	$200,000
P7	Alexander Dr Pedestrian Crossing	$40,000
	Total	**$3,940,000**

The City of Millersburg TSP identifies the fiscally constrained projects and their projected revenue sources:

> *The City of Millersburg currently uses two primary revenue sources to fund transportation system expenses: (1) State Highway Fund (gas tax) and (2) transportation system development charges (SDCs) (SDCs are described in the Local Funding Sources section below). In addition*

to the current funding sources, the Oregon Department of Transportation (ODOT) estimates that Millersburg may receive a total of $700,000 (a nonbinding estimate) in discretionary funds by the year 2040 planning horizon. Assuming that the current trend in Millersburg's SDC receipts and gas tax revenues continues, and assuming revenue from regular receipts from Oregon's discretionary funds program, Millersburg's transportation revenue could exceed $194,000 annually (in 2016 dollars) for a total of $4.47 million by the year 2040. Technical Memorandum #8: Finance Program in Volume II of the TSP provides more detailed discussion on Millersburg's historical funding and the potential for future funding.

Table 38. City of Tangent Fiscally Constrained Projects

Project Type	Project Location	Cost
Pedestrian crossing	OR 99E and Queen Annes Lace	$150,000
Bike/Ped Path	McFarland Road	$33,000
Bike/Ped Path	South of Tangent Drive (across from Sequoia)	$49,000
Bike/Ped Path	Old Church Road	$37,000
Bikeway	Tangent Drive	$200,000
Curb, Gutter, Sidewalk	Old Oak Drive	$550,000
Curb, Gutter, Sidewalk	Birdfoot Drive	$195,000
Curb, Gutter, Sidewalk	Tangent Drive	$650,000
Curb, Gutter, Sidewalk	Queen Anne's Lace Drive	$134,882
Curb, Gutter, Sidewalk	Old Mill Road	$186,000
Curb, Gutter, Sidewalk	Blackberry Lane	$299,000
Pavement Preservation	Old Oak Lane	$75,000
Ramp Widening	OR 34 EB Ramps	$182,000
	Total	**$2,740,882**

The City of Tangent TSP identifies the fiscally constrained projects and their projected revenue sources:

Total costs for the TSP recommended projects are approximately $2.74 million dollars. Funding for the projects is expected to come from public and private sources. Implementation of the largest cost project, improvements to Old Oak Drive, would depend upon multi-family housing development in the area, and costs could be assigned to the developers. Routine pavement preservation costs for overlay or chip seal are estimated to continue at historic levels. Other identified improvements that are outside of the UGB would be undertaken after projects inside the UGB are completed, which could defer implementation to beyond the 20-year timeframe unless additional funding sources are available.

Operational and Management Strategies

In addition to projects, AAMPO is required to identify strategies to improve the performance of the transportation system over the next 20 years. Capital projects are identified earlier in this section. Included below are operational strategies and transit enhancement strategies that are not covered in the objectives identified in Chapter 4.

Operational and management strategies to relieve vehicular congestion and maximize the safety and mobility of people and goods:

- Operational/Safety Strategy 1: Continue supporting the development of a regional shared use path system as identified in AAMPO's Bicycle/Pedestrian Plan and reinforced in this document.
- Operational/Safety Strategy 2: Continue to serve as an intermediary between the Oregon Department of Transportation and AAMPO members on grant opportunities and legislation related to safety.
- Operational/Safety Strategy 3: Support and educate members on FHWA Proven Safety Countermeasures to include, but not limited to, road diets, limited left turns, raised crosswalks, curb bulb outs at intersections, rectangular rapid flashing beacons (RRFBs), protected bicycle lanes, protected intersections, limiting right turn on reds, protected pedestrian signal phases at intersections.
- Operational/Safety Strategy 4: Identify opportunities to improve efficiency and safety for all modes through bundled and multi-beneficial mode projects.

Transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems:

- Transit Enhancement Strategy 1: Continue supporting interregional transit service via the Linn Benton Loop and Coas to Valley.
- Transit Enhancement Strategy 2: Support the expansion of interregional transit service between Salem, Jefferson, Millersburg and Albany.
- Transit Enhancement Strategy 3: Continue collaborating with AAMPO's smaller jurisdictions to provide a minimum level of service to their community.

System Monitoring

For federally identified performance measures, AAMPO is required to measure and report on Safety and Transit measures for the entire system, while Bridge Performance, Pavement Performance, and Reliability apply only to the National Highway and Interstate Systems. Because those facilities are owned and operated by the Oregon Department of Transportation and AAMPO has adopted the state targets, those measures will primarily be reported by ODOT. Listed below are safety and transit targets for the next five years, while ODOT targets can be found on their performance measurement website, as well as ***Table 20*** in Chapter 4.

The transportation system in the MPO's planning region will be measured using the following metrics identified in Chapter 4, and ***Table 21***. These metrics are a combination of federal safety, federal transit, and locally adopted measures. The base year for these measures will be 2019, with reporting completed annually. 2019 is used as the base year to align with both demographic data collected for this report and to align with CALM travel model inputs.

Table 39. Federal and Local Performance Measures

Federal, Safety (non-transit)			
Metric	**2015-2019 Baseline**	**2025 Target**	**Data Source**
Fatalities (total)	4.6/year	Less than 3/year	ODOT Crash Data. New methods of crash prediction as appropriate.
Fatality Rate (total per 100 million miles)	0.97/year	Lower than 1.00/year	
Serious Injuries (total)	18/year	Less than 14/year	
Serious Injury Rate (total per 100 million miles)	3.78/year	Lower than 4.00/year	
Non-Motorized Fatal and Serious Injuries (total bicycle/pedestrian)	4.4/year	Less than 3/year	
Federal, Safety (transit)			
Metric	**Fixed Route System** (2020-2021)	**ADA / Paratransit** (2020-2021)	**Data Source**
Fatalities and Injuries	0	0	Albany Transit System
Fatalities and Injuries per 100 thousand vehicle revenue miles	0	0	
Safety Events	1	1	
Safety Events per 100 thousand vehicle revenue miles	0.51	1.37	
System Reliability (vehicle revenue miles/equipment failures)	19,500	73,000	

Plan Revisions and Updates

The Albany Area MPO's Regional Transportation Plan should be updated at least every 5 years from the date of Policy Board adoption, in accordance with the region being under air quality attainment. If the region should become under nonattainment, then the plan should be updated every 4 years. Revisions to the plan can be made at any time without extending the forecasted horizon year, per 23 CFR 450.324. When revisions are made, the plan shall be submitted to FHWA, FTA, and the Oregon Governor

Chapter 6: Environmental Considerations and Mitigation Activities

Introduction

The Albany Area Metropolitan Planning Organization (AAMPO), in partnership with federal, state and local agencies has a role in developing and implementing plans and policies that keep our air, water and land healthy for future generations.

AAMPO's approach to transportation investment places a strong emphasis on sustainability and equitability. Adopting investment policies that promote transportation options, including transit, walking, and biking, not only have the benefit of improving the health and livability of the region, they also offer the potential to reduce dependence on single-occupant vehicles as the principle mode of transportation. It includes filling in missing connections, providing safe sidewalks, and the construction of robust bus facilities. Benefits to AAMPO's approach include the potential for reductions in traffic congestion, Vehicle Miles Travelled (VMT), fossil fuel consumption and greenhouse gas.

This chapter should to be used as a starting point for analyzing the environmental consequences of transportation projects during project-specific planning and development. When projects are proposed, this chapter should be reviewed to determine if there are potential environmental conflicts. If potential conflicts are identified, additional information will be needed and further consultations with relevant agencies may be required.

Federal Regulation

Federal legislation stipulates that Metropolitan Planning Organizations (MPOs) must consider environmental factors in the development of long-range transportation plans. Topics for consideration include existing environmental features, comparison of proposed transportation projects to identify potential conflicts, and identification of potential mitigation activities.

Past and Present Mitigation Analysis

The previous iteration of the AAMPO Regional Transportation Plan (adopted in 2018) looked at both the existing environmental conditions and how environmental considerations impact project screening. It was built up from the requirement of federal legislation (MAP-21) that requires discussion of existing environmental features, comparison of proposed transportation projects to identify potential conflicts, and identification of potential mitigations as needed. This work was developed in coordination with numerous agencies and involved consultations, meetings, email communication, phone communication, website database searches and informational updates. As a result, the 2018 AAMPO RTP was utilized extensively during the development of this chapter.

Consultation

MPOs are required to consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation when developing a long-range transportation plan. The sections below provide details on AAMPO's consultation activities during the development of this plan.

Environmental Resource Agencies

The Collaborative Environmental and Transportation Agreement for Streamlining (CETAS), which served as a forum for coordination between transportation and environmental resource agencies, was dissolved prior to AAMPO's last RTP update (2018). There is no longer a formal forum for coordinated

environmental review of public plans and projects that are subject to the National Environmental Policy Act (NEPA).

To solicit input and feedback on the RTP, AAMPO reached out to state and federal agencies with responsibilities related to environmental and transportation matters who were former participants on CETAS. This included:

- Federal Highway Administration (FHWA)
- National Oceanic and Atmospheric Administration (NOAA)
- Oregon Department of Land Conservation and Development (DLCD)
- Oregon Department of Environmental Quality (DEQ)
- Oregon Department of Fish and Wildlife (ODFW)
- Oregon Department of State Lands (DSL)
- State Historic Preservation Office (SHPO)
- Oregon Department of Transportation (ODOT)
- US Army Corps of Engineers (USACE)
- US Environmental Protection Agency (EPA)
- US Fish and Wildlife Service (USFWS)

Tribal Input

MPOs are required to consult any tribal nation with lands currently or historically in the AAMPO Planning Area. There are no tribal nations with current land within the AAMPO Planning Area, however, there are two federally recognized tribes with historic land in what is now Albany. These are the Confederated Tribes of Siletz Indians and the Confederated Tribes of Grand Ronde.

AAMPO reached out directly to both Tribes in order to gather feedback and gauge interest in additional involvement in the development of the AAMPO RTP. As a result of this outreach, information about the history of Indigenous and Native people in the mid-Willamette Valley is included in Chapter 1 of this document.

Both Tribes were also invited to review the draft document and provide comment.

Environmental Justice

Title VI of the Civil Rights Act of 1964 states: “No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal assistance.” Title VI prohibits intentional discrimination as well as disparate impact discrimination.

In 1994, President Clinton issued Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. The Executive Order focused attention on Title VI by providing that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."

AAMPO addresses environmental justice in the AAMPO Title VI Nondiscrimination Plan, found within Chapter 2: Nondiscrimination and Environmental Justice.[17] Additional information, including AAMPO’s annual Title VI accomplishment report can be found on the AAMPO website.[18]

[17] https://ocwcog.org/wp-content/uploads/2020/05/AAMPO-Title-VI-Plan_Signature.pdf
[18] https://www.ocwcog.org/transportation/aampo/

Water Resources

Stormwater Management

Stormwater runoff from land and impervious surfaces such as paved streets, pathways, sidewalks parking lots, and building rooftops during rainfall and snow events may contain pollutants that could adversely affect water quality. Having a separate stormwater drainage system alleviates some of the residual effects of stormwater runoff.

Figure 32. Example of Localized Natural Stormwater Treatment

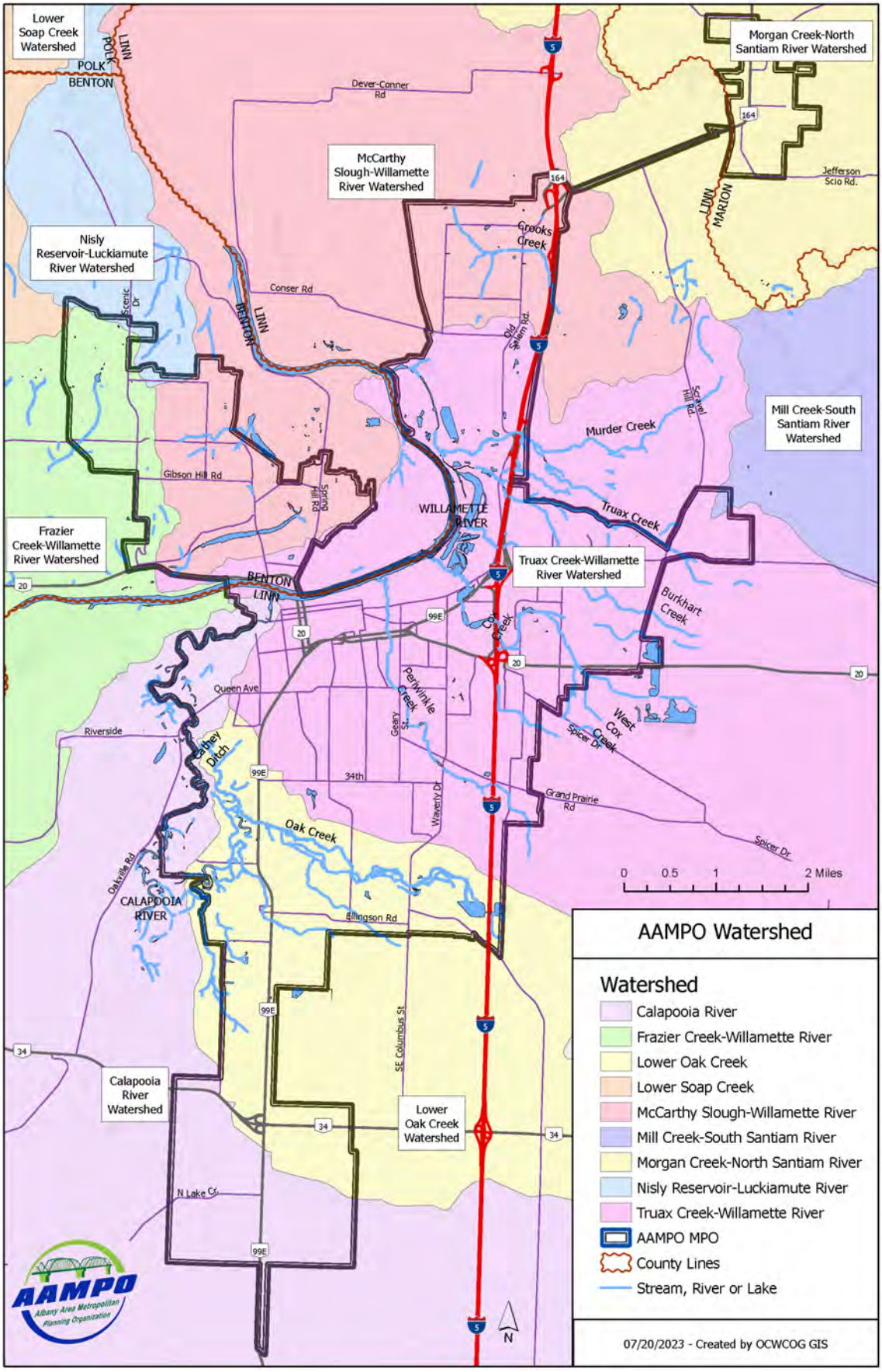
National Pollutant Discharge Elimination System (NPDES) permits are required for stormwater discharges to surface waters from construction and industrial activities and municipalities if stormwater from rain or snow melt leaves a site through a "point source" and reaches surface waters either directly or through storm drainage. A point source is a natural or human-made conveyance of water through such things as pipes, culverts, ditches, catch basins, or any other type of channel. Municipal sources required to obtain NPDES Permit are classified as either "Phase I" or "Phase II" municipal separate storm sewer systems (MS4s). Phase I MS4s are required for areas with a population greater than 100,000, while Phase II (or "small") MS4s are required for municipalities with populations less than 100,000 located within the Census Bureau-defined Urbanized Area.

Within the AAMPO Planning Area the City of Albany are required to obtain a Municipal Stormwater Phase II Permit from the Oregon Department of Environmental Quality (DEQ) and operate a stormwater conveyance system independent from their sewer system. The Cities of Jefferson and Tangent will be reevaluated soon by the Oregon DEQ, but are currently not required to obtain a MS4 Phase II permit.

Within the AAMPO Planning Area the Cities of Albany and Millersburg are affected by two Department of Environmental Quality (DEQ) stormwater regulations: the Willamette River Basin Total Maximum Daily Load (TMDL); and the National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Phase II.

Albany, Millersburg, and Tangent each maintain a Stormwater Master/Management Plan, and the City of Jefferson maintains a Stormwater Implementation Plan, which provide oversight and guidance for addressing issues with stormwater quantity and quality. These planning documents should be consulted for more information on stormwater management in the AAMPO Planning Area. A map of stormwater basins in the AAMPO Planning Area is included below in ***Figure 33***.

Figure 33. Stormwater Basins



Wetlands

A wetland can be thought of as the integration of terrestrial and aquatic areas, for which both are interdependent yet separate from one another. A wetland is typically defined first and foremost by the natural water features which host a substantial amount of biodiversity. Important benefits from healthy wetlands include:

- Delaying and storing water to reduce flooding and erosion and providing cool water later into the warm season.
- Capturing pollutants and fostering chemical interactions that improve water chemistry (capturing sediment, phosphorus and fostering denitrification through microbial process).
- Providing refuge and areas to forage for fish during high water levels.

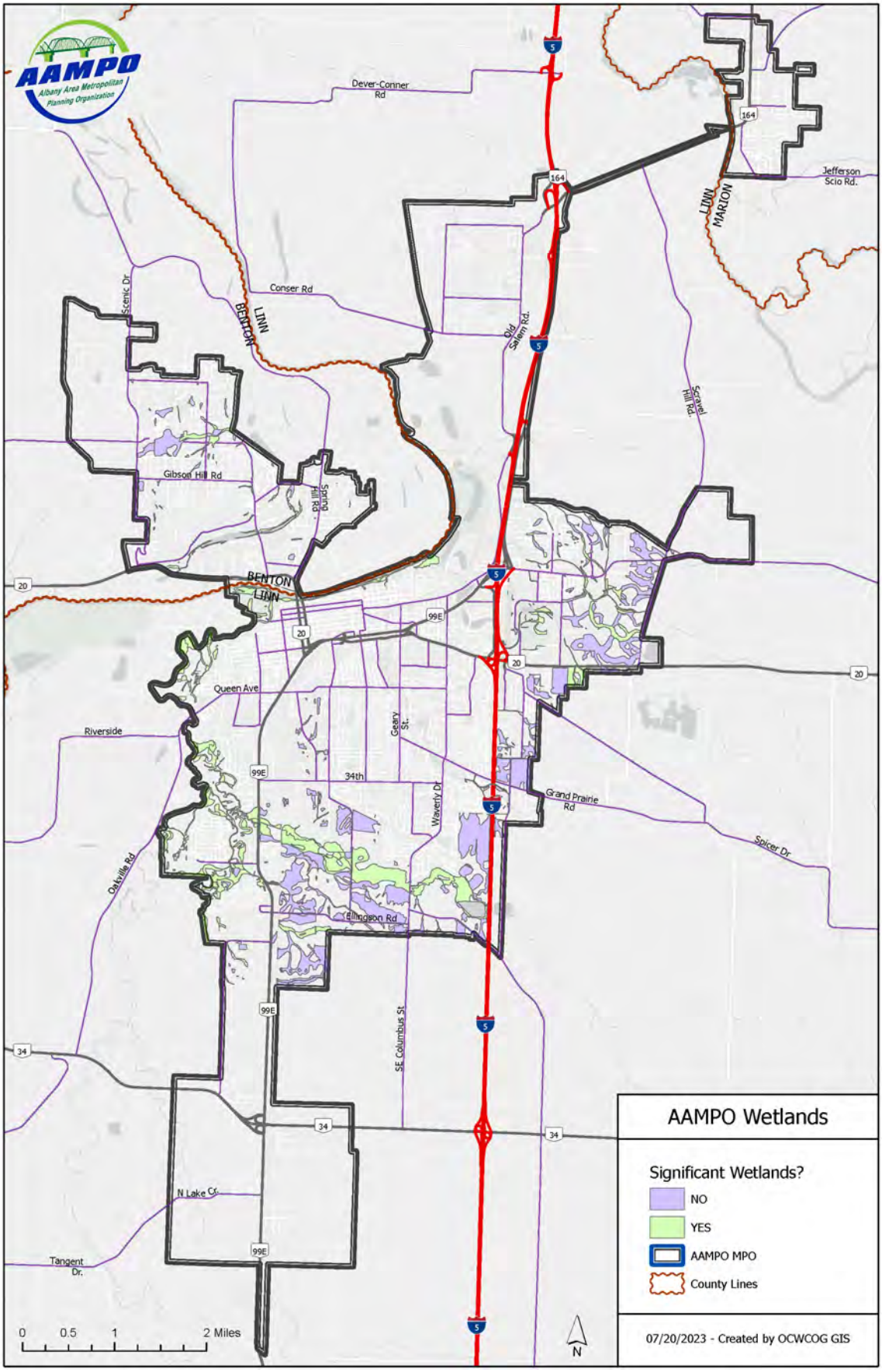
There are five major wetlands study areas which are prominent in the AAMPO Planning Area for which Local Wetlands Inventories (LWI) have been accomplished:

- The East Albany LWI Study Area (Sep 1997) contains roughly 122 wetland units, covering 479 acres within the study/watershed area of 1,789 acres.
- The North Albany LWI Study Area (June 2001) contains roughly 63 wetland units, covering 145 acres within the study/watershed area of 1,761 acres.
- The Albany Willamette/Calapooia/Oak Creek LWI Study Area (Oct 1999) contains roughly 161 wetland units, covering 894 acres within the study/watershed area of 2,711 acres.
- The Albany SE Industrial LWI Study Area (Dec 1995) contains roughly 35 wetland units, covering 206 acres within the study/watershed area of 866 acres.
- The Tangent LWI Study Area (Dec 2002) contains roughly 25 wetland units, covering 224 acres within the study/watershed area of 2,412 acres.

Having a wetlands designation, these areas enjoy a higher level of environmental protection and conservation, as both are integral to the stability of the native vegetation and wildlife habitats.

In the AAMPO Planning Area, member's with a comprehensive plan include Albany, Millersburg, and Tangent. Albany and Tangent both include sections in their comprehensive plans that detail and map local wetlands to varying degrees. Between 1995 and 2002, the Cities of Albany, Millersburg, and Tangent completed a Natural Features Inventories for streams, wetlands, riparian areas, wildlife habitats, significant vegetation, and tree groves located within the Albany Urban Growth Boundary. This document also serves as the City's Local Wetlands Inventory which also designates Locally Significant Wetlands, according to the Oregon Department of State Lands (DSL). Locally Significant Wetlands require a high degree of protection and should be accounted for in the transportation planning process. Local Wetland Inventories can be consulted when seeking wetland information within the AAMPO Planning Area. ***Figure 34*** illustrates wetlands within the AAMPO Planning Area.

Figure 34. AAMPO Wetlands



Protected Riparian Corridors

Protected riparian corridors play an important role in maintaining ecologic health and stability surrounding waterways. A riparian zone or corridor may include tree canopies, grassland, wild shrubs, woodland, and sometimes natural rocky embankments essential to the stability of the soils around the waterway. Riparian zones or corridors may be natural or engineered for soil stabilization or restoration. These zones are important natural biofilters, protecting aquatic environments from excessive sedimentation, polluted surface runoff and erosion. They supply shelter and food for many aquatic animals and shade that is an important part of stream temperature regulation. Riparian corridors provide wildlife with connections between habitats that support different elements of their life stages: breeding, rearing, food, etc. When riparian zones are damaged by construction, agriculture or silviculture, biological restoration can take place, usually by human intervention through erosion control and revegetation.

In the AAMPO Planning Area , riparian corridors with a high level or partial protection can be found along both the Willamette River and Calapooia River. Other protected areas can be found along the Santiam River.

Willamette River Greenway

The Willamette River Greenway was originally established by the Oregon Legislature in 1967 as a grant program to State Parks for land acquisition along the Willamette River. The Greenway evolved from a state parks and recreation program in 1970 to a corridor program in 1972. In 1973 it developed into a land use program under the joint administration by State Parks & Recreation Division, Land Conservation and Development Department and local jurisdictions. The protection of the Willamette River Greenway is Goal 15 in the Statewide Planning Goals. The Greenway designation restricts or prevents certain land use activities from taking place along the Willamette River for the purpose of protecting the integrity of the river and its riparian zone.

Protection of the greenway is discussed under Chapter 2 of the Albany Comprehensive Plan and in Title 9: Subtitle 1 of the Linn County Comprehensive Plan.

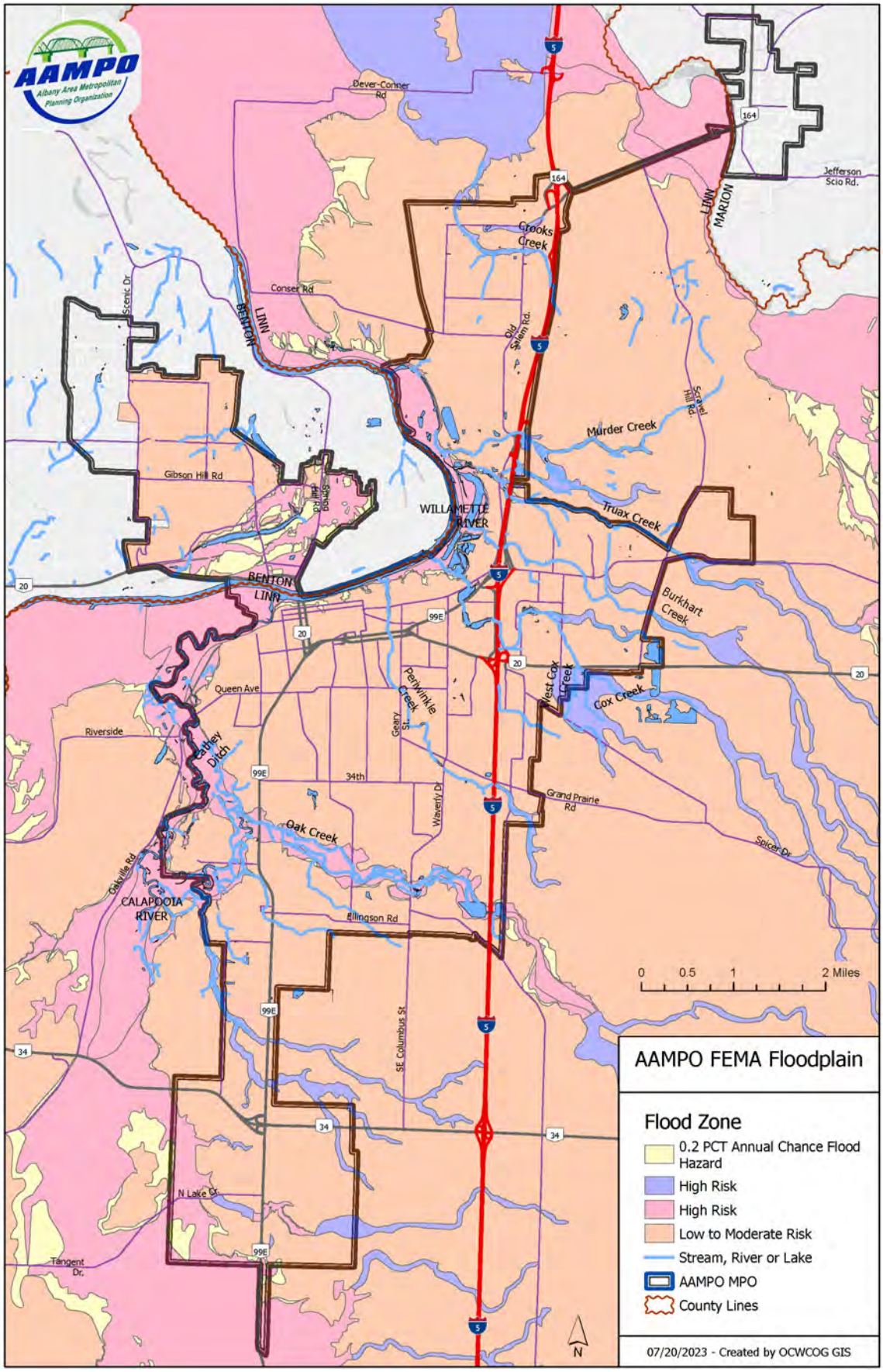
Floodplains

A floodplain is an area designated either by the State or Federal Government as being susceptible to flooding (the inundation of water in an otherwise dry area). Floodplains are usually flat areas near a prominent water feature such as a river, creek, or lake. Typically properties within a floodplain incur certain land use restrictions and higher insurance rates. Thus, identifying a floodplain is critical in land use designation and development.

Acting through local planning agencies, the Federal Emergency Management Agency (FEMA) provides communities with flood hazard information upon which floodplain management regulations shall be based. Communities are required to adopt flood plain ordinance’s that meet or exceed minimum National Flood Insurance Program (NFIP) requirements. The identification of floodplains is required under ORS Chapters 196.615, 196.668, 196.815, and 197.230; as well as Oregon’s Statewide Planning Goals and Guidelines Goal 7: Areas Subject to Natural Hazards in order to prevent and/or mitigate the potential negative impact on human life, wildlife, and vegetation.

A large area in the north of the AAMPO Planning Area on the north side of the Willamette River, as well as area around the Calapooia River is located within the 100-year floodplain. The most prominent area within the 100-year floodplain located inside the AAMPO Planning Area is found in North Albany. Other areas at risk for flooding are located along creeks and tributaries in Jefferson, Millersburg, and Tangent.

Figure 35. Floodplain



Water Quality

Every two years, DEQ is required to assess the quality of Oregon's surface water and report its findings to the United States Environmental Protection Agency (EPA). The purpose of doing this is to determine if surface waters contain pollutants at levels that exceed protective water quality standards. After completing the assessment, DEQ prepares an Integrated Report that meets the requirements of the federal Clean Water Act (CWA) for Section 305(b) (requirement to report on the overall condition of Oregon's waters) and Section 303(d) (requirement to identify impaired waters).

The Integrated Report assigns a Category to all assessed waterbody segments. Waterbodies that do not meet water quality standards (Category 5) are added to the state's 303d list of Impaired Waters. The law requires that DEQ develop Total Maximum Daily Loads (TMDL) for Category 5 waterbodies. TMDL is a calculation of the maximum amount of a pollutant that a waterbody can receive and still meet water quality standards.

- Category 4 - Data indicate that at least one designated use is not supported, but a TMDL is not needed to address the pollutant.
- Category 5 - Data indicate a designated use is not supported or a water quality standard is not attained and a TMDL is needed. This category constitutes the Section 303(d) list that EPA will approve or disapprove under the Clean Water Act.

The 2022 Integrated Report, approved by the EPA in September 2022, is the most recent assessment of water bodies located in the AAMPO Planning Area.

Category 5 waterways located in the AAMPO Planning Area include (requiring TMDLs for specific water quality concerns):

- **Calapooia River** (Dissolved Oxygen-Spawning, Temperature-Year Round, Iron (total)- Aquatic Life Toxics, Phosphorus- Aquatic Life Toxics)
- **Oak Creek** (Temperature-Year Round)
- **Unnamed Tributary to Oak Creek** (Dissolved Oxygen-Year Round; Dissolved Oxygen-Spawning)
- **Periwinkle Creek** (BioCriteria)
- **Cox Creek** (Dissolved Oxygen-Spawning)
- **Burkhart Creek** (pH, Phosphorus-Aquatic Life Toxics)
- **Willamette River** (Dissolved Oxygen-Spawning, BioCriteria, Temperature-Year Round, Temperature-Spawning, Iron (total)- Aquatic Life Toxics, Chlordane-Human Health Toxics, Aquatic Weeds)
- **First Lake** (Aquatic Weeds)
- **Second Lake** (Aquatic Weeds)

Category 4 waterways located in the AAMPO Planning Area include (where a TMDL had already been developed or is not required):

- **Oak Creek** (E. Coli)
- **Willamette River** (Dioxin (2,3,7,8-TCDD)- Human Health Toxics, Methylmercury- Human Health Toxics)

Fish, Wildlife and Habitat Resources

Critical, Threatened, and Endangered and Sensitive Fish and Wildlife Habitats

Under federal law, the United States Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration (NOAA) share responsibility for implementing the federal Endangered Species Act (ESA) of 1973. The Oregon Department of Fish and Wildlife (ODFW) plays a key role in supporting work on the ESA and helps identify critical fish and wildlife habitats.

Once a species is listed as threatened or endangered, it is afforded the full range of protections available under the ESA, including prohibitions on killing, harming or otherwise "taking" a species. Key designations related to the ESA include:

- Endangered Species: A species that is in danger of extinction throughout all or a significant portion of its range
- Threatened Species: A species that is likely to become endangered in the foreseeable future throughout all or a significant portion of its range.
- Candidate Species: Occurs when the USFWS has information on biological status and threats sufficient enough to propose the species as endangered or threatened but a proposed listing regulation is precluded by other higher priority listing activities.

AAMPO staff utilized the Oregon Wildlife Explorer database hosted by the Oregon Biodiversity Information Center (ORBIC) as well as information from ODFW to identify threatened, endangered, and candidate species likely to be located within the AAMPO Planning Area. ***Table 40*** outlines threatened, endangered, and candidate species.

Table 40. Threatened, Endangered, and Candidate Fish and Wildlife Species in the AAMPO Planning Area

	Common Name	Scientific Name	State Status	Federal Status
Mammals	Red Tree Vole	Arborimus longicaudus	None	Candidate
	Wolverine	Gulo gulo	Threatened	None
Birds	Yellow-billed cuckoo	Coccyzus americanus	None	Threatened
Fish	Upper Willamette River Steelhead	Oncorhynchus mykiss	None	Threatened
	Upper Willamette River Chinook Salmon	Oncorhynchus tshawystscha	None	Threatened

Source:https://www.dfw.state.or.us/wildlife/diversity/species/threatened_endangered_candidate_list.asp
Source: https://oe.oregonexplorer.info/wildlife/wildlifeviewer/
Source:https://www.fisheries.noaa.gov/species-directory/threatened-endangered

AAMPO staff utilized information from the Oregon Department of Agriculture's website to identify threatened and endangered plant species in the AAMPO Planning Area. There are seven plant species that may be found in the AAMPO Planning Area that are administratively protected by the State of Oregon or the Federal government. Three plant species are endangered and four are threatened. A listing of relevant plant species is included below in ***Table 41***.

Table 41. Threatened and Endangered Plant Species in the AAMPO Planning Area

Common Name	Scientific Name	Status
Golden paintbrush	Castilleja levisecta	Endangered
Willamette daisy	Erigeron decumbens	Endangered
Wayside aster	Eucephalus vialis	Threatened
Kincaid's lupine, Oregon lupine	Lupinus oreganus	Threatened
White-topped aster	Sericocarpus rigidus	Threatened

Source:https://www.oregon.gov/oda/programs/PlantConservation/Pages/AboutPlants.aspx

Fish Passage Barriers

Connectivity between aquatic habitats is important to maintaining a healthy native migratory fish population in Oregon. Without habitat connectivity, river-dwelling fish species become isolated, leading to reduced levels of genetic diversity and fitness.

Currently, many miles of stream habitat in Oregon are not producing fish because of passage barriers. Fish Passage Barriers can be man-made or natural blockages to the free movement of fish species through a waterway. Upstream blockages that prevent spawning of fish, especially those that are identified as threatened or endangered, are of significant importance. Fish barriers can come in the form of culvert blockages, dams, shallow water, or a combination of factors that prevent fish from reaching their spawning grounds.

Transportation projects that may develop new barriers, or intersect existing barriers require adequate fish passage as directed by State law.

The AAMPO Planning Area overlaps four Conservation Opportunity Areas (Santiam Confluences, Calapooia River, Middle Willamette River Floodplain and Upper Willamette River Floodplain). Conservation Opportunity Areas (COAs) are locations conducive to meeting broad fish and wildlife conservation goals.[19] The Oregon Department of Fish and Wildlife's (ODFW) Fish and Wildlife Mitigation Plan may be a useful resource when considering impacts to fish and wildlife habitat that must be mitigate.[20]

Air Quality and Greenhouse Gas Emissions

Transportation-related air pollutants of concern in Oregon are:

- Fine particulate matter (mostly from wood smoke, other combustion sources, cars and dust) known as PM2.5 (2.5 micrometers and smaller diameter)
- Hazardous air pollutants (also called Air Toxics)
- Ground-level ozone, commonly known as smog
- Greenhouse gas (GHG) emissions contributing to global climate change

The United States Environmental Protection Agency (EPA) identifies transportation (fossil fuel combustion) as the largest source of Greenhouse gas (GHG) pollutants and one of the greatest contributors to smog (ozone-causing pollution).

National Ambient Air Quality Standards

The Clean Air Act requires the EPA to set National Ambient Air Quality Standards (NAAQS) for pollutants that are common in outdoor air, considered harmful to public health and the environment, and that come from numerous and diverse sources. State and local agencies are required to monitor air

[19] https://www.oregonconservationstrategy.org/conservation-opportunity-areas/
[20] https://www.dfw.state.or.us/lands/mitigation_policy.asp

quality and use monitoring data to determine if they are meeting EPA standards. Based on the result of monitoring data, metropolitan areas are classified as either:

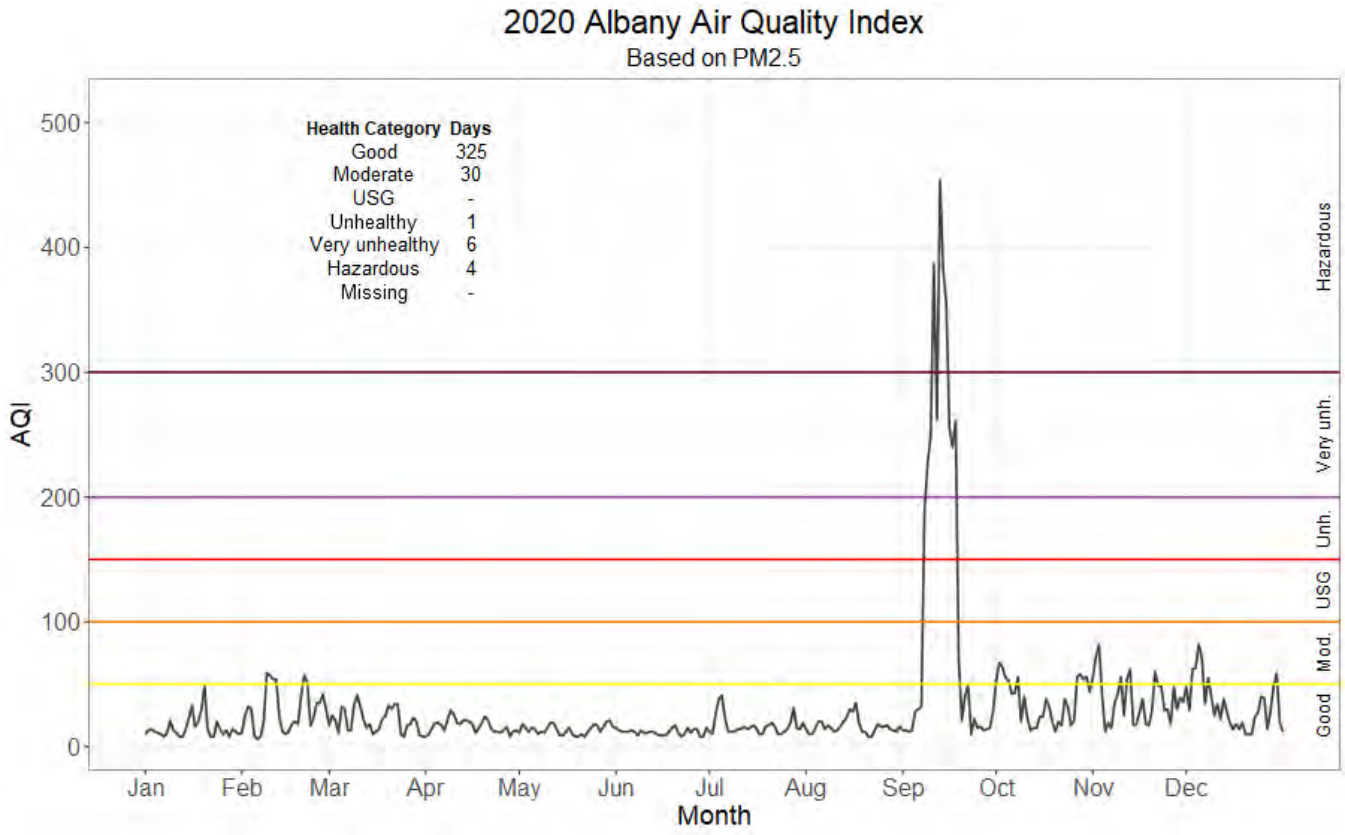
- Attainment (meeting standards)
- Non-attainment (not meeting the standards
- Unclassifiable (not enough information to determine)

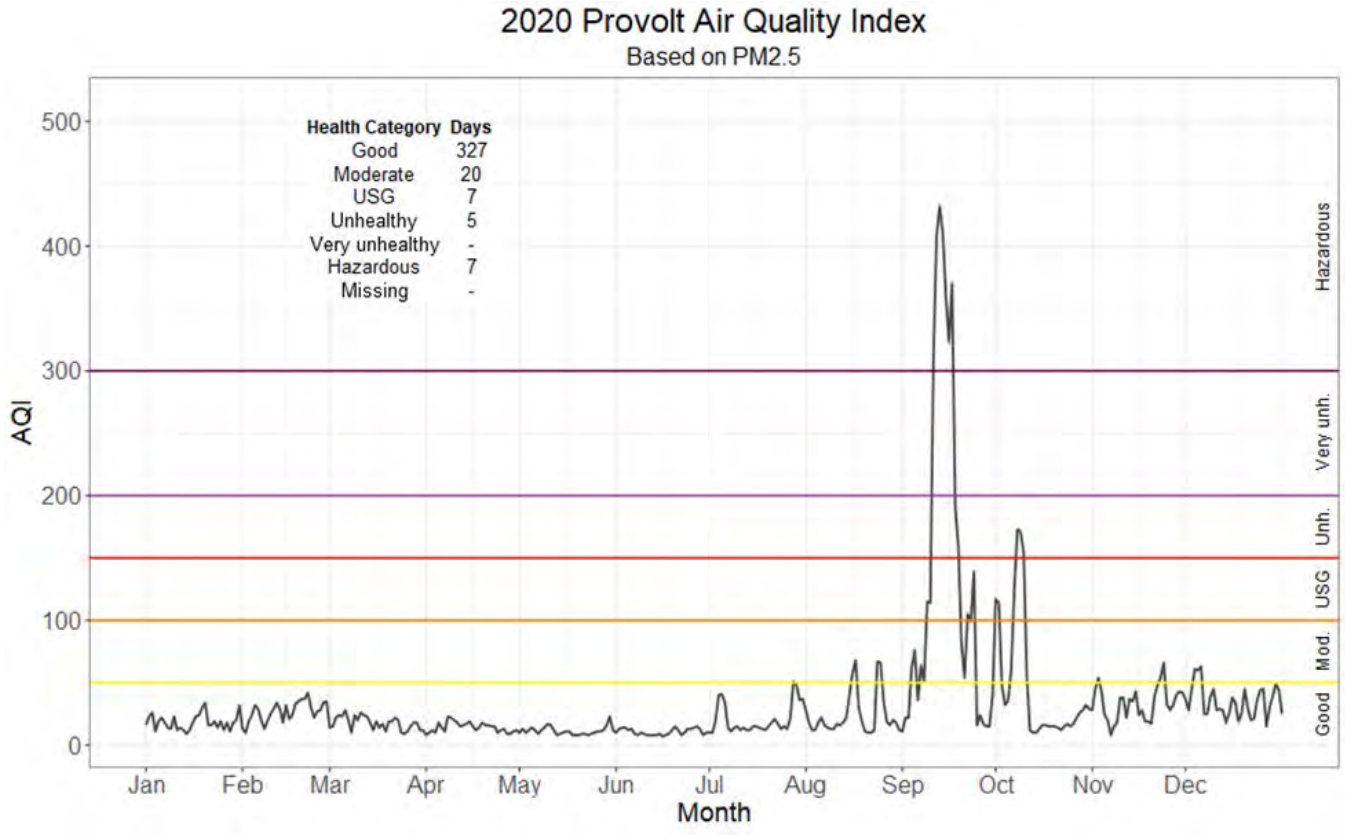
Oregon DEQ operates statewide air quality monitoring. The AAMPO Planning Area enjoys relatively clean air and is classified as an attainment area.

Air Quality Index

The Air Quality Index (AQI) is a health index which converts concentrations of pollutants into health levels and is based on data collected from the Oregon Department of Environmental Quality's (DEQ) air monitors. According to DEQ's most recent Air Quality Monitoring Report, Albany had good air quality on approximately 325 days and moderate air quality on 30 days during 2020 ***(Figure 36)***. Albany experienced seven days that were Unhealthy for Sensitive Groups according to the Provolt AQI readings, between one and five days that were Unhealthy, six that were Very Unhealthy, and between four and seven that were Hazardous.

Figure 36. 2020 Albany AQI (Based on PM2.5)





Source: Oregon Air Quality Monitoring Annual Report: 2020;
https://www.oregon.gov/deq/aq/Documents/2020AQMonitoringReport.pdf

Soil

Soil types react differently under distress based upon a number of factors, including water solubility and grades of coarseness. For example, clay and silt may be more susceptible to landslide than other soil types. Transportation projects occurring on these soils may require additional attention to mitigate potential hazards brought on by the composition of soils prone to natural disaster.

Soil erosion can be broken down into three types:

1. Mass movement erosion (soil loss and movement due to the effects of gravity, including; landslips, slumps and slides)
2. Water erosion
3. Wind erosion.

According to past soil surveys, hydric soils comprised of different types of clay and loam are prominent in the AAMPO Planning Area. Silty clay loam soils can be found in northern Albany and Millersburg, with predominantly silt loam throughout the majority of Albany and Tangent.

Contaminated Sites

Within the AAMPO Planning Area there are contaminated sites that have been identified in Oregon DEQ's Environmental Cleanup Site Information (ECSI) database and in Leaking Underground Storage Tanks database. There likely will be new sites identified when there is a spill or through assessment activities during redevelopment.

Some of those sites listed in Oregon DEQ's databases are considered brownfields. Brownfields are sites that have known or perceived contamination that inhibits redevelopment. Sometimes brownfields sites have been contaminated by pollution, by release of hazardous chemicals, and/or waste from past operations. A brownfield can be property which is abandoned, idled, or under-used commercially.

According to the Oregon DEQ Environmental Cleanup Site Information (ECSI) database, there are eight brownfields sites in the AAMPO Planning Area that are on the Confirmed Release List (CRL) and have received either state or federal funding to address contamination. An additional 37 sites are considered suspect and require either site screening or further investigation. Thirty-eight properties are listed as needing no further action.

Maintained by the Oregon DEQ, these lists provide information on sites with known or suspected releases of hazardous substances. Sites on the Confirmed Release List must have had a release of a hazardous substance that is confirmed by meeting both of the following criteria:

- The release has been documented by qualified observation, owner/operator admission or laboratory data; and
- The release is not excluded from listing by virtue of being insignificant in quantity or hazard, regulated by another program, having been adequately cleaned up or otherwise requiring no further action.

Once listed on the CRL, a site is typically subject to a site assessment, including an in-depth review of a site's operating history and potential extent of contamination, and describes ways in which site contamination could affect human health and the environment.

According to the Oregon DEQ Leaking Underground Storage Tank (LUST) Database there are 302 leaking underground storage sites in Albany, 18 in Jefferson, 2 in Millersburg, and 13 in Tangent.[21] A large number of these tanks were used to store heating oil and may not have been properly decommissioned. Sites identified in the LUST database can also be considered brownfield sites.

Historic and Cultural Preservation

There are several state and federal regulations that call for preservation or enhancement of cultural resources. Of specific relevance to transportation projects are Section 106 of the National Historic Preservation Act (NHPA) of 1966 and 23 CFR 774 (formerly Section 4(f) of the Department of Transportation Act of 1966).

NHPA Section 106 states:

> *The head of any Federal agency having direct or indirect jurisdiction over a proposed Federal or federally assisted undertaking in any State and the head of any Federal department or independent agency having authority to license any undertaking* ***shall****, prior to the approval of the expenditure of any Federal funds on the undertaking or prior to the issuance of any license, as the case may be,* ***take into account the effect of the undertaking on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register.*** *The head of any such Federal agency shall afford the Advisory Council on Historic Preservation established under Title II of this Act a reasonable opportunity to comment with regard to such undertaking.*

23 CFR 774 (formerly Section 4(f) of the Department of Transportation Act) states:

> *The Administration may not approve the use, as defined in § 774.17, of Section 4(f) property unless a determination is made under paragraph (a) or (b) of this section.*
>
> *(a) The Administration determines that:*
>
> *(1) There is no feasible and prudent avoidance alternative, as defined in § 774.17, to the use of land from the property; and*
>
> *(2) The action includes all possible planning, as defined in § 774.17, to minimize harm to the property resulting from such use; or*
>
> *(b) The Administration determines that the use of the property, including any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) committed to by the applicant, will have a de minimis impact, as defined in § 774.17, on the property.*

Section 4(f) properties include significant publicly owned public parks, recreation areas, and wildlife or waterfowl refuges, or any publicly or privately owned historic site listed or eligible for listing on the National Register of Historic Places.

Historic Sites, Buildings and Districts

According to the Historic Sites Database maintained by the Oregon State Historic Preservation Office, there are five nationally recognized Historic Districts in the AAMPO Planning Area:

- Albany Downtown Commercial Historic District
- Hackleman Historic District

[21] https://www.deq.state.or.us/lq/tanks/lust/LustPublicLookup.asp

- Monteith Historic District
- Albany Monteith Historic District – Boundary Expansion
- Albany Municipal Airport Historic District

The table below (***Table 42***) identifies key historic sites, buildings, and districts within the AAMPO Planning Area which are listed in the National Register of Historic Places. A complete listing of all historic properties, including those which are eligible but not listed in the National Register can be found by utilizing this database.[22]

Table 42. Key Historic Sites, Buildings and Districts

Property Name	Address/Location	City	Year Built
Albany Monteith Historic District - Boundary Expansion	Elm St SW to Calapooia & 9th Ave SW to 12th Ave SW	Albany	c.1849
Monteith Historic District	[District]	Albany	1849
Albany Downtown Commercial Historic District	[District]	Albany	1866
Hackleman Historic District	[District]	Albany	1860
First Evangelical Church Of Albany	1120 12th Ave SW	Albany	c.1875
Flynn Block	222 1st Ave SW	Albany	c.1887
Andrus, Jerry, House	1638 SE 1st Ave	Albany	1891
Monteith, Thomas & Walter, House	518 2nd Ave SW	Albany	1848
Methodist Episcopal Church South	238 E 3rd St	Albany	c.1875
United Presbyterian Church & Rectory (Whitespires)	510 5th Ave SW	Albany	1891
Parker, Moses, House	638 SE 5th Ave	Albany	c.1875
Hochstedler, George, House	237 6th Ave SE	Albany	c.1889
Chamberlain, George Earle, House	208 7th Ave SE	Albany	c.1880
Ralston, John, House	632 Baker St SE	Albany	c.1889

[22] https://heritagedata.prd.state.or.us/historic/index.cfm

Dawson, Alfred, House	731 Broadalbin St SW	Albany	c.1908
MacPherson, Hector & Margaret, Barn	29780 Church Dr	Albany	1925
Albany Municipal Airport Historic District	3510 Knox Butte Rd	Albany	1929
Riverside Community Hall	35293 Riverside Dr SW	Albany vcty	1922
Albany Hebrew Cemetery	3165 Salem Ave SE	Albany	c.1851
Chambers, Matthew C, Barn	36914 Scravel Hill Rd	Albany vcty	c.1860
Baber, Granville H, House	37950 Scravel Hill Rd	Albany	c.1850
Albany Custom Mill	213 Water St	Albany	1866
Jefferson Methodist Church & Parsonage	310-342 N 2nd St	Jefferson	1871
Anderson, James Mechlin, House	728 Ankeny Hill Rd SE	Jefferson	c.1855
Campbell, Hamilton, House	13600 Jefferson 99E Hwy SE	Jefferson vcty	1851
Witten, T M & Emma A, Drug Store & House	104 N Main St	Jefferson	1890
Conser, Jacob, House	114 Main St	Jefferson	1854
Stellmacher, Gus & Emma, Farmstead	32404 Tangent Loop Rd	Tangent	c.1901
Archibald, Steven & Elizabeth, Farmstead	31888 Wirth Rd	Tangent vcty	c.1876

Source: Oregon Historic Sites Database, https://heritagedata.prd.state.or.us/historic/index.cfm

The Albany Landmarks Advisory Commission is the review body for projects that may affect a designated cultural or historical site within the City of Albany. Information about the Albany Landmarks Advisory Commission can be found here.[23]

Cultural Resource Recommendations for Project Sponsors

When projects listed in the RTP are advanced for implementation, project sponsors are encouraged to cross-reference locations and potential impacts from transportation projects to the local Preservation Plans and inventories. Consultation with the Albany Landmarks Advisory Commission, the State Historic Preservation Office, and the tribes on a case-by-case basis for proposed transportation

[23] https://www.cityofalbany.net/component/content/article/146-city-council/citizen-advisory-groups/1033-landmarks-advisory-commission?Itemid=517

projects may be needed to determine the presence of, or potential impact to, any historical or archeological resources or Section 4 (f) property.

For any Section 4(f) property identified, property boundaries shall be defined and jurisdictional responsibilities identified. AAMPO is available to work with the responsible jurisdiction to avoid impacts to the 4(f) lands according to federal requirements.

Recreation Resources

Information on trails, parks, and other recreational sites located within the AAMPO Planning Area can be found using an interactive map of parks maintained by Albany Parks and Recreation located here.[24]

Natural Hazard Areas

Linn County adopted its current Natural Hazards Mitigation Plan (NHMP) in May 2017. This FEMA approved plan is intended to assist Linn County in reducing risk from natural hazards and to help guide and coordinate mitigation activities throughout the county. The Linn County NHMP is multi-jurisdictional and includes an addenda for the cities of: Halsey, Harrisburg, Lebanon, Lyons, Scio, Sodaville, Tangent, & Waterloo.

A risk assessment performed as part of the Linn County NHMP identified a Cascadia Subduction Event and Winter Storms as the biggest threat to the region followed by floods, landslide, volcano, wildfires, and windstorms. Additional information on the Linn County NHMP can be found here.[25]

Table 43. Hazard Assessment

Hazard Type	Hazard Subtype	Probability	Vulnerability
Drought	NA	Moderate	Low
Earthquake	Cascadia Subduction Event	High	High
	Crustal	Moderate	Moderate
Flood	NA	High	Moderate
Landslide	NA	High	Moderate
Volcano	NA	Low	Moderate
Wildfire	NA	High	Moderate
Severe Weather	Windstorm	High	Moderate
	Winter Storms	High	High

Emergency Operating Procedures (EOP)

In the event of an emergency the City of Albany has created an EOP Basic Plan, signed in 2023 by the mayor and city manager. Within the city various departments are responsible for reviewing the EOP and being prepared to handle specific emergency tasks as shown in ***Table 44***.

[24] Albany Parks Interactive Map. https://experience.arcgis.com/experience/ca1c3427122f4390a8ee73e9c9dbb9f1/
[25] https://www.co.linn.or.us/planningbuilding/page/natural-hazard-mitigation-plan

Table 44. Emergency Operations Plan Review Assignments

Section/Annex	Responsible Party
Basic Plan	Emergency Manager
Functional Annexes (FAs)	
Emergency Services (FA 1)	Police Chief Fire Chief
Human Services (FA 2)	Emergency Manager
Infrastructure Services (FA 3)	Public Works (Operations Director)
Recovery Strategy (FA 4)	Emergency Manager City Manager Public Works (Engineering & Community Development Director)
Support Annexes (SAs)	
Donations Management (SA A)	Emergency Management Coordinator (Fire Chief) Emergency Manager
Resource Management (SA B)	
Volunteer Services (SA C)	
Incident Annexes (IAs)	
Drought (IA 1)	Public Works (Operations Director)
Earthquake (IA 2)	Emergency Manager
Major Fire (IA 3)	Fire Chief
Flood (IA 4)	Public Works (Operations Director)
Sever Weather / Landslides (IA 5)	Public Works (Operations Director)
Volcano (IA 6)	Public Works (Operations Director)
Hazardous Materials (IA 7)	Fire Chief
Public Health Incident (IA 8)	Emergency Manager
Terrorism (IA 9)	Police Chief
Transportation Accidents (IA 10)	Fire Chief
Utility Failure (IA 11)	Public Works (Operations Director)
Cyber Breaches / Compromises (IA 12)	Information Technology (IT) Police Chief
Special Event Planning (IA 13)	Emergency Manager

Albany Area Metropolitan Planning Organization

Part 1 - Transportation Acronyms
Part 2 - Transportation Glossary

Updated September 2023

Part 1: Transportation Acronyms

Many of the acronyms listed here are expanded upon in the glossary.

3-C: *Continuing*, *Comprehensive* and *Cooperative* Planning Process
3R: Resurfacing, restoring, and rehabilitating

AAMPO: Albany Area Metropolitan Planning Organization
AASHO: American Association of State Highway Officials
AASHTO: American Association of State Highway and Transportation Officials
ACT: Area Commission on Transportation
ADA: Americans with Disabilities Act
ADT & AADT: Average Daily Traffic & Annual Average Daily Traffic
AMPO: Association of Metropolitan Planning Organizations
APA: American Planning Association
APTA: American Public Transportation Association
ARBA: American Road Builders' Association
ARMA: American Road Makers' Association
ARRA: American Recovery and Reinvestment Act
ARTBA: American Road and Transportation Builders' Association
ATS: Albany Transit System

BAT: Benton Area Transit
BMP: Best Management Practice
BMS: Bridge Management System
BRT: Bus Rapid Transit
BTS: Bureau of Transportation Statistics

CAA: Clean Air Act
CAA(A): Clean Air Act Amendments
CALM: Corvallis Albany Lebanon Model
CAMPO: Corvallis Area Metropolitan Planning Organization
CFR: Code of Federal Regulations
CIP: Capital Improvement Program
CMAQ: Congestion Mitigation and Air Quality Program
CMP: Congestion Management Process (Plan)
CMS: Congestion Management System
COG: Council of Governments
CTS: Corvallis Transit System
CWACT: Cascades West Area Commission on Transportation

DEIS: Draft Environment Impact Statement
DEQ: Department of Environmental Quality
DLCD: Department of Land Conservation and Development
DOT: Department of Transportation

EEO: Equal Employment Opportunity
EIS: Environmental Impact Statement
EJ: Environmental Justice
EPA: Environmental Protection Agency

FAA: Federal Aviation Administration
FAP: Federal-aid primary
FAS: Federal-aid secondary
FAST Act: Fixing America's Surface Transportation Act
FAUB: Federal-aid Urban Boundary
FEIS: Final Environmental Impact Statement
FFC: Federal Functional Classification
FFY: Federal Fiscal Year
FHWA: Federal Highway Administration
FONSI: Finding of No Significant Impact
FRA: Federal Railroad Administration
FTA: Federal Transit Administration
FY: Fiscal Year

GIS: Geographic Information System
GPS: Global Positioning System

HBP: Highway Bridge Program
HCM: Highway Capacity Manual
HOV: High Occupancy Vehicle
HPMS: Highway Performance Monitoring Systems
HRB: Highway Research Board
HSIP: Highway Safety Improvement Program
HSR: High Speed Rail
HTF: Highway Trust Fund

I/M: Inspection and Maintenance
IAMP: Interchange Area Management Plan
ICC: Interstate Commerce Commission
IGA: Intergovernmental Agreement
IHS: Interstate Highway System
IM: Interstate Maintenance
IRF: International Road Federation
ITS: Intelligent Transportation Systems
IVHS: Intelligent Vehicle Highway Systems

LBCC: Linn Benton Community College
LCDC: Land Conservation and Development Commission

LOS: Level of Service
LRT: Light Rail Transit
LRTP: Long-Range Transportation Plan

MaaS: Mobility as a Service
MAP-21 Act: Moving Ahead for Progress in the 21st Century Act
MIS: Major Investment Study
MOA: Memorandum of Agreement
MOU: Memorandum of Understanding
MOVES: Motor Vehicle Emission Simulator
MPO: Metropolitan Planning Organization
MSA: Metropolitan Statistical Area
MTIP: Metropolitan Transportation Improvement Program
MTP: Metropolitan Transportation Plan, also called a Regional Transportation Plan (RTP)
MUTCD: Manual on Uniform Traffic Control Devices
MWACT: Mid-Willamette Valley Area Commission on Transportation

NAA: Non-Attainment Area
NAAQS: National Ambient Air Quality Standards
NEPA: National Environmental Policy Act of 1969
NHFP: National Highway Freight Program
NHPP: National Highway Performance Program
NHS: National Highway System
NHTSA: National Highway Traffic Safety Administration
NOX: Nitrogen Oxides
NTD: National Transit Database

O&M: Operations and Maintenance
OCWCOG: Oregon Cascades West Council of Governments
ODOT: Oregon Department of Transportation
OHP: Oregon Highway Plan
OM&P: Operations, Maintenance and Preservation
OMPOC: Oregon MPO Consortium
ORFS: Oregon Roads Finance Committee
OSU: Oregon State University
OTC: Oregon Transportation Commission
OTIA: Oregon Transportation Investment Act
OTP: Oregon Transportation Plan
OTREC: Oregon Transportation Research and Education Consortium

PCI: Pavement Condition Index
PCR: Pavement Condition Rating
PE: Preliminary Engineering
PEA: Planning Emphasis Areas

PL: Planning Funds
PMT: Project Management Team
POP: Program of Projects
PPM: Policy and Procedure Memorandum
PPP: Public Participation Plan
PS&E: Plans, Specifications, and Estimates

RFP: Request for Proposal
ROW: Right of Way
RR: Railroad
RTP: Regional Transportation Plan, also called a Metropolitan Transportation Plan (MTP)
RTPO: Rural Transportation Planning Organization

SAFETEA-LU: Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users
SDC: System Development Charge
SFY: State Fiscal Year
SIB: State Infrastructure Bank
SIP: State Implementation Plan
SOV: Single Occupancy Vehicle
SPR: State Planning and Research funds
SRTS: Safe Routes to School
STA: Special Transportation Area
STBG: Surface Transportation Block Grant Program
STF: Special Transportation Fund
STIP: Statewide Transportation Improvement Program
C-STIP: Construction STIP
D-STIP: Development STIP
STP: Surface Transportation Program (now called Surface Transportation Block Grant Program)
STP-E: Surface Transportation Program –Enhancement
STP-R: Surface Transportation Program –Rural
STP-S: Surface Transportation Program –State
STP-U: Surface Transportation Program –Urban
STPP: Surface Transportation Policy Project

TAC: Technical Advisory Committee
TAZ: Traffic Analysis Zone
TCM: Transportation Control Measure
TDM: Transportation Demand Management
TDP: Transit Development Plan
TGM: Transportation Growth Management
TIFIA: Transportation Infrastructure Finance and Innovation Act of 1998
TIP: Transportation Improvement Program, can be either Metropolitan TIP (MTIP) or State TIP (STIP)
TMA: Transportation Management Area
TNC: Transportation Network Company

TO: Transportation Options
TOD: Transit Oriented Development
TPAU: Transportation Planning Analysis Unit, part of ODOT
TPR: Transportation Planning Rule
TRB: Transportation Research Board
TSI: Transportation System Improvements
TSM: Transportation System Management
TSP: Transportation System Plan
TUF: Transportation Utility Fee

UGB: Urban Growth Boundary
UPWP: Unified Planning Work Program
U.S.C.: United States Code
UZA: Urbanized Area

V/C: Volume to Capacity Ratio
VMT: Vehicle Miles Traveled
VOCs: Volatile Organic Compounds
VPD: Vehicles Per Day

Part 2: Transportation Glossary

5303: FTA 5303 Metropolitan Planning funds are used for multimodal planning in an MPO area. One of two main sources of a MPO's operating funds (the other being PL funds).

5307: FTA 5307 funding is provided to MPOs for public transportation capital, planning, job access and reverse commute projects. 5307 funds may also be used for operating expenses in MPOs of less than 200,000 or if the system has fewer than 100 buses. The City of Albany, which operates Albany Transit System, is the Direct Recipient of AAMPO's 5307 funds. The funds should be expended by the City of Albany consistent with the AAMPO regional transportation plan and the guidance provided by the AAMPO Policy Board.

5310: FTA 5310 funds are used to enhance mobility of seniors and those with disabilities. In Oregon, 5310 Special Transportation Fund (STF) agencies receive the 5310 funds on behalf of the smaller MPOs (with populations less than 200,000). The STF agencies coordinate with MPOs to determine how 5310 funds will be spent within the MPO area. AAMPO's STF agency is Linn County.

5311: FTA 5311 funds are used for capital, planning, and operating assistance to support public transportation in rural areas with populations of less than 50,000 (non-urbanized areas outside of MPOs).

5339: FTA 5339 funds for transit capital improvements (e.g. bus purchases, bus facilities). Previously called 5309 funds.

Albany Area Metropolitan Planning Organization (AAMPO): The Albany Area Metropolitan Planning Organization includes the cities of Jefferson, Millersburg, Albany and Tangent, Benton and Linn Counties, and ODOT. AAMPO is responsible or programming regional transportation planning in their area.

Albany Transit System (ATS): Albany Transit System provides public transportation to the Albany area and also operates the Linn-Benton Loop bus service. Unlike some public transportation providers, ATS is division of the City of Albany, not a standalone entity.

Alternative Modes of Transportation: Forms of transportation that provide transportation alternatives to the use of single-occupant automobiles. Examples include: rail, transit, carpools, bicycles, and walking.

Americans with Disabilities Act (ADA): Federal civil rights legislation signed into law in 1990 for persons with disabilities that prohibits discrimination specifically in the areas of employment, public accommodation, public services, telecommunications, and transportation. Transportation requirements include the provision of "comparable paratransit service" that is equivalent to general public fixed-route service for persons who are unable to use regular bus service due to a disability.

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

Average Daily Traffic (ADT) & Annual Average Daily Traffic (AADT): Average daily traffic is the estimated mean daily traffic volume. ADTs can be calculated from any sample of repeated daily counts of traffic volumes, with duration as short as one week. Because that short-duration count may be subject to seasonal fluctuation or other sources of bias, ADTs are often *annualized* by applying adjustment factors from nearby permanent count stations. The resulting average annual daily traffic (AADT) is often used to describe traffic volume characteristics of a roadway in a planning context.

Balanced Transportation System: A system that provides a range of transportation options and takes advantage of the inherent efficiencies of each mode.

Benton Area Transit (BAT): Transit service primarily serving Benton County but with connections to Lincoln and Linn Counties as well. BAT provides long-route service to rural areas. Routes include Coast to Valley Express, 99 Express and North Albany. BAT also provides demand response services.

Bus Rapid Transit (BRT): Bus rapid transit is a high-quality bus-based transit system that delivers fast and efficient service. BRT often includes one or more of the following elements that distinguish it from regular bus service: dedicated lanes, busways, traffic signal priority, off-board fare collection, elevated platforms and enhanced stations. Because BRT contains features similar to a light rail or subway system, it is often considered more reliable, convenient and faster than regular bus services. With the right features, BRT is able to avoid the delays that can slow regular bus services, like being stuck in traffic and queuing to pay on board.

Capacity: A transportation facility's ability to accommodate a moving stream of people or vehicles in a given time period. The maximum rate of flow at which persons or vehicles can be reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified time period under prevailing roadway, traffic, and control conditions; usually expressed as vehicles per hour or persons per hour.

Capital Improvement Program (CIP): A plan for future capital infrastructure and program expenditures which identifies each capital project, its anticipated start and completion, and allocates existing funds and known revenue sources for a given period of time. Each local government has a CIP.

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

Comprehensive Plan: An official document adopted by a local government that describes the general, long-range policies on how the community's future development should occur. A local comprehensive plan must be in compliance with Oregon state land use planning goals.

Congestion: A condition under which the number of vehicles using a facility is great enough to cause reduced speeds and increased travel times.

Congestion Management System (CMS): Systematic process for managing congestion. Provides information on transportation system performance and finds alternative ways to alleviate congestion and enhance the mobility of people and goods to levels that meet state and local needs.

Corvallis Albany Lebanon Model (CALM): The Corvallis Albany Lebanon Model (CALM) is an analysis tool used to forecast travel patterns (auto, walk, bike, transit) on the transportation system. CALM models how travel and transportation system conditions are likely to respond to changes in land use, population, employment, new transportation facilities, transit service, and public policy. The CALM model is managed by ODOT's Transportation Planning and Analysis Unit (TPAU). Both AAMPO and CAMPO use CALM to help forecast travel patterns when updating their individual regional transportation plans.

Corvallis Area Metropolitan Planning Organization (CAMPO): The Corvallis Area Metropolitan Planning Organization includes the cities of Corvallis, Philomath and Adair Village, Benton County, and ODOT. CAMPO is responsible or programming regional transportation planning in the CAMPO planning area.

Corvallis Transit System (CTS): Corvallis Transit System provides public transportation to the Corvallis area and also operates the Philomath Connection bus service. Unlike some public transportation providers, CTS is division of the City of Corvallis, not a standalone entity.

Council of Government (COG): Council of Governments are voluntary associations that represent member local governments, mainly cities and counties, that seek to provide cooperative planning, coordination, and technical assistance on issues of mutual concern that cross jurisdictional lines. While all COGs are different, COG work often includes senior and disability services, community service programs, community and economic development, and transportation planning.

Department of Land Conservation and Development (DLCD): The state department that administers Oregon's statewide land use program. The Land Conservation and Development Commission (LCDC) is the appointed policy board that guides DLCD.

Department of Transportation (DOT): When used alone, indicates U.S. Department of Transportation. In conjunction with a place name, indicates state, city, or county transportation agency (e.g., Oregon Department of Transportation is ODOT).

Environmental Justice (EJ): Environmental justice is the fair treatment and meaningful involvement of all people, regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means that no population bears a disproportionate share of negative environmental consequences resulting from industrial, municipal, and commercial operations or from the execution of federal, state, and local laws; regulations; and policies. Meaningful involvement requires effective access to decision makers for all, and the ability in all communities to make informed decisions and take positive actions to produce environmental justice for themselves.

Federal Aid Urban Boundary (FAUB): Federal Aid Urban Boundaries establish the dividing line between urban and rural federal functional classifications (FFC). The FAUB includes the urbanized area with consideration also given to major traffic generators, major bus routes, interchanges, bridges and continuity of roadway classification.

Federal Fiscal Year (FFY): The federal fiscal year (FFY), sometimes shortened to just fiscal year (FY), is the time period from October 1st through September 30th. This time period differs slightly from the Oregon state fiscal year (SFY), which runs from July 1st through June 30th.

Federal Functional Classification (FFC): Federal Functional Classification is the system by which roads are grouped into functional systems according to the type of service and amount of traffic the facility carries. Functional classification is used to determine design standards of roads and determines federal aid funding eligibility. Classes, from highest to lowest, include: interstate, freeway/expressway, arterial, collector, and local roads. Each classification represents a different balance of mobility and access. Highways have high mobility (you can travel very far, very fast), but low access (they have limited on and off ramps and do not directly serve abutting land uses). Local neighborhood roads have low mobility (they do not extend very far and you cannot go very fast), but high access (the road provides direct access to all of the homes and business along it).

Federal Highway Administration (FHWA): A branch of the U.S. Department of Transportation that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges. The FHWA also administers the Federal Lands Highway Program, including survey, design, and construction of forest highway system roads, parkways and park roads, Indian reservation roads, defense access roads, and other Federal lands roads.

Federal Transit Administration (FTA): A branch of the U.S. Department of Transportation that is the principal source of federal financial assistance to America's communities for planning, development, and improvement of public or mass transportation systems. FTA provides leadership, technical assistance, and financial resources for safe, technologically advanced public transportation to enhance mobility and accessibility, to improve the Nation's communities and natural environment, and to strengthen the national economy.

Financial Programming: A short-term commitment of funds to specific projects identified in the Transportation Improvement Program (see TIP).

Fiscal or Financial Constraint: Making sure that a given program or project can reasonably expect to receive funding within the time allotted for its implementation.

Fixing America's Surface Transportation Act (FAST Act): Federal transportation act governing federal surface transportation spending in effect from 2015 to 2021. The Act was originally set to expire in September of 2020 but was extended one year until 2021.

Geographic Information System (GIS): Computerized data management system designed to capture, store, retrieve, analyze, and display geographically referenced information.

Goal 12: One of 19 statewide planning standards of Oregon that make up the state land use planning program. Goal 12 relates to transportation and reads: "To provide and encourage a safe, convenient and economic transportation system." See Transportation Planning Rule.

Goals: A desired result or purpose. In planning, a goal is a broad statement of philosophy that describes the hopes of the people of the community for the future of the community. A goal may never be completely attainable, but it is used as a point toward which the community may strive.

High-Occupancy Vehicle (HOV): Vehicles carrying two or more people. The number that constitutes an HOV for the purposes of HOV highway lanes may be designated differently by different transportation agencies.

Intelligent Transportation Systems (ITS): The application of advanced technologies to improve the efficiency and safety of transportation systems.

Intergovernmental Agreement (IGA): A formally adopted agreement between units of government that articulates the respective roles, duties and responsibilities of the agencies party to the agreement.

Interim Benchmarks: Transportation System Plans (TSP) required by the Transportation Planning Rule must include interim benchmarks for use in evaluating progress at 5-year intervals. Where interim benchmarks are not met, the TSP must be amended to include new or additional efforts.

Intermodal: The ability to connect, and the connections between, modes of transportation. A facility, station, terminal, or hub may be called intermodal if it serves as a junction for multiple modes of transportation. For example, a terminal facility that integrates rail, road, mass transit, bus, inland waterways, and taxis. The term is very similar to multimodal.

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA): Legislative initiative by the U.S. Congress that restructured funding for transportation programs; authorized an increased role for regional planning commissions/MPOs in funding decisions; and required comprehensive regional and statewide long-term transportation plans.

Interstate Highway System (IHS): The system of highways that connects the principal metropolitan areas, cities, and industrial centers of the United States. Also connects the U.S. to internationally significant routes in Canada and Mexico.

Land Conservation and Development Commission (LCDC): A seven-member commission of volunteer citizens established by Senate Bill 100 in 1973 to develop and administer Oregon's statewide planning goals. The commission sets and guides policy for the administrative department, DLCD.

Land Use: Refers to the manner in which portions of land or the structures on them are used, i.e. commercial, residential, retail, industrial, etc.

Land Use Board of Appeals (LUBA): A board established by the state legislature in 1979 to hear and decide on contested land-use cases

Level of Service (LOS): Level of service is a measure by which transportation planners estimate the quality of operations at specific transportation facilities such as roads, lanes, and intersections. LOS characterizes the operating conditions on the facility in terms of speed, travel time, freedom to maneuver, and traffic interruptions. LOS is described on a grade scale and ranges from A (least congested, free flowing traffic) to F (most congested, stop and go traffic). LOS has traditionally been vehicle centric; focusing on throughput of cars and relying heavily on measures of capacity and vehicle delay. Transportation planners and communities have recognized that focusing solely on traditional LOS when making transportation investment decisions sometimes comes at the expense of other modes of transportation. To this end, many communities are now using multi-modal LOS (MMLOS) to better account for quality of service for all modes of transportation along a corridor.

Linn-Benton Loop Bus System: The Linn-Benton Loop (“the Loop”)bus system connects Albany and Corvallis. It has been in service for almost 40 years, connecting people to education, work, shopping, and play.

Linn Shuttle: provides transit service between Sweet Home, Lebanon, and Albany, making connections to Linn-Benton Community College (LBCC), downtown Albany and Heritage Mall.

Limited English Proficient (LEP) Persons: Persons for whom English is not their primary language and who have a limited ability to speak, understand, read, or write English. It includes people who reported to the U.S. Census that they do not speak English well or do not speak English at all.

Long-Range Transportation Plan (LRTP): See Regional Transportation Plan

Memorandum of Agreement (MOA): A memorandum of agreement is a document written between parties to cooperatively work together on an agreed upon project or meet an agreed upon objective. The purpose of an MOA is to have a written understanding of the agreement between parties. The MOA can also be a legal document that is binding and hold the parties responsible to their commitment or just a partnership agreement.

Memorandum of Understanding (MOU): A memorandum of understanding is a legal document describing a bilateral agreement between parties. It expresses a convergence of will between the parties, indicating an intended common line of action, rather than a legal commitment. MOUs generally lacks the bind power of a contract.

Metropolitan Planning Organization (MPO): A federally designated regional policy body, required in urbanized areas with populations over 50,000, and designated by local officials and the governor of the state. Responsible in cooperation with the state and other transportation providers for carrying out the metropolitan transportation planning requirements of federal highway and transit legislation.

Metropolitan Statistical Area (MSA): Metropolitan statistical areas consist a core area containing a substantial population nucleus, together with adjacent communities having a high degree of economic and social integration with that core. MSAs are delineated by the U.S. Office of Management and Budget areas according to published standards that are applied to Census Bureau data.

Metropolitan Transportation Improvement Program (MTIP): A staged, multiyear (typically three to five years) listing of surface transportation projects proposed for federal, state and local funding within a metropolitan area. MPOs are required to prepare a MTIP as a short range programming document to complement its long-range Regional Transportation Plan (RTP). Metropolitan TIPs (MTIPs) contain projects with committed or reasonably certain funds. MTIPs and projects for non-metropolitan areas of the state are combined in the state transportation improvement program (STIP). Note that MTIPS are more often referred to as simply “TIPs”. Also see State Transportation Improvement Program (STIP) and Transportation Improvement Program (TIP).

Metropolitan Transportation Plan (MTP): See Regional Transportation Plan (RTP).

Micromobility: Micromobility refers to a range of small, lightweight mobility devices, both electric and non-electric, that are driven by individual users. Micromobility devices include private bicycles, shared bicycles, electric pedal assisted bicycles (E-bikes), scooters, electric scooters, skateboards, and electric skateboards, among others. Electrified micromobility devices generally operate at speeds of 20 mph or less.

Mitigation: Means to avoid, minimize, rectify, or reduce an impact, and in some cases, to compensate for an impact.

Mobility as a Service (MaaS): Mobility as a Service is the integration of various forms of transportation services, such as light rail, bus, taxi, and bikeshare, into a single mobility service accessible on demand. The platform is often app based and allows users to plan and purchase "rides" for their entire trip at once.

Mode: A specific form of transportation, such as automobile, subway, bus, rail, bicycle, walking, or airplane.

Moving Ahead for Progress in the 21st Century (MAP-21): Federal transportation act governing federal surface transportation spending that was in effect from 2012 to 2015. MAP-21 was superseded by the FAST Act in December 2015.

Multimodal: Refers to using or involving several types of transportation, such as both rail and bus. A multimodal trip may be made by a combination of walking and taking a bus. A multimodal network is one that serves multiple modes of travel.

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

National Highway Freight Program (NHFP): Program administered by the FHWA to improve the efficient movement of freight on the National Highway Freight Network. Funds are allocated to the Oregon Department of Transportation annually through a formula methodology.

National Highway Performance Program (NHPP): Program administered by the FHWA to support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the national highway system. To meet funding requirements, projects must be on an eligible facility and be consistent with metropolitan and statewide planning requirements. Funds are allocated to the Oregon Department of Transportation annually through a formula methodology.

National Transit Database: A centralized information resource organized by FTA which documents the finances, operations and asset conditions of transit systems throughout the US.

Objective: An attainable target that the community attempts to reach during the process of striving to meet a goal. An objective may also be considered as an intermediate point that will help fulfill the overall goal.

Oregon Cascades West Council of Governments (OCWCOG): A voluntary association of local governments in Linn, Benton, and Lincoln Counties, Oregon. Dedicated to solving area-wide problems, OCWCOG helps area cities, counties, ports, and member tribes reach their common goals.

Oregon Department of Transportation (ODOT): The State agency that manages the highway system within Oregon. ODOT's mission is to provide a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians. ODOT is the

administrative agency that responds to policy set by the Oregon Transportation Commission (OTC).

Oregon Transportation Commission (OTC): Establishes state transportation policy and guides the planning, development and management of a statewide integrated transportation network. The governor appoints five commissioners, ensuring that different geographic regions of the state are represented. One member must live east of the Cascade Range; no more than three can belong to one political party. The OTC serves as the Board of Directors for Oregon Department of Transportation (ODOT).

Oregon Transportation Plan (OTP): The comprehensive, long-range (twenty year) plan for a multimodal transportation system for the state which encompasses economic efficiency, orderly economic development, safety and environmental quality. The OPT is Oregon's State Long Range Regional Transportation Plan.

Paratransit: Alternative known as "special or specialized" transportation which often includes flexibly scheduled and routed transportation services. These services use low capacity vehicles such as vans to operate within normal urban transit corridors or rural areas. Services usually cater to the needs of persons whom standard mass transit services would serve with difficulty, or not at all. Common patrons are the elderly and persons with disabilities.

Performance Measures: Indicators of how well the transportation system is performing with regard to such things as average speed, reliability of travel, and accident rates. Used as feedback in the decision-making process.

Planning Emphasis Area (PEA): FHWA, in consultation with FTA, develops planning emphasis areas outlining specific policy, procedural and technical topics that MPOs should consider as they implement their unified annual work programs (UPWP).

Planning Funds (PL funds): FHWA Metropolitan Planning funds comprise the majority of MPO funding and are one of two main sources of a MPO's operating funds (the other being 5303 funds). PL funds support MPO operations and tasks outlined in the annual Unified Planning Work Program. This includes developing long-range regional transportation plans, transportation improvement programs, and the planning process in general. PL funds are funds distributed to each state by an apportionment formula prescribed by law.

Policy: A statement adopted as part of a plan to provide a specific course of action moving the community towards attainment of its goals. Due to budget constraints and other activities, all policies cannot be implemented at the same time. Generally, those with metropolitan-wide implications should receive priority consideration.

Policy Board: An intergovernmental policy group that makes decisions and guides a body's work. The AAMPO policy board is comprised of elected representatives from Jefferson, Millersburg, Albany, Tangent, and Benton and Linn Counties as well as an ODOT staff person and a citizens' representative. The AAMPO Policy Board provides policy guidance on the transportation planning process in the AAMPO area.

Program of Projects (POP): Each recipient of a Section 5307 grant shall develop, publish, afford an opportunity for a public hearing on, and submit for approval a POP. Often times the MPO Transportation Improvement Program serves as the TIP.

Public Facility Plan: A plan required by state law for any city with an urban growth boundary encompassing a population greater than 2,500. A plan outlining the sewer, water and transportation facilities needed to serve such an urbanized area.

Public Hearing: A formal event held prior to a decision that gathers community comments and positions from all interested parties for public record and input into decisions.

Public Involvement Plan (PIP): See Public Participation Plan.

Public Meeting: A formal or informal event designed for a specific issue or community group where information is presented and input from community residents is received.

Public Participation: The active and meaningful involvement of the public in the development of transportation plans and programs.

Public Participation Plan (PPP): A federally required plan outlining an MPO's public outreach efforts. The plan describes the public involvement goals and objectives, and methods of involving the public in transportation decisions. Also referred to as a Public Involvement Plan (PIP).

Recipient: Any state, political subdivision, instrumentality, or any public or private agency, institution, department or other organizational unit receiving financial assistance from the Federal government.

Refinement Plan: Refinement plans are a detailed examination of the service needs and land use issues relevant to a particular area.

Regional Transportation Plan (RTP): A document resulting from regional collaboration and consensus on a region's transportation system, and serving as the defining vision for the region's transportation systems and services. In metropolitan areas, the plan identifies all of the transportation improvements scheduled for funding over a minimum of the next 20 years and is referred to as a Metropolitan Transportation Plan (MRTP), though this is often shortened to just RTP.

Right of Way (ROW): Public space legally established for the use of pedestrians, vehicles or utilities. Right-of-way typically includes the street, sidewalk and buffer strip areas.

Safe, Accountable, Flexible, Efficient Transportation Equity Act, a Legacy for Users (SAFETEA-LU): Federal transportation act governing federal surface transportation spending that was in effect from 2005 through 2012. SAFETEA-LU was superseded by the Moving Ahead for Progress in the 21st Century Act (MAP-21).

Safe Routes to School (SRTS): Safe Routes to School is an approach that promotes walking and bicycling to school through infrastructure improvements, safety education, and incentives to encourage walking and bicycling to school. SRTS programs can be implemented by a department of transportation, metropolitan planning organization, local government, school district, or even a

school. SRTS National Center provides extensive resources schools can use to encourage walking and biking.

Stakeholders: Individuals and organizations involved in or affected by the transportation planning process. Include federal/state/local officials, MPOs, transit operators, freight companies, shippers, and the general public.

State Fiscal Year (SFY): The Oregon state fiscal year is the time period from July 1st through June 30th. This time period differs slightly from the federal fiscal year (FFY or FY), which runs from October 1st through September 30th.

State Infrastructure Bank (SIB): A revolving fund mechanism for financing a wide variety of highway and transit projects through loans and credit enhancement. SIBs are designed to complement traditional Federal-aid highway and transit grants by providing States increased flexibility for financing infrastructure investments.

State Implementation Plan (SIP): A plan mandated by the CAA that contains procedures to monitor, control, maintain, and enforce compliance with the NAAQS.

State Planning and Research Funds (SP&R, SPR): Primary source of funding for statewide long-range transportation planning.

Statewide Transportation Improvement Program (STIP): Prepared by ODOT, the STIP is a staged, multiyear (typically three to five years) listing of projects proposed for federal, state, and local funding encompassing the entire state. It is a compilation of the Metropolitan Transportation Improvement Programs (MTIPs) prepared for the metropolitan areas, as well as project information for the non-metropolitan areas of the state and for transportation between cities. An MTIP must be incorporated into the STIP before MTIP projects can be funded by the State or the Federal Government. Also see Metropolitan Transportation Improvement Program (MTIP) and Transportation Improvement Program (TIP).

Statewide Transportation Improvement Fund (STIF): A State of Oregon program established by Section 122 of HB 2017 Transportation Funding Package which provides a dedicated source of funding for improving or expanding public transportation service.

Subrecipient: Any entity that receives Federal financial assistance as a pass-through from another entity.

Surface Transportation Block Grant (STBG): The Surface Transportation Block Grant Program (previously Surface Transportation Program), administered by the FHWA, is a multi-modal program which provides funds for a broad range of transportation uses and may be used for projects on any Federal-aid highway that is not functionally classified as a local or rural minor collector. STBG funding has the most flexible eligibilities among all Federal-aid highway programs, funds can be used for highway, transit, bicycle, pedestrian and other transportation options projects.

Technical Advisory Committee (TAC): A committee of technical staff from the public works and planning departments of Adair Village, Corvallis, Philomath, Benton County, ODOT and Oregon State University. Ex-officio members of the TAC may include FHWA, FTA, Oregon Department of Land Conservation and Development (DLCD), Oregon Department of Environmental Quality (DEQ),

and Oregon Division of State Lands (DSL). Provides technical expertise and recommendations to the Policy Board.

Title VI: Title VI of the Civil Rights Act of 1964. Prohibits discrimination based on race, color, or national origin (including limited English proficiency) in any program receiving federal assistance.

Transit Development Plan (TDP): Transit Development Plans are long range plans that express transit provider goals and identify needs and strategies to achieve them over a 20-year horizon or other specified time frame. A TDP is also an opportunity to inform and help integrate transit needs into Transportation System Plan (TSP) updates and other planning processes.

Transportation Conformity: Process to assess the compliance of any transportation plan, program, or project with air quality implementation plans. The conformity process is defined by the Clean Air Act.

Transportation Corridor: Major or high volume routes for moving people, goods and services from one point to another. They may serve many transportation modes or be for a single mode such as an air corridor.

Transportation Demand Management (TDM): "Demand-based" techniques which are designed to change travel behavior in order to improve the performance of transportation facilities and to reduce the need for additional road capacity. Methods include the use of alternative modes, ride-sharing and vanpool programs and trip-reduction programs and/or ordinances.

Transportation Growth Management (TGM): The Transportation Growth Management program is a joint partnership of ODOT and DLCD that aims to help governments across Oregon plan long-term, sustainable growth in their transportation systems in line with other planning for changing demographics and land uses. The TGM program explicitly recognizes that land use decisions affect transportation options, and transportation decisions influence land use patterns. The TGM program consists of five program areas, including the planning grant program. The planning grant program offers grants to support policy decisions through development of transportation plans or integrated land use and transportation plans. Examples of TGM grant projects include city level transportation system plans (TSPs), downtown plans, bicycle and pedestrian plans, and mobility hub feasibility studies.

Transportation Improvement Program (TIP): A staged, multiyear (typically three to five years) listing of surface transportation projects proposed for federal, state and local funding. MPOs are required to prepare a TIP as a short range programming document to complement its long-range Regional Transportation Plan (RTP). Metropolitan TIPs (MTIPs) contain projects with committed or reasonably certain funds. MTIPs and projects for non-metropolitan areas of the state are combined in the state transportation improvement program (STIP). Also see State Transportation Improvement Program (STIP) and Metropolitan Transportation Improvement Program (MTIP).

Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA): A federal credit program under which the U.S. DOT may provide three forms of credit assistance -secured (direct) loans, loan guarantees, and standby lines of credit -for surface transportation projects of national or regional significance. The fundamental goal is to leverage federal funds by attracting substantial

private and non-federal co-investment in critical improvements to the nation's surface transportation system.

Transportation Management Area (TMA): All urbanized areas over 200,000 in population, and any other area that requests such designation. The MPO is responsible for transportation planning within a TMA.

Transportation Needs: These are estimates of the movement of people and goods that are consistent with an acknowledged comprehensive plan and the requirements of the Transportation Planning Rule. Needs are typically based on projections of future travel demands resulting from a continuation of current trends as modified by policy objectives, including those expressed in Statewide Planning Goal 12 and the Transportation Rule, especially those for avoiding principal reliance on any one mode of transportation.

Transportation Network Company (TNC): Transportation network companies are companies that provide app based ride hailing or ridesharing services, such as Uber and Lyft. TNCs are differentiated from traditional taxi services in that TNCs drivers use their personal cars to provide rides and rely on an app to match riders with nearby drivers.

Transportation Options (TO) program: The Transportation Options program is a program focused on implementing the Oregon Transportation Options Plan. This includes managing demand across the transportation system, educating students and the public on travel options and how to safely use them, connecting veterans, low income populations, communities of color, and others with ways to get to and from work or school, supporting vanpooling, and more.

Transportation Planning: A collaborative process of examining demographic characteristics and travel patterns for a given area. This process shows how these characteristics will change over a given period of time, and evaluates alternatives for the transportation system of the area and the most expeditious use of local, state, and federal transportation funding. Long-range planning is typically done over a period of 20 years; short-range programming of specific projects usually covers a period of 4 to 5 years.

Transportation Planning and Analysis Unit (TPAU): A division within ODOT that provides transportation modeling services and technical assistance to jurisdictions throughout the state.

Transportation Planning Rule (TPR): A state planning administrative rule adopted by the Land Conservation and Development Commission in 1991 that was enacted to implement Statewide Planning Goal 12 (Oregon's statewide transportation planning goal). This rule requires that all cities, counties and MPOs develop a 20-year transportation plan that outlines how investments are to be made to provide an integrated transportation system plan. MPOs are required to prepare an RTP/MTP and all local jurisdictions within a MPO are required to prepare TSPs that are consistent with the RTP/MTP.

Transportation System Management (TSM): The techniques for increasing the efficiency, safety, capacity or level of service of the existing transportation system without increasing its size. Examples include traffic signal improvements, traffic control devices including installing medians and parking removal, channelization, access management, ramp metering, and restriping for high occupancy vehicle (HOV) lanes.

Transportation Systems Plan (TSP): A 20-year plan for transportation facilities that are planned, developed, operated and maintained in a coordinated manner to supply continuity of movement between modes, and within and between geographic and jurisdictional areas. Usually, a plan produced by a local government, e.g. City of Philomath, Benton County, etc.

Travel Mode: The means of transportation used, such as automobile, bus, bicycle, or by foot. Typically referred to as simply "mode".

Unified Planning Work Program (UPWP): A federally required annual report describing the MPO's transportation work program and budget, and detailing the various local, state and federal funding. Its purpose is to coordinate the planning activities of all participants in the planning process.

Urban Growth Boundary (UGB): A site-specific line encompassing a city that separates existing and future urban development from rural lands. Urban levels and densities of development, complete with urban levels of services, are planned within the UGB. UGBs are periodically reviewed and expanded to provide more land for urban development when deemed necessary. Establishment and upkeep of a UGB is a requirement of the state land use planning program.

Urbanized Area (UZA): Area that contains a city of 50,000 or more population plus incorporated surrounding areas meeting size or density criteria as defined by the U.S. Census.

Vehicle Miles of Travel (VMT): The sum of distances traveled by all motor vehicles in a specified region. A requirement of the state Transportation Planning Rule is reducing vehicle miles traveled per capita.

Volume to Capacity Ratio (V/C): The volume to capacity ratio measures the level of congestion on a roadway by dividing the volume (vehicles per day) of traffic (existing or future) by the capacity of the roadway. High V/C generally indicate a roadway is overburdened, while a low V/C indicates excess capacity.

Appendix B: Regulatory Framework

September 2023

The following federal regulations detail requirements of metropolitan transportation plans (MTPs) also known as Regional Transportation Plans. Where applicable, comments on how the plan meets the guidelines are included.

450.306 Scope of the metropolitan transportation planning process.

(a) To accomplish the objectives in § 450.300 and § 450.306(b), metropolitan planning organizations designated under § 450.310, in cooperation with the State and public transportation operators, shall develop long-range transportation plans and TIPs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State.

AAMPO staff developed alternate future scenarios that were in line with the state and local adopted targets. The preferred scenario the Policy Board adopted strives to address safety and congestion reduction through shifting trips to bicycle and transit modes while taking account of changes in local land use regulations.

(b) The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

(1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

(2) Increase the safety of the transportation system for motorized and non-motorized users;

(3) Increase the security of the transportation system for motorized and non-motorized users;

(4) Increase accessibility and mobility of people and freight;

(5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

(6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

(7) Promote efficient system management and operation;

(8) Emphasize the preservation of the existing transportation system;

(9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and

(10) Enhance travel and tourism.

These elements are captured in AAMPO's goals and objectives, identified in Chapter 4.

(c) Consideration of the planning factors in paragraph (b) of this section shall be reflected, as appropriate, in the metropolitan transportation planning process. The degree of consideration and analysis of the factors should be based on the scale and complexity of many issues, including transportation system development, land use, employment, economic development, human and natural environment (including Section 4(f) properties as defined in 23 CFR 774.17), and housing and community development.

The goals, objectives, projects and strategies identified in AAMPO's RTP strive to exhaustively address these factors, accounting for the unique nature of our region.

(d) ***Performance-based approach.***

(1) The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision making to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301(c).

Performance measures are discussed in detail in Chapter 4.

(2) ***Establishment of performance targets by metropolitan planning organizations.***

(i) Each metropolitan planning organization shall establish performance targets that address the performance measures or standards established under 23 CFR part 490 (where applicable), 49 U.S.C. 5326(c), and 49 U.S.C. 5329(d) to use in tracking progress toward attainment of critical outcomes for the region of the metropolitan planning organization.

(ii) The selection of targets that address performance measures described in 23 U.S.C. 150(c) shall be in accordance with the appropriate target setting framework established at 23 CFR part 490, and shall be coordinated with the relevant State(s) to ensure consistency, to the maximum extent practicable.

(iii) The selection of performance targets that address performance measures described in 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d) shall be coordinated, to the maximum extent practicable, with public transportation providers to ensure consistency with the performance targets that public transportation providers establish under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d).

(3) Each MPO shall establish the performance targets under paragraph (d)(2) of this section not later than 180 days after the date on which the relevant State or provider of public transportation establishes the performance targets.

(4) An MPO shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. chapter 53 by providers of public transportation, required as part of a performance-based program including:

(i) The State asset management plan for the NHS, as defined in 23 U.S.C. 119(e) and the Transit Asset Management Plan, as discussed in 49 U.S.C. 5326;

(ii) Applicable portions of the HSIP, including the SHSP, as specified in 23 U.S.C. 148;

(iii) The Public Transportation Agency Safety Plan in 49 U.S.C. 5329(d);

(iv) Other safety and security planning and review processes, plans, and programs, as appropriate;

(v) The Congestion Mitigation and Air Quality Improvement Program performance plan in 23 U.S.C. 149(l), as applicable;

(vi) Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118);

(vii) The congestion management process, as defined in 23 CFR 450.322, if applicable; and

(viii) Other State transportation plans and transportation processes required as part of a performance-based program.

AAMPO adopted the state targets for safety and reliability. AAMPO adopted local performance measures, in an effort to reduce reliance on single occupancy vehicles, which helps with both the reliability and congestion mitigation state targets. In addition, AAMPO wrote the PTASP for Albany Transit System, and incorporated both the baseline and future targets into this RTP.

(e) The failure to consider any factor specified in paragraph (b) or (d) of this section shall not be reviewable by any court under title 23 U.S.C., 49 U.S.C. Chapter 53, subchapter II of title 5, U.S.C. Chapter 5, or title 5 U.S.C. Chapter 7 in any matter affecting a metropolitan transportation plan, TIP, a project or strategy, or the certification of a metropolitan transportation planning process.

Noted.

(f) An MPO shall carry out the metropolitan transportation planning process in coordination with the statewide transportation planning process required by 23 U.S.C. 135 and 49 U.S.C. 5304.

AAMPO collaborated closely with Oregon Department of Transportation staff.

(g) The metropolitan transportation planning process shall (to the maximum extent practicable) be consistent with the development of applicable regional intelligent transportation systems (ITS) architectures, as defined in 23 CFR part 940.

AAMPO developed projects in line with a corridor ITS plan developed by ODOT for the US20 and OR99E/US20 priority study corridors.

(h) Preparation of the coordinated public transit-human services transportation plan, as required by 49 U.S.C. 5310, should be coordinated and consistent with the metropolitan transportation planning process.

Note. The Coordinated Public Transit Human Services Transportation Plans were updated as of March 2023 as part of the Linn and Benton County Coordinated Plans created by the Oregon Cascades West Council of Governments (OCWCOG) with consultant team assistance from Nelson/Nygaard.

(i) In an urbanized area not designated as a TMA that is an air quality attainment area, the MPO(s) may propose and submit to the FHWA and the FTA for approval a procedure for developing an abbreviated metropolitan transportation plan and TIP. In developing proposed simplified planning procedures, consideration shall be given to whether the abbreviated metropolitan transportation plan and TIP will achieve the purposes of 23 U.S.C. 134, 49 U.S.C. 5303, and this part, taking into account the complexity of the transportation problems in the area. The MPO shall develop simplified procedures in cooperation with the State(s) and public transportation operator(s).

Noted.

[81 FR 34135, May 27, 2016, as amended at 81 FR 93470, Dec. 20, 2016; 82 FR 56543, Nov. 29, 2017]

§ 450.324 Development and content of the metropolitan transportation plan.

(a) The metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date. In formulating the transportation plan, the MPO shall consider factors described in § 450.306 as the factors relate to a minimum 20-year forecast period. In nonattainment and maintenance areas, the effective date of the transportation plan shall be the date of a conformity determination issued by the FHWA and the FTA. In attainment areas, the effective date of the transportation plan shall be its date of adoption by the MPO.

The RTP horizon year is 2043, which is 20 years after our intended adoption of November 29, 2023. Factors in 450.306 are addressed above.

(b) The transportation plan shall include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

Chapter 5 identifies both operational and transit strategies to insure an integrated system over the planning period.

(c) The MPO shall review and update the transportation plan at least every 4 years in air quality nonattainment and maintenance areas and at least every 5 years in attainment areas to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period to at least a 20-year planning horizon. In addition, the MPO may revise the transportation plan at any time using the procedures in this section without a requirement to extend the horizon year. The MPO shall approve the transportation plan (and any revisions) and submit it for information purposes to the Governor. Copies of any updated or revised transportation plans must be provided to the FHWA and the FTA.

The RTP was last adopted in May 2018. The target adoption date for the 2043 Plan is November 2023. This is within five years, which is in line with this requirement as the Albany region is within attainment. This discussion is also captured in Chapter 5, plan updates.

(d) In metropolitan areas that are in nonattainment for ozone or carbon monoxide, the MPO shall coordinate the development of the metropolitan transportation plan with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP).

Not applicable

(e) The MPO, the State(s), and the public transportation operator(s) shall validate data used in preparing other existing modal plans for providing input to the transportation plan. In updating the transportation plan, the MPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The MPO shall

approve transportation plan contents and supporting analyses produced by a transportation plan update.

AAMPO used the 2015-2019 ACS data to validate the interim model year 2019, as 2020 census data was not available with enough lead time to incorporate. Future population projections were taken from Portland State University's Population Research Center (PSU PRC), which is the Oregon population center. Employment estimates from the Oregon Employment Department project out 10 years, those were extrapolated for the planning horizon. Land use was updated using most recently available comprehensive plans from local jurisdictions as well as using Climate Friendly Area (CFA) expectations.

(f) The metropolitan transportation plan shall, at a minimum, include:

All requirements of section (f) are found in Chapter 1, Introduction under "Meeting Federal Requirements."

(1) The current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan;

(2) Existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities (e.g., pedestrian walkways and bicycle facilities), and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan.

(3) A description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with § 450.306(d).

(4) A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in § 450.306(d), including -

(i) Progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data; and

(ii) For metropolitan planning organizations that voluntarily elect to develop multiple scenarios, an analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets.

(5) Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods;

(6) Consideration of the results of the congestion management process in TMAs that meet the requirements of this subpart, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide.

(7) Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters. The metropolitan transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area's transportation system.

(8) Transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 U.S.C. 101(a), and associated transit improvements, as described in 49 U.S.C. 5302(a), as appropriate;

(9) Design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, in nonattainment and maintenance areas for conformity determinations under the EPA's transportation conformity regulations (40 CFR part 93, subpart A). In all areas (regardless of air quality designation), all proposed improvements shall be described in sufficient detail to develop cost estimates;

(10) A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The MPO shall develop the discussion in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation;

(11) A financial plan that demonstrates how the adopted transportation plan can be implemented.

(i) For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).

(ii) For the purpose of developing the metropolitan transportation plan, the MPO(s), public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under § 450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.

(iii) The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified. The financial plan may include an assessment of the appropriateness of innovative finance techniques (for example, tolling, pricing, bonding, public private partnerships, or other strategies) as revenue sources for projects in the plan.

(iv) In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).

(v) For the outer years of the metropolitan transportation plan (*i.e.*, beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.

(vi) For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.

(vii) For illustrative purposes, the financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.

(viii) In cases that the FHWA and the FTA find a metropolitan transportation plan to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (*i.e.,* by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation.

(12) Pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g).

All requirements of section (f) are found in Chapter 1, Introduction under "Meeting Federal Requirements."

(g) The MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan. The consultation shall involve, as appropriate:

(1) Comparison of transportation plans with State conservation plans or maps, if available; or

(2) Comparison of transportation plans to inventories of natural or historic resources, if available.

AAMPO staff reached out all state and federal agencies that regulate land use and the natural environment for comments. A summary of their comments is available in the comment tracker.

(h) The metropolitan transportation plan should integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP required under 23 U.S.C. 148, the Public Transportation Agency Safety Plan required under 49 U.S.C. 5329(d), or an Interim Agency Safety Plan in accordance with 49 CFR part 659, as in effect until completion of the Public Transportation Agency Safety Plan, and may incorporate or reference applicable emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate, to safeguard the personal security of all motorized and non-motorized users.

AAMPO referenced the HSIP and copied the targets from the HSIP into the RTP to compare against existing conditions. Future targets for safety (non transit) are lower than the state standards.

(i) An MPO may, while fitting the needs and complexity of its community, voluntarily elect to develop multiple scenarios for consideration as part of the development of the metropolitan transportation plan.

(1) An MPO that chooses to develop multiple scenarios under this paragraph (i) is encouraged to consider:

(i) Potential regional investment strategies for the planning horizon;

(ii) Assumed distribution of population and employment;

(iii) A scenario that, to the maximum extent practicable, maintains baseline conditions for the performance areas identified in § 450.306(d) and measures established under 23 CFR part 490;

(iv) A scenario that improves the baseline conditions for as many of the performance measures identified in § 450.306(d) as possible;

(v) Revenue constrained scenarios based on the total revenues expected to be available over the forecast period of the plan; and

(vi) Estimated costs and potential revenues available to support each scenario.

(2) In addition to the performance areas identified in 23 U.S.C. 150(c), 49 U.S.C. 5326(c), and 5329(d), and the measures established under 23 CFR part 490, MPOs may evaluate scenarios developed under this paragraph using locally developed measures.

AAMPO staff chose to develop three scenarios for the horizon year, with a fourth requested by the Technical Advisory Committee (TAC). In choosing the preferred scenario, staff recommended the scenario that best met both federal and local performance measures, of which the Policy Board adopted. This is the baseline plan/year for our performance measures. With the

scenarios, investments were developed for regionally significant corridors and strived to achieve the preferred scenario, which is in line with federal and local performance measures.

(j) The MPO shall provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under § 450.316(a).

AAMPO published the draft RTP for review for 45 days, which is in line with our public participation plan. From September 11th, 2023 through October 26th, 2023 the draft was available for comment. It was posted on AAMPO's website and distributed through email lists, community postings, and a virtual comment form. In addition interested parties were invited to Technical Advisory Committee and Policy Board meetings.

(k) The MPO shall publish or otherwise make readily available the metropolitan transportation plan for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.

AAMPO published the RTP on AAMPO's website for public comment from September 11th, 2023 to October 26th, 2023. The full draft document including a comment form were available in electronic format.

(l) A State or MPO is not required to select any project from the illustrative list of additional projects included in the financial plan under paragraph (f)(11) of this section.

(m) In nonattainment and maintenance areas for transportation-related pollutants, the MPO, as well as the FHWA and the FTA, must make a conformity determination on any updated or amended transportation plan in accordance with the Clean Air Act and the EPA transportation conformity regulations (40 CFR part 93, subpart A). A 12-month conformity lapse grace period will be implemented when an area misses an applicable deadline, in accordance with the Clean Air Act and the transportation conformity regulations (40 CFR part 93, subpart A). At the end of this 12-month grace period, the existing conformity determination will lapse. During a conformity lapse, MPOs can prepare an interim metropolitan transportation plan as a basis for advancing projects that are eligible to proceed under a conformity lapse. An interim metropolitan transportation plan consisting of eligible projects from, or consistent with, the most recent conforming transportation plan and TIP may proceed immediately without revisiting the requirements of this section, subject to interagency consultation defined in 40 CFR part 93, subpart A. An interim metropolitan transportation plan containing eligible projects that are not from, or consistent with, the most recent conforming transportation plan and TIP must meet all the requirements of this section.

Not applicable.

Appendix C: Public Involvement Summary

Part 1 – Overview of Public Engagement Activities

Part 2 – Virtual Open House Results

Part 3 – Interactive Project Map Results

Part 4 – Draft RTP Comment Tracker

November 2023

Part 1: Overview of Public Engagement Activities

Purpose

The purpose of this appendix is to summarize public engagement activities associated with the update of the Albany Area Metropolitan Planning Organization (AAMPO) Regional Transportation Plan (RTP). Plan development began during the winter of 2022 and carried through 2023 until adoption in November 2023. Public engagement activities were held throughout the planning process. The information included in this appendix are broken into five parts:

- Part 1: Overview of Public Engagement Activities: Part 1 provides a high level overview of engagement activities. The details here were adapted from a memorandum drafted in December 2021 which served as the guiding document for public engagement during the RTP update.
- Part 2: Virtual Open House Results: Part 2 of this appendix focuses on the Virtual Open House which was held on November 30, 2022. A high-level overview of the event and detailed responses are included.
- Part 3: Interactive Project Map Results: Part 3 focuses on the Interactive Project Map which was open to the public from June 26 to July 26, 2023. A summary of responses, including key information considered by staff and Kittelson and Associates, Inc. is included here.
- Part 4: Draft RTP Comment Tracker: A draft version of the 2043 AAMPO RTP was posted for public comment between September 11, 2023 and October 26, 2023. The document was posted on AAMPO's website, noticed in the local newspaper, distributed through an interested parties list, and shared via community social media posts. Part 4 of this appendix includes a high-level summary of comments, a complete list of comments, and staff response to comments.

RTP Background

The purpose of the Regional Transportation Plan is to identify how the Albany Metropolitan Area will meet the needs of the transportation system over a 20-year planning horizon. The RTP contains projects and policies to guide the development of a multi-modal transportation system (including transit, highway, bicycle, pedestrian, and accessible transportation) which meets the region's economic, transportation, development and sustainability goals, while remaining fiscally constrained.

Development and adoption of an RTP is required to ensure that the Albany Metropolitan Area remains eligible to receive federal transportation funding. Federal rules requiring completion and adoption of the Plan include the federal transportation act Fixing America's Surface Transportation (FAST) and the U.S. Clean Air Act amendments of 1990. Federal requirements specify that the AAMPO RTP must be updated every five years.

RTP Oversight

As outlined in the AAMPO RTP Scope of Work (approved by the AAMPO Policy Board during the February 23, 2022 meeting), project oversight for the RTP update --including public engagement activities-- was provided by two primary bodies:

Technical Advisory Committee

The AAMPO Technical Advisory Committee (TAC) served as the TAC for the RTP update, and RTP meetings were incorporated into standing monthly TAC meetings. All meetings were open to the public and input by other stakeholders and the general public was encouraged. The TAC worked with staff directly during the RTP update process and acted in an advisory role to the Project Advisory Committee.

Project Advisory Committee

The AAMPO Policy Board served as the Project Advisory Committee (PAC). The PAC was tasked with making formal decisions related to the RTP update and provided direction to staff. These meetings were also open to the public and attendance by interested parties was encouraged.

Public Engagement Context

Why is Public Participation Important?

Active public involvement is a key component of an MPO's *continuing*, *cooperative* and *comprehensive planning* effort and an integral part of transportation planning and programming activities. Public participation in the transportation planning process provides 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 afforded the opportunity to see sides of an issue that may be missed when considering a project. Meaningful dialog among technical professionals, local decision makers, and general stakeholders is key to achieving consensus, which is desired before moving a project forward.

AAMPO Public Participation Plan

The AAMPO Public Participation Plan (PPP) serves as the starting point for all MPO public engagement activities. The PPP describes methods, strategies, and desired outcomes for public participation, addressing outreach requirements for both Ongoing Activities (e.g. monthly meetings of the Policy Board and Technical Advisory Committee) and Plan and Program Updates (e.g. development or update of Regional Transportation Plan). Plan and Program Updates, including the RTP planning process, require the development of a specific public involvement program. The RTP Scope of Work and the Public Engagement Memorandum filled this need.

Public Engagement Toolbox

A variety of public engagement activities were used during the RTP planning process. A combination of the activities listed below were used throughout the process. Public engagement activities in the AAMPO toolbox include:

- Issuance of press releases to the local media
- Purchase of advertisements in the Albany Democratic-Herald
- Distribution of public service announcements and flyers with information about the RTP process and upcoming meetings
- Development of a project newsletter
- Direct e-mails to interested individuals and parties
- Design and distribution of graphics and visualizations used to communicate information about the RTP process
- Publication of draft RTP documents on the AAMPO website at https://www.ocwcog.org/transportation/aampo/
- Solicitation of public comment through the AAMPO website, partner agency social media accounts, interested parties list, and other outlets
- Attendance at partner agency and stakeholder meetings to provide updates on plan and program development
- Hosting in-person or virtual public open houses and workshops

Bi-Lingual Public Engagement

Data collected as part of AAMPO's Title VI Nondiscrimination Plan found that Spanish is likely the most commonly spoken language in the Albany Urbanized Area, aside from English. In an effort to expand outreach and improve community involvement AAMPO made the commitment to translate

vital documents to Spanish as well as performing outreach to the Linn-Benton Hispanic Advisory Committee. As such, staff developed bi-lingual outreach materials in order to reach Spanish speaking populations living in the AAMPO Planning Area. This included summary materials describing the RTP update and opportunities to provide input. While longer reports and technical memos were not translated into Spanish, translation of additional written materials and provision of Spanish interpreter services was available upon request.

RTP Public Engagement Accomplishments

The public engagement activities described below were developed after careful review of the requirements outlined in the PPP. Staff believes that by following this plan of action AAMPO met the standards outlined in the PPP.

Note on the Novel Coronavirus

Due to the impacts of the novel Coronavirus (COVID-19) and ensuing pandemic opportunities for in-person public engagement during the RTP update process were limited. All open house events for this project were conducted in a virtual environment via Zoom.

Three Step Engagement Process

Input from outside stakeholders and members of the public helps ensure the RTP update is a successful planning effort. Engagement for the RTP update took place over the course of three distinct steps:

1. *Initial Public Outreach:* After the study corridors were approved and goals and objectives were drafted AAMPO staff conducted initial public outreach. Outreach activities conducted during this phase of the process included:
    a. Two live virtual open house events (A total of 2 people attended the two sessions)
    b. Video recording from one of the open house events posted on the AAMPO website
    c. Bi-lingual outreach materials for Spanish speaking populations

2. *Intermediate Public Outreach:* After results from the future scenarios were made available AAMPO staff moved to the intermediate outreach phase. Outreach activities conducted during this phase of the process included:
    a. An interactive wikimap (68 survey responses were received)
    b. Bi-lingual outreach materials for Spanish speaking populations

3. *Final Public Outreach:* Activities conducted as part of the final public outreach phase include:
    a. Publication of the draft RTP along with a public notice on the AAMPO website at https://www.ocwcog.org/transportation/aampo/ for a 45-day public comment period
    b. Distribution of public notice via e-mail, to all AAMPO interested parties lists and relevant community groups notifying them that the comment period had begun
    c. Inviting the public and notifying the media to provide comment at the AAMPO Policy Board meeting scheduled to adopt the updated RTP

Part 2: Virtual Open House Results

Recording of the AAMPO RTP Virtual Open House is available at https://www.ocwcog.org/transportation/aampo/regionaltransportationplan/.

Virtual Open House Survey Responses

On the next four pages are the results of the Virtual Open House survey including the questions text. Respondents have been anonymized.

#1

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, November 30, 2022 12:32:21 PM
Last Modified:	Wednesday, November 30, 2022 12:39:59 PM
Time Spent:	00:07:38
IP Address:	75.150.45.137

Page 1

Q1

Please rank the AAMPO RTP goals from most important to least important (1 being most important and 7 being least important)

Goal 1 – Provide an equitable transportation system that ensures mobility for all members of the community	**3**
Goal 2 – To provide and encourage a safe and comfortable transportation system for all travel modes	**1**
Goal 3 – Ensure the transportation system meets existing and future needs through wholistic, context sensitive multimodal solutions	**5**
Goal 4 – Partner with local and state agencies on regional transportation issues	**4**
Goal 5 – Ensure the transportation system supports a prosperous local and regional economy that leverages strengths to compete abroad	**7**
Goal 6 – Plan and design a transportation system to enhance livability and supports positive environmental health outcomes	**6**
Goal 7 – Provide an efficient transportation system that facilitates the local and regional multimodal movement of people and goods	**2**

Q2

What changes (e.g. additions, deletions, edits) would you suggest for the AAMPO RTP Goals?

None

Q3

After reviewing the existing conditions and changes in the community, is there anything in particular we should consider when planning for the future transportation system?

Which cities can realistically grow more and which areas wont.

Q4

Please rank the potential metrics for project selection from most important to least important (1 being most important)

Safety (defined as reducing fatalities and serious injuries on the transportation system)	**1**
Congestion mitigation (defined as reducing the hours of delay, and/or reducing the percent of single occupancy vehicle trips)	**8**
Increasing the percentage of trips taken by bicycle	**4**
Increasing the percentage of trips taken by foot	**5**
Increasing the number of electric vehicle charging stations	**7**
Increasing the percentage of trips taken by transit	**2**
Increasing the percentage of employees that telecommute and/or carpool	**3**
Equity (defined as investing in historically disenfranchised populations)	**6**

Q5

Is there anything else you would like to share related to potential metrics for project selection?

No

Q6

Are there any upcoming events or meetings you would recommend AAMPO staff attends in order to share information about the RTP update?

No

Q7

What is your Zip Code?

97389

#2

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, November 30, 2022 12:31:43 PM
Last Modified:	Wednesday, November 30, 2022 12:44:41 PM
Time Spent:	00:12:57
IP Address:	69.1.99.4

Page 1

Q1

Please rank the AAMPO RTP goals from most important to least important (1 being most important and 7 being least important)

Goal 1 – Provide an equitable transportation system that ensures mobility for all members of the community	**2**
Goal 2 – To provide and encourage a safe and comfortable transportation system for all travel modes	**5**
Goal 3 – Ensure the transportation system meets existing and future needs through wholistic, context sensitive multimodal solutions	**1**
Goal 4 – Partner with local and state agencies on regional transportation issues	**3**
Goal 5 – Ensure the transportation system supports a prosperous local and regional economy that leverages strengths to compete abroad	**6**
Goal 6 – Plan and design a transportation system to enhance livability and supports positive environmental health outcomes	**7**
Goal 7 – Provide an efficient transportation system that facilitates the local and regional multimodal movement of people and goods	**4**

Q2

Respondent skipped this question

What changes (e.g. additions, deletions, edits) would you suggest for the AAMPO RTP Goals?

Q3

After reviewing the existing conditions and changes in the community, is there anything in particular we should consider when planning for the future transportation system?

Interchange at Grand Prairie Road, a bridge from N.Albany to Conser Road.

Q4

Please rank the potential metrics for project selection from most important to least important (1 being most important)

Safety (defined as reducing fatalities and serious injuries on the transportation system)	**1**
Congestion mitigation (defined as reducing the hours of delay, and/or reducing the percent of single occupancy vehicle trips)	**2**
Increasing the percentage of trips taken by bicycle	**3**
Increasing the percentage of trips taken by foot	**4**
Increasing the number of electric vehicle charging stations	**5**
Increasing the percentage of trips taken by transit	**6**
Increasing the percentage of employees that telecommute and/or carpool	**7**
Equity (defined as investing in historically disenfranchised populations)	**8**

Q5

Is there anything else you would like to share related to potential metrics for project selection?

Respondent skipped this question

Q6

Are there any upcoming events or meetings you would recommend AAMPO staff attends in order to share information about the RTP update?

Respondent skipped this question

Q7

What is your Zip Code?

Respondent skipped this question

Part 3: Interactive Project Map Results

Wikimap Responses

The project wikimap was split into two response type, ideas and issues, and respondents were asked to provide ideas for new projects or to highlight issues that they have faced.

Ideas

Ideas

wikimapping.com/AAMPO-RTP.html

ID - 453214
Visitor -309673

Comment -As a bicyclist I feel much safer on the pedestrian path over the bridge rather than pushing the button to cross the bridge among traffic.I would rather be instructed to yield to pedestrians on the bridge path rather than be among the traffic

Additional Comments -

Ideas

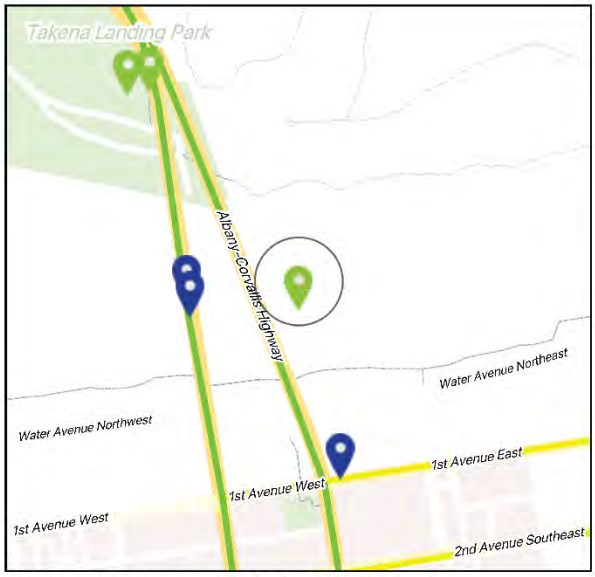
wikimapping.com/AAMPO-RTP.html

ID - 453178
Visitor -310761

Comment - When there are freeway issues we arean automatic go through. A stop light might help traffic flow better . Traffic from Jefferson Marion rd is delayed, because there is no way to stop traffic on 2nd st/99e

Additional Comments -

Ideas



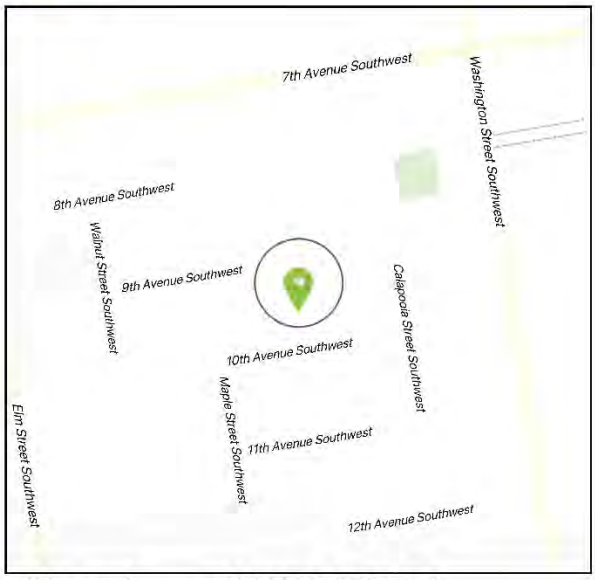
wikimapping.com/AAMPO-RTP.html

ID - 453179
Visitor -311733

Comment -biking and walking from downtown across the bridges to North Albany IGA.There are no sidewalks,or they are too close to traffic.

Additional Comments -

Ideas



wikimapping.com/AAMPO-RTP.html

ID - 453180
Visitor -311733

Comment - Walking in the historic district is not safe for anyone with walking issues - the elderly or folks with special needs.The sidewalks are broken and uneven. Walking in the streets has a smother surface but its own set of risks.

Additional Comments -

Ideas

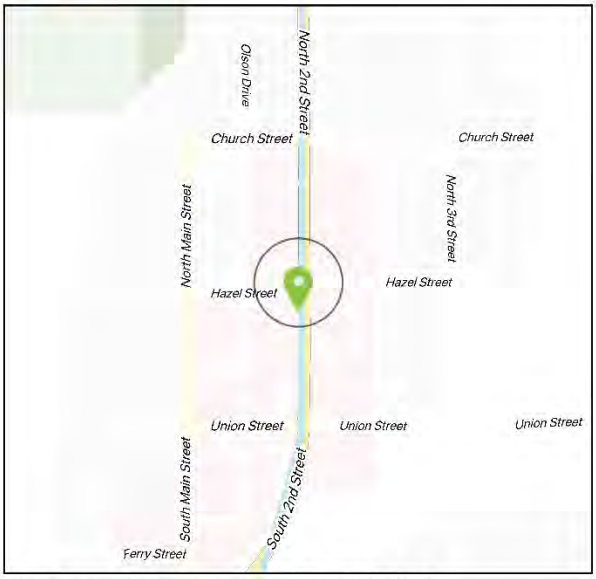
ID - 453183
Visitor -362259

Comment -No crosswalk or sidewalk leading to the school.Not ADA compliant.

Additional Comments -

wikimapping.com/AAMPO-RTP.html

Ideas



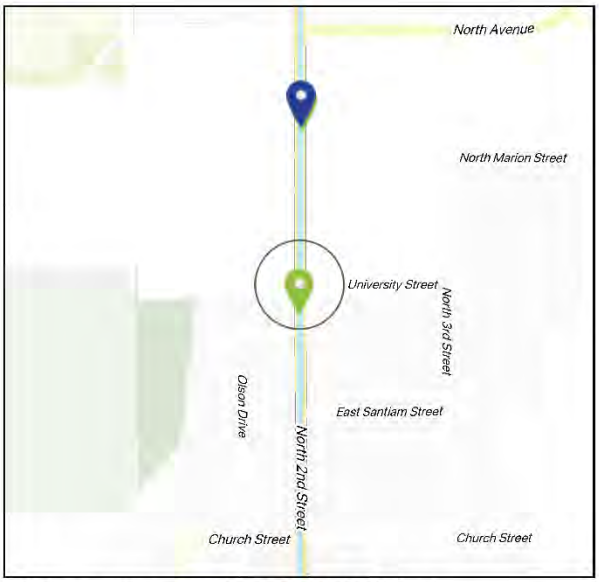
ID - 453175
Visitor -362273

Comment -Hwy 99E at Hazel Street.Offset intersection with busy gas station on SE corner.Heavy traffic at peak hours.Traffic control device needed including protective-permissive left turn signal.

Additional Comments -

wikimapping.com/AAMPO-RTP.html

Ideas



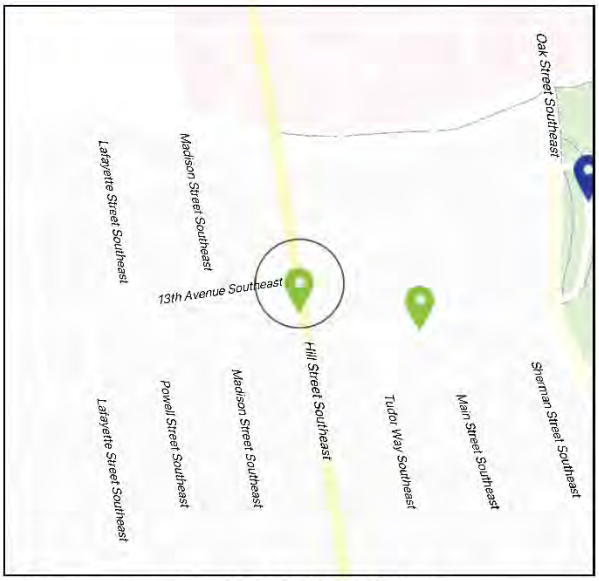
wikimapping.com/AAMPO-RTP.html

ID - 453176
Visitor -362273

Comment -Hwy 99E at North AveSchool crossing.Need crosswalk across highway and a flashing light or other device (reference the pedestrian-activated signal on Santiam Hwy.between Clay and Waverly Streets in Albany.) New construction on the west side of 99E is expected to bring an influx of children.

Additional Comments -

Ideas



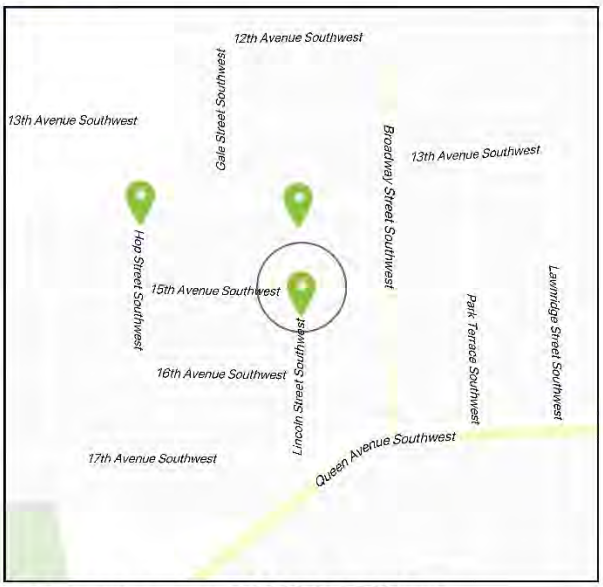
wikimapping.com/AAMPO-RTP.html

ID - 453209
Visitor -362349

Comment -There is a crosswalk here but adding a light up crosswalk would be beneficial.There can be lots of foot traffic due to the proximity between the neighborhood and the Boys and Girls Club.

Additional Comments - Agree!!! There should be a flashing light pedal crossing hereby on 07/23/2023

Ideas



wikimapping.com/AAMPO-RTP.html

ID - 453210
Visitor -362353

Comment -A stop sign needed here,SW 15th Ave and Lincoln St.The entire neighborhood needs stop signs,this is just the location where I personally have witnessed my and others safety at risk the most. The intersections of Lincoln and Gale and Hop Streets withe 12-17th Avenues should also be looked at.This isn't the edge of town any more.With the new,and needed,construction going into the area,there are more people in the area.The traffic control needs to grow with the town.

Additional Comments -

Ideas

wikimapping.com/AAMPO-RTP.html

ID - 453224
Visitor -362469

Comment -Safe way for cyclists to access West side of the Freeway for shopping and services.

Additional Comments -

Ideas

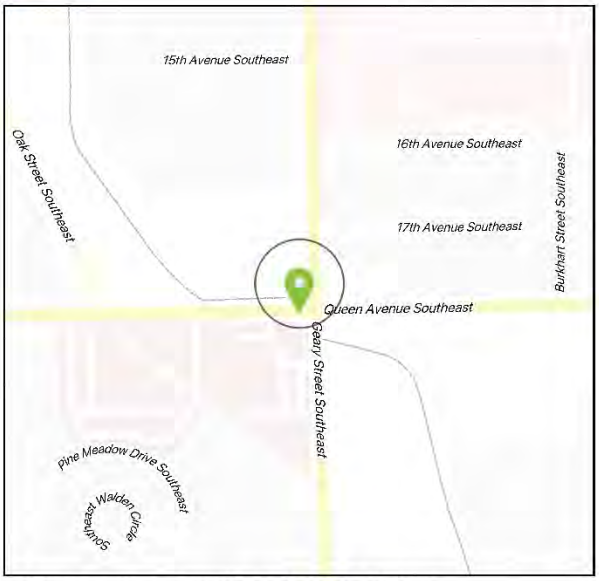
wikimapping.com/AAMPO-RTP.html

ID - 453225
Visitor -362469

Comment -Safe way for East Albany cyclists to access West side of the freeway for shopping and services.

Additional Comments -

Ideas



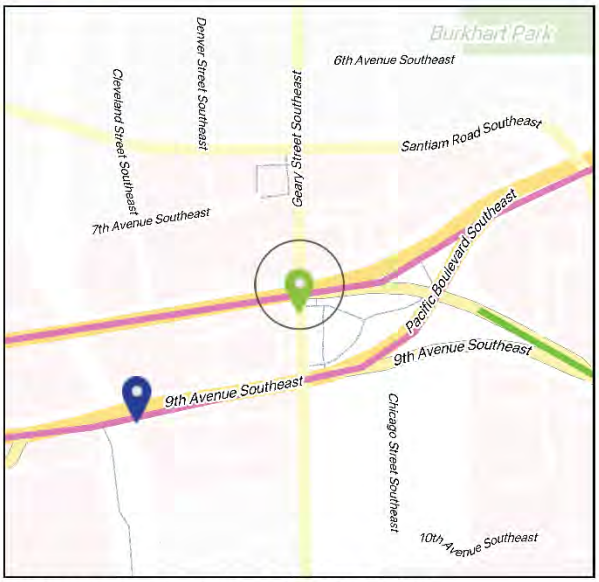
wikimapping.com/AAMPO-RTP.html

ID - 453358
Visitor -362580

Comment -Yield on left turn is dangerous for pedestrians. Extra lane east and west on Queen is used for quick passing by drivers and should be a right turn only.This area will see more pedestrians with new apartments planned to southeast.Consider a diagonal bicycle crossing.

Additional Comments -

Ideas



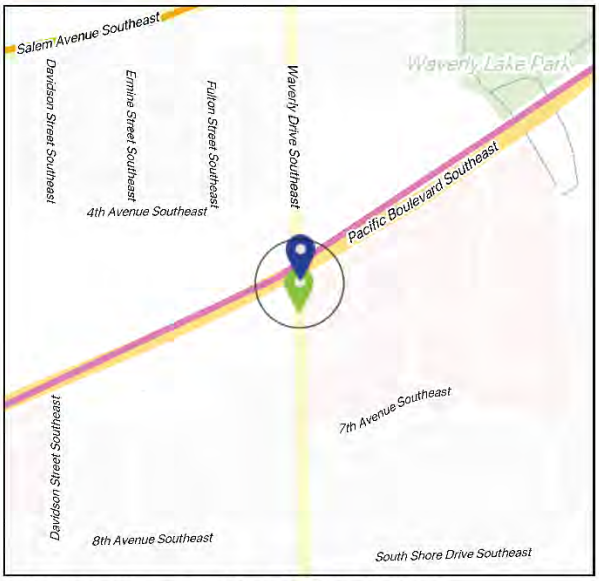
wikimapping.com/AAMPO-RTP.html

ID - 453387
Visitor -362650

Comment -Right lane ending plus people entering from 20 and trying to merge right results in a 3-way zipper merge which is very dangerous.Needs some kind of barrier to keep people from 20 merging until right lane ending people can merge.

Additional Comments -

Ideas



wikimapping.com/AAMPO-RTP.html

ID - 453388
Visitor -362650

Comment -West-East traffic light needs to be longer during rush hour.Current green light time is very short,and with some heavier trucks going often results in only 2-3 cars making it through green light,and people having to wait through several red light cycles to pass.Results in a lot of tailgating and road rage.

Additional Comments -

Ideas

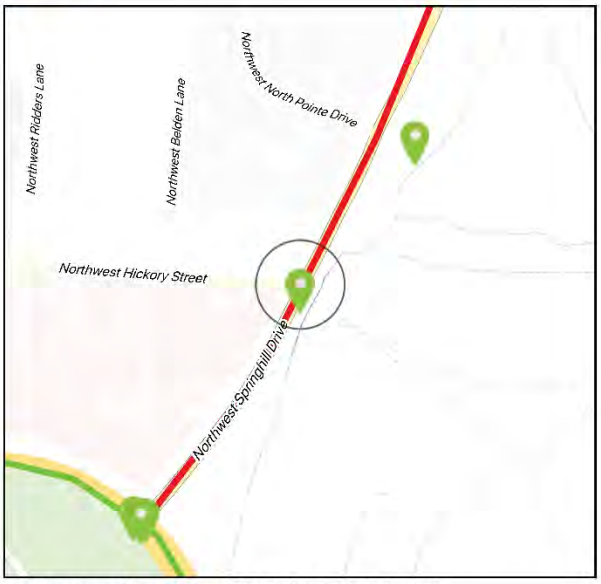
wikimapping.com/AAMPO-RTP.html

ID - 453389
Visitor -362650

Comment -Trim trees on right side,so it is easier to see traffic light when coming around the turn.

Additional Comments -

Ideas



wikimapping.com/AAMPO-RTP.html

ID - 453390
Visitor -362650

Comment -Adjust stop line on Hickory st.because the angle is too sharp for people turning west off of Springhill and people frequently are out too far.

Additional Comments - A roundabout might help with congestion and line of sight issues.by on 07/21/2023

Ideas

wikimapping.com/AAMPO-RTP.html

ID - 453752
Visitor -362650

Comment -Increasingly difficult to make left turn off Goldfish Farm Road,needs some kind of light system the more development that happens on east side

Additional Comments - I agree the time has come for a light here before it gets worseby on 08/01/2023

Ideas

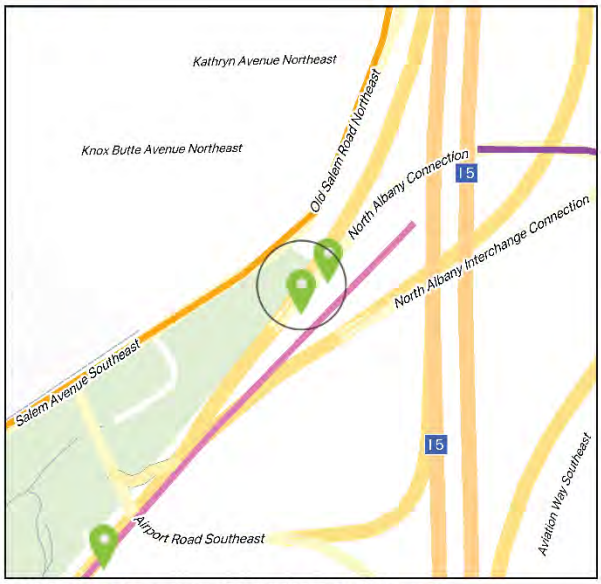
wikimapping.com/AAMPO-RTP.html

ID - 453423
Visitor -362721

Comment -Tuurning into this parking lot to access the park is dangerous because of incoming traffic.It's hard to access the park entrance.

Additional Comments -

Ideas



wikimapping.com/AAMPO-RTP.html

ID - 453428
Visitor -362727

Comment -Bikers have to cross traffic coming off I5.

No sign warning traffic coming.

Additional Comments -

Ideas

wikimapping.com/AAMPO-RTP.html

ID - 453432
Visitor -362727

Comment -The light and button is not a safe solution. I would be risking my life taking the bridge after hitting the lights. Mostly from big diesel pickup trucks.

Additional Comments -

Ideas

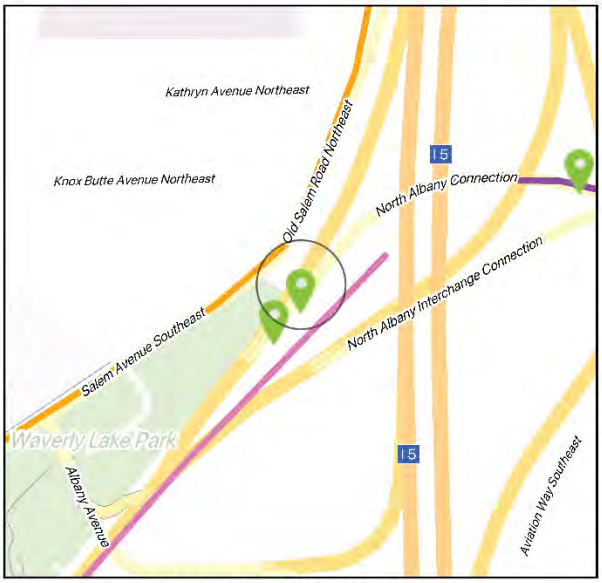
wikimapping.com/AAMPO-RTP.html

ID - 453430
Visitor -362731

Comment -Riding the bridge in the right traffic lane is fine.Using a button to activate the warning sign doesn't work for anyone riding at 15+ mph. There could be something that one could 'swat' while going by. I ride this bridge regularly in traffic and never use the button.For what it is worth,I also drive the bridge and don't really notice the warning sign,although I've never encountered a cyclist on the bridge.

Additional Comments -

Ideas



wikimapping.com/AAMPO-RTP.html

ID - 453433
Visitor -362731

Comment -This is an ugly situation for cyclists. Drivers coming from I-5 still have a freeway mindset.(I know. I use this as a driver.) Cyclists have a hard time seeing what is coming at an acute rear right angle. (I know. I use this as a cyclist.) Mostly,I have just adjusted my routes to avoid this area.

Additional Comments -

Ideas

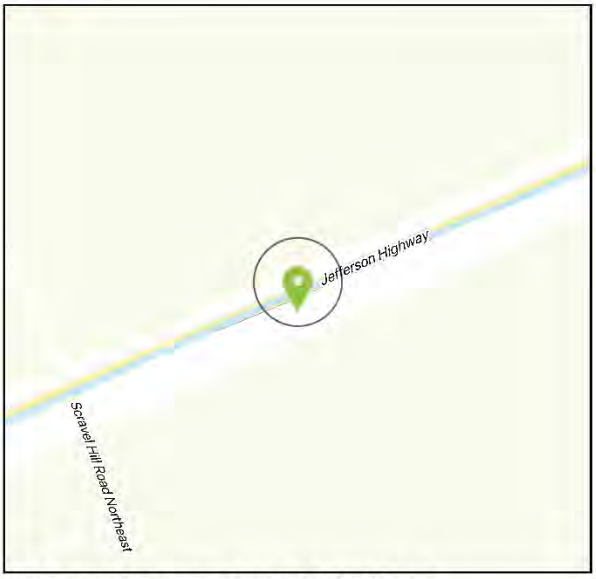
wikimapping.com/AAMPO-RTP.html

ID - 453436
Visitor -362731

Comment -The acute RR track crossing is a safety issue for cyclists. To safely cross at anywhere near 90 degrees, a cyclist must veer far into the traffic lane. A bigger pad on the far side would be a great improvement.

Additional Comments -

Ideas



wikimapping.com/AAMPO-RTP.html

ID - 453438
Visitor -362731

Comment -The causeway is a serious hazard for cyclists, There is essentially no shoulder. What little shoulder there is is covered with detritus thrown off by traffic. C yclists must move into the traffic lane to proceed. Highway traffic comes at full speed.

Additional Comments -

Ideas

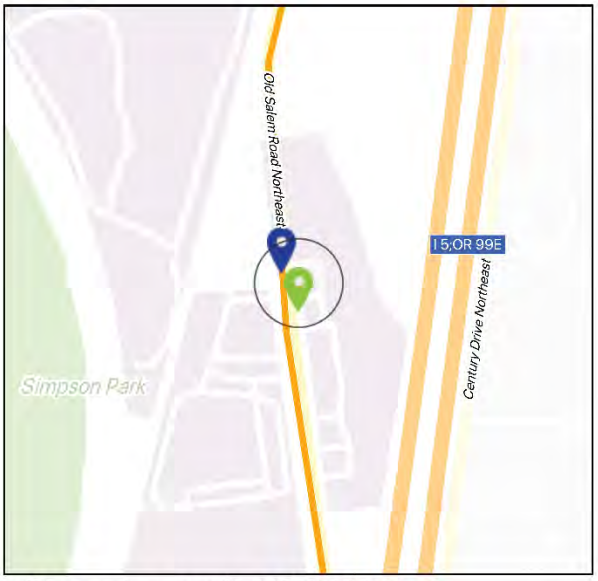
wikimapping.com/AAMPO-RTP.html

ID - 453439
Visitor -362731

Comment -The bridge is a bit of a pain. But it is easy enough for an experienced cyclist to take the lane. However,this makes some folks very uneasy.

Additional Comments -

Ideas



wikimapping.com/AAMPO-RTP.html

ID - 453503
Visitor -362877

Comment -People need to walk across the street from ATI's main facility to their assets across Old Salem Rd. Lack of a crosswalk makes this a safety conern

Additional Comments -

Ideas

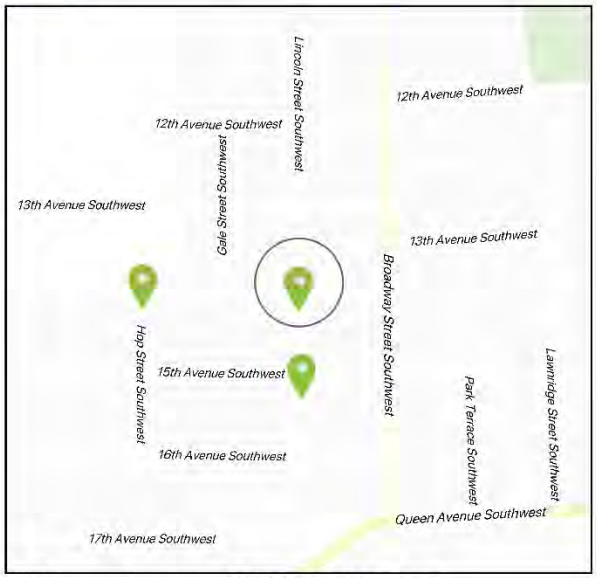
wikimapping.com/AAMPO-RTP.html

ID - 453631
Visitor -363220

Comment -Turning left from Center onto Hwy 20 is very challenging and has poor sight lines which causes cars to creep into the pedestrian crossing area.Consider syncing the lights so there are breaks in traffic for safe turns or reducing the speed in this area.

Additional Comments -

Ideas



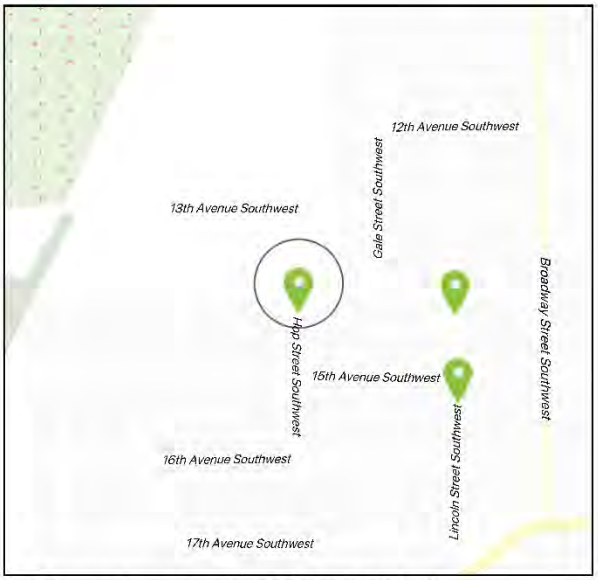
wikimapping.com/AAMPO-RTP.html

ID - 453674
Visitor -363414

Comment -This intersection needs a stop sign since the Takena Estates subdivision was put in and still building more.There are more cars moving through these intersections and neighborhoods now and no stop signs at any of them.Lots of potential for accidents.

Additional Comments -

Ideas



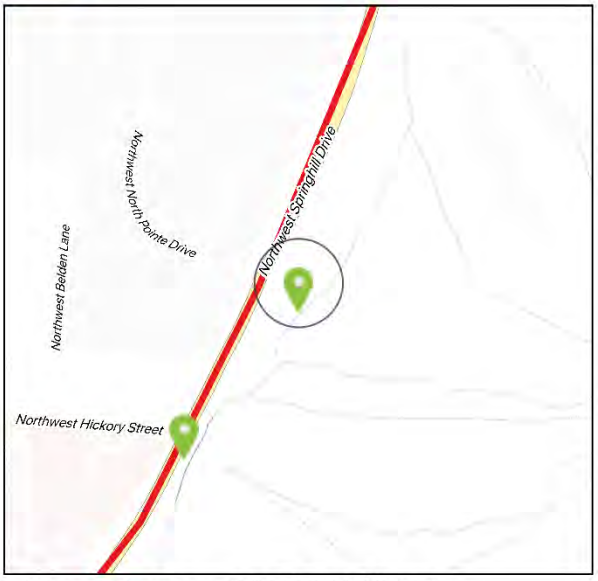
wikimapping.com/AAMPO-RTP.html

ID - 453675
Visitor -363414

Comment -This intersection needs a stop sign since the new Takena Estates subdivision was built and there are building even more homes.There are going to be more and more drivers going back and forth on this street and 15th to Broadway and there is going to be more accidents without stop signs.

Additional Comments -

Ideas



wikimapping.com/AAMPO-RTP.html

ID - 453679
Visitor -363417

Comment -Pedestrian path needed for runners and walkers connecting Hickory sidewalk to the Springhill neighborhood pedestrian path (starts at Fairmount Elementary schools and intersects all the side streets).

Additional Comments -

Ideas

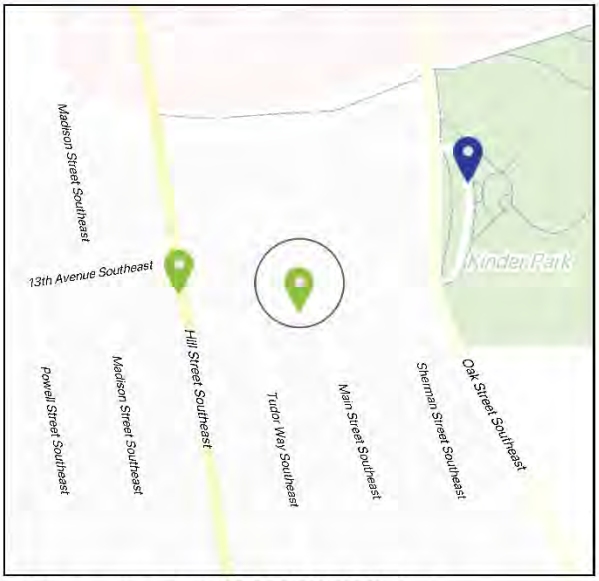
wikimapping.com/AAMPO-RTP.html

ID - 453680
Visitor -363417

Comment -Blind corner warning needed.

Additional Comments -

Ideas



wikimapping.com/AAMPO-RTP.html

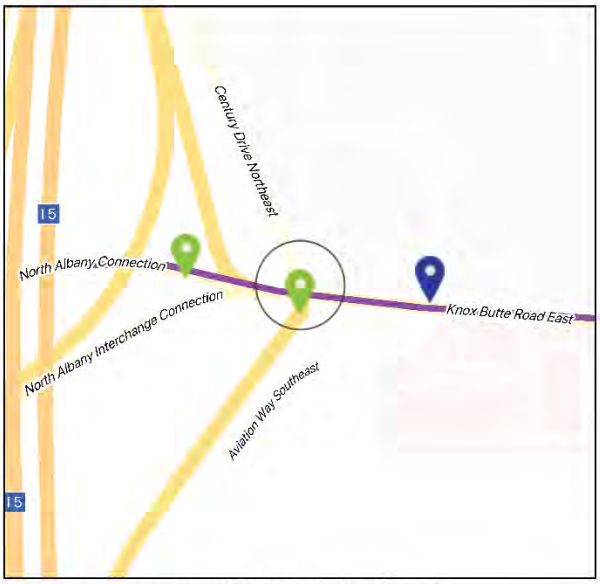
ID - 453681
Visitor -363418

Comment -Issue: There are no speedbumps on 14th Ave SE.

Details: 14th Ave SE connects Oak to Hill.Oak has services like the Lowes,the park,apartment complexes, etc.It is sometimes used as a way to avoid the light at 9th and Hill and Queen and Hill.Drivers go fast on it but it is very residential with kids and families from Tudor,Main, Sherman,Hill and Oak using it daily when school is on (there is a bus stop on 14th) and during the summer to walk to the park.

Additional Comments -

Ideas



wikimapping.com/AAMPO-RTP.html

ID - 453687
Visitor -363438

Comment -This is an intersection that isn't treated like one,there's a lot of traffic coming and going through here as one of TWO streets that connects to East Albany.There tend be more accidents around this area because of everyone trying to merge into main traffic,and I think there just needs to be a traffic light here.

Additional Comments -

Ideas

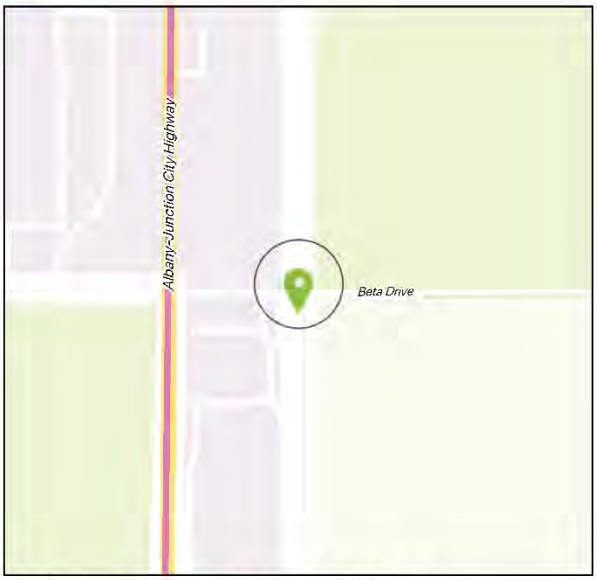
wikimapping.com/AAMPO-RTP.html

ID - 453977
Visitor -363971

Comment -The super elevation of curve is a big problem for trucks coming off Springhill Drive onto the Eastbound side of Hwy 20.There have been trucks flipping over here in the past and when that happens it really backs up traffic,not to mention the safety concerns about trucks loosing their loads.

Additional Comments -

Ideas



wikimapping.com/AAMPO-RTP.html

ID - 453979
Visitor -363971

Comment -Eliminate R/R Crossing.This crossing does not have gates and should be a good candidate to eliminate.While the map shows Beta drive ending,there is a road that continues to Columbus.Eliminating the crossing would allow for safer freight and passenger rail movements and reduce the chances of a train and vehicle accident.

Additional Comments -

Ideas

wikimapping.com/AAMPO-RTP.html

ID - 453981
Visitor -363974

Comment -Blind corner sign needed.

Additional Comments -

Ideas

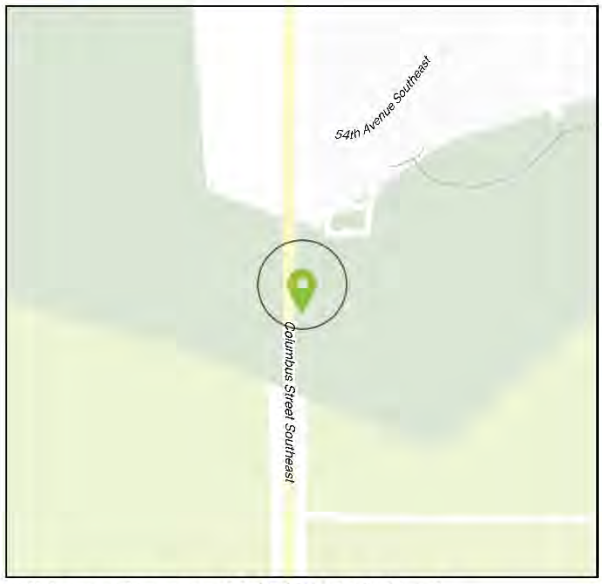
wikimapping.com/AAMPO-RTP.html

ID - 453988
Visitor -364007

Comment -This is a dangerous intersection with parking on both sides of Hill,2 crosswalks (unmarked),and no traffic right of way signs. A lot of traffic flows through the neighborhood to get to Moraga St.,and I've seen at least one accident myself at this intersection. Recommend parking be eliminated on both sides of Hill St.between Canal St.and the Bridge. Also recommend a Yield or Stop sign for Canal St. It is a "T" intersection,but people on Canal fly through the intersection thinking they have the right of way,which they don't.

Additional Comments -

Ideas



wikimapping.com/AAMPO-RTP.html

ID - 453994
Visitor -364023

Comment -Need pedestrian path that connects to the new hosing development south of here.It's especially dangerous on the bridge where there's only a bike lane, not a sidewalk.

Additional Comments -

Issues

Issues -
Walking project / Proyecto de caminata

ID - 453215
Visitor -309673

Comment -I think more people would use Takena landing trail if it was made into a loop.At the bridge walkers could walk to the north until they reached the road that parallels the farm field,and then return South on the access road that follows the irrigation pipeIn this way walkers could do more of a loop instead of just an out and back.Having people walk this loop would also discourage unlawful camping in the area

Additional Comments -

wikimapping.com/AAMPO-RTP.html

Issues -
Walking project / Proyecto de caminata

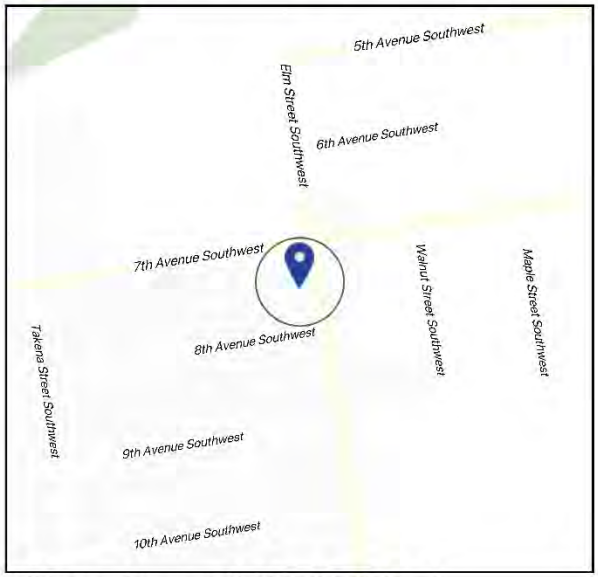
ID - 453177
Visitor -310761

Comment -Lighted safety crosswalk

Additional Comments -

wikimapping.com/AAMPO-RTP.html

Issues -
Walking project / Proyecto de caminata



wikimapping.com/AAMPO-RTP.html

ID - 453181
Visitor -311733

Comment - Walking in the historic district is not safe for anyone with walking issues - the elderly or folks with special needs.The sidewalks are broken and uneven. Walking in the streets has a smother surface but its own set of risks.

Additional Comments -

Issues -
Biking project / Proyecto de ciclismo

wikimapping.com/AAMPO-RTP.html

ID - 453182
Visitor -311733

Comment -This is a biking and walking project.It would be wonderful to bike and/or walk from the downtown or historic district all the way -SAFELY- to the restaurants and grocery store in N Albany.

Additional Comments - Amen! by on 06/29/2023

Issues -
Walking project / Proyecto de caminata

wikimapping.com/AAMPO-RTP.html

ID - 453186
Visitor -311787

Comment -Build a pedestrian bridge that spans Highway 20 AND the Willamette River and safely connect residents and visitors of North Albany with downtown. The bridge would start at North Albany Rd/Highway 20 and connect to Monteith River Park.A new pedestrian bridge would bring mental & physical health,economic, and transportation improvements to the region.It would also allow students to safely bike from North Albany to West Albany High School,their assigned school.Among other partners,Safe Routes to School could be a possible funding partner for this project.A new pedestrian bridge could also become a landmark that helps identify Albany as a place that connects people to its trails,walkways, shops,restaurants,schools,neighborhoods,and natural beauty.

Additional Comments - Agree with the bike and pedestrian bridge.Should be a priority. by on 07/06/2023

Issues -
Walking project / Proyecto de caminata

wikimapping.com/AAMPO-RTP.html

ID - 453187
Visitor -311787

Comment -Build a pedestrian bridge that connects the river trails on both sides with Bowman Park,or the trails in Talking Water Gardens.This would give residents of this neighborhood more access to river trails and it would create a trail loop along the river that Albany currently does not have.

Additional Comments - I love this idea! by on 07/11/2023

Issues -
Other / Otro

wikimapping.com/AAMPO-RTP.html

ID - 453188
Visitor -311787

Comment -Build a bridge connecting Springhill Dr.in North Albany with Millersburg.Please

Additional Comments - This would be wonderful--impractical,but wonderful none-the-less.by on 07/08/2023

Issues -
Walking project / Proyecto de caminata

wikimapping.com/AAMPO-RTP.html

ID - 453184
Visitor -362259

Comment -There is a lack of sidewalks on the northside of Old Oak and the City had hoped to see funding for the project come through the Christmas Tree bill,but it didn't work out.The project is around $900,000 to $1,000,000.

Additional Comments -

Issues - Other / Otro

wikimapping.com/AAMPO-RTP.html

ID - 453206
Visitor -362345

Comment -Creating an overpass here would alleviate traffic issues such as massive backups caused by the train station.This would also allow the train station to continuously perform the transfers and preparations they need to without being bothersome to traffic.Queen is a main avenue for Albany and the delays at this point can be aggravating.

Additional Comments - I agree completely.An underpass or overpass would be really helpful here because the area is often backed up by the trains. by on 07/21/2023 I agree this should be a priority for safety as well. Eliminating this grade crossing will be expensive,but will benefit both the railroad and the community.It will also reduce pollution from cars idling while waiting for the railroad to conduct their switching moves.The train also has to wait for the backup traffic to clear before resuming its duties.Lots of wasted time and fuel by all.Not to mention that it would be one less potential location for there to be a crash involving either pedestrians or cars with the train.I have seen impatient pedestrians try to cut

Issues - Other / Otro

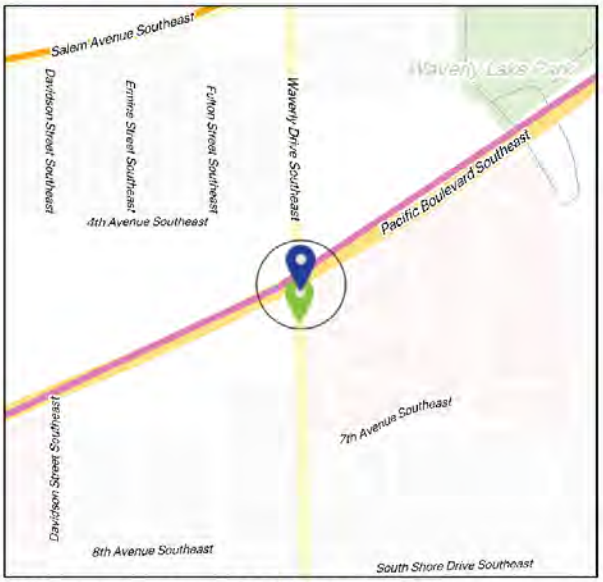
wikimapping.com/AAMPO-RTP.html

ID - 453207
Visitor -362346

Comment -Much needed to turn lanes off Waverly onto 14th ave SE.Another idea 2 lane round about.

Additional Comments -

Issues - Other / Otro



wikimapping.com/AAMPO-RTP.html

ID - 453208
Visitor -362346

Comment -Turn lane right onto Pacific Blvd SE.

Additional Comments -

Issues - Biking project / Proyecto de ciclismo

wikimapping.com/AAMPO-RTP.html

ID - 453359
Visitor -362580

Comment -Periwinkle path needs pavement improvements.Consider applying for the Oregon community paths program.

Additional Comments -

Issues -
Other / Otro

wikimapping.com/AAMPO-RTP.html

ID - 453360
Visitor -362580

Comment -Albany and Corvallis should have a Bus Rapid transit with 10 or 15 minute headways.

Additional Comments - I think having a rapid bus transit would be great or some other method of getting people between both cities easier and faster would be ideal by on 07/21/2023

Issues -
Biking project / Proyecto de ciclismo

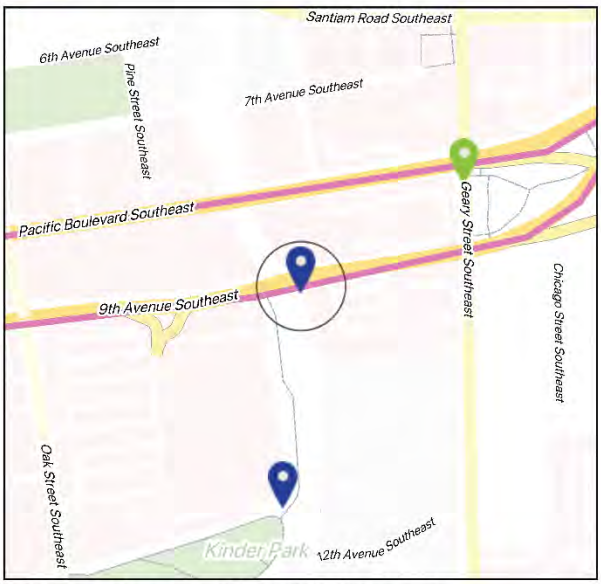
wikimapping.com/AAMPO-RTP.html

ID - 453361
Visitor -362580

Comment -Bicycle pedestrian path to connect north and south to LBCC so bicyclists and pedestrians do not have to use 99

Additional Comments -

Issues -
Biking project / Proyecto de ciclismo



wikimapping.com/AAMPO-RTP.html

ID - 453362
Visitor -362580

Comment -Better path connection is required.You are forced to cross a busy street.Could be at another location. Albany should have a connected multi use transportation network.

Additional Comments -

Issues -
Safety project / Otro proyecto de seguridad

wikimapping.com/AAMPO-RTP.html

ID - 453391
Visitor -362650

Comment -Speed table at intersection

Additional Comments -

Issues -
Other / Otro

wikimapping.com/AAMPO-RTP.html

ID - 453396
Visitor -362668

Comment -The Salem to Albany Transit Feasibility Study was completed in July,2021.This study was a collaboration between the City of Albany and Cherriots to determine if an express regional transit connection could be viable.The recommendation was to run six round trips per day between the Albany Amtrak Station and the Salem Downtown Transit Center with stops in Jefferson and Millersburg.The two agencies are waiting on funding and grants to purchase vehicles for the service.This new service is included in the Cherriots Long Range Transit Plan,adopted in December 2022.

Additional Comments -

Issues -
Walking project / Proyecto de caminata

wikimapping.com/AAMPO-RTP.html

ID - 453508
Visitor -362924

Comment -Connect Bowman's park to Clark's Trail along the Willamette.Then there would be continuous trails from Monteith to Simpson Park.3 miles of riverfront trail! This also would reduce pedestrian and bike traffic on Front and Water avenues,which improves safety,and makes the neighborhood calmer.

Additional Comments -

Issues -
Walking project / Proyecto de caminata

wikimapping.com/AAMPO-RTP.html

ID - 453513
Visitor -362935

Comment -ATI Would like to propose adding a cross walk for employees to use while traveling across 1600 Old Salem Rdto each plantsite.

Additional Comments - That seems like a very good and simple request.I would add flashing yellow lights to that crosswalk when employees are about to use the crosswalk to draw drivers attention.Make sure it is well light at night. by on 08/01/2023

Issues -
Walking project / Proyecto de caminata

wikimapping.com/AAMPO-RTP.html

ID - 453670
Visitor -363404

Comment -Trail floods in the winter and the mud/water make it unusable.

Additional Comments -

Issues - Other / Otro

wikimapping.com/AAMPO-RTP.html

ID - 453671
Visitor -363404

Comment -Asphalt at bridge approaches has settled and created a bump.Grind and pave asphalt at bridge approaches.

Additional Comments -

Issues - Safety project / Otro proyecto de seguridad

wikimapping.com/AAMPO-RTP.html

ID - 453676
Visitor -363414

Comment -This street needs to be repaved badly.The road is full of cracks and potholes and needs repaved.

Additional Comments -

Issues -
Biking project / Proyecto de ciclismo

wikimapping.com/AAMPO-RTP.html

ID - 453677
Visitor -363414

Comment - We need a separate bike lane on the two bridges so that pedestrians and bikes can go back and forth easier.It would bring more traffic from downtown into North Albany and vice versa.

Additional Comments -

Issues -
Other / Otro

wikimapping.com/AAMPO-RTP.html

ID - 453678
Visitor -363414

Comment - Would love to see more signs signifying that this area is the Montieth Historic District including on top of the street signs like we have in a few places.I think it would look nice as well as turning the area into a cyclists neighborhood close to downtown and parks.

Additional Comments -

Issues -
Other / Otro

wikimapping.com/AAMPO-RTP.html

ID - 453682
Visitor -363418

Comment -A service or App that people can use to know whether or not a train is being worked on and to avoid this crossing if possible.The crossing is a huge headache and there is no way to know if there is a train here that is going to be taking up the crossing for a long time.It would be so helpful if a vehicle detection device were installed that could let people know if a train was there and how long it is has been there,or how long the crossing has been closed.

Additional Comments -

Issues -
Walking project / Proyecto de caminata

wikimapping.com/AAMPO-RTP.html

ID - 453683
Visitor -363418

Comment -This part of the Periwinkle path is terrifying. My wife and I walk around the park almost every day.And when we get to this part of the path,there is graffiti on the Lowes walls,there are often homeless people,and multiple dead bodies have been found in and around this area.I'm not sure what is needed beyond a conversation about how to make it better.Perhaps lights? Perhaps clearing out some of the trees and bushes to open it up? My heart goes out to those experiencing homelessness,and we often talk with them on our walks,and by and large,they are fine.I suspect it is a few bad apples that make this area anxiety-inducing for the residents that use the path.

Additional Comments -

Issues - Other / Otro

wikimapping.com/AAMPO-RTP.html

ID - 453684
Visitor -363418

Comment -A graffiti wall for Kinder Park with rules posted on what can be put on the wall (for ex: no profanity or sexual references) encourageing local youth who would otherwise use the Lowes wall to put their creative expressions in a specific place.If done right,perhaps individuals from the surrounding neighborhood could be leveraged to erase the wall when something comes up that breaks the rules.The graffiti is,in fact,sometimes cool or interesting to read.But sometimes,it can be very inappropriate (though this is rare compared to comments on society,or life experiences,or expressions of love).I feel like if there were a graffiti wall,it would get used,and graffiti elsewhere would decrease.

Additional Comments -

Issues - Other / Otro

wikimapping.com/AAMPO-RTP.html

ID - 453685
Visitor -363418

Comment -A light rail/transit system connecting east Albany,North Albany,West Albany and South Albany to Corvallis.

This is incredibly ambitious and maybe premature to recommend given Albany's current size,but I think with East Albany growing it would be so wonderful to have a light rail transit system that connected all the parts of Albany to Corvallis.This has been done for cities much smaller than Albany/Corvallis in other places.For example: https://www.ginko.voyage/se-deplacer/itineraires/plans-du-resea

Sorry the map is in French,but BesanÃ§on is very similar to Albany/Corvallis.They have a university that is about the same size,and a town like Albany,there are tool and auto-manufacturers.Their tram has four lines,the blue, orange pink and green that are light rails.You can hop on the tram at any of the stops (the boxes,like Gare Viotte) and it takes you to anywhere in the city.It is fast and efficient and used by many.Similar to how such a tram might connect Albany and Corvallis,the French tram

Issues - Other / Otro

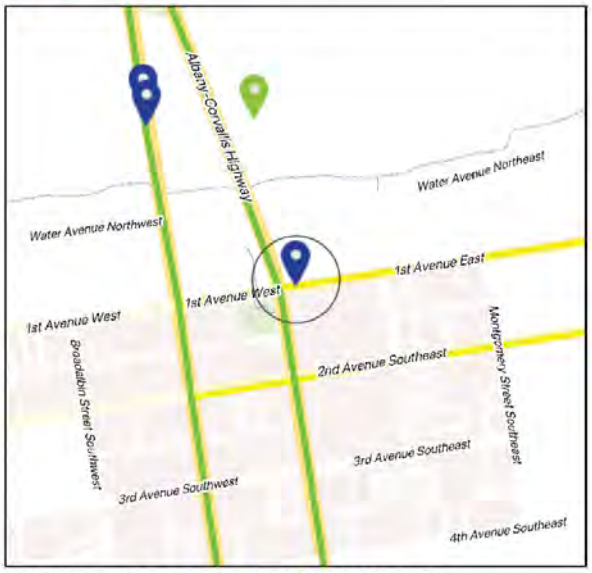
wikimapping.com/AAMPO-RTP.html

ID - 453686
Visitor -363438

Comment -our public bus transportation system has not grown with the rapid growth of the city,and a lack of access to safe and regular public transit forces people to transport themselves or mid important services and appointments.We should be able to offer bus routes that hit all major areas of the city,and more regular stops than once an hour.With the huge amounts of expansion in North,East,and now South Albany,the current routes we have donâ▤▤t even reach half the city.There may not be very high usage numbers for the bus because although the population has almost doubled in 30 years,we still only run one bus per route? Bus stop pickup every ten minutes is standard in most cities,and without expanded or more routes with better frequency,our pubic transportation system is unreliable and unusable for many people.

I saw a comment about a metropolitan light rail system, which would also be a welcomed and valuable asset, most places don't make this jump without a more reliable bus system in place.There might not even be as strong of

Issues - Other / Otro



wikimapping.com/AAMPO-RTP.html

ID - 453694
Visitor -363467

Comment -Put two right turn lanes from 1st Ave onto the Lyon St bridge into North Albany.. Traffic gets backed up there for blocks. Some cars already do this which creates safety issues because it's not expected.

Additional Comments -

Issues - Other / Otro

wikimapping.com/AAMPO-RTP.html

ID - 453978
Visitor -363971

Comment -Dedicated left hand turn lane at the light onto Crocker.

Additional Comments -

Issues - Other / Otro

wikimapping.com/AAMPO-RTP.html

ID - 453980
Visitor -363971

Comment -Build a grade separation overpass.Since there is a railroad passing siding here,traffic can back up.It will also be helpful to separate the grade as south Albany develops.Eliminate rail interaction with cars and pedestrians for safety.

Additional Comments -

Issues -
Walking project / Proyecto de caminata

wikimapping.com/AAMPO-RTP.html

ID - 453995
Visitor -364023

Comment -There's a great opportunity for a completely separate pedestrian bridge somewhere along here.It could even connect to the hiking trails along Takena.

Additional Comments -

Part 4: Draft RTP Comment Tracker

The following table is a list of comments submitted to AAMPO staff during the Public Draft period as well as staff responses.

Comment #	Date	Commenter	Page No.	Comment		AAMPO Response
1	10/9/2023	Plangineering	General	Description of performance measures and performance targets used in assessing system performance	I wasn't able to find information that satisfies federal requirements for a system performance report. Safety performance information is included, but AAMPO information for the other federal performance measures seems to be missing. This includes pavement condition, bridge condition, performance, and reliability, for interstates and NHS routes within the Albany MPO area. Transit asset condition information appears to be missing too. My earlier memo from April 18, 2022 has a listing of the federal measures that need to be reported for the AAMPO area in the plan.	Clarified
2	10/9/2023	Plangineering	General	System performance report and subsequent updates evaluating system condition and performance with respect to targets including: i. Progress achieved in meeting targets in comparison with previous reports, including baseline data. ii. If multiple scenarios are developed (optional), an analysis of how the preferred scenario has improved conditions and performance and how changes in local policies and investments have impacted the costs necessary to achieve identified targets.		Clarified
3	10/9/2023	Plangineering	General	Operational and management strategies to relieve congestion and maximize safety and mobility of people and goods	None	No action required
4	10/9/2023	Plangineering	General	Consideration of the TMA congestion management process	N/A for small MPOs.	No action required
5	10/17/2023	ODOT	General	An ADA accessibility check indicates that a few spots could use corrections.		AAMPO is happy to provide any materials in a more accessible format upon request. Any guidance on how to accommodate accessibility in the future would be appreciated
6	10/2/2023	Public	General	Why is this notice printed in Spanish BEFORE English??? I think English is still the language of this country.		Noted

7	10/9/2023	Plangineering	General	Discussion of potential environmental mitigation activities and the potential to carry out these activities, including activities with the greatest potential to restore and maintain environmental functions affected by the MTP. Discussion can be policy or program level, rather than project level. MPO must develop this discussion in consultation with Federal, State, and Tribal land management wildlife and regulatory agencies	Just a reminder that it's a good idea to compile and keep documentation of all your consultation efforts with environmental agencies and tribes in one place (even if it was just attempts to reach agencies without response).	Included in Appendices
8	10/9/2023	Plangineering	Chapter 2	Transportation and transit enhancement activities. Includes role of intercity bus in reducing congestion, pollution and energy consumption, and investments that preserve and enhance intercity bus systems (including privately owned systems). Also includes transportation alternatives and associated transit improvements.	The existing characteristics information in Chapter 2 has information about current travel demand management activities which should largely satisfy this item, and the corridor project lists in Chapter 5 also include enhancement type projects. The only thing missing is to describe whether/how congestion, pollution and energy topics listed here benefit from intercity bus services in the Albany region. Addressing item 2 above could also satisfy this requirement.	Addressed #2, included line on interconnected services
9	10/9/2023	Plangineering	Chapter 2	Existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities (e.g., pedestrian walkways and bicycle facilities), and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions	I couldn't find intercity bus described in the section on the existing system. Recommend describing how Greyhound, Oregon POINT, and the NW Connector serve and benefit the Albany area.	Oregon POINT expanded to include brief explanation of service

				over the period of the transportation plan.		
10	10/9/2023	Plangineering	Chapter 2	Pedestrian walkway and bicycle facilities	Well covered in Chapter 2 and a key consideration for alternate scenarios Chapter 3. Non-motorized projects are included in the corridor project lists in Chapter 5.	Thanks!
11	10/9/2023	Plangineering	Chapter 3	Current and projected transportation demand of persons and goods in the metro planning area over the period of the transportation plan	It took me a bit before I found this information in the section on Modeling, which isn't where I intuitively looked for it. Changing the title of Table 18 to something more like "Base Year and Future Scenarios: Travel Demand, Delay and Congestion" might help readers to find it more easily in the list of tables.	Change made as recommended
12	10/14/2023	Public	Chapter 3	Future System Analysis: Yes I support Scenario 4 (combination of scenarios 2 and 3) of trends and hopeful reductions in VMT, delay hours; at least providing a reduced rate of increase in congestion and relying primarily on increases in land use density.		Noted
13	10/9/2023	Plangineering	Chapter 5	Capital investment and other strategies to preserve existing and future infrastructure, provide for multimodal capacity increases and reduce vulnerability to natural disasters.	Good write up on corridor-by-corridor investment needs. I didn't see specific investments or strategies aimed at reducing vulnerability to natural disasters, but AAMPO's overarching goals include protecting critical facilities from catastrophic events and disasters.	Thanks!
14	10/9/2023	Plangineering	Chapter 5	Design concept and design scope descriptions of existing and proposed transportation facilities in sufficient detail, regardless of funding source, in nonattainment and maintenance areas for air quality conformity areas. In all areas (regardless of air quality designation), all proposed improvements shall be described in sufficient detail to develop cost estimates.	Project names seem descriptive enough for the RFP, and presumably local agency sponsors had adequate detail to estimate their costs.	Thanks!

15	10/9/2023	Plangineering	Chapter 5	Financial plan demonstrating how the adopted plan can be implemented.i. System level estimates of costs and revenue sources reasonably expected to operate and maintain highways and public transitii. Public transit operators and State shall cooperatively develop funding estimatesiii. Recommendations on any additional financing strategies to fund projects and programs. In the case of new funding sources, strategies for ensuring their availability shall be identified.iv. May include an assessment of innovative finance techniques as revenue sources for the plan (e.g., tolling, pricing, bonding, public-private partnerships or other)v. Must account for all public transportation projects and strategies proposed for funding with Federal, State, and local sources and private participation. Must use an inflation rate to reflect "year of expenditure dollars" based on reasonable financial principles and info, developed cooperatively by the MPO, State, and public transit operators.vi. May reflect aggregate cost ranges for outer years of the RTP (beyond the first 10 years)vii. For nonattainment and maintenance areas, must address specific financial strategies required to ensure implementation of transportation congestion measures in the SIP (N/A for AAMPO)viii. Plan must be fiscally constrained. If an included revenue source is later removed or reduced, feds will not withdraw the original fiscal constraint determination, but next plan	Recommend clarifying that all projects in the corridor lists that didn't make it onto the constrained list are considered illustrative. (If you get an unexpected windfall of funding for a project on the illustrative list, you can move ahead with putting it in the TIP. If it's not on the illustrative list, you might have to modify the RTP first.)The year of expenditure is supposed to be anticipated when estimating constrained costs. Consider adding information to indicate whether a project is expected in the next 5 years, 5-10 years, or beyond 10 years.	Disclaimer added

				amendment or update must reflect the changed revenue situation.		
16	10/17 /2023	ODOT	5, 24, 80	A key element of Chapter 5 is the project list. Make that more evident in the title and description of the chapter. Terms like 'preferred system' may not be as easily understood by the general public as Preferred Projects or the like.		Description changed on page 25 and in Chapter 5 header
17	10/17 /2023	ODOT	19, 78	Clarify that the Oregon Transportation Plan was completed prior to release of this draft (July 2023). May also be worth nothing how the RTP is consistent with the three focus areas of that plan (safety, equity, and climate).		Added note on pg. 19
18	10/17 /2023	ODOT	20	May be worth noting the TPR Climate Friendly and Equitable Communities rulemaking and relevancy to this plan. For example, reduced on-site parking requirements and climate friendly areas rely on strong bike/ped/transit projects proposed in this plan and the modelling that goes along with it (see Chapter 3 references to CFEC and CFAs).		Included note about CFEC in parking section
19	10/17 /2023	ODOT	38	The RTP identifies demographic areas of interest but doesn't always show how the plan addresses improved transportation for those demographic locations (in part because corridors were selected early on and separately). For example, Figure 10 identifies SE Albany as an area with very high proportion of seniors, but does not consider a priority corridor in that vicinity with any projects. Figures 15-17 seem to show it underserved by bike/ped infrastructure and transit as well.		AAMPO used a corridor and scenario approach to develop projects, which was approved by both the TAC and Policy Board. This is also in line with federal regulations for updating RTPs. However, your comment is noted and AAMPO will strive to adjust it's planning approach in the future
20	10/17 /2023	ODOT	45	Figure 14 legend identifies purple as principal arterial and red as major collector. Clarify that it is for only the bold purple and bold red, then define I-5 and County roads, which are also in purple and red but not the same.		Changed as recommended
21	10/14 /2023	Public	55	First paragraph, line 3: the term "principal arterials" is repeated.		Urban/Rural
22	10/14 /2023	Public	58	Figure 21, Fatal and Serious Crash Locations: Is this figure for all modes of travel or just bike and pedestrian? Per the sentence in the first paragraph, page 57 reference to Figures 17 and 21. If so, should the Figure 21 title be amended to identify if it's ALL modes of Fatal and Serious Crash Locations?		The map is for all modes

23	10/17 /2023	ODOT	63	A useful layer for Figure 24 would be Reduction Review Routes and/or National Network of State freight routes. These are available here: https://gisintra.odot.state.or.us/TransGIS/. I'm not clear what a "Freight System Highway" is or why it doesn't include US 20, etc.	Added note clarifying as such.
24	10/17 /2023	ODOT	78	OTP does not discuss v/c as noted.	Deleted mention of v/c
25	10/14 /2023	Public	82	Table 23, -- Project A26 Gibson Hill Road -- Isn't this project now considered completed?	
26	10/17 /2023	ODOT	85	A167 & A168. In what sense are the two I-5 projects in progress?	Project information status provided responsible areas, see City of Albany
27	10/17 /2023	ODOT	86-88	Add status for rows without status. Also, add headers to all pages of table.	Changed as recommended
28	10/17 /2023	ODOT	87-88	Check with Tangent, progress on 99E crossing, path, or other improvements may not be captured	Tangent projects status updated
29	10/17 /2023	ODOT	89	Complement, not compliment. Add page number.	Changed as recommended
30	10/14 /2023	Public	89	Preferred System and Project Selection, Figure 29 and the corresponding projects and costs that follow. We support the three priorities of improving safety for all users; increasing transit use and reliability; and increasing the level of comfort for bicycle and pedestrian facilities. The latter priority is backed up by some of the surveys, public input and findings in the recently adopted AAMPO Regional Bike and Pedestrian Plan. The extensive list of projects by corridors, Tables 24-30 is simply, well, gargantuan when compared with the potential estimated resources that may (or may not) be available.	Noted
31	10/17 /2023	ODOT	89	Please provide the draft map showing specific project locations--not just corridors. This helps with quickly identifying distribution of projects and whether a project has been identified for a specific area.	Changed as recommended

32	10/17/2023	ODOT	89	I-5 isn't a study corridor but deserves some special mention. There's been a lot of local interest in the interchanges especially (new Millersburg interchange, modifications to Knox Butte and US 20 interchanges). The I-5 Recon Study summarizes these major planned projects. They should probably be acknowledged in this plan beyond Table 23. A new Millersburg interchange does not appear to be mentioned in the RTP.	The RTP references all financially constrained projects in local TSPs, as well as references recently completed planning documents. As of the writing, the I-5 Recon study is mentioned as a planning document, which is in line with the project status
33	10/17/2023	ODOT	91	This road historically has been, not "This road has been historically been"	Changed as recommended
34	10/17/2023	ODOT	91+	Shared-use and multi-use, pick one?	As defined by the FHWA the Corvallis to Albany Multiuse Path is a shared use path. Multiuse in the title of projects cannot be changed as it is a project name, but there is no official definition for multiuse as used, whereas there is a definition for shared use.
35	10/17/2023	ODOT	91+	Add definition of protected bike lane and any other transportation elements that may not be familiar to the general public, didn't see that.	Pg 52, For additional information and definition of bicycle facilities please refer to the NACTO Urban Bikeway Design Guide information at https://nacto.org/publication/urban-bikeway-design-guide/.

36	10/17/2023	ODOT	96	Aside from improved bike facilities along 99E, consideration should also be given to supporting an off-highway neighborhood bike/ped route between Linn-Benton Community College and downtown. City support and the next TSP update could define projects to close the bike/ped gaps in the local network on the west side of the highway (north/south of 53rd Ave SW and across Oak Creek).	This will be considered in future planning efforts. As mentioned Albany is updating their TSP beginning in 2024
37	10/17/2023	ODOT	104	Cite any federal requirements to provide a financially constrained project list.	Adherence to federal requirements in mentioned in Table 4. Specifically, this requirement is 23 CFR 450.324 F(11). The full federal regulations can be found in the appendices
38	10/14/2023	Public	105	Tables 32-38; Financially Constrained Projects: Provide a reasonable selection of implementing some of the above Preferred System and Project Selection.	The AAMPO RTP meets the federal requirements for fiscal constraint. One challenge with RTPs is that MPOs do not own the infrastructure where projects are located to we relay on our members to complete them.
39	10/17/2023	ODOT	126	Table 41. Listing of T&E species appears to be outdated. Golden paintbrush, Bradshaw's lomatium, and Nelson's checkermallow no longer listed species: https://www.opb.org/article/2023/10/17/wildflower-oregon-southwest-washington-federal-protection-removed-endangered-list/ and https://www.fws.gov/press-release/2023-07/golden-paintbrush-delisted-endangered-species-act-due-recovery	Species delisted after writing of draft (July/October 2023 respectively), species removed from RTP
40	10/14/2023	Public	113	First sentence: "City of Millersburg" should be City of Tangent I believe.	Corrected

41	10/9/2023	Plangineering	Appendices	Stakeholder Engagement: Federal planning rules require providing a reasonable opportunity to comment on the transportation plan for • individuals, • affected public agencies, • representatives of public transportation employees, • public ports, freight shippers, and providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash out program, shuttle program, or telework program), •representatives of users of public transportation, pedestrian walkways, and bicycle transportation facilities, •representatives of the disabled, and •other interested parties	Engagement process described in Chapter 1. Just a reminder to compile and keep documentation of your outreach and public involvement effort for the plan update in one place. This should include copies of any emails to distribution lists, public notices and press releases, Title VI documentation, public comments received and any responses provided.	Included in Appendices