



## Albany Area Metropolitan Planning Organization

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

### Technical Advisory Committee Meeting

Thursday, January 20, 2022

9:00 am to 11:00 am

Via Zoom by clicking [HERE](#)

Phone: 1-669-900-9128

Meeting ID: 840 3846 9814

Password: 2022

Contact: Catherine Rohan, [crohan@ocwcog.org](mailto:crohan@ocwcog.org)

### AGENDA

- |    |       |   |                             |
|----|-------|---|-----------------------------|
| 1) | 9:00  | <b>Call to Order, Agenda Review, and Roll Call</b>  | Chair,<br>Gary<br>Stockhoff |
| 2) | 9:05  | <b>Appointment TAC Board Chair and Vice Chair (Attachment A)</b><br><i>Appoint new AAMPO TAC Chair and Vice Chair.</i><br><br><i>Action: Appoint TAC Chair and Vice Chair</i>   | All                         |
| 3) | 9:10  | <b>Public Comments</b>  | Chair                       |
| 4) | 9:15  | <b>Approve minutes of December 16, 2021 Meeting (Attachment B)</b><br><br><i>ACTION: Decision on minutes</i>  | Chair                       |
| 5) | 9:20  | <b>Bicycle and Pedestrian Plan Update</b><br><i>Staff will give a brief update of the Bicycle and Pedestrian plan, including current work and next steps.</i><br><br><i>ACTION: Information only</i>  | Catherine<br>Rohan          |
| 6) | 9:30  | <b>Draft Scope for 2043 Regional Transportation Plan Update (Attachment C)</b><br><i>Staff will provide an overview of the draft scope for 2043 RTP, including future scenarios discussion.</i><br><br><i>Action: Discussion and feedback</i> | Nick Meltzer                |
| 7) | 10:30 | <b>Jurisdictional Updates/Other Business</b> <ul style="list-style-type: none"><li>• UPWP update</li><li>• Staffing updates</li></ul>   | All                         |
| 8) | 10:45 | <b>Adjournment</b><br>Next meeting: Thursday, February 17, 9:00am – 11:00   | Chair                       |

## ATTENDANCE (FOR QUORUM PURPOSES)

TAC Members	Jurisdiction	Attendance
Walt Perry	City of Jefferson	
Janelle Booth	City of Millersburg	
Chris Cerklewski	City of Albany	
Joe Samaniego	City of Tangent	
Daineal Malone	Linn County	
Gary Stockhoff	Benton County	
James Feldmann	Oregon Department of Transportation	

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

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

*Meeting facilities are accessible to persons with disabilities. If you will need any special accommodations, please contact Emma Chavez at least 72 hours prior to the meeting. Emma can be reached at 541-924-8405.  
TTY/TTD 711*

## AAMPO TAC Chairmanship History

### Bylaws Section 5: Officers and Duties

A Chair and Vice Chair of the TAC shall be elected at the first regularly scheduled meeting of each calendar year and shall hold the office until their successors are selected. The Chair shall not serve for more than two consecutive years.

The Chair shall preside at all meetings and shall be responsible for the conduct at all meetings. The Chair shall also serve as a liaison between the TAC and the MPO and any other advisory group as the need arises. In the absence of the Chairperson from a TAC meeting, his or her alternate may sit only as a voting member of the Committee and the Vice Chair will preside over the meeting.

In the absence of both the Chair and Vice-Chair at a TAC meeting, MPO staff shall preside.

	<b>Chair</b>	<b>Vice-Chair</b>
2013	Darrin Lane	Valerie Grigg-Devis
2014	Darrin Lane	Valerie Grigg-Devis
2015	Josh Wheeler	Chris Bailey
2016	Josh Wheeler	Chris Bailey
2017	Josh Wheeler	Chris Bailey
2018	Georgia Edwards	Chris Bailey
2019	Georgia Edwards	Chris Bailey
2020	Gary Stockhoff	Janelle Booth
2021	Gary Stockhoff	Janelle Booth

**ALBANY METROPOLITAN PLANNING ORGANIZATION  
TAC REMOTE MEETING  
Thursday, December 16, 2021  
9:00 – 11:00 am**

**DRAFT MINUTES**

**Members:**

Daineal Malone  
Gary Stockhoff  
Joe Samaniego  
Walt Perry  
Janelle Booth  
Chris Cerklewski  
James Feldmann

**Ex-Officio**

Mark Bernard

**Guests:**

Barry Hoffman

**Representing:**

Linn County  
Benton County  
Tangent  
Jefferson  
Millersburg  
Albany  
ODOT

ODOT

Albany Transit

**Staff:** Catherine Rohan, Nick Meltzer, and Emma Chavez

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, and Roll Call		<b>Meeting called to order at 9:00 am by Chair Gary Stockhoff.</b>  <b>There were no changes to the agenda.</b>
2. Public Comment		<b>There were no public comments.</b>
3. Board Approval of October 21, 2021 TAC Meeting Minutes		<b>Consensus to approve the October 21, 2021 TAC meeting minutes as presented.</b>

<p>4. Public Participation Plan (PPP)</p>	<p>Staff Catherine Rohan advised the Previous AAMPO staff Dana Nichols began updates to the MPO's Public Participation Plan (PPP) in 2020. The update process was paused as new staff was brought on and the MPO began trying out different forms of virtual public engagement (including webinars, videos, and online surveys). Staff recently picked the PPP update back up, adding in items related to virtual public engagement and updating other areas that were out of date.</p> <p>Rohan presented the draft PPP noting that updates were highlighted in green. She also noted that public comment on the draft PPP was solicited via a notice in the Albany Democrat-Herald. The comment period was open from November 19<sup>th</sup> to December 10<sup>th</sup>, no comments were received. The draft PPP was also posted on the AAMPO website during the comment period.</p> <p>Rohan moved on to review the Plan updates with member.</p> <p>Member Feedback:</p> <ul style="list-style-type: none"> <li>• James Feldmann stated that a lot of the issues that affect AAMPO also affect CAMPO and he asked if there is a central spot for mutual MPO feedback. Staff Meltzer responded that he appreciates that continue push to align the two MPOs from ODOT. In 2018 Staff took a big leap forward towards coordinating both MPOs. The COG is looking to update their website and these discussions align with that update. The MPO has also talked about the next RTP timeframe to be even more aligned. Staff Jenny Glass advised that COG has discussed the big changes for the COG website and staff will circle back on this discussion.</li> <li>• Councilor Walt Perry stated that he sees an increase in vulnerability as the MPO moves more remotely. He went on to note that there is a need to put on scrutiny as to what is public content and references on social media. He advised that the</li> </ul>	<p><b>Consensus to recommended approval of the PPP to the Policy Board.</b></p>
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	<p>MPO website should not be a sounding board for radical thinking and protection of site itself will be needed. Chair Stockhoff advised that this may be a topic to be better addressed at policy board level.</p>	
<p>5. FY2022 UPWP Check-in</p>	<p>Rohan noted that the MPO is halfway through the State’s 2022 fiscal year. She moved on to provide an update on where the MPO is based on the current UPWP.</p>	
<p>6. 2024-2027 State Transportation Improvement Program</p>	<p>Meltzer reported that the MPO is still early in the STBG process and the funding for the projects is set to be released in 2022. He noted that the discussion today will be to initiate the process of allocating the funds.</p> <p>Historically, AAMPO has received \$700-800 thousand per year on STBG funds which are allocated every four years. Previously, members would submit project proposals to the MPO. The projects would be ranked using criteria that was agreed upon by the TAC and approved by the Board. The approved projects would be funded based on the ranking. An issue raised was that if a jurisdiction missed applying for funding, they would not be eligible for the four year funding cycle.</p> <p>This time around, Staff first looked at the proportional share of population from each jurisdiction; then looked at how funds had been allocated since 2013 when AAMPO began receiving STBG funds. This noted that historically, the funding has tracked pretty close to the proportional share of population.</p> <p>Staff also looked at how other state programs allocate funds and most of them also consider population. There is a program that disburses funds based on employment but that has a lot more requirements and is harder to track over time. Meltzer shared an example of what STBG funding disbursement would look like for AAMPO if funds are allocated by population. Meltzer went on to note that allocating funds by population may become an issue if there is a project of regional significance but those could be evaluated on a case by case basis.</p>	

Meltzer noted that the discussion is early on but he hopes to get feedback from members on the background work presented.

Member Feedback:

- Janelle Booth noted that when you look Linn County under Table 2; that percentage may be because the county has been focusing on projects that include cities within the county. Meltzer noted that that is correct and Staff would want to allow that to continue to happen. Chair Stockhoff advised that Benton County would work in the same manner with the city of Albany where appropriate.
- Councilor Perry asked if utilization of the STBG funds has been identified and if it is restrictive. Meltzer responded that the funding is fairly flexible but there are some restriction and he can add that to the document before sending out to members.
- Barry Hoffman voiced that he appreciates the memo and the thought that went into the process. He noted that some may see this as an overreach, especially when mentioning STIF funding. He noted that in Linn County concerns have been raised about where funding is going when it comes from taxed dollars. He wondered if Linn County would push back on the noted statement. Meltzer advised that he referenced STIF funding in the document but the allocation is for STBG funding. Hoffman noted that he understands that and he suggests taking out “STIF” and utilize the word “Other” funding.

Stockhoff asked what the next steps are to this process and Meltzer responded that this was informational only. He will send the memo he reviewed to members via email and the TAC will still need to review what the actual allocation process will be.

<p>7. Oregon Household Activity Survey</p>	<p>Rohan shared the Oregon Household Activity Survey (OHAS) fact sheet with members and noted that it will be emailed to staff. The OHAS is a comprehensive study of the demographic and travel behavior characteristics of Oregon residents. The survey is referred to as a travel diary. Collectively, the data represents the presences of the greater population and how Oregonian's are traveling on a day to day basis. Data from the survey is used to estimate, calibrate and validate travel demand models used for transportation planning.</p> <p>It is very rich data set that can be used for other things other than modeling. The State of Oregon will own all the data and MPOs, cities, and jurisdictions will have access to the data sets. The last survey was in 2009-2011 which was before AAMPO was formed. About 18,000 household participated in the last survey.</p> <p>The Oregon Modeling Statewide Collaborative (OMSC) manages the survey. The survey is paid for by multiple organizations, including ODOT and the MPOs. AAMPO is contributing approximately \$60 thousand of carryover funds to the OHAS effort.</p> <p>Volunteer participants are asked to record where, when, why, how, and with whom they travel in additional to demographic information such as age, gender, race, household size income, employment status, etc. There are three phases to OHAS that run from October 2021 through June 2024 and those are; scoping, survey design, and implementation and survey results.</p> <p>The survey team is meeting with the MPOs to see if there are any regional specific questions that the MPOs might have.</p> <ul style="list-style-type: none"> <li>• James Feldmann asked if electric bikes are distinguished from electric vehicles. Meltzer responded that it hasn't previously but it is something that may be advocated for as well as additional questions on electric scooters. Feldmann went on to note that</li> </ul>	
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	<p>there are a lot of different types of mobility devices at OSU.</p> <ul style="list-style-type: none"> <li>• Feldmann asked if the MPO see the draft questionnaire before it is official. Meltzer responded that MPO staff will see it and ODOT Staff may also see it. Rohan added that there is a two hour long webinar available if members would like to view it.</li> <li>• Chris Cerklewski noted that it would be good to know what the questions are before and to know what additional questions might be.</li> <li>• Councilor Perry asked if there is correlation between household and commercial application. He went on to note that ten years ago, there was one commercial vehicle to one household. He stated that that has changed dramatically and even the commercial vehicles are household vehicles, including farm vehicles. Rohan advised that it's a good point to call out personal vehicles and work vehicles.</li> </ul>											
<p>8. STIP Revisions</p>	<p>Rohan provided an update on recent revisions to the Statewide Transportation Improvement Program (STIP) relevant to the Albany Area Metropolitan Planning Organization (AAMPO). She advised that this was informational only and no action was needed.</p> <table border="1" data-bbox="598 1153 1520 1404"> <thead> <tr> <th data-bbox="598 1153 655 1235"></th> <th data-bbox="655 1153 812 1235">Revision Type</th> <th data-bbox="812 1153 980 1235">Project Key Number/s &amp; Name/s</th> <th data-bbox="980 1153 1268 1235">Project Description</th> <th data-bbox="1268 1153 1520 1235">Revision Information</th> </tr> </thead> <tbody> <tr> <td data-bbox="598 1235 655 1404">1</td> <td data-bbox="655 1235 812 1404">AAMPO Adjustment (staff level decision)</td> <td data-bbox="812 1235 980 1404">20184 US20: Geary St to Waverly Dr (Albany)</td> <td data-bbox="980 1235 1268 1404">Safety improvements on US-20 between Geary Street and Waverly Drive and replacement of failing traffic signal at the intersection of US20</td> <td data-bbox="1268 1235 1520 1404">Delete the utility relocation phase (\$33,800) as it is not needed.</td> </tr> </tbody> </table>		Revision Type	Project Key Number/s & Name/s	Project Description	Revision Information	1	AAMPO Adjustment (staff level decision)	20184 US20: Geary St to Waverly Dr (Albany)	Safety improvements on US-20 between Geary Street and Waverly Drive and replacement of failing traffic signal at the intersection of US20	Delete the utility relocation phase (\$33,800) as it is not needed.	
	Revision Type	Project Key Number/s & Name/s	Project Description	Revision Information								
1	AAMPO Adjustment (staff level decision)	20184 US20: Geary St to Waverly Dr (Albany)	Safety improvements on US-20 between Geary Street and Waverly Drive and replacement of failing traffic signal at the intersection of US20	Delete the utility relocation phase (\$33,800) as it is not needed.								

				and Waverly Drive to improve driver and pedestrian safety.	
	2	AAMPO Adjustment (staff level decision)	22226 Bus Barn Capital set aside	Capital set aside for facility engineering, design, and construction of a bus barn to ensure continued and improved service.	Slip the preliminary engineering phase to federal fiscal year 2022 for delivery (previously planned for 2021).
	3	AAMPO Adjustment (staff level decision)	22219 FY23 Linn-Benton Loop Capital Project – set aside (AAMPO)	Revision updated description, see revision information.	<p><b>Update project description per FTA guidelines.</b></p> <p><b>From:</b> Albany Area MPO (5307) funds for loop operations projects to improve traffic flow.</p> <p><b>To:</b> FY23 Albany Area MPO (5307) pool funds set aside for Linn-Benton Loop transit to improve traffic flow. Projects to be determined at later date through approval of Loop Policy Board.</p>
	4	AAMPO Adjustment (staff level decision)	22215 FY22 Linn-Benton Loop Capital Project – set aside (AAMPO)	Revision updated description, see revision information.	<p><b>Update project description per FTA guidelines.</b></p> <p><b>From:</b> Albany Area MPO (5307) funds for loop operations projects to improve traffic flow.</p> <p><b>To:</b> FY22 Albany Area MPO (5307) pool funds set aside for Linn-Benton Loop</p>

				transit to improve traffic flow. Projects to be determined at later date through approval of Loop Policy board.
5	AAMPO Adjustment (staff level decision)	21185 Queen Avenue Rail Crossing (Albany)	Upgrade existing railroad warning devices to improve pedestrian safety.	Slip the right of way, utility relocation, construction and other phases to start in federal fiscal year 2023, due to additional time needed to coordinate design between the roadway and the railroad equipment (listed phases previously planned for 2022).
	<b>Revision Type</b>	<b>Project Key Number/s &amp; Name/s</b>	<b>Project Description</b>	<b>Revision Information</b>
6	AAMPO Adjustment (staff level decision)	21731 OR164: Jefferson (Santiam River) Bridge	Strengthen the bridge and overlay the bridge driving surface to ensure continued safety.	Slip the right of way phase to federal fiscal year 2023 for delivery.  Note: Right of way phase was originally planned for 2023. A STIP revision in March 2021 advanced the right of way phase to 2022, it is now being pushed back to the project's original 2023 date.
<p>Member Feedback:</p> <ul style="list-style-type: none"> <li>Daineal asked if there is a project list with status updates.</li> </ul>				

	Meltzer advised that there is such a list and staff will update it and share it with members.	
9. Jurisdictional Updates	<p>COVID funds MOU is ready for jurisdictions – please reach out to staff in order to receive disbursement.</p> <p>Joint Policy Board Meeting – The Board recommended for staff to work with ODOT on a Hwy 20 Corridor study. Staff is working with ODOT on that scope of work.</p> <p>ODOT – no update</p> <p>Linn County – no updates</p> <p>Millersburg – no updates</p> <p>Jefferson – no updates</p> <p>Albany – no updates</p> <p>Albany Transit – The Linn-Benton Loop full expansion went live on December 1<sup>st</sup> and has been running the fully extended route. A few time adjustments will be done. Have been watching interactive maps and seeing how the system works together, and is excited. Providing great service between Albany and Corvallis.</p> <p>Benton County – The county is proceeding with the Gibson Hill project. They just received a report in Springhill and will be reconstructing from Buena Vista to Scenic. Yesterday ordered two buses for the 99W pilot projects. Should start in late 2022.</p>	
10. Adjournment		<b>Meeting adjourned at 10:11 am.</b>

## **AAMPO RTP Draft Scope of Work**

1/13/2022

### **Introduction**

This document outlines the update process for the Albany Area MPO's Regional Transportation Plan (RTP). AAMPO's first RTP was adopted in 2018. Federal regulations require RTPs be updated every 5 years – meaning AAMPO will need to adopt a new RTP by May 2023.

The 2018 RTP was completed mostly to identify projects and keep AAMPO in compliance with federal regulations. The vision and goals identified in the 2018 RTP are fairly generic. AAMPO plans to review the vision and goals portion for the new RTP to ensure they accurately reflect the region's desires and priorities.

While the new goals and objectives will be all encompassing, AAMPO plans to take a corridor level approach to project identification in the RTP, examining key roadways that link and span communities within and outside of AAMPO's planning area. AAMPO's members expressed a desire to focus on corridors in the RTP as the State of Oregon's requirements for city and county Transportation System Plans (TSPs) include a more detailed focus on local and neighborhood streets, hence the RTP can better serve MPO members by looking at regional connections.

Using the Corvallis- Albany-Lebanon-Model (CALM), a transportation demand model maintained by ODOT, AAMPO will model multiple future scenarios and elect to pursue the future scenario most agreeable to the MPO. Projects and policies that move the MPO in the direction of the preferred future scenario will be included in the RTP. AAMPO will be doing the majority of the work in-house with technical assistance from Plangineering.

### *Technical Advisory Committee*

The AAMPO Technical Advisory Committee will act as the plan update Technical Advisory Committee, and meetings will be incorporated into standing monthly meetings. These meetings are open to the general public and we welcome input by other stakeholders or the general public.

### *Project Advisory Committee*

The AAMPO Policy Board will be serving as the Project Advisory Committee. These meetings are open to the general public and we welcome attendance and input by interested parties.

<b>Jurisdiction</b>	<b>Last TSP update</b>
Jefferson	Early 2022
Millersburg	2016
Albany	2010
Tangent	2010
Linn County	2018
Benton County	2019
Marion County	2005

*Stakeholder and Public Engagement*

Input from the outside stakeholders and members of the public will lead to a successful planning effort. As part of the first step in that process, this scope of work outlines the tasks, schedule, and opportunities for targeted public input.

AAMPO is planning for three rounds of public engagement during the RTP update process. Additional detail in public engagement is located on page 6.

Round 1: Gather input of drafted RTP goals, goal priorities, and metric priorities. Provide information about existing conditions and existing metrics.

Round 2: Gather input on preferred future scenarios (informed by goals and metrics). Provide newly revised RTP goals.

Round 3: Gather input on system gaps/needs and draft projects. Provide information about draft plan and how to comment.

**Task 1: Update Existing Geographic and Physical Conditions of AAMPO**

*Feb 2022 – May 2022*

The AAMPO RTP is required to catalogue existing conditions of the region, this includes demographic information and an accounting of the existing transportation system. This task may also include gathering information about trends that have the potential to change future travel demand and impact regional transportation, including remote work (post COVID-19) and autonomous/connected vehicles.

Task 1.1 Make a list of maps from the 2035 RTP, determine if additional maps are needed

Task 1.2 Collect GIS data (American Community Survey 2015-2019) to update demographic information

Task 1.3 Determine updates to existing transportation system since last RTP

Task 1.4 Future trends discussion (may be completed at a later date depending on schedule needs)

**Task 2: Review and Update RTP Vision and Goals.**

*April 2022*

The vision and goals identified in the 2018 RTP are fairly generic, as the RTP was completed in part to keep AAMPO in compliance with federal regulations. AAMPO committee members have expressed desire to review and update the RTP vision and goals to ensure they accurately reflect the region's desired and priorities. This task will include a review of visions, goals, and performance metrics in existing TSPs and the 2018 RTP, other MPO RTPs, as well as state and federal performance metrics.

Task 2.1 Review vision, goals, and metrics from existing RTP, TSPs, and state and federal agencies

Task 2.2 Draft vision and goals for RTP incorporating input from the Technical Advisory Committee and Project Advisory Committee

Task 2.3 Solicit public input and feedback on draft vision, goals and metrics, may include prioritization (public engagement round one)

Task 2.4 Continue to craft vision and goals, incorporating public feedback and advisory committee input until complete

**Task 3: Determine Future Scenarios***Apr 2022 – Jul 2022*

ODOT's Transportation Planning and Analysis Unit (TPAU) has updated the CALM travel demand model with 2019 American Community Survey (ACS) data. AAMPO will work with TPAU and city and county staff to fine tune the model, if needed. Staff will rely on Technical Advisory Committee members, or other identified jurisdiction staff, to inform future land use assumptions included as part of the RTP update.

Based on information gathered in Task 1, a conversation about regional trends will inform a discussion about future model scenarios. AAMPO will work with the Technical Advisory Committee and Project Advisory Committee to define two to four future model scenarios to run. Results from future model scenarios will be compared with performance metrics and existing plan policies. Results will be shared with the public and their input on the preferred future scenario will be collected. AAMPO staff, Technical Advisory Committee, and Project Advisory Committee will decide on the preferred future scenario for the MPO.

Task 3.1 Review and fine tune CALM model

Task 3.2 Discuss and define future scenarios the MPO wishes to explore. Possible scenarios are listed in more detail on page 5

Task 3.3 Compare future scenario outputs with existing plan policies, performance metrics, and future trends

Task 3.4 Share future scenario results with the public and gather input on the preferred future scenario (public engagement round two)

Task 3.5 Work with Technical Advisory Committee and Project Advisory Committee to decide on the preferred future scenario for the MPO

**Task 4: Identify Gaps in System + Future Projects***Aug 2022 – Oct 2022*

Based on the outputs of the preferred future scenario, determine where the transportation and land use gaps are. Identification of gaps will help inform future projects. Cross reference gaps and projects with other plans for the region (city and county TSPs, ODOT plans, etc.)

Task 4.1 Identify system wide deficiencies

Task 4.2 Map projects from existing plans

Task 4.3 Compare existing projects to regional vision, goals and performance metrics

Task 4.4 Identify draft list of projects to meet future transportation demand

Task 4.5 Share identified gaps and draft projects with the public and solicit input to identify additional needs and potential solutions/projects (public engagement round three).

**Task 5: Refine and Prioritize Future Projects + Financial Plan**

*Nov 2022 – Jan 2023*

Refine list of projects to meet the future transportation demand using public input, results of the model, and discussions with the advisory committees. Develop project ranking criteria and rank projects with the amount of available funding for the next 20 years to create a financially constrained project list.

Task 5.2 Refine future project list

Task 5.1 Develop project ranking criteria

Task 5.3 Estimate funding to develop financially constrained list

**Task 6: Albany Transit System Transit Development Plan**

*To be determined*

Albany Transit System (ATS) is interested in including an update to their existing transit development plan (TDP) in the RTP. This is a placeholder task while ATS and AAMPO staff work to scope the TDP.

**Task 7: Draft Report Review + Public Comment**

*Jan 2023*

Compile all information and data into a draft report to be reviewed by the public, Technical Advisory Committee and Policy Board. Plan will be posted online with a video walk through and input form.

**Task 8: Final Report**

*Apr 2023*

Strive for a final report by April 2021, Policy Board approval is needed by May 2023.

**AAMPO Future Model Scenarios**

The following scenarios are meant to spur discussion around which future scenarios the MPO would be interested in modeling. Model output will be in the future year 2043.

**Note:** AAMPO's recently completed [Strategic Assessment](#) can help inform and guide the MPO's decision about which future model scenarios to explore. The Strategic Assessment looked at multiple policies' effects on outcome measures identified as important by AAMPO, such as increased livability and mobility. While all of the policies explored in the Strategic Assessment moved AAMPO in the right direction, policies related to increasing multifamily housing in downtown Albany, increasing public transportation, and increasing the share of single occupancy vehicle trips diverted to biking or scooters were the most impactful.

AAMPO may also want to consider DLCD's forthcoming [Climate Friendly and Equitable Community](#) rule making when deciding on future model scenarios. The rulemaking strengthens Oregon's administrative rules about transportation and housing planning to help meet greenhouse gas reduction goals.

- A) No Build Scenario
- B) Trend Scenario
- C) Increase in Transit Service Scenario
- D) Increase in Active Transportation Scenario
- E) More Neighborhood Commercial Zones/Nodes Scenario
- F) Complete all Road Expansions in TSPs Scenario

## **Public Engagement**

AAMPO is planning for three rounds of public engagement during the RTP update process.

Round 1: Gather input of drafted RTP goals, goal priorities, and metric priorities. Provide information about existing conditions and existing metrics.

Round 2: Gather input on preferred future scenarios (informed by goals and metrics). Provide newly revised RTP goals.

Round 3: Gather input on system gaps/needs and draft projects. Provide information about draft plan and how to comment.

Public engagement for the RTP will likely be a mix of in-person and virtual engagement. Staff will rely on community partners, social media posts, and physical promotions to generate interest in the anticipated three rounds of engagement and associated surveys. Staff plan to host webinars with Q&As during each round of engagement, webinar recordings will be made available on the AAMPO RTP website afterwards.

Community partners:

- City and County staff
- Libraries
- GAPS & Jefferson School District
- Chambers of Commerce
- Linn-Benton Community College
- Linn-Benton Hispanic Advisory Committee
- Community centered non-profits such as Boys and Girls Club, DevNW, etc.

Social media posts:

- Paid, location targeted promotions and ads via Facebook
- Postings to Facebook community group pages

Physical promotions:

- Tables at Albany farmers' market + other planned events
- Signs/posters at frequently visited sites (libraries, downtown, transit centers, etc.)
- Direct mailing via utility bills and other means