



## 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 Agenda

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**Date:** Wednesday, October 27, 2021  
**Time:** 2:30 to 4:30pm  
**Location:** Via Zoom by Clicking [HERE](#)  
Phone: 1-669-900-6833  
Meeting ID: 858 5278 6484  
Passcode: 2020  
**Contact:** Catherine Rohan, Transportation Planner

- 1) 2:30 **Call to Order, Agenda Review, and Roll Call** **Chair, Pat Malone**
  
- 2) 2:35 **Public Comments** **Chair**
  
- 3) 2:40 **Approval of Meeting Minutes (Attachment A)** **Chair**  
August 25, 2021 Policy Board Minutes  
  
***ACTION:** Approve minutes*
  
- 4) 2:45 **Strategic Assessment (Attachment B)** **Brain Hurley (ODOT)  
& Cody Meyer (DLCD)**  
ODOT and DLCD will share information on the MPO's Strategic Assessment.  
  
***ACTION:** Information and discussion*
  
- 5) 3:15 **Cherriots' Salem to Albany Transit Feasibility Study (Attachment C)** **Ted Stonecliffe  
(Cherriots)**  
Presentation from Cherriots' summarizing study and next steps.  
  
***ACTION:** Information and discussion*
  
- 6) 3:45 **COVID Funds Memorandum of Understanding (Attachment D)** **Nick Meltzer**  
Staff, with input from the AAMPO TAC, drafted the attached MOU for disbursement of COVID stimulus funds.  
  
***ACTION:** Consideration for approval*
  
- 7) 3:55 **STIP Revisions (Attachment E)** **Catherine Rohan**  
Staff will provide information on several State Transportation Improvement Plan (STIP) revisions.  
  
***ACTION:** Information only*

- 8) 4:05 **Jurisdictional Updates/Other Business** **All**
- Future plans for in-person/hybrid meetings
  - November (11/24) meeting fall on a holiday week, discuss rescheduling. Potential joint with TAC on 11/18.
  - Joint CAMPO/AAMPO Policy Board meeting on 12/08/21 (normally scheduled AAMPO meeting on 12/22)
- 9) 4:30 **Adjournment** **All**  
Next meeting: TBD

**ALBANY METROPOLITAN PLANNING ORGANIZATION  
POLICY BOARD REMOTE MEETING  
Wednesday, August 25, 2021  
2:30 – 4:30 pm  
Zoom Conference Call**

**DRAFT MINUTES**

**Members:** Ray Kopczynski, Dave Beyerl, Darrin Lane, Greg Jones, Savannah Crawford, Pat Malone, and Roger Nyquist

**Alternates:** Gary Stockhoff, Joe Samaniego, James Feldmann, and Walt Perry

**Guests Present:** Chris Bailey

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

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, and Roll Call		<p><b>Meeting called to order at 2:32 pm by Chair Pat Malone</b></p> <p><b>There were no changes to the agenda.</b></p> <p><b>Roll call was conducted by Staff Catherine Rohan.</b></p>
2. Public Comment		<p><b>There were no public comments.</b></p>
3. Approval of July 28, 2021 Meeting Minutes	Ray Kopczynski moved to approve the July 28, 2021 meeting minutes as presented. Dave Beyerl seconded the motion. Motion moved.	<p><b>Consensus to approve the July 28, 2021 meeting minutes with correction.</b></p>
4. Albany Transit System Implementation Strategy	<p>OCWCOG Staff Steph Nappa provided a presentation on the Albany Transit System Implementation Strategy; a project that will determine the new bus service that Albany will start this Fall. Nappa advised that OCWCOG have been assisting the City of Albany with project management and public engagement and that consultants Nelson/Nygaard are providing technical support.</p> <p>In 2018, Albany completed its Transit Development Plan (TDP) which</p>	

	<p>includes short, medium, and long term improvements. With increase in State transit funding, Albany is able to begin the medium term improvements and this project builds on the TDP to refine the details of the medium term scenario.</p> <p>The goals of ATS through this project are to maintain service area, provide better on-time performance and more frequent service, as well as change routes to be more linear in order for the bus to run in both directions.</p> <p>Nappa moved on to review the current system and the suggested service changes. She noted that the regional routes of Linn-Benton Loop and Linn Shuttle both provide connections between LBCC and the Albany Amtrak Station therefore changes to ATS do not include those connections as they already exist.</p> <p>Nappa then noted that there has been a robust public engagement through online open house and outreach at Farmer's Market and then she moved on to review the ATS expansion map.</p> <p>Member Feedback:</p> <ul style="list-style-type: none"> <li>• Darrin Lane asked if there are estimated times for the routes as far as the length of time it takes to complete each route. <ul style="list-style-type: none"> <li>○ Nappa responded that the routes will run every hour. Because the routes run in both directions, a location will run twice within an hour.</li> </ul> </li> <li>• Lane also asked if there has been testing of the routes for timing during various traffic conditions. <ul style="list-style-type: none"> <li>○ Nappa related that some sections have been tested but not the entire updated expansion system.</li> </ul> </li> <li>• Chair Malone asked what the start date for the new expansion is. <ul style="list-style-type: none"> <li>○ Nappa responded that the date is yet to be determined. The consultant team is developing the schedule and finalizing where the bus stops will be. Both will be discussed next week.</li> </ul> </li> <li>• Commissioner Roger Nyquist asked if outreach to current users</li> </ul>	
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	<p>as well as potential users was conducted in a statistically valid way that would indicate that what is being done will give the best chance of meeting their needs and increasing ridership.</p> <ul style="list-style-type: none"><li>○ Nappa answered that Barry Hoffman received feedback from bus drivers based on their existing knowledge of riders and took this into account when discussing how riders are using the system.</li><li>○ Nyquist responded that that is a good way to gather feedback for current riders but it still misses would-be riders who aren't riding.</li><li>○ Nappa replied that the team worked to design a route that would work best based on the funding and number of buses available. The intent was to reach the largest geographical area while making transfers as convenient as possible so that anyone accessing the system can get anywhere they need to go. In time, this planning will improve towards the medium term scenario.</li><li>○ Meltzer added that there was a lot of conversations and thought that went into the expansion of the routes including public outreach from 2014 and looking at the highest ridership stops. With the new routes, there is no reduction of service to the highest ridership stops. The team also discussed connecting to other existing regional services. The system is designed in a way that you can get anywhere in the city with making only one transfer. The hope is that with a well-designed system, it will intuitively become easier to use and more successful. There was also a lot of discussions in regards to the growing development at the Timber Ridge School area which will also have service with the new expansion that will capture new riders. Lastly, the routes will hit the high schools, Walmart, and Fred Meyer's.</li></ul> <ul style="list-style-type: none"><li>● Chair Malone stated that this is a big improvement to the transit system and asked members to feel free to share the information on the expansion of service.</li></ul>	
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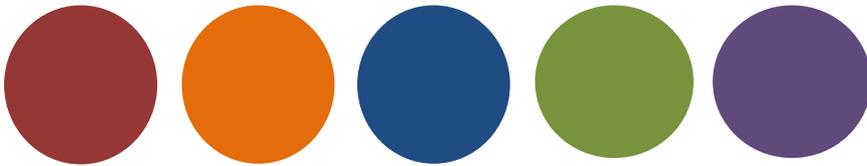
	<ul style="list-style-type: none"> <li>• Councilor Kopczynski stated that with the expansion and if ATS can improve the on-time performance; this is a huge for getting confidence back in the system.</li> <li>• Councilor Perry asked if the route going to Walmart and to the Timber Ridge area will be happen after the construction is completed on Gold Fish Farm Road.             <ul style="list-style-type: none"> <li>○ Nappa responded that the team will need to see if the timing is overlapping.</li> </ul> </li> </ul> <p>Nappa reported that once the bus stops are finalized, additional public outreach will take place. This will allow for having all the details ready for review.</p>	
<p>5. Bicycle and Pedestrian Plan Project Prioritization Criteria &amp; Next Steps</p>	<p>Rohan reported that the prioritization criteria was developed with feedback from the TAC. The ranking helps AAMPO direct any money that comes from the State and Federal Highway Administration (FHWA). Ultimately, it is up to the member jurisdictions on which projects they would like to pursue. Rohan reviewed the criteria and provided a couple project examples and how they would be ranked.</p> <p>Councilor Dave Beyerl asked if there is any consideration on rankings when dealing with other entities (e.g. the Jefferson project example falls in Marion County) to which Rohan responded that there are no current considerations but it is something to keep in mind and discuss.</p> <p>Meltzer reiterated that the goal of the BPP is to identify all the bike and ped project in the region. However, it does not stop a city or county from completing a project. What it does, is say that if there is an influx of funding in the region; the listed projects are the regional priorities.</p> <p>Rohan added that in recognition of the differences in member jurisdictions; AAMPO will develop a local member jurisdiction project list and a combined regional project list.</p> <p>Member Feedback:</p> <ul style="list-style-type: none"> <li>• Increase the weight on the safety criteria from 1 to 2 points</li> <li>• Add a row that shows the maximum score allowable under</li> </ul>	

	<p>each category</p> <ul style="list-style-type: none"> <li>Email the crash maps to members</li> </ul> <p>Councilor Beyerl stated that he feels the criteria and process has been well thought out and he gave kudos for the work.</p> <p>Rohan noted that next steps include a survey that will go out next week to the public.</p>																
<p>6. STIP Revisions</p>	<p>Rohan reported that all the revisions are Administrative Modifications which only require staff approval and are an FYI to members.</p> <table border="1" data-bbox="600 570 1507 1354"> <thead> <tr> <th>Project Key Number/s &amp; Name/s</th> <th>Description</th> <th>Change</th> </tr> </thead> <tbody> <tr> <td>21175: Salem Ave. street improvement (Albany)</td> <td>Repave SE Salem Ave from city limits west to rail crossing. Remove curb returns and replace to ADA standards.</td> <td>Slipping the Preliminary Engineering and Construction phases from federal fiscal year 2021 (ended Sep 30<sup>th</sup>) to federal fiscal year 2022 for delivery.</td> </tr> <tr> <td>21185: Queen Avenue Rail Crossing (Albany)</td> <td>Upgrade existing railroad warning devices to improve pedestrian safety.</td> <td>Slip the Right of Way and 'Other' phases from federal fiscal year 2021 (ended Sep 30<sup>th</sup>) to federal fiscal year 2022 for delivery.</td> </tr> <tr> <td>21191: US20: Safety upgrades (Albany to Corvallis)</td> <td>Add various enhancements at several locations to improve safety.</td> <td>Delete the utility relocation phase (\$50,000) as it is not needed. Add an 'other' phase using \$5,000 of utility funding for maintenance forces to procure and install signs. Use of \$5,000 of state funds in other phase approved by H. Derrickson on 07/28/21</td> </tr> <tr> <td>20221: Albany and Corvallis Signal Improvements</td> <td>Albany and Corvallis Signal Improvements: Add signal enhancements at several intersections to improve safety</td> <td>This amendment will change location data for US20, OR99E, and OR99W so it matches the final plan. Project lead noticed that the final plan did not match project listing in the STIP. This is a technical correction which will have no impact on project cost. New milepost markings for areas impacted by the amendment are listed below.</td> </tr> </tbody> </table>	Project Key Number/s & Name/s	Description	Change	21175: Salem Ave. street improvement (Albany)	Repave SE Salem Ave from city limits west to rail crossing. Remove curb returns and replace to ADA standards.	Slipping the Preliminary Engineering and Construction phases from federal fiscal year 2021 (ended Sep 30 <sup>th</sup> ) to federal fiscal year 2022 for delivery.	21185: Queen Avenue Rail Crossing (Albany)	Upgrade existing railroad warning devices to improve pedestrian safety.	Slip the Right of Way and 'Other' phases from federal fiscal year 2021 (ended Sep 30 <sup>th</sup> ) to federal fiscal year 2022 for delivery.	21191: US20: Safety upgrades (Albany to Corvallis)	Add various enhancements at several locations to improve safety.	Delete the utility relocation phase (\$50,000) as it is not needed. Add an 'other' phase using \$5,000 of utility funding for maintenance forces to procure and install signs. Use of \$5,000 of state funds in other phase approved by H. Derrickson on 07/28/21	20221: Albany and Corvallis Signal Improvements	Albany and Corvallis Signal Improvements: Add signal enhancements at several intersections to improve safety	This amendment will change location data for US20, OR99E, and OR99W so it matches the final plan. Project lead noticed that the final plan did not match project listing in the STIP. This is a technical correction which will have no impact on project cost. New milepost markings for areas impacted by the amendment are listed below.	
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	There were no questions from members on the STIP revisions.	
7. Jurisdictional Updates/Other Business	<p><b>Potential Cancellation of September 22<sup>nd</sup> Board Meeting</b>  With everything discussed today, there is a light agenda for the September meeting. Staff suggests a September recess. Chair Malone asked to keep the meeting on the calendars and reassess two weeks prior to the September meeting and send the cancellation notice at that time if a meeting is not needed.</p> <p><b>Potential joint AAMPO/CAMPO November Meeting</b>  Meltzer advised that there was a joint MPO meeting in March of this year and asked if members would like to have another joint AAMPO/CAMPO meeting in November or do they need a joint AAMPO Board and TAC meeting instead. Members discussed and agreed for Staff to access the business/agenda items that needs to be discussed and determined based on that.</p> <p>City of Albany – Councilor Kopczynski reported that there was a recent presentation to the council of the efforts toward a transit route from Salem to Albany. He asked Chris Bailey to share more details. Bailey reported that the council received a report from Salem-Keizer Transit District in regards to the recently completed feasibility study on the extension of service through to Jefferson, Millersburg, and into Albany. Salem-Keizer Transit District reported that they had received positive feedback and support for the expansion and next steps would include looking for funding for implementation. Members discussed and agreed to invite Salem-Keizer Transit District to attend an AAMPO meeting to share their findings and provide feedback.</p> <p>ODOT Update: ODOT will be closing US 20 east of Sweet Home at milepost 54 from Wednesday, September 8<sup>th</sup> through Friday, September 10<sup>th</sup>. ODOT is working to get the word out on this closure and next year, there will be a two week closure.</p> <p>Jefferson Update: The city has two new parks; one is on the river and the other was the old gas station that is being turned into a green space. The city is keeping in mind that bicyclists and pedestrians are</p>	

	<p>key elements when doing developments. If funding goes well; there will be green space, shaded benches, bike repair racks, and restrooms.</p> <p>Linn County Update: The Intermodal Facility project is well underway and is on schedule to be complete in January of 2022.</p> <p>Tangent Update: Has some sidewalk construction taking place. On September 2<sup>nd</sup> there will be a taco truck at city hall if anyone wants to stop by.</p>	
<p>8. Adjournment</p>		<p><b>Meeting adjourned at 3:41 pm.</b></p>

# Strategic Assessment of Transportation and Land Use Plan



*Albany Area Metropolitan Planning  
Organization*

*October 2021*

## About This Report

This report was prepared by staff from the Albany Area Metropolitan Planning Organization (AAMPO), working with staff from the Oregon Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD) with input from the AAMPO Technical Advisory Committee. The report summarizes the purpose, scope, and key findings from an analysis of the region's adopted land use and transportation plans prepared using ODOT's VisionEval model. The report is intended to help inform the region's decision-makers and the public as they consider how to update the region's land use and transportation plans.

*Please note that this report is for informational purposes only and is not intended to make or express policy decisions by either the metropolitan planning organization or its member local governments.*

**The Albany Area Metropolitan Planning Organization (AAMPO)** coordinates regional transportation planning and programming for the Albany Area metropolitan area, which includes the cities of Albany, Jefferson, Tangent, and Millersburg as well as the unincorporated area of Linn and Benton Counties.

Further information about AAMPO is available on the web at:  
<http://www.ocwcog.org/transportation/aampo/>

### Produced by:

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## Executive Summary

The Albany Area Metropolitan Planning Organization (AAMPO), working with staff from the Oregon Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD), engaged in a voluntary planning effort known as a Strategic Assessment of Adopted Local and Regional Land Use and Transportation Plans. The assessment estimates the likely outcomes of adopted plans and trends over the next 20 plus years, to the year 2040. The assessment estimates important outcomes of regional interest including livability, congestion, mobility, and reducing climate pollution.

This report outlines how the Strategic Assessment was prepared and presents the associated findings. In addition to estimating outcomes from adopted plans, the report identifies potential actions that the region may choose to consider to achieve outcomes that are important to the region. The report is intended to inform local officials and policy makers as they update land use and transportation plans and to help evaluate whether to conduct additional work.

## Key Findings

By 2040, regional population growth, coupled with expected growth in household income will increase the demand for automotive travel in the Albany area. By implementing the current adopted plans, the region is likely to see a significant increase in traffic delay resulting from this population growth, even though vehicle miles traveled per capita decreases slightly when state-led pricing policies are included. Sensitivity tests show that increasing residential development in central Albany, increased implementation of active transportation infrastructure, and pricing policies are effective solutions to limit the increase in travel delay.

Considering land use, results from the Strategic Assessment demonstrate that providing more compact-livable neighborhoods with more housing units planned, especially middle housing, in mixed-use areas, will provide more housing options and increase biking and walking, thus leading to overall public health improvements.

Household travel costs are another important outcome to consider when assessing transportation strategies. Results show that household transportation operating costs are expected to decrease over time as more people switch over to newer, more fuel-efficient vehicles. However, these vehicles will be more expensive to purchase for the next few years, which may lead to an increase in ownership costs. For auto dependent households, keeping auto operating costs down with strategies such as shifting to new more fuel efficient vehicles or faster vehicle turnover will present challenges for low income households as ownership costs increase. Retaining affordable housing in mixed-use areas that provide more affordable travel options can also help households retain accessibility.

By implementing adopted plans in combination with state-led actions implemented at the local level, AAMPO can expect a 16% greenhouse gas reduction by 2040. However, much more work will be needed at the state and local level to reach the 20% greenhouse gas reduction target for the region. While no one policy on its own meets the target, sensitivity testing results include over 1,000 scenarios that can help the region achieve 20% greenhouse gas reduction. The resulting air quality improvements provide key health benefits for all residents. The improved fuel efficiency of future vehicles also results in lower annual fuel consumption, energy use, as well as keeping more money within the local economy.

## Chapter 1: Strategic Assessment Purpose

The Strategic Assessment was conducted to estimate the outcomes of adopted land use and transportation plans and current trends in the Albany metropolitan area. The assessment estimates travel, emissions, household transportation costs, energy use, health-related impacts, and other outcomes. Overall, the assessment provides a picture of what the area may look like given plans, recent trends and information about future conditions.

The results of the assessment will help local governments better understand issues and options as they review and update the area's transportation plans and make investment decisions. In short, this Strategic Assessment evaluates the region's adopted plans, assesses how far those plans help to reach the region's identified goals over the next 20+ years, especially when combined with state-led policies, and identifies alternative paths to achieve future goals. Largely a technical exercise, the assessment provides information to help inform updates or implementation of existing land use and transportation plans, and tests their resilience to future uncertainties.

### Changing Circumstances, New Challenges

While AAMPO's Strategic Assessment is prompted by the state's interest and efforts to reduce climate pollution, it is intended to provide information about a range of other important regional issues. For example, the Strategic Assessment also evaluates household spending on transportation; mobility measures such as vehicle miles traveled and delay; and public health indicators, such as air quality, and trips made by walking and biking. Additionally, evaluation of future risks from various combinations of energy prices, vehicle adoption and state-led pricing policies were evaluated. This information provided by the analysis can help the region evaluate how well existing plans prepare the region and its residents for a changing future.

### Assuring Adequate Transportation Funding

Maintaining and expanding the transportation system will require more revenue than current funding arrangements generate. Recent trends also show that people are driving more fuel-efficient vehicles, which reduce transportation revenue from gas taxes. While driving and efficient vehicle trends may reduce infrastructure needs per person, population growth will increase the overall demand on the region's roadways, and the gap between available funding and the improvements called for in transportation plans will continue to grow over time. Public support for increased fees or taxes is also uncertain; in short, there is a perfect storm of declining revenues and increasing costs, at the same time that plans call for more resources.

Carefully integrating planning for land use with planning for streets and transit allows for land use patterns that make efficient use of existing investment in the transportation system. Land use and transportation plans that make communities more livable by improving public health and keeping transportation affordable may help to make a business case that expanded transportation funding will generate a high return on investment.

## Chapter 2: Regional Context

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 and 45 miles north of Eugene along the Interstate 5 corridor. Key economic drivers in the AAMPO area have historically included agriculture and wood products manufacturing, although this has expanded to include rare metals manufacturing, finished building products, and food processing. AAMPO’s location along the I-5 corridor has also made the area attractive for warehousing and transportation services. Over the next 20 years, the area’s population is expected to grow by over 28%.

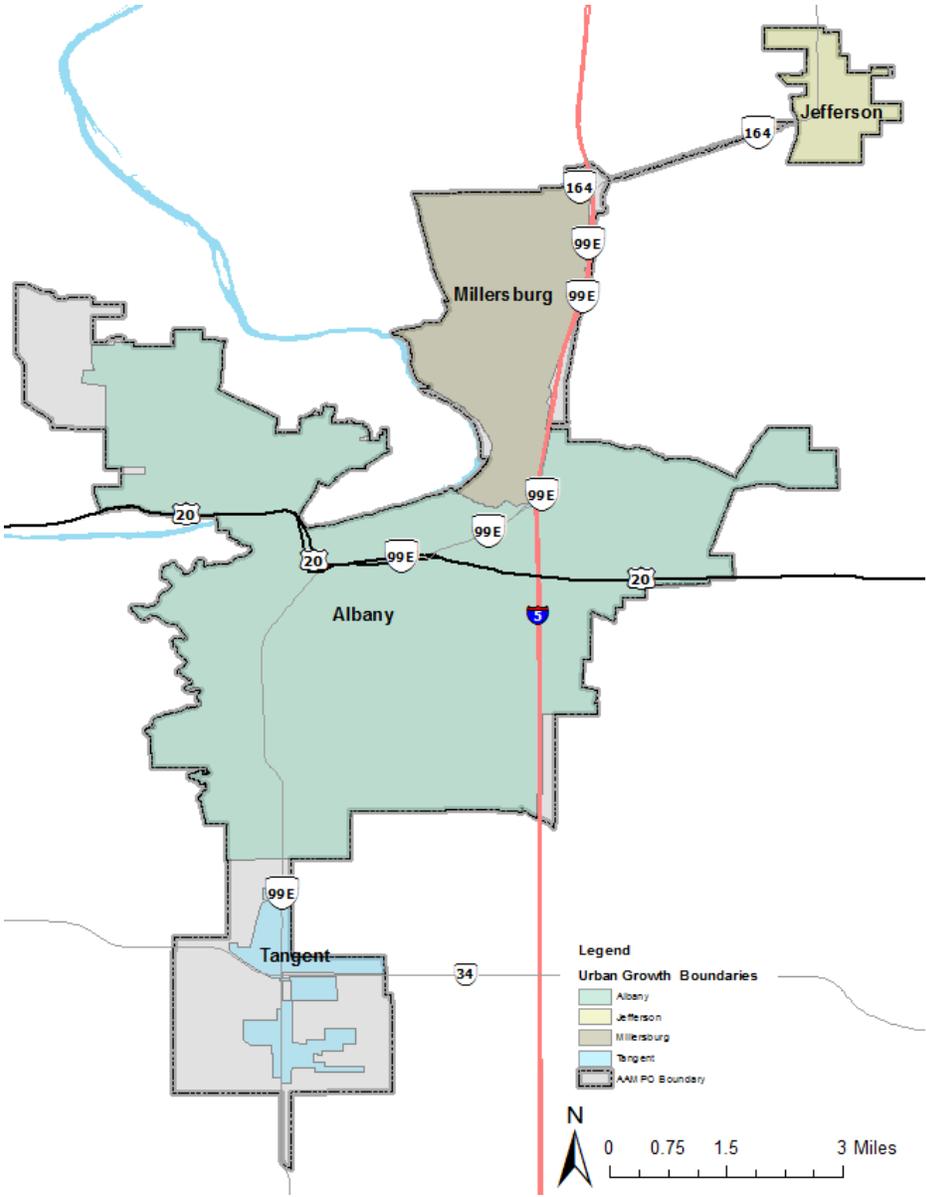


Figure 1. AAMPO Strategic Assessment Study Area

The issue areas considered in the Strategic Assessment, including output measures and key outcomes from the analysis, in many cases align with the proposed goal areas and performance indicators from AAMPO's 2018-2040 Regional Transportation Plan (RTP). Table 1 below identifies the Strategic Assessment issue areas and proposed RTP goals addressed by the Strategic Assessment.

**Table 1. Strategic Assessment Issue Areas and AAMPO RTP Goals**

Strategic Assessment Outcome Measures	RTP Goals and Indicators Related to Strategic Assessment Issue Areas
<ul style="list-style-type: none"> <li>• <b>Mobility</b> <ul style="list-style-type: none"> <li>- Daily Vehicle Miles per Capita</li> <li>- Travel Delay</li> <li>- Transit Ridership</li> </ul> </li> <li>• <b>Livability</b> <ul style="list-style-type: none"> <li>- Household travel costs</li> <li>- Annual Household Vehicle Cost</li> <li>- Household Vehicle Cost as a Percent of Low-Income Households' Income</li> <li>- Single-family and multi-family housing mix</li> <li>- Population in mixed-use areas or activity centers</li> </ul> </li> <li>• <b>Environment</b> <ul style="list-style-type: none"> <li>- Greenhouse gas emissions</li> <li>- Fuel consumption</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• <b>Goal 1:</b> <i>Provide for a balanced and multi-modal regional transportation system that meets existing needs and prepares for future needs.</i></li> <li>• <b>Goal 2:</b> <i>Enhance regional and intermodal connectivity for movement of all modes within the MPO as well as between the MPO and other areas.</i></li> <li>• <b>Goal 3:</b> <i>Increase the safety and security for all travel modes on the regional system.</i></li> <li>• <b>Goal 4:</b> <i>Protect the natural and built environment.</i></li> <li>• <b>Goal 5:</b> <i>Preserve the mobility of existing freight routes to ensure the efficient movement of goods throughout the region for existing freight movements and future opportunities.</i></li> <li>• <b>Goal 6:</b> <i>Demonstrate responsible stewardship of funds and resources.</i></li> <li>• <b>Goal 7:</b> <i>Coordinate transportation and land use decision-making to foster collaboration and to encourage development patterns which increase transportation options, encourage physical activity, and decrease reliance on the automobile.</i></li> <li>• <b>Goal 8:</b> <i>Provide for a transportation system with positive personal health impacts.</i></li> <li>• <b>Goal 9:</b> <i>Provide for a diversified transportation system that ensures mobility for all.</i></li> <li>• <b>Goal 10:</b> <i>Provide an open and balanced process for planning and developing the transportation system.</i></li> <li>• <b>Goal 11:</b> <i>Provide a coordinated and integrated transit program to provide a safe, efficient, and affordable sustainable transportation option.</i></li> </ul>

## Chapter 3: Analysis

The Strategic Assessment relies on the VisionEval planning model. There are three main steps to the Strategic Assessment process:

1. Establishing the study area and districts;
2. Collecting input data for the base year and future year in a reference scenario and alternative scenarios; and
3. Running and interpreting the VisionEval outputs.

Figure 2 outlines the units of analysis used for the AAMPO Strategic Assessment, which defines the extent of the area that is included in the model. While many VisionEval inputs utilize values that are applicable to the entire region, several VisionEval inputs require more localized information. The AAMPO planning area was segmented into 16 districts, each containing a cluster of Traffic Analysis Zones (TAZ) from the region's travel demand model. The districts also align within the eleven zones delineated in the Regional Plan and capture the mix of demographic and land use conditions across the region.

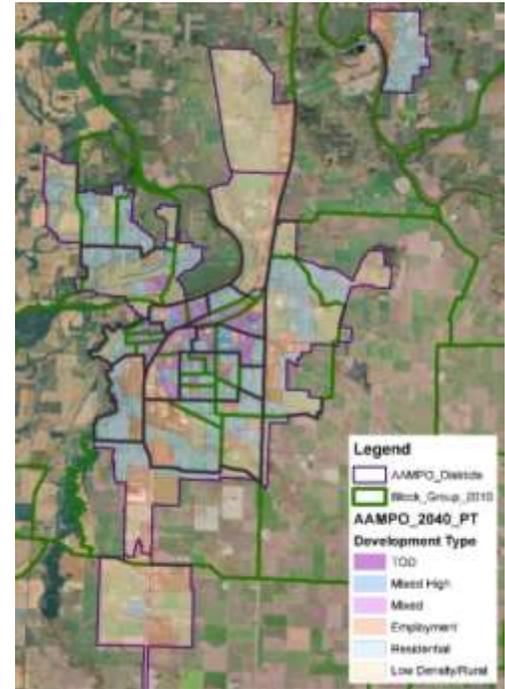


Figure 2. Strategic Assessment Districts

## Inputs

Inputs and assumptions for the VisionEval are drawn from a number of sources, including:

- Census data
- Benton, and Linn Counties population forecast
- Adopted local plans, including:
  - Comprehensive Plans and zoning from Albany, Jefferson, Millersburg, Tangent, Benton, and Linn Counties
  - 2018-2040 AAMPO Regional Transportation Plan
- Corvallis-Albany-Lebanon Model (CALM) travel demand model, 2010-2040 RTP scenarios
- Albany Transit System Transit Development Plan
- ODOT VisionEval statewide scenario assumptions retained for GHG Monitoring purposes.

Future state level policies and conditions are drawn from state-level sources including DLCD's Metropolitan Greenhouse Gas Reductions Target Rule (2017) and ODOT's Statewide Transportation Strategy (STS) (2013). These STS Vision assumptions used in this report include ambitious policies and assumptions involving high transportation pricing, high energy prices, federal and state fuel efficiency standards, electric vehicle adoption and alternative fuels use. Where local adopted plans were unclear about future policies or conditions, AAMPO staff consulted with local jurisdiction staff to estimate likely future conditions and expected funding levels. For example, the region's long-term plans for transit do not reflect likely expansion of transit service. The inputs assumed in the adopted plans analysis is shown in Table 3 below.

Table 3. Summary of VisionEval Inputs for Reference Scenario of Adopted Plans

Category		Measure	2010	2040 <sup>1</sup>	% Change
Regional Context		MPO population	56,700	72,610	28%
		Average household size / % single-person household	2.55 / 24%	2.55 / 24%	n/a
		Average annual per capita income (in 2005 dollars)	\$25,503	\$32,096	26%
		Households with plug-in/battery electric vehicles (by sales year)	0%	40% (16% stock)	n/a
		Average household Vehicle Age (years), auto/light truck-SUV	10.0	9.5	-4%
		Light truck-SUV Share of household vehicles	54%	39%	n/a
		Fuel economy for household vehicles (miles per gallon)	23.1	55.7	141%
		Bus vehicle mix (Internal combustion/Hybrid/Electric) Bus fuels (% Diesel/Gas/CNG)	100/0%/0% 100/0%/0%	100/0%/0% 100/0%/0%	n/a
Pricing		Energy price (fuel per gallon/electricity per kilowatt-hour) (in 2005 dollars)	\$2.43/\$0.08	\$5.95/\$0.31	144%/287%
		State annual vehicle fees (in 2005 dollars)	\$35	\$54	54%
		Pay as you drive insurance (% households at \$0.05/mi)	0%	100%	n/a
		Federal/state Gas taxes (dollar per gallon) (in 2005 dollars)	\$0.385	\$0.484	26%
Community Design	Parking	Share of workers subject to parking fee	2.6%	6.5%	n/a
		Avg. daily parking fee (in districts that charge) (in 2005 dollars)	\$1.00	\$2.00	100%
	Land Use	Households in Urban Mixed Use Areas	5.2%	5.0%	n/a
		Multi-family units (~18% of new units in region)	5,320	6,870	29%
	Infra-structure	Share of single occupant vehicle trips diverted to bicycles	2%	2%	n/a
		Transit service (fixed route in-service miles)	120,620	270,820	124%
Freeway & Arterial Roadway miles		168.0 (35 Fwy + 133 Art)	173.7 (35 Fwy + 138.7 Art)	3%	
Marketing & Incentives	Mode-shift	Share of Workers covered by transportation demand management programs	0%	4.6%	n/a
		Share of Households in individualized marketing programs	1.0%	2.6%	n/a
	Driving Efficiency	ITS Program Index: Ramp Metering coverage	0%	0%	n/a
		ITS Program Index: Incident Response coverage	0%	0%	n/a
		ITS Program Index: Signal Coordination coverage	26%	40%	n/a
	ITS Program Index: Access Management coverage	23%	50%	n/a	

Note: All dollars values are reported in 2005 dollars, accounting for inflation.

## Chapter 4: Findings

### Adopted Plans

The Strategic Assessment quantifies the effect of implementing plans and policies using mobility, economy, land use, environment, and energy indicators. In other words, if the Albany Area metropolitan area builds out its current adopted plans in combination with ambitious state-led policies, the region can expect the type of outcomes that are outlined in Table 4 (at the end of this section). The results contrast current conditions with expected outcomes from implementation of adopted plans and the continuation of expected trends in the year 2040 (the horizon year of the current RTP).

#### Mobility

The region continues to grow and attract new residents (28% more by 2040), which will put pressure on the existing transportation system to accommodate the increased demand. Investments in transit when combined with supporting state pricing actions leads to decrease in VMT per capita (20.9 to 19.2 miles per day). However, as a result of population growth pressures, the region can expect a more than 79% increase in traffic delay, from 113 daily vehicle delay hours in 2010 to 202 hours in 2040.

Investments in the regional transit network identified in the Transit Development Plan and supporting funding through HB 2017 drive an increase in transit ridership. Transit trips are expected to increase by 52% from 3,900 trips per day in 2010 to 5,930 in 2040.

#### Livability

The costs to travel are certain to undergo change by 2040. The key change is that the future shift to more fuel efficient vehicles (23 to 56 MPG) and electric vehicles, is countered by assumed ambitious state-led pricing policies and doubling of fuel prices by 2040 resulting in higher overall operating costs (40%). Meanwhile, rising incomes (24%) enable local residents to purchase these new fuel-efficient vehicles.

The assessment shows that, with a healthy economy and rising incomes, total household vehicles costs as a share of household income are expected to decline for all households including low income households.

#### Relation to RTP Goals

*The findings related to mobility and congestion (delay) present a challenge for the region to meet RTP Goals 2 and 5, which identifies freight mobility as a key element to support local and regional economic opportunities.*

#### Relation to RTP Goals

*Household transportation cost findings address RTP Goal 11: To Provide a coordinated and integrated transit program to provide a safe, efficient, and affordable sustainable transportation option. Keeping household transportation costs low allows for more disposable income and keeps more money in the local economy.*

*Vehicle operating costs are expected to decrease, while ownership costs increase. This indicates the need for affordable transportation options, transit-supportive-development, and alternatives to household vehicle ownership to achieve reductions in overall household travel costs.*

## Environment

More ambitious state policies and federal fuel efficiency standards along with the adoption of electric vehicles means vehicles on the road in 2040 will use significantly less fuel (-52% annual gallons consumed by all vehicles), with an anticipated doubling of vehicle fuel efficiency (from a 23 miles per gallon (MPG) average in 2010 to 56 MPG in 2040).

The Strategic Assessment shows that by implementing the current local and regional adopted plans combined with state led actions and federal fuel efficiency standards, the Albany Area can expect reduced dependence on foreign oil and a significant reduction in greenhouse gas (GHG) emissions by 2040.

Total GHG emissions from household vehicles are expected to drop by about 80% with combined state and local actions, due mostly to expected improvements in vehicle technology and fuels, and adoption of more efficient vehicles between 2010 and 2040.

While currently adopted local plans combined with state led action in the Statewide Transportation Strategy are moving in the correct direction, they are unlikely to achieve the region's 20% reduction target. However, the sensitivity tests in the following section identify combinations of strategies beyond adopted plans that improve the region's ability to achieve a 20% greenhouse gas reduction by 2040.

### *Relation to RTP Goals*

*The findings related to greenhouse gas emissions indicate that the AAMPO region's adopted plans do, only when combined with state led actions, reduce greenhouse gas emission, as expressed in RTP Goal 4: To protect the natural and built environment. Although driving is expected to increase, vehicle and fuel efficiency enhancements precipitate gains in the region's air quality.*

### *Relation to State GHG Target*

*Considering GHG emissions reductions relative to the state target of 20% for the Albany Area, which measures reductions above and beyond improvements in fleet, fuels, and technology, the expected per capita reductions are about 16% when local plans are considered in combination with strategies and actions identified in the Statewide Transportation Strategy (i.e. ambitious pricing such as a carbon tax, and comprehensive system operations management techniques).*

Table 4. Summary of VisionEval Outputs, Adopted Plans Analysis

Category	Output	2010	2040 <sup>1</sup>	% Change
Mobility	Daily vehicle miles traveled per capita	20.9	19.2	-8%
	Annual walk trips per capita	106	115	8%
	Annual short trip miles traveled by bicycle per capita	28.9	29.4	2%
	Daily Transit Trips	3,900	5,930	52%
Economy	Daily light duty vehicle delay (hours)	113	202	79%
	Annual household vehicle operating costs (state-led pricing fuel, policies, parking) (in 2005 dollars)	\$5,600	\$7,860	40%
	Annual household vehicle cost (ownership + operating) (in 2005 dollars)	\$10,120	\$12,500	24%
	Total Household Vehicle Costs as a share of income (all households)	14.0%	13.6%	n/a
	Total Household Vehicle Costs as a share of income (low income, <=\$20k)	25.9%	24.2%	
Land Use	Households living in mixed-use areas <sup>3</sup>	5.2%	5.0%	n/a
	Housing type (Single-family : Multi-family)	3.2 : 1 (76%)	3.5 : 1 (78%)	n/a
Environment	Reduction in greenhouse gas emissions beyond Vehicles and Fuels (VMT per capita) from implementation of locally adopted plans and potential state-led actions/conditions. <sup>2</sup>	n/a	n/a	-16.1% 2005-2040
	Annual greenhouse gas emissions per capita from all vehicles including reductions from vehicle and fuels (million metric tons)	0.272	0.096	-80%
	Bus greenhouse gas emission rates (CO <sub>2</sub> e grams per mile)	2,640	1,370	-48%
Energy	Annual all vehicle fuel consumption (million gallons)	22.4	10.8	-52%
	Annual external household social costs per mile <sup>2</sup> or per HH (unpaid except under 2040 state-led pricing actions)	\$1,110	\$670	-40%

Note: All dollar values are reported in 2005 dollars, accounting for inflation.

<sup>1</sup> 2040 assumes State-Led Actions and context variables, including ambitious pricing and vehicles/fuels adoption, and high energy prices.

<sup>2</sup> Social costs are the unintended costs of transportation such as health, safety, noise, water pollution, and the costs of maintaining secure energy sources globally. Such costs to society are not typically paid by motor vehicle drivers, instead they incur costs to society indirectly (e.g. cost of congestion or delays caused by traffic incidents).

<sup>3</sup> Urban mixed-use definition is based on the 2001 National Household Travel Survey measure of the block group level urban/rural indicator. This measure developed by Claritas uses the density of the tract and surrounding tracts to identify the urban/rural context of the tract and identified 4 categories: urban, suburban, second city, town and rural. The urban category roughly corresponds to the inner portions of urbanized areas that are generally characterized by more urban and mixed-use development.

## Impacts of Policy Alternatives

The analysis of the adopted plans presented above (Table 4) estimates where the region is now, and where it is likely to be in the future, based on financially constrained adopted plans, significant state-led actions, and other future trends. The natural question that follows is, what will it take to further improve outcomes of importance to the community, such as mobility, livability, emissions, and public health. Sensitivity testing allows the region to evaluate how changes to key factors or policies within local control could affect expected outcomes.

To better understand the possibilities and challenges facing the region, over 1,000 possible scenarios were analyzed. Sensitivity testing analyzes different combinations of local policies to identify the combinations that are most effective in achieving different outcomes. Sensitivity tests represent alternative futures and demonstrate how different choices about regional growth and investment, beyond those in the region's adopted plans, affect various outcome measures.

Table 5 outlines the policy bundles and levels of ambition evaluated as part of sensitivity testing. Due to the multiple combinations that could potentially be tested in these alternative scenarios, the policies and levels of ambition were limited to those outlined in the table. A summary of the local policy alternatives that were tested are shown below.

### Policy Alternatives Tested

#### Land Use

- Level 1: Adopted Plans = Adopted comprehensive plans
- Level 2: Land Use Increase = Increased growth in multi-family housing in central Albany

#### Transit

- Level 1: Adopted Plans = Adopted 2040 Transit Development Plan
- Level 2: Transit Increase = Doubling the service miles of 2040 Transit Development Plans
- Level 3: Transit High = Eugene/Springfield level of service, Statewide Transportation Strategy goal

#### Active Transportation - Percent of Single Occupancy Vehicle trips diverted to biking or scooters

- Level 1: Adopted Plans = 2% (Adopted Transportation Systems Plans)
- Level 2: Active Transportation Increase = 9% (Corvallis area levels)
- Level 3: Active Transportation High = 23% (Statewide Transportation Strategy goal)

#### Transportation Options (TO)- Transportation Demand Management programs

- Level 1: Adopted Plans = Work and Home programs for downtown Albany area
- Level 2: TO Increase = Work and Home programs for entire region

#### Local Pricing- Parking Pricing and Local Gas Taxes

- Level 1: Adopted Plans = Trend Scenario parking prices and gas taxes
- Level 2A: Parking Increase = Increased parking price in downtown Albany area, Worker parking programs
- Level 2B: Local Gas Tax = Increased local gas tax

**Table 5. Policy Bundles Evaluated as Part of Sensitivity Testing**

Category		Adopted Plans		More or [Less] Ambitious Sensitivity Tests	
		2010 Inputs	2040 Inputs	Alternate 2040 Inputs	
	Vehicles	<ul style="list-style-type: none"> <li>• HH vehicle mix: 0% electric vehicles in 2010</li> <li>• 10.0 year vehicle age, 54% household light trucks</li> </ul>	<ul style="list-style-type: none"> <li>• HH vehicle mix: 40% electric vehicle sales in 2040</li> <li>• 9.5 year vehicle age, 39% household light trucks/SUV</li> </ul>	<ul style="list-style-type: none"> <li>• HH vehicle mix: 19% electric vehicle sales in 2040</li> <li>• 10 year vehicle age, 54% Household light trucks/SUV</li> </ul>	
	Fuels	Statewide Gas-Ethanol E10, Diesel-biofuel B5 standards	<ul style="list-style-type: none"> <li>• 20% fuel carbon intensity drop by 2035</li> </ul>	<ul style="list-style-type: none"> <li>• Oregon Clean Fuels Program (8% drop by 2025)</li> </ul>	
Pricing	Energy Costs	<ul style="list-style-type: none"> <li>• Electricity cost: \$0.08/kWh</li> <li>• Fuel Cost: \$2.43/gallon</li> </ul>	<ul style="list-style-type: none"> <li>• Electricity cost: \$0.31/kWh</li> <li>• Fuel Cost: \$5.95/gallon</li> </ul>	<ul style="list-style-type: none"> <li>• Electricity cost: \$0.14/kWh (STS vision + renewables)</li> <li>• Fuel Cost: \$2.43/gallon</li> </ul>	
	Per Mile Fees	<ul style="list-style-type: none"> <li>• Federal/State gas tax: \$0.385/gallon</li> <li>• No VMT fee, social cost recovery fee, or use of pay as you drive (PAYD) insurance</li> </ul>	<ul style="list-style-type: none"> <li>• Federal/State gas tax: \$0.48/gallon</li> <li>• PAYD: 100% use PAYD insurance at \$0.05/mile</li> <li>• VMT fee: \$0.035/mile</li> <li>• Social Cost Recovery, roughly equivalent to VMT fee.</li> </ul>	<ul style="list-style-type: none"> <li>• Federal/State gas tax: \$0.48/gallon</li> <li>• PAYD: 14% use PAYD insurance at \$0.05/mile</li> <li>• No VMT Fee or Social Cost Recovery</li> </ul>	
Community Design	Local Pricing Policies	<ul style="list-style-type: none"> <li>• 2.6% of Workers pay for parking region-wide</li> <li>• 0% Non-work trips subject to parking fee</li> <li>• Avg. daily parking fee (in areas that charge): \$1</li> </ul>	<ul style="list-style-type: none"> <li>• 6.5% of Workers pay for parking region-wide</li> <li>• 0% Non-work trips subject to parking fee</li> <li>• Avg. daily parking fee (in areas that charge) : \$2</li> </ul>	<ul style="list-style-type: none"> <li>• Add \$0.15 local gas tax to state/federal taxes</li> <li>• 12.4% of Workers pay for parking region-wide</li> <li>• Increase non-work trips subject to parking fee: 0%</li> <li>• Avg. daily parking fee (in areas that charge) : \$4</li> </ul>	
	Land Use	<ul style="list-style-type: none"> <li>• 2010 Census land use inputs (2018 RTP)</li> <li>• 77% existing units in region are single family</li> <li>• 5.2% Households in urban Mixed Use areas</li> </ul>	<ul style="list-style-type: none"> <li>• Adopted plans land use inputs for travel model (2018 RTP)</li> <li>• Urbanized land grows at 15% of population growth</li> <li>• 82% of new units in region are single family</li> <li>• 5.0% Households in urban Mixed Use areas</li> </ul>	<ul style="list-style-type: none"> <li>• 30% of new housing is redirected from the fringe to central Albany.</li> <li>• 46% of new units in region are single family</li> <li>• 7.1% Households in urban Mixed Use areas</li> </ul>	
	Modes		<ul style="list-style-type: none"> <li>• Bus service: 120,620 miles (2.1 miles per capita)</li> <li>• Bus 100% Diesel, B5</li> </ul>	<ul style="list-style-type: none"> <li>• Bus service: 270,820 miles (3.7 miles per capita)</li> <li>• Bus 100% Diesel, B10<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>• Double service to 541,350 miles (7.5 miles per capita)</li> <li>• 50% HEV buses and van fleet</li> <li>• Bus 100% CNG, assumed to be renewable (RNG)<sup>2</sup></li> </ul>
			<ul style="list-style-type: none"> <li>• SOV diversion (Single-occupancy-vehicle trips less than 20 miles round trip) to light vehicles (e.g., e-bikes, bikes, scooters): 2%(OHAS)</li> </ul>	<ul style="list-style-type: none"> <li>• SOV Diversion to light vehicles/bikes: 2%</li> </ul>	<ul style="list-style-type: none"> <li>• Quadruple service to 1,067,670 miles (14.7 miles per capita) (STS vision)</li> <li>• 100% battery electric bus and van fleet</li> <li>• Quadruple SOV diversion to light vehicles/bikes: 9%</li> <li>• Ambitious Electric Bike shift, SOV diversion: 23%</li> </ul>
		<ul style="list-style-type: none"> <li>• Road Network: 35 Arterial, 133 Freeway lane-miles</li> </ul>	<ul style="list-style-type: none"> <li>• Road Network: 35 Arterial, 133 Freeway lane-miles</li> </ul>	<ul style="list-style-type: none"> <li>• Road Network: 42 Arterial, 160 Freeway lane-miles</li> </ul>	
	Demand Management	<ul style="list-style-type: none"> <li>• 0% Workers in employer-based transportation demand management (TDM) programs region-wide</li> <li>• 1% Households in individualized marketing (IM) region-wide</li> </ul>	<ul style="list-style-type: none"> <li>• 4.6% Workers in TDM programs region-wide</li> <li>• 2.6% Households in IM Programs region-wide</li> </ul>	<ul style="list-style-type: none"> <li>• 14.0% Workers in TDM program region-wide</li> <li>• 8.0% Households in IM Programs region-wide</li> </ul>	

Note: All dollar values are reported in 2005 dollars, accounting for inflation.

## Relative Impact of Policy Alternatives

A key result of the sensitivity tests is to better understand the relative impact of more ambitious policies beyond those in current local adopted plans. Figure 3 below highlights various community goals (columns) and the relative impact of policies (bars) in reaching that goal. In each column, the bars indicate the impact of each policy, relative to the impact of other policies in that column.

The findings reveal that increasing compact development in the central areas of Albany and investing in active transportation are key strategies to meet the region's goals.

### Reducing VMT

Increasing development and middle housing in the central areas of Albany and active transportation investments have the strongest influence on reducing Vehicle miles traveled (VMT). VMT tracks closely to delay. Aggressive state-led pricing strategies and high fuel prices assumed in the reference dampen further effects of new local pricing policies that are also effective in bringing down VMT.

### Increasing Transit Ridership

Increasing development and middle housing in the central areas of Albany and increased funding for transit operations have the strongest influence on increasing transit ridership.

### Reduced Vehicle Delay

Increasing development and middle housing in the central areas of Albany and active transportation investments have the strongest influence in reducing vehicle delay. The region's growth in auto delay (113 to 202 daily hours of delay) will require multiple strategies to keep delay in check. Pricing strategies also have a strong effect to limit the growth of delay.

### Reduced Climate Pollution

Increasing development and middle housing in the central areas of Albany and active transportation investments have the strongest influence in reducing greenhouse gas emissions. Pricing strategies at both the state and local level have a strong effect on reducing pollution. Cleaner transit vehicles and fuels also improves health for active modes on surface streets.

Figure 3. Relative Impacts of Policies by Outcome Measures



Note: Policies (bars) within each outcome (column) reflecting relative impact for a single outcome. Dashed bars indicate outcome under more ambitious policy levels. Policy bars should not be compared across outcomes (e.g. land use is not necessarily more effective in reducing greenhouse gas emissions than travel costs). Impacts reflect the policy levels analyzed and changes relative to a reference scenario that includes ambitious pricing and fuel price forecasts, not the generalized potential of the action under any conditions.

## Combination of Policies Alternatives to Meet Regional Goals

The assessment shows that while the adopted plans alone will not meet the region's greenhouse gas reduction target, several combinations of policy alternatives will meet or exceed the 20% reduction of greenhouse gas emissions by 2040. Figure 4 shown below begins with the region's adopted plans reference case at the bottom in grey. The results of additional combinations of alternative policies are shown in the bars above this reference case to demonstrate the additional impacts towards achieving the reduction target.

The findings demonstrate that when compared to the reference case of locally adopted plans and ambitious state-led policies:

- Increased Density (including middle housing) or Alternative Mode Investment (a combination of increased bike, TDM, and transit) individually achieve similar progress, moving half the distance to the regional GHG target (nearly 18% in light yellow bars)
- Increased Density and Alternative Mode Investment together results in emission levels just shy of the regional GHG target (19.7% in dark yellow bar)
- Combining Increased Density, Alternative Mode Investment and Local Pricing, either parking or local gas tax, meets or exceeds the regional GHG target (21.1% in orange bar)
- Pushing to the highest level Most Ambitious Polices across Increased Density, Alternative Mode Investment and Local Pricing combined with the reference assumptions on more the ambitious federal and state lead actions exceeds the target (23.2% in blue bar)

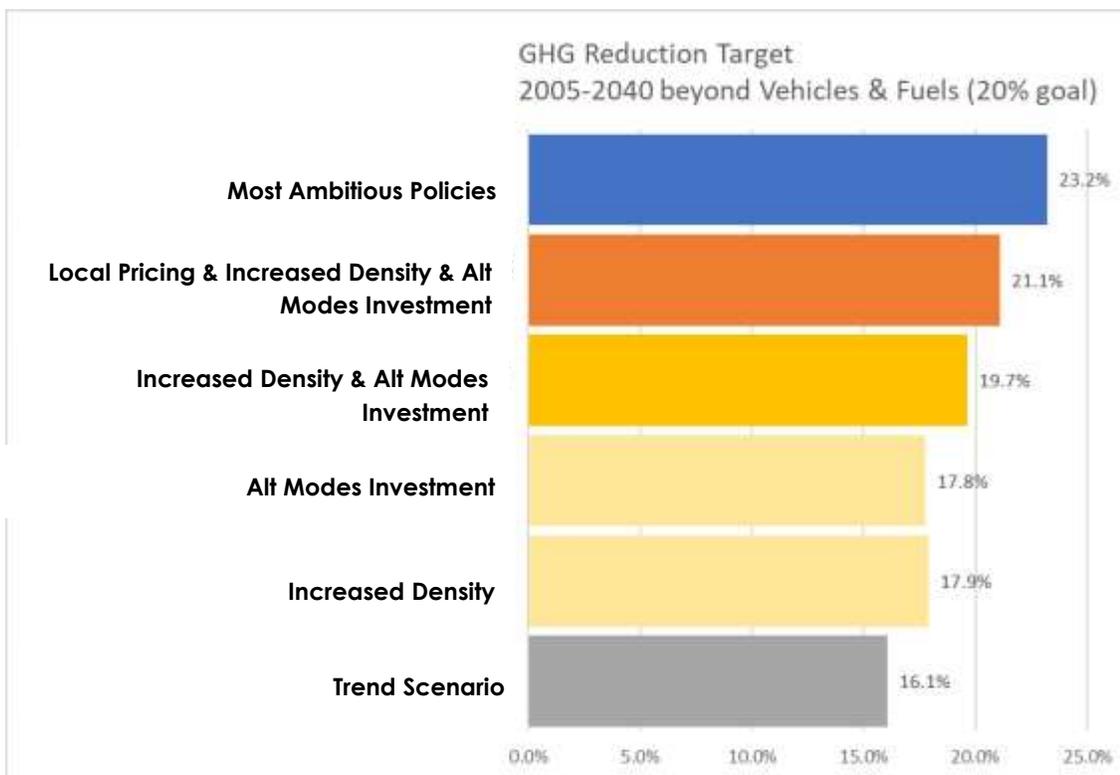


Figure 4. Individual Effects of Policy Bundles on greenhouse gas reduction

These same scenarios have varying impacts on other regional goal outcomes shown in figure 5 below. Policies and programs that work to reduce greenhouse gas emissions also positively impact other regional outcomes of importance. Figure 5 shows more ambitious local policies combined with pricing strategies lead to the most substantial reductions in VMT per capita, delay, and increasing transit ridership. Household travel costs also decrease from the adopted plans level in each scenario.

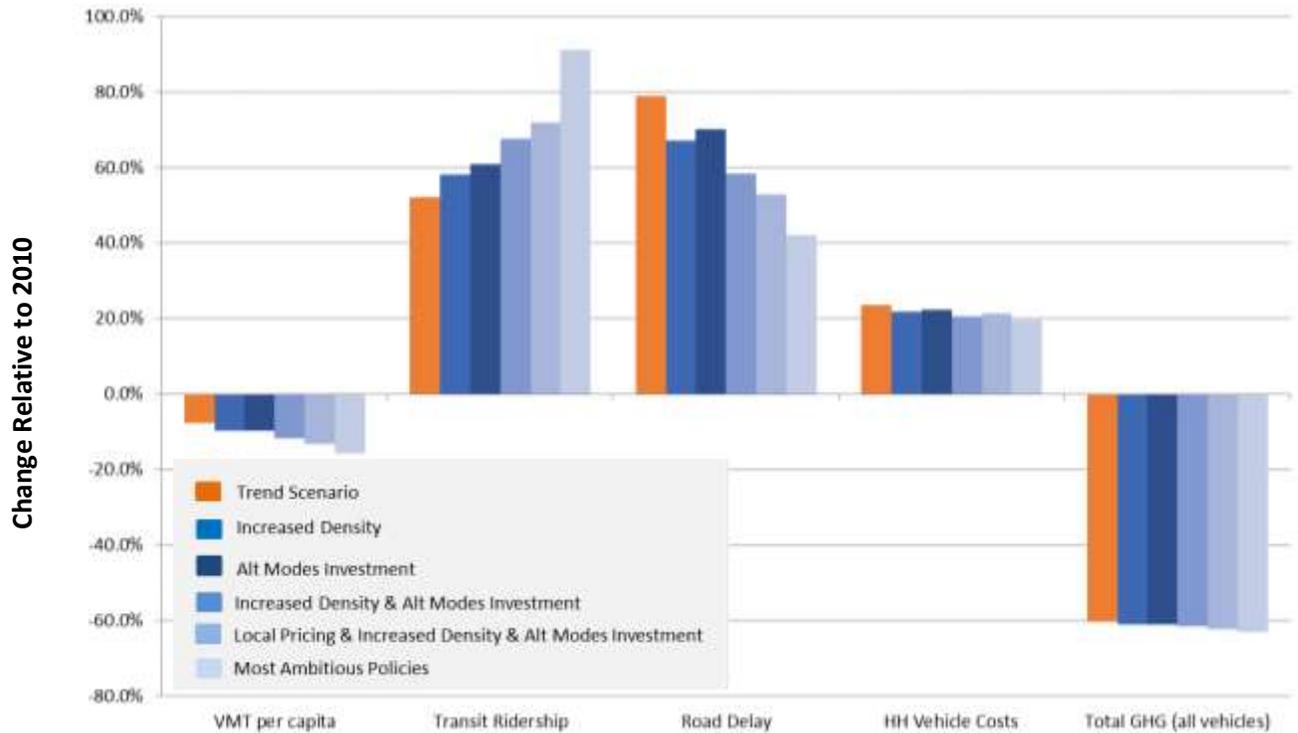


Figure 5. Combination of Policy Alternative on AAMPO Goal Areas

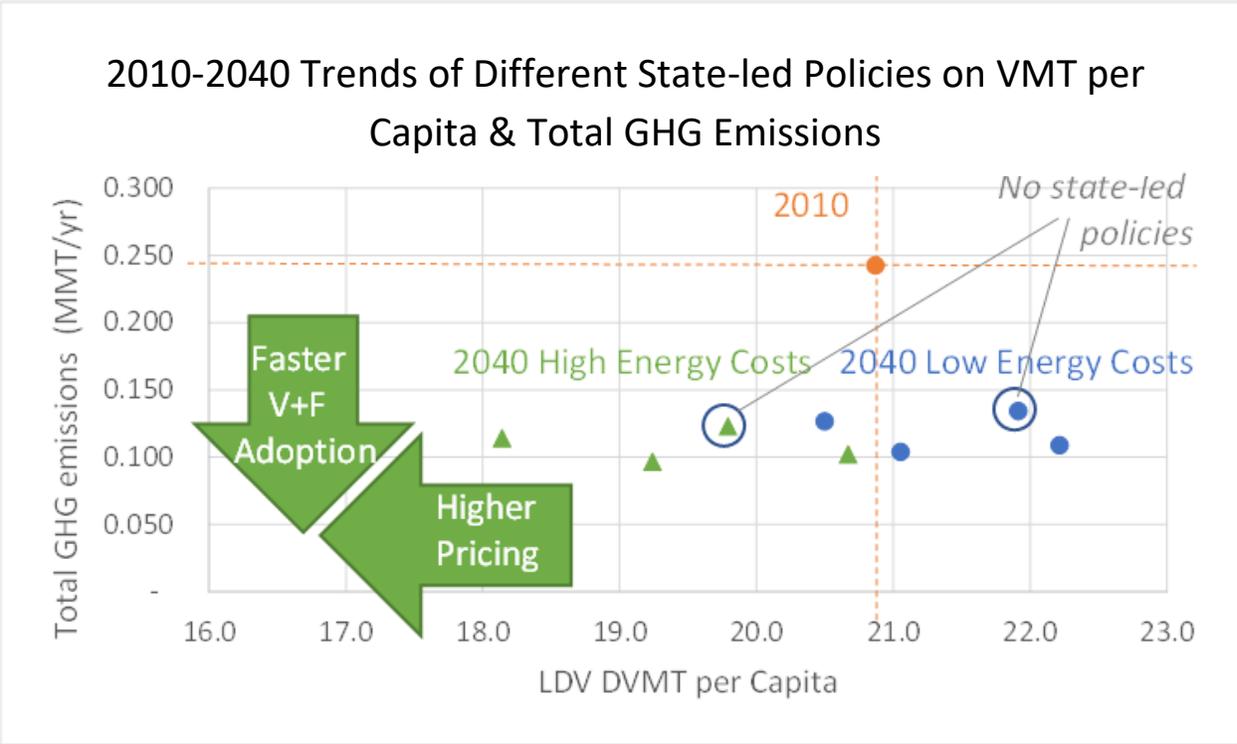
## Future Uncertainty and Risk

Future uncertainties, some within and some beyond the region's control, will impact the effectiveness of adopted plans. Regional context, such as population growth, household size, and economic health and income growth, in addition to fuel price and funding for local programs (e.g. gas and VMT taxes to cover road maintenance), directly impact the outcomes of adopted plans.

Figure 6 illustrates the outcomes of future 2040 scenarios with lower and higher energy costs when compared to the 2010 base year. Each of the scenarios assume the adopted plans policies, but varies transportation energy costs to determine the impact on vehicle miles traveled and GHG emissions. Increased vehicle miles traveled is an indicator of increased congestion and decreased transit ridership, and energy costs have greater impacts on emissions for combustion engines. As energy costs increase vehicle miles traveled and emissions are reduced, these reduction are further increased through faster adoption of more efficient vehicle and fuel technology and pricing actions. Resilience testing shows that:

- **State-led policies are important in reaching local goals** (pricing, vehicle & fuel). Scenarios that include more ambitious state lead actions have lower overall GHG reduction across all modes, and lower VMT/capita with associated positive impacts on transit ridership and vehicle delay. These results illustrate the importance of coordinated and comprehensive actions by both state and local governments that are needed to achieve climate goals.
- **Greatest GHG reduction for the region** occurs under high state-led policies for pricing and advanced vehicle and fuel technology adoption, combined with high transportation energy costs. Achieving the region's GHG reduction target will rely on more aggressive state lead pricing and vehicle and fuel technology policies, in combination with local actions to support alternative modes and increase density.
- **VMT/capita is lowest** when high pricing (road & carbon-social cost recovery fees) combines with slow vehicle and fuel advancements and high energy costs; keeping operating costs high. Transit ridership is highest and delay is also lowest under higher pricing. These scenarios however, have the highest household transportation costs and result in less GHG reduction when compared to scenarios that include pricing in combination with vehicle and fuel advancements.
- **VMT/capita is highest** in where energy costs remain low combined with a lack of pricing policies. This is amplified when combined with a push to electrify vehicles, further lowering operating costs and leading to increased VMT and low transit usage, with associated delay and emissions.
- Although not shown, tests of **higher household income scenarios** showed significantly higher VMT and reduced transit usage, with associated rise in vehicle delays and GHG emissions.

Figure 6. AAMPO Reference Scenario Resilience to Alternative Futures



## Key Findings

The key findings of the AAMPO Strategic Assessment are organized by issue area and highlight the key findings of both the initial adopted plans analysis, as well as the sensitivity tests. In addition to these findings, a menu of local policy options is provided to help identify and explore the kinds of actions and programs that can be used to improve mobility, increase transit ridership, reduce VMT, reduce vehicle emissions, and meet other community goals. The local policy options are included as actions, programs or policies for local jurisdiction consideration.

## Mobility

### Strategic Assessment Measures:

Daily Vehicle Miles per Capita  
Travel Delay  
Transit Ridership  
Transit Service Trends

A regional transportation system provides for the mobility of people and goods, and influences the patterns of growth and economic activity through the accessibility to land. Providing a balanced transportation system ensures access to all parts of the region with transportation choices that are reliable, accessible, and cost-

effective. Goal 1 of the Regional Transportation Plan reflects the importance of providing a balanced, multi-modal transportation system.

### Adopted Plans

Population growth means traffic delay increases significantly (79%), even though vehicle miles traveled (VMT) per capita decreases (-8%), even under assumptions of state-led pricing policies. Transit trips increase significantly (52%). Key factors include the expected growth in income, which, coupled with lower expected auto operating costs, increases the demand for automotive travel. Transit investments as planned also play a key role, as transit investment does not keep up with population growth.

### Sensitivity Tests

Sensitivity tests reveal that no single policy, even aggressive pricing schemes or a drastic increase in gas prices, will on its own bring down the delay expected to occur. However focusing on infill development and affordable middle housing in central Albany and investing in transit and active transportation infrastructure can help the region meet its mobility goals.

## Livability

### Strategic Assessment Output Measures:

Annual Household Vehicle Cost  
Household Vehicle Cost as a Percent of  
Low-Income Households' Income

Transportation is second only to housing as the biggest expense for Oregon families. The average household spends about 18 percent of its income, or more than \$12,000 a year, on transportation. In some areas, lower-income households spend an even greater proportion

of their income on transportation.

The move toward more fuel-efficient vehicles will decrease the fuel price per mile; however, gas price increases and pricing policies offset the cost savings. Building communities that reduce reliance on auto trips and promote low-cost walking, cycling, and transit usage can help families

cut their transportation costs, especially if households can own one less vehicle. Public and active modes provide alternatives when gas prices increase and until new vehicles are more widely affordable.

### Adopted Plans

Household transportation ownership costs are likely to increase due to the purchase of newer vehicles, while operating costs for these vehicles decrease. Newer, more fuel-efficient vehicles are cheaper to operate, but will be more expensive for households to purchase. The cost savings of fuel efficiency is offset somewhat by the assumed increases in fuel price and state-led pricing policies. Promotion of national car manufacturing leasing programs, and purchase incentives can increase the affordability of new vehicles, while continuing to develop mixed-use, transit accessible housing can help provide other low cost transportation options for low-income households. It is important to remember that vehicle costs are highly susceptible to future uncertainties related to fuel price and income growth.

### Sensitivity Tests

Pricing strategies such as VMT fees, increased parking fees, and carbon fees, have a strong effect on reducing VMT, congestion, and improving air quality. However, these strategies increase the cost of transportation for households. Pricing policies, even with high adoption of lower auto operating costs for vehicles, could raise annual household transportation costs by up to 25%. A shift towards newer vehicles will improve air quality and reduce operating costs for households, but will present challenges for low-income households as ownership costs increase.

### Strategic Assessment Output Measure:

Housing Choice

Household sizes are shrinking and the population is aging. These demographic changes will affect the demand for multi-family housing and single-family attached

housing. Responding to these changes by providing more housing options in mixed-use, walkable areas with convenient access to goods and services could significantly affect transportation behavior.

### Adopted Plans

The adopted plans scenario shows that the region isn't making much progress towards creating compact livable communities with more residents in mixed-use areas and a richer mix of housing options. A challenge for the region is to continue to provide affordable housing near mixed-use and transit-served areas and increase the supply of multi-family housing.

### Sensitivity Tests

Sensitivity testing reveals that land use changes alone have a big effect on changing people's driving behavior. By steering more new development and more affordable housing options, toward transit accessible areas and activity centers, the percentage of population living in mixed-use areas increases and have some of the greatest returns on vehicle, delay, VMT and emissions reduction. The low cost travel options in compact mixed-use communities also provide resilience for lower income growth, pricing policies that maintain our transportation system, and high fuel price uncertainties.

## Environment

### Strategic Assessment Output Measure:

#### Greenhouse Gas Emissions

Many of the strategies suggested to reduce greenhouse gas emissions will also improve air quality and help create more livable communities. Over the next several decades, existing federal and state-led-policies on new vehicle standards and fuel will significantly change vehicle emissions. Building communities and a transportation system that enables people to drive less and use public and active transportation options also helps to reduce pollution.

### Adopted Plans

Air quality in the Albany Area is expected to improve as a result of adopted plans, both greenhouse gases and criteria air pollutants per capita are expected to decline. By implementing adopted plans in combination with state and federal improvements to vehicles and fuels, the overall per capita greenhouse gas emissions in the region in 2040 is expected to drop 80% from 2005 levels. When combined with potential state-led actions implemented at the local level, AAMPO can expect a 16% total greenhouse gas reduction by 2040. However, much more work will be needed at the local level for the region to reach the state's 20% greenhouse gas reduction target. Changes in the vehicle fleet and other state-led actions provide the bulk of the decrease in emissions.

### Sensitivity Tests

Sensitivity tests show that reaching the greenhouse gas target is feasible, and the region has choices among over 200 combinations of more ambitious policies (beyond enhancements to vehicles and fuels) that meet the greenhouse gas target. While no one area of emphasis will enable the region to meet the target, the region can choose from among several variations of ambitious local policies combined with supporting state-led pricing and vehicle technology strategies to meet its goals. Cleaner transit vehicles and fuels also improves health for active modes on surface streets.

### Strategic Assessment Output Measure:

#### Annual fuel consumption per capita

Oregonians drive about 39 billion miles and consume 1.5 billion gallons of gasoline every year. The fuel cost alone accounts for 7 percent of their disposable income. All of Oregon's gasoline is imported, meaning the profits from its sales are not re-invested in the state or regional economy.

### Adopted Plans

The fuel used by households, businesses, and transit vehicles in the future is expected to decline by 52% from 2010 levels as fuel economy improves (from 23 to 56 average MPG). This would result in over 11 million gallons of fuel savings in the AAMPO region. That amount of fuel saved would result in over \$65 million kept in the local economy in 2040.

### Sensitivity Tests

Increasing development in the central areas of Albany and active transportation investments have the strongest influence on reducing fuel consumption and keeping more money in the local economy.

## Chapter 5: Policy Options for Local Actions

To help the region identify supporting policies that can help the region meet the stated goals, a policy options toolkit is presented. The toolkit identifies the potential strategies that the region can consider to better meet their goals.

### Mobility

#### Improve access to lower-cost transportation options:

- Invest in public transit enhancements to increase service coverage and frequency
- Promote affordable housing near transit lines
- Partner with employers and community development organizations to provide subsidized ridesharing
- Provide assistance to low-income families to acquire low-emission vehicles

#### Enhance public transit:

- Seek property or payroll tax increase to maintain and expand service
- Implement fare-free transit service funded via a Transit Operations Utility Fee
- Expand partnerships to implement bus corridor improvements and seek resources for youth bus passes and reduced fares for low-income riders
- Expand workplace TDM and household transportation options programs
- Support statewide pricing efforts such as a VMT fee or pay as you drive insurance
- Continue support of increased rail use for freight

## Livability

### **Expand programs that encourage residential development in central Albany:**

- Multi-unit Property Tax Exemption to stimulate the construction of housing in activity centers
- Adopt a Vertical Housing Development Zone to provide property tax exemptions for mixed-use projects to encourage development within activity centers
- Establish downtown revitalization loans to encourage investments in downtowns
- Establish Residential Development Fee Reduction Program within activity centers
- Reduce off-street parking requirements in downtowns and activity centers

### **Develop facilities that encourage pedestrian travel and bicycling:**

- Add bike lanes and pedestrian paths to, from and amongst neighborhoods and activity centers to the local and regional non-motorized transportation network
- Complete system gaps to increase walking and biking connections,
- Integrate mid-block connections (paths, stair-climbs, etc.) into urbanized and developing neighborhoods to promote inter-neighborhood and cross-town pedestrian access
- Enhance overall walking and biking safety through lighting, street design, education, and similar efforts
- Require bike parking facilities in all new multi-family residential developments of 4 or more units and in all commercial, industrial, recreational, and institutional facilities

## **Environment**

### **Shift to cleaner, more efficient vehicles and fuels and aggressive pricing strategies:**

- Support state-led pricing policies
- Consider local gas tax increase or regional carbon tax
- Aggressive adoption of EVs/PHEVs
- Promote the shift to RNG from wastewater plant capture
- Aggressive ITS and driving efficiency programs
- Aggressive investment in public transit, TDM, biking and walking enhancements
- Encourage activity center growth to reduce trip length and increase walking and biking

### **Promote use of non-SOV transportation options:**

- Invest in public transit
- Encourage infill development to reduce trip length and increase walking and biking

## Chapter 6: Conclusion

This Strategic Assessment shows that by fully implementing local plans combined with ambitious state-led actions for pricing and vehicle and fuel advancement, the region can expect several positive outcomes, including modest progress in reducing greenhouse gas emissions. The assessment also shows that there are a number of strategies and actions that can help the region achieve its goals related to mobility, livability, and environmental goals.

This report provides the region with new information about the likely outcomes of existing plans, and a local policy toolkit that can be used to help decision makers identify policies to explore for the future. Equipped with this information, the Albany metropolitan area can continue to advance its planning practices to reach the community goals. This report is intended to help start this conversation.

### Next Steps

There are several options for next steps by either AAMPO or member local governments to build on results of the Strategic Assessment. At a minimum, the information provided in the Strategic Assessment, including the more detailed information on inputs, assumptions, and sensitivity testing, can help to inform future plan updates and investment decisions. The result of the adopted plans analysis and the sensitivity testing show how well the region fares on a number of regional goal areas. Using this information, planners, local officials, and others can consider policies that may help the region improve on certain measures, whether it be reducing emissions, increasing mixed-use areas, or reducing delay to improve freight mobility, when updating or implementing the following:

- Regional Transportation Plan/Transportation System Plans – evaluate impact of policies to goal areas and policies to best achieve the desired mix of goals; use place types to assist in land use forecasts and alternative measures analysis;
- Transit plan – leverage the Strategic Assessment to help the business case for continued and/or additional funding for transit service; and
- Active Transportation Plan – leverage the sensitivity test analysis in the Strategic Assessment to help identify active transportation strategies that increase the region’s active transportation modes.

# Final Recommendation of the Salem to Albany Transit Feasibility Study

Presentation to AAMPO  
policy board: Oct. 27, 2021



# Presentation overview

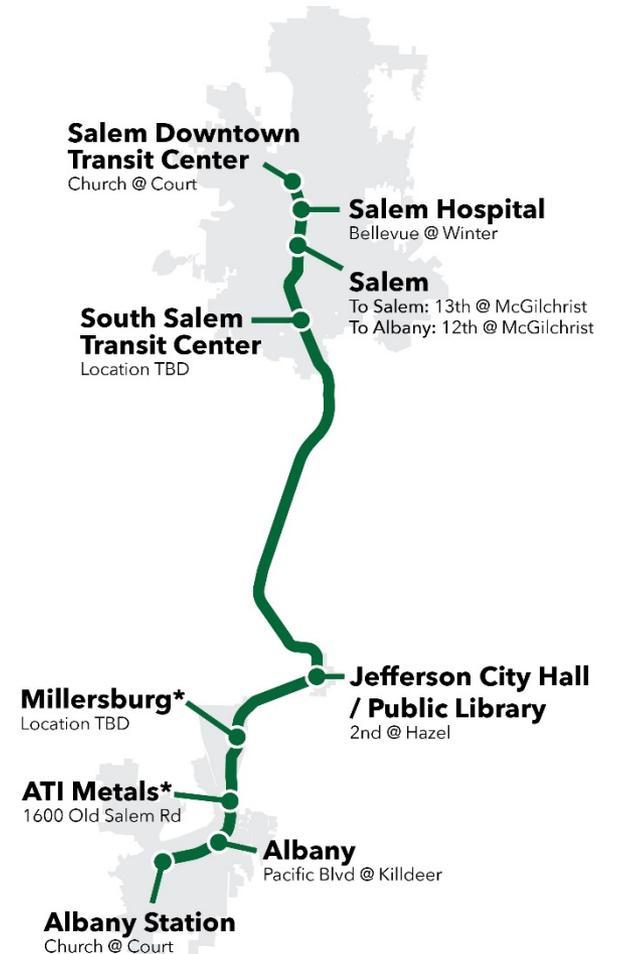
- Project background
- Alternatives considered
- Public input
- Modeling methodology
- Final recommendation
- Next steps
- Questions

# Project Background



SALEM TO ALBANY  
TRANSIT CORRIDOR  
FEASIBILITY STUDY

- 2016 - The lack of low cost transit between Salem and Albany identified as an unmet need in the Cherriots Coordinated Plan
- 2017 - New Statewide Transportation Improvement Funds (STIF) makes service between jurisdictions a possibility
- 2019 - ODOT grant issued to Cherriots for transit feasibility study between Salem and Albany

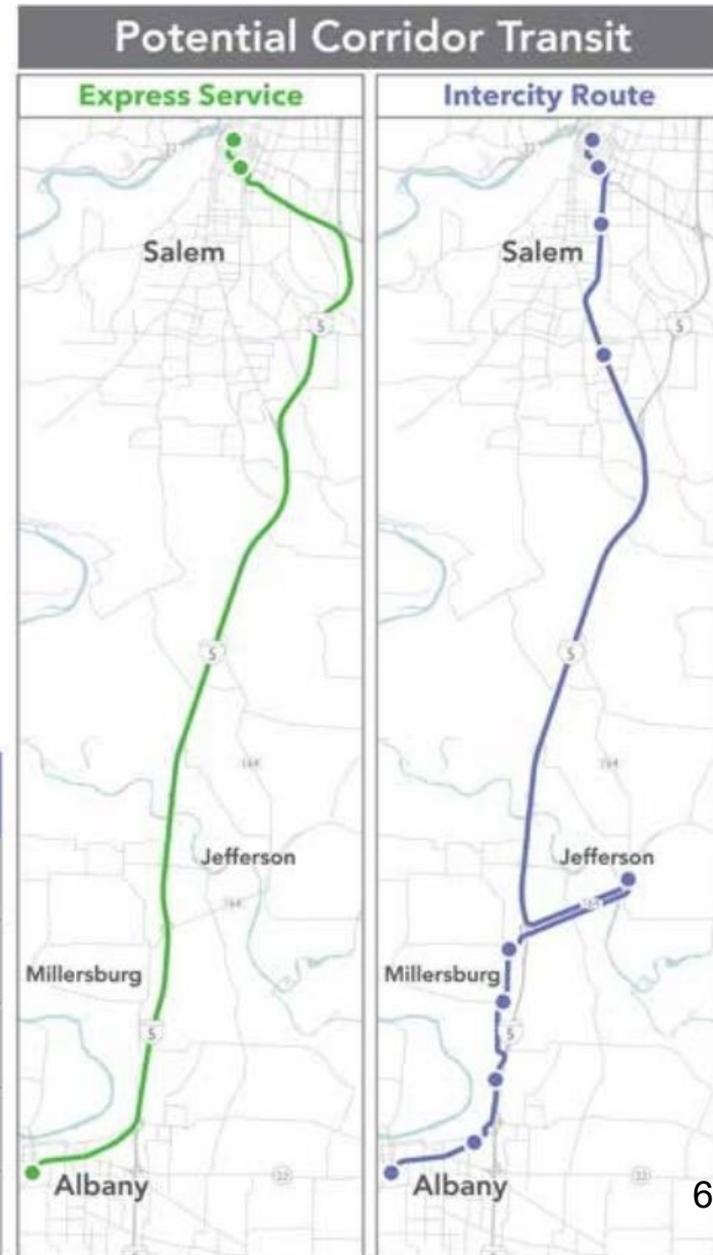


\* A new stop would require the installation of pedestrian safety infrastructure.

# Alternatives considered

# Intercity and express service

Alternative	Express Service	Intercity Route
Short waits at rush hour?	●	
Available at midday and evening?		●
Fast trip between the busiest places?	●	
More stops?		●
Smaller towns included?		●



# Public input

Two phases of outreach

## Phase 1 (October 2020)

Existing conditions and key route design choices

- Mid-day online meeting
- Online survey

## Phase 2 (March & April 2021)

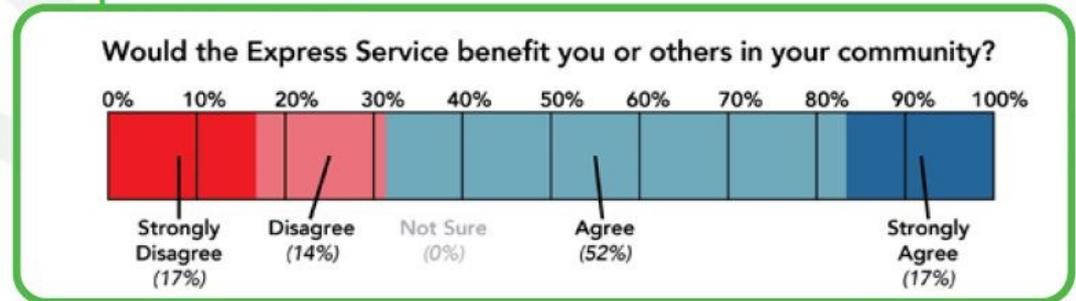
Alternatives and key choices

- Mid-day online meeting
- Interactive online website and survey

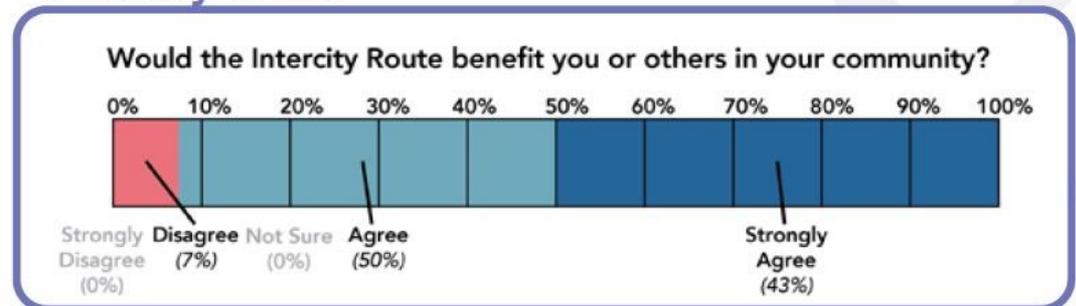
## Key takeaways from the public input phases:

- Ridership and Coverage Goals are both valued by the public.
- An Intercity Route is preferred, but both alternatives would provide benefits.
- Weekday rush hour and midday service is preferred.
- Weekday evenings and Saturday service also ranked high.

### Express Service

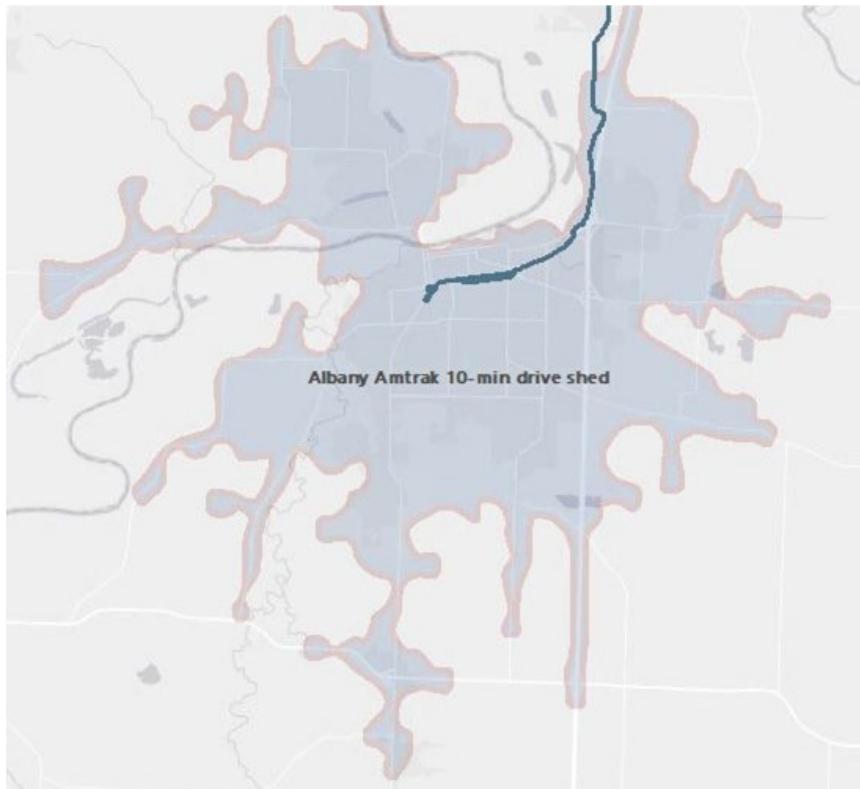


### Intercity Route

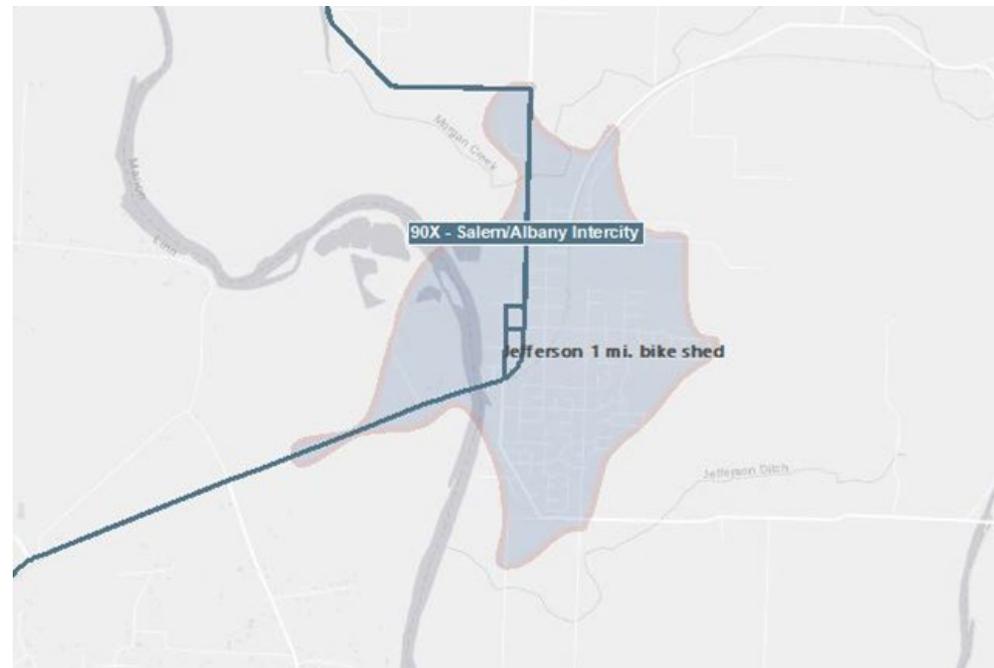


# Modeling methodology

# TBEST ridership forecasting using mobility areas instead of ¼ mile walk buffer for underestimated stops



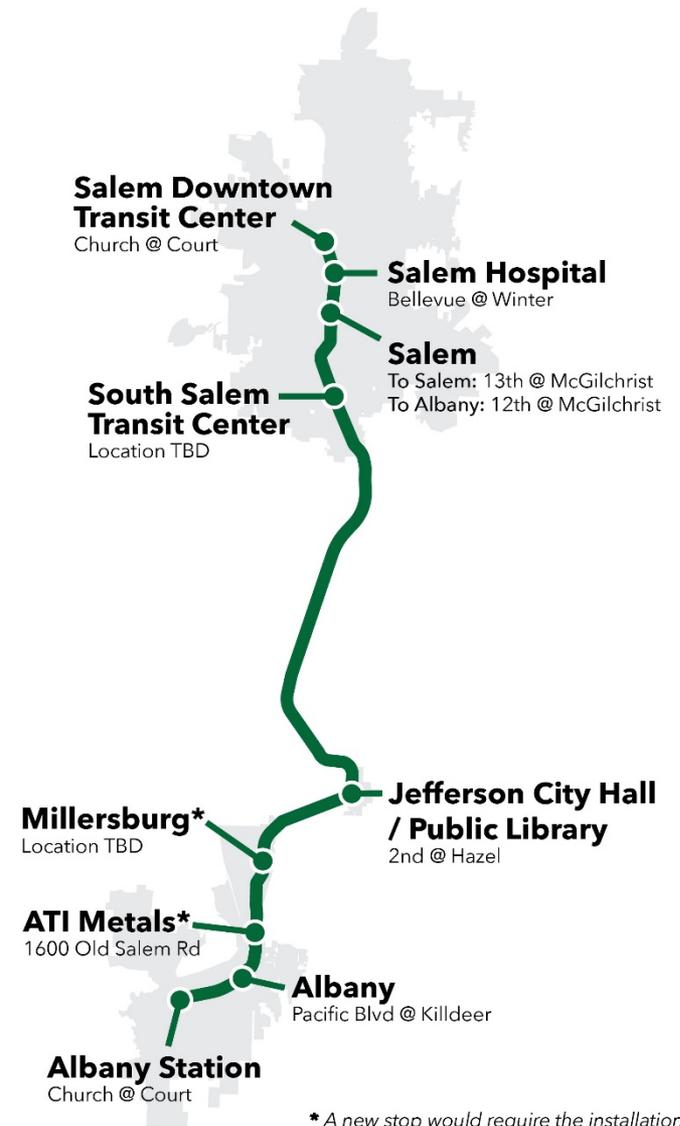
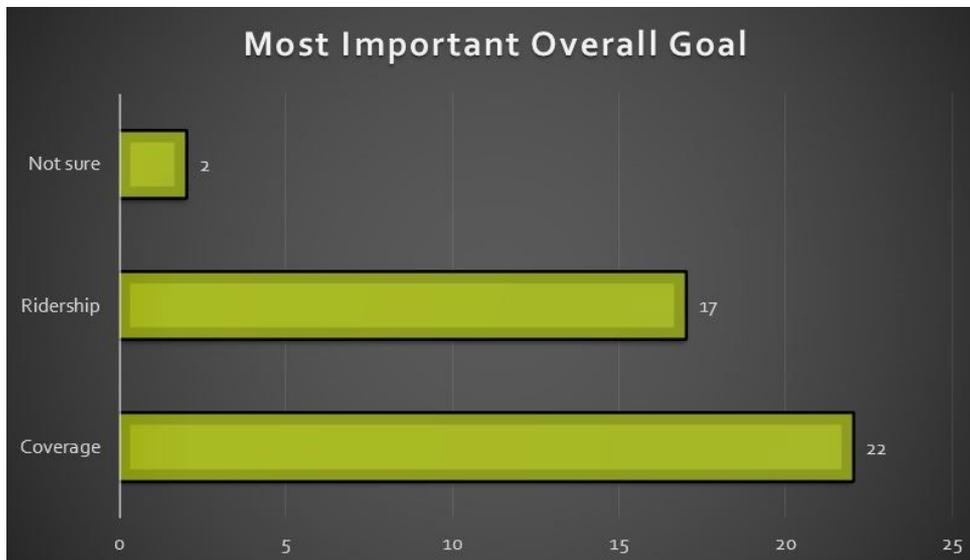
10-minute drive shed to Albany Amtrak station



1-mile bike shed to Jefferson bus stop

# Final recommendation

# Intercity all -day service Coverage preferred over peak service



\* A new stop would require the installation of pedestrian safety infrastructure.

# Draft routing and potential bus stops Salem



# Draft routing and potential bus stops Albany



# Potential schedule Weekdays and Saturdays

Weekdays   <i>Días de semana</i>   To Albany									
Salem Downtown Transit Center	Salem Hospital	Salem	South Salem Transit Center	Jefferson Library/ City Hall	Millsburg	ATI Metals	Albany	Albany Station	
Church @ Court	Balsara @ Winter	12th @ McGilvray	TBD	150 N 2nd	TBD	1600 Old Salem Rd	Pacific @ Glisier	110 SW 10th	
6:00a	6:03a	6:08a		6:18a		6:38a	6:46a	6:58a	7:05a
8:30a	8:33a	8:38a		8:48a		9:08a	9:16a	9:28a	9:35a
11:00p	11:03p	11:08a		11:18a		11:38a	11:46a	11:58a	12:05p
1:30p	1:33p	1:38p		1:48p		2:08p	2:16p	2:28p	2:35p
4:00p	4:03p	4:08p		4:18p		4:38p	4:46p	4:58p	5:05p
6:30p	6:33p	6:38p		6:48p		7:08p	7:16p	7:28p	7:35p

Weekdays   <i>Días de semana</i>   To Salem								
Albany Station	Albany	ATI Metals	Millsburg	Jefferson Library/ City Hall	South Salem Transit Center	Salem	Salem Hospital	Salem Downtown Transit Center
110 SW 10th	Pacific @ Glisier	1600 Old Salem Rd	TBD	150 N 2nd	TBD	12th @ McGilvray	Balsara @ Winter	Church @ Court
7:15a	7:22a	7:28a	7:34a	7:42a	8:02a	8:12a	8:17a	8:20a
9:45a	9:52a	9:58a	10:04a	10:12a	10:32a	10:42a	10:47a	10:50a
11:15a	11:22a	11:28a	11:34a	11:42a	12:02p	12:12p	12:17p	12:20p
2:45p	2:52p	2:58p	3:04p	3:12p	3:32p	3:42p	3:47p	3:50p
5:15p	5:22p	5:28p	5:34p	5:42p	6:02p	6:12p	6:17p	6:20p
7:45p	7:52p	7:58p	8:04p	8:12p	8:32p	8:42p	8:47p	8:50p

Saturdays   <i>sábados</i>   To Albany									
Salem Downtown Transit Center	Salem Hospital	Salem	South Salem Transit Center	Jefferson Library/ City Hall	Millsburg	ATI Metals	Albany	Albany Station	
Church @ Court	Balsara @ Winter	12th @ McGilvray	TBD	150 N 2nd	TBD	1600 Old Salem Rd	Pacific @ Glisier	110 SW 10th	
9:00a	9:03a	9:08a		9:18a		9:38a	9:46a	9:58a	10:05a
11:30a	11:33a	11:38a		11:48a		12:08p	12:16p	12:28p	12:35p
2:00p	2:03p	2:08p		2:18p		2:38p	2:46p	2:58p	3:05p
4:30p	4:33p	4:38p		4:48p		5:08p	5:16p	5:28p	5:35p

Saturdays   <i>sábados</i>   To Salem								
Albany Station	Albany	ATI Metals	Millsburg	Jefferson Library/ City Hall	South Salem Transit Center	Salem	Salem Hospital	Salem Downtown Transit Center
110 SW 10th	Pacific @ Glisier	1600 Old Salem Rd	TBD	150 N 2nd	TBD	12th @ McGilvray	Balsara @ Winter	Church @ Court
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3:15p	3:22p	3:28p	3:34p	3:42p	3:42p	4:02p	4:17p	4:20p
5:45p	5:52p	5:58p	6:04p	6:12p	6:32p	6:42p	6:47p	6:50p

<b>Route runs Monday through Saturday. There is no service on Sunday or these holidays:</b>								
New Year's Day	Presidents Day	Memorial Day	Independence Day					
Labor Day	Veterans Day	Thanksgiving Day	Christmas Day					

# Costs

## Capital and operating

Operating Costs	Estimated Annual Revenue Hours	Estimated Annual Revenue Miles	Estimated Annual Cost (2022 dollars)
<b>5 Daily Weekday Trips + 4 Saturday Trips</b>			
5 Weekday and 4 Sat. Trips Serving All Cities	3,700	88,000	\$331,000
Alternative Option: 2 Express Trips	3,400	83,000	\$307,000
<b>6 Daily Weekday Trips + 4 Saturday Trips</b>			
6 Weekday and 4 Sat. Trips Serving All Cities	4,300	103,000	\$389,000
Alternative Option: 2 Express Trips	4,000	98,000	\$366,000

Capital Costs	Estimated Cost (2022 dollars)
New Regional Transit Vehicle	\$273,000
Spare Vehicle <i>(if required)</i>	\$273,000

## Potential funding source

### State and federal grant funds

- Oregon State transit funding
  - STIF Discretionary and Formula funds
- Federal transit funding
  - Section 5310, 5311, and 5311(f)
- Collaboration of two Qualified Entities (Cherriots and Linn Co.) is key

# Next steps

## Presentations and meetings Internal and external partners

- Cherriots board in July 2021
- City of Albany city council in August 2021
- Linn County and Cherriots STIFACs in October 2022
- Develop a plan to apply for grant funds in FY22 for a FY23 potential start.

# Questions?



**Memorandum of Understanding**  
 between  
**Oregon Cascades West Council of Governments**  
 and  
**(Partner)**  
 for  
**(Project name)**

This Memorandum of Understanding (MOU) sets forth the terms and understanding between Oregon Cascades West Council of Governments (OCWCOG), acting as Albany Area Metropolitan Planning Organization's (AAMPO) administrative and fiscal agent, and (partner) to disperse funds for (insert project name/activity).

**Background**

In June 2021 AAMPO received \$960,000 in COVID relief funds from the Oregon Department of Transportation. AAMPO Technical Advisory Committee (TAC) and staff developed a project list for the funds, seen below, which was then approved by the AAMPO Policy Board. Note that ten percent of the \$960,000 is being reserved to ensure that projects using state fund exchange dollars programmed through 2024 remain funded in light of a lowered fund exchange rate. Beginning in 2022, ODOT's state fund exchange rate will be lowered from 94 cents on the dollar to 90 cents on the dollar.

		<b>Total Funding</b>	\$960,000
		<b>Less 10 Percent Reserves</b>	\$864,000
<b>Jurisdiction</b>	<b>Project Name</b>	<b>Total Cost</b>	<b>AAMPO Contribution</b>
Millersburg	Woods Road Shared Use Path Design/ROW	\$526,000	\$100,000
Albany	Queen Ave Resurfacing	\$1,200,000	\$350,000
Benton County	Gibson Hill Modernization	\$1,200,000	\$150,000
Tangent/Linn County	Old Oak Dr/Old Oak Rd Improvements	\$246,000+	\$175,000
Jefferson	TBD Ped crossing/shared use path (new TSP)	TBD	\$75,000
		Remainder	\$14,000

This MOU will help ensure that funds are used as intended by the AAMPO Policy Board. This MOU will also provide a shared understanding of expectations among partners, including disbursement of the funds and reporting on project progress.

**Project Description**

This project involves (insert project description: including location(s), COVID funding amount, type of work COVID funds will be used for, expected timeline, other relevant information).

**Roles & Responsibilities**

Roles and responsibility related to fund disbursement, expenditure, and reporting on project progress are listed below.

AAMPO

- Disperse COVID funds in one lump sum, to (partner) within 60 days when requested
- Assist (partner) should substantial project changes occur, this can include determining how to move forward on the project or transitioning funding to another project. This may require AAMPO TAC or Policy Board approval
- Storing record of final project documents or images for future accounting and reporting purposes.

(Partner)

- Provide AAMPO with documentation of project progress and/or completion as requested and at project milestones. For construction projects, documentation can include photos and other evidence of progress, such as construction plans and estimates. For planning projects, or non-construction portions of projects, documentation may include intermediate and final plan documents as well as receipts from contracting services.
- Alert AAMPO to any substantial changes to the project and work with AAMPO to determine how to move forward on the project or transition funding to another project

**Funding**

This MOU is not a commitment of funds, it is a shared understanding of how funds will be spent and how project progress will be reported.

**Duration**

This MOU is at-will and may be modified by mutual consent of authorized officials from OCWCOG, AAMPO’s administrative and fiscal agent, and (partner). This MOU shall become effective upon signature by the authorized officials from OCWCOG and (partners) and will remain in effect until modified or terminated by any one of the partners by mutual consent. In the absence of mutual agreement by the authorized officials from OCWCOG and (partner) this MOU shall end on (end date of partnership).

**Timeframe.**

This MOU will commence on XX/XX/XXXX and will dissolve once documentation that COVID funds have been fully expended or otherwise allocated is received.

**Contact Information**

Partner name: Oregon Cascades West Council of Governments  
Partner representative: Ryan Vogt  
Position: Executive Director  
Address: 1400 Queen SE Ste. 201, Albany, OR. 97322  
Telephone: 541-924-8465  
E-mail: rvogt@ocwcog.org

Partner name:  
Partner representative:  
Position:

Address:  
Telephone:  
E-mail:

\_\_\_\_\_ Date: XX/XX/XXXX  
(Partner signature)  
Ryan Vogt

\_\_\_\_\_ Date: XX/XX/XXXX  
(Partner signature)  
(Partner name)

Approved as to Form:

\_\_\_\_\_ Date: XX/XX/XXXX  
Jurisdiction Counsel

# MEMORANDUM

## Albany Area Metropolitan Planning Organization

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



**Date:** October 27, 2021  
**To:** AAMPO Policy Board  
**From:** Catherine Rohan, AAMPO Staff  
**Re:** Statewide Transportation Improvement Program (STIP) Revisions

### Action Requested

Consideration of revision to US20: Ellsworth Street (Willamette River) Bridge project.

### Overview

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

### Background on the STIP and MTIP

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

### Revision Types

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

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

## STIP Revisions

Row	Revision Type	Project Key Number/s & Name/s	Project Description	Revision Information
1	Full amendment  NOTE: No comments received during public comment period (9/15-9/29)	20428: US20: Ellsworth Street (Willamette River) Bridge	Develop plans to increase truss span vertical clearance for a future construction project.	In May 2018 the Oregon Transportation Committee approved canceling the construction phase of this project due to a greater need on another project with the intent of adding the construction phase back in the 21-24 STIP. ODOT's Bridge program now has the funds available to add the construction phase back.  Add construction phase for FFY23 funded at \$5,097,300. Update project description to "Increase bridge clearance, lessen collision risk allowing more efficient movement of freight."