DRAFT MEMORANDUM #10

DATE: February 4, 2016

TO: Albany Area Metropolitan Planning Organization RTP Project Management Team

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SUBJECT: Albany Area Metropolitan Planning Organization Regional Transportation Plan
DRAFT Technical Memo #10: Transportation Solution Package Identification
P14180-007

The purpose of this memorandum is to summarize the initial prioritization of transportation system improvements needed to address existing and future needs within the AAMPO area up to the year 2040. The prioritization serves to provide a reasonably likely financially constrained project list that can be used to develop the AAMPO RTP Framework. Ultimately, the project list will drive regional project priorities and will be used by AAMPO to develop future TIP lists. The following sections include a description of the funding assumptions, a summary of the process used to develop and prioritize the project list and two draft transportation solution package options. At this time, transit projects are not specifically identified, as initial funding review indicates limited ability to significantly expand transit service in the MPO area.

Funding Assumptions

Regional transportation funding was reviewed to estimate potential transportation funds that would be available for transportation capital projects through 2040.[1] The review considered both historical and projected revenue sources and expenses (including operations and maintenance needs) at the city, county, regional, and state levels. The analysis indicated that approximately $173 million (2016 dollars) is projected to be available for capital improvements through 2040. However, this amount could be reduced given additional local needs improvements on City local

[1] (PLACEHOLDER) CITE FUNDING TECH MEMO

street networks. The City of Albany provided guidance on the amount of public and private funds that ae anticipated to be available for regional capital transportation projects[2].

Project Development

The following sections describe coordination with local plans to compile planned projects for each agency and develop the regional project list.

Developing a List of Potential Projects

The list of potential projects includes both "committed" and planned transportation improvement projects identified by local agencies and new projects that address a regional need identified through the RTP development process. Planned transportation projects identified by local agencies were reviewed to determine how they address currently identified regional needs[3]. There were also previously planned transportation projects that did not address a specific regional need identified during the RTP process. However, many of these projects align with the goals and policies of the AAMPO RTP, thus they were included in the list of potential projects. Project from the following plans were used to identify the initial project list:

State Plans:

- ODOT 2012-2015 STIP
- ODOT 2015-2018 STIP

Regional Plans:

- AAMPO 2015-2018 STP Project Recommendations

County Plans:

- Benton County TSP
- Linn County Draft 2015-2020 CIP List

City Plans:

- Albany CIP 2015-2019
- Albany TSP
- Jefferson TSP
- Millersburg Draft TSP Project List
- Tangent TSP

[2] *Albany Capital Project Revenues*, Letter from Chris Bailey and Jeff Blaine, City of Albany, January 19, 2016.
[3] *Memorandum: Albany Area Metropolitan Planning Organization Regional Transportation Plan DRAFT Technical Memorandum #4: Future Transportation Conditions and Needs*, prepared by DKS Associates, December 14, 2015.

Due to the date of some of the plans, the data and standards referenced may be out of date. Local agency staff were given the opportunity to update planned projects and identify additional projects to include in the list of potential projects, which would not be reflected in current plans.

Finally, the project list was augmented with new project concepts developed by the project team to address regional system needs not previously identified by local agencies. A complete list of potential projects is attached. This project list may be further amended as additional projects are identified by agency staff prior to adoption of the RTP Framework.

Evaluation Criteria

To develop a draft financially-constrained transportation solution package, the list of potential projects were evaluated using the AAMPO RTP Draft Goals and Policies[4]. The initial evaluation process provides a basis to compare projects across all modes and help to prioritize projects to determine funding priorities through 2040.

The AAMPO RTP Draft Goals and Policies includes ten transportation goals that were used to develop the evaluation criteria. The Draft Goals and Policies were developed through review of local plan goals and policies and coordination with the TAC and Policy Board. The criteria were separated into quantifiable conditions which formed a point ranking system summarized in Table 1. A project was given a score ranging between -1 and 1, based to measure how well each project addressed each goal.

To determine the final evaluation score, each goal was weighted using the values listed in Table 1. The Technical Advisory Committee held a work session to determine the weighting factor for each goal[5]. The full scoring of projects is attached.

[4] *Memorandum: Albany Area Metropolitan Planning Organization Regional Transportation Plan DRAFT Technical Memorandum #3: Plan Goals and Policies*, prepared by DKS Associates, December 11, 2015
[5] Technical Advisory Committee (TAC) Meeting on December 16, 2015.

Table 1: Evaluation Criteria for Project Analysis

Goal	Weighting Factor	Score	Criteria
Goal 1: Provide for a balanced and multi-modal regional transportation system that meets existing needs and prepares for future needs.	14	+1	Enhances the transportation system
		0	Hinders transportation system
		-1	Non-transportation project
Goal 2: Enhance regional and intermodal connectivity for movement of all modes within the MPO as well as between the MPO and other areas.	12.3	+1	Improves regional connectivity
		0	No change to connectivity
		-1	Decreases regional connectivity
Goal 3: Increase the safety and security for all travel modes on the regional system.	18	+1	Safety specific project
		0	Increase/Considers safety
		-1	Decreases safety
Goal 4: Protect the natural and built environment.	5	+1	Protects natural and built environment
		0	No impact
		-1	Harms natural and built environment
Goal 5: Preserve the mobility of existing freight routes to ensure the efficient movement of goods throughout the region for existing freight movements and future opportunities.	10.7	+1	Increases fright mobility on a designated freight route or connection to industrial areas
		0	No impact to freight route
		-1	Decreases freight mobility on a designated freight route or connection to industrial areas
Goal 6: Demonstrate responsible stewardship of funds and resources.	11.3	+1	> $6 million
		0	> $0.5 million and < $6 million
		-1	< $0.5 million
Goal 7: Coordinate transportation and land use decision-making to foster development patterns that will increase transportation options, encourage physical activity, and decrease reliance on the automobile.	8.7	+1	Decreases reliance on the automobile
		0	No impact
		-1	Improvement for motor-vehicles only
Goal 8: Provide for a transportation system with positive personal health impacts.	5	+1	Positive health impacts
		0	No impact
		-1	Negative health impacts
Goal 9: Provide for a diversified transportation system that ensure mobility for all.	9	+1	Improves mobility
		0	No change
		-1	Reduces mobility
Goal 10: Provide an open and balanced process for planning and developing the transportation system.	6	+1	Integrated into other plans
		0	Provides opportunity to integrate into other plans
		-1	Eliminates opportunity to integrate into other plans

Draft Project List

The list of potential projects was condensed into a draft transportation solution package based on transportation funding assumptions, regional needs and the evaluation process. There are two draft transportation solution package options presented below, Alternative A and Alternative B.

Alternative A considers all projects based on the following hierarchy:

1. Project with committed funds
2. Projects identified by the local agencies that address an identified regional need
3. Highest ranking tier of all remaining projects (regardless of a project meeting a currently identified regional need)

The total cost of Alternative A is approximately $201 million, which exceeds the financially-constrained target of $173 million, but is included for comparative purposes. Figure 2, Figure 1 and **Error! Reference source not found.** summarize total cost by jurisdiction, by mode and by project type, respectively. Many projects may include improvements to more than one mode. For example, a modernization project may include improvements that support motor vehicle travel while also adding new pedestrian or bicycle facilities. Further, the project types summarized in Figure 3 are intended to demonstrate the overall general composition of the project list and it is recognized that there are limitations to these groupings and that a given project could consist of multiple categories.

Of all the projects included in Alternative A, 93 percent of the project costs include a motor vehicle improvement while 59 percent and 42 percent of the project costs include a pedestrian and bicycle improvement, respectively. Due to the nature of motor vehicle improvements, this cost skew does not necessarily equate to more projects focusing on motor vehicles, but rather the typically high expense that is tied to motor vehicle improvements. The cost split by area does not necessarily align by population and varies by a number of factors including:

- size of system (including miles of existing and planned regional facilities in each area),
- current gaps in the transportation system (including sidewalks and bicycle facilities), and
- age of the existing local plan (which may primarily contain projects that have been completed since the plan was adopted, or may not account for some gaps recognized by current standards, or may have lower project cost estimates).

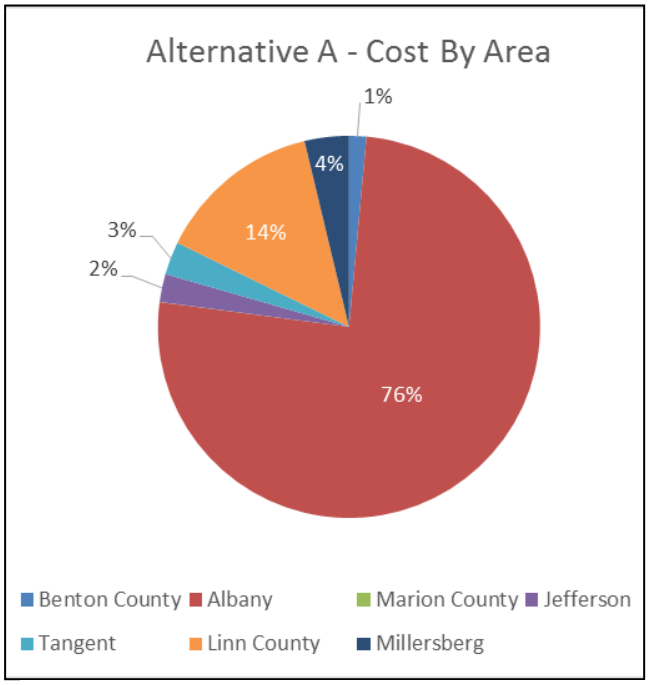

Figure 3: Percentage of Cost by Area for Draft Transportation Solution Package: Alternative A

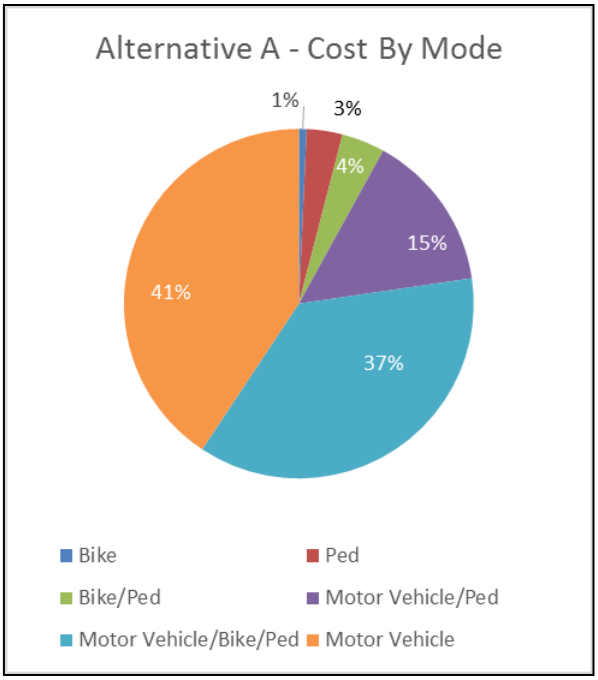

Figure 2: Percentage of Cost by Mode for Draft Transportation Solution Package: Alternative A

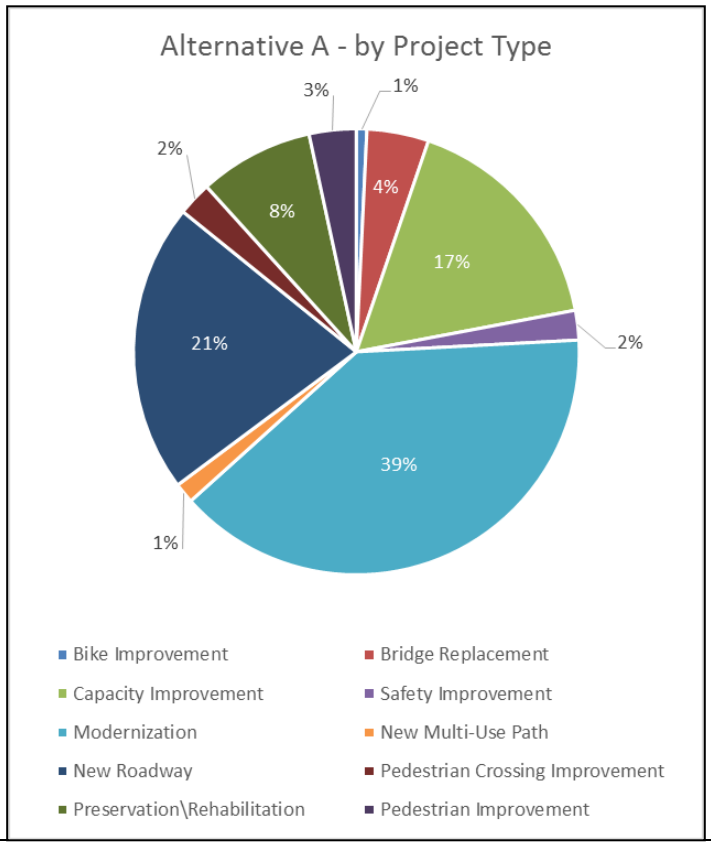

Figure 2: Percentage of Cost by Project Type for Draft Transportation Solution Package: Alternative A

Alternative B considers only committed projects or projects that meet a regional need based on the following hierarchy:

1. Project with committed funds (same as Alternative A)
2. Projects identified by the local agencies that address an identified regional need (same as Alternative A)
3. Highest ranking tier of remaining projects that ALSO address a regional need (projects that do not address a need, but identified previously by a plan or local agency staff are not included)

The total cost of Alternative B is approximately $146 million, which is within the reasonably likely funding total of $173 million, meeting the requirements of a financially constrained project list. Figure 5, Figure 5 and Figure 6 summarize total cost by jurisdiction, by mode and by project type, respectively. In contrast to Alternative A, Alternative B allocates more funds towards pedestrian and bicycle improvements, however motor vehicle improvements are still included in the overwhelming majority of project costs. Of all the projects included in Alternative B, 90 percent of the project costs include a motor vehicle improvement while 76 percent and 53 percent of the project costs include a pedestrian and bicycle improvement respectively.

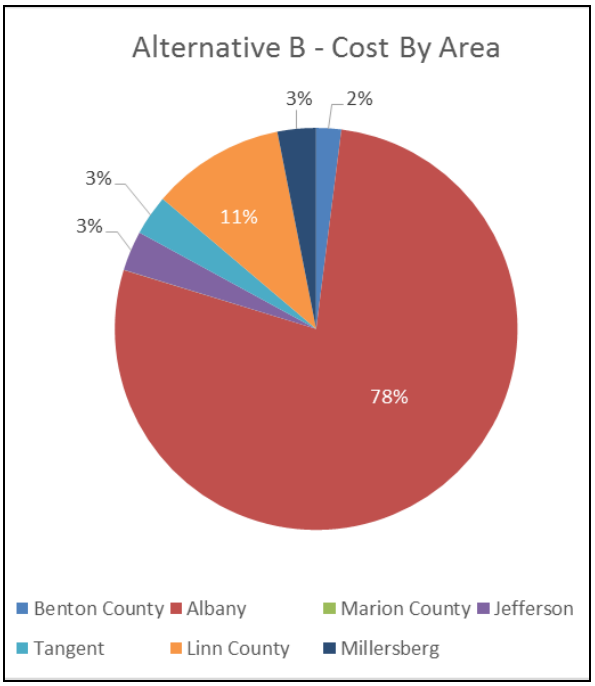

Figure 4: Percentage of Cost by Area for Draft Transportation Solution Package: Alternative B

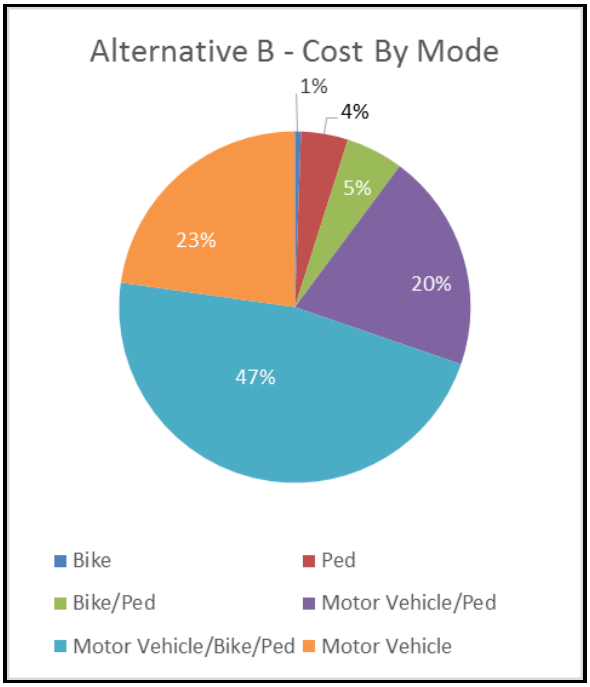

Figure 5: Percentage of Cost by Mode for Draft Transportation Solution Package: Alternative B

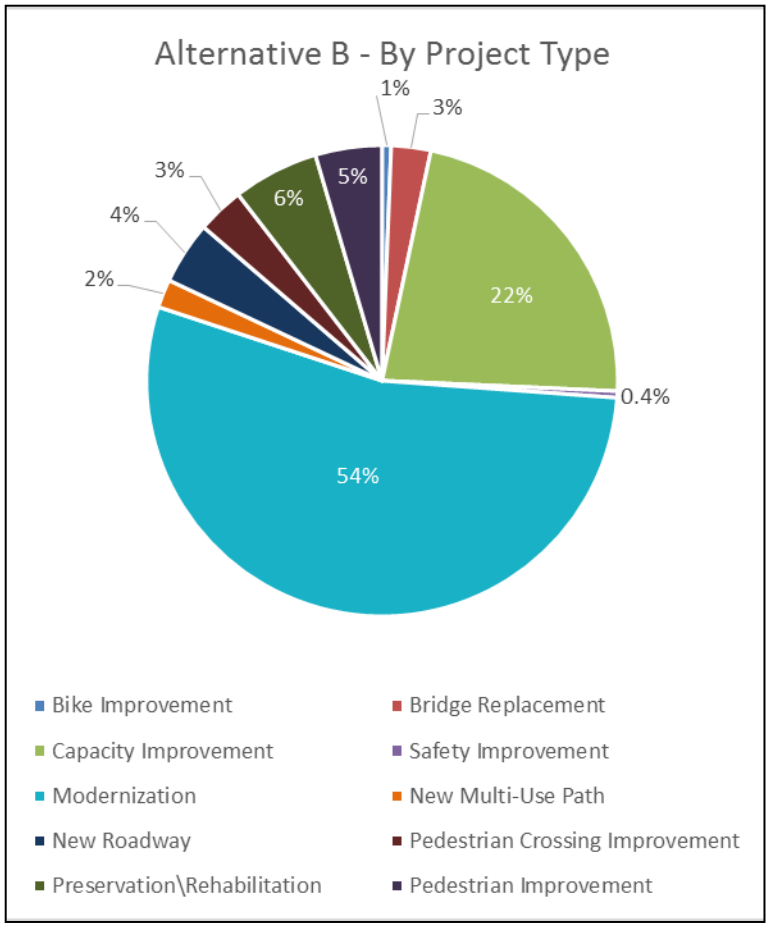

Figure 6: Percentage of Cost by Project Type for Draft Transportation Solution Package: Alternative B

As noted above, both Alternative A and Alternative B include 1) projects with committed funds, and 2) projects that are consistent between local agencies and regional. The key difference between the alternatives involves allocating the remaining funding available after the first two categories above are met. In Alternative A, all projects are considered for the remaining funding, while Alternative B only considers projects that address a regional need for the remaining funding. For example, there are projects that have been identified by local agencies that do not address a regional need. These types of projects would be considered for the remaining funding in Alternative A, while they would not be considered for the remaining funding in Alternative B.