



2014

AMITY, OREGON

TRANSPORTATION SYSTEM PLAN

DRAFT – December 17, 2014

PREPARED FOR
City of Amity

WITH SUPPORT FROM
Oregon Department of
Transportation



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PREPARED BY:

CH2MHILL®

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Executive Summary

The City of Amity Transportation System Plan (TSP) is a long-range (25-year) plan that seeks to improve the transportation system and support planned land uses and economic development for the residents of Amity. The Amity TSP provides context for transportation planning in Amity, establishes new policies to guide system improvements, and provides a 25-year list of projects intended to improve the multi-modal system for all current and future residents and businesses anticipated for Amity's newly expanded Urban Growth Boundary (UGB).

Process

The Amity TSP process began in the summer of 2013 and finished in spring 2015. The process started with convening a project management team (PMT) consisting of key City, the Oregon Department of Transportation (ODOT), and consultant staff. The PMT guided the process throughout the project. A Project Advisory Committee (PAC) and Technical Advisory Committee (TAC), consisting of City Council members, citizen stakeholders, state and local government staff, and City staff met several times to review and provide input on different aspects of the plan throughout the process. Community meetings, surveys, the project website and public hearings provided opportunities for Amity's residents to get involved in the process as well. **Appendix G** provides meeting summaries and sample public outreach materials used during the project.

The TSP was reviewed by the Planning Commission and City Council during winter 2014, and will be adopted in early 2015.

Goals and Policies

As part of the TSP development process, the project team developed and vetted new transportation policies. The City's transportation element of its Comprehensive Plan had last been updated in 1979, and the policies needed revisions and additions in order to accurately reflect the City's goals for its transportation system and comply with state plans and regulations. These are reviewed in section 1.3 below and in further detail in **Appendix F**.

Transportation System Plan

The City's preferred system plan includes a functional classification plan and 25 year list of projects intended to meet the City's current and future transportation needs. The functional classification plan describes the intended function of city streets. For example, street designated as "local" are primarily intended for accessing homes, and are low-speed and have low traffic volumes. The projects in the transportation system plan include street extensions to improve street connectivity; sidewalks, bicycle lanes, and paths to improve the bicycling and walking environment (which is one of the top goals for the City), and other improvements to the transit system. Replacement of the Salt

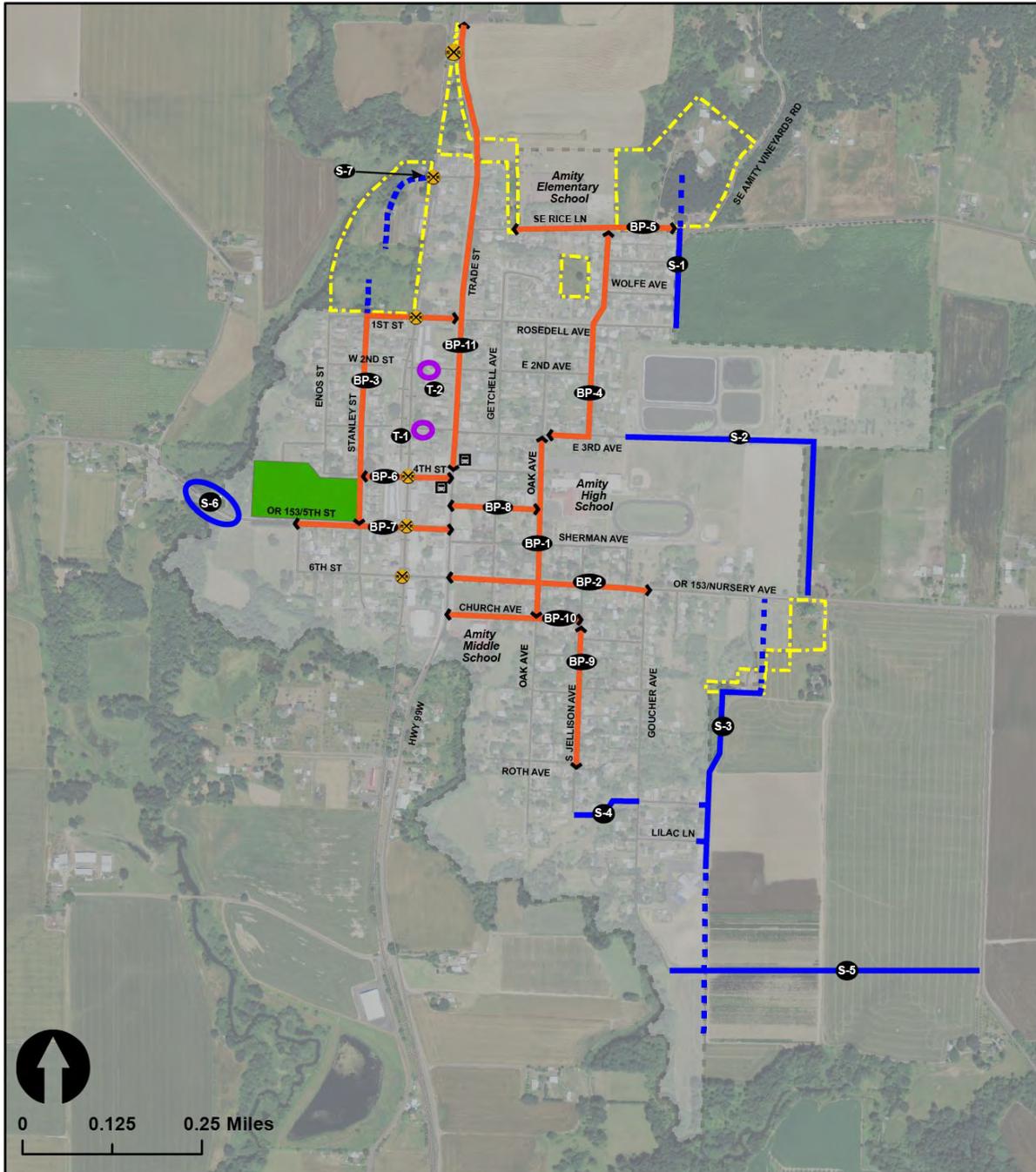


Creek Bridge is one of the top projects for the City, and represents more than half of the total cost of all projects in the TSP.

Figure ES-1 below shows all projects in the preferred system plan. They are color-coded by the transportation mode primarily targeted by the project. Table ES-1 includes the project name, priority level, and estimated cost.



FIGURE ES-1
Projects in System Street Plan



**Amity Transportation System Plan
Recommended Projects and Future
Street System**

Legend

- City Limits
- Urban Growth Boundary
- Parks
- Bus stops
- Railroad Crossings
- Street extensions
- Dependent on development
- Bicycle and pedestrian improvements
- Transit/parking improvements



TABLE ES-1
Projects in System Street Plan
Amity Transportation System Plan

Map ID	Project Name	Priority Level	Estimated Cost
Street System Projects			
S-1	Rosedell Ave to Rice Lane connection	Dependent on development	\$596,000
S-2	3 rd Ave to OR 153/Nursery Ave connection	Dependent on development	\$1,013,000
S-3	South Goucher Ave connectivity ¹ – Maple Ct. connection		\$534,000
S-4	South Goucher Ave connectivity – Jellison Ave. connection	Low	\$854,000
S-5	S-5 South Goucher Ave connectivity – Old Bethel connection		\$639,000
S-6	OR 153/5 th Street (Salt Creek) Bridge replacement	High	\$14,400,000 (2009 ODOT estimate)
S-7	Railroad Crossing Improvements near Inez Lane	Dependent on development	\$80,000
Bicycle and Pedestrian Projects			
BP-1	Oak Avenue, from Church to 3 rd	High	\$209,000
BP-2	OR 153/Nursery Avenue, from OR 99/Trade Street to Goucher Street	High	\$940,000
BP-3	Stanley Street from OR153/5 th Street to 1 st and OR 99W/Trade Street	Medium	\$893,000
BP-4	Oak Ave from 3 rd Ave to Rice Lane (along Jellison)	High	\$638,000
BP-5	Rice Lane from OR 99w/Trade Street to near Amity Vineyards Rd	High	\$239,000
BP-6	4 th Street from Stanley to OR 99W/Trade Street	Medium	\$178,000
BP-7	OR 153/5 th Street from OR 99W/Trade Street to Park Entrance	High	\$403,000
BP-8	Woodson Ave from Oak Ave to Trade Street/OR 99W	Low	\$103,000
BP-9	S. Jellison Ave from Roth Ave to Church Ave	Low	\$96,000
BP-10	Church Ave from OR 99W/Trade Street to Jellison Ave	High	\$127,000
BP-11	OR 99W/Trade Street from 3 rd to Rice Lane	High	\$892,000

¹ Three options are included for the “South Goucher Connectivity” project – only one option would be constructed by the City. However, further study beyond the scope of the TSP is needed to determine which option is preferred.



TABLE ES-1
Projects in System Street Plan
Amity Transportation System Plan

Map ID	Project Name	Priority Level	Estimated Cost
Transit Projects			
T-1	Park and ride on 3 rd Street	Low	\$215,000
T-2	Parking improvements on 2 nd Street	Low	\$215,000

Implementation Plan

The City is anticipated to have approximately \$1.7 million available for capital projects during the 25 year life of this plan. Several projects are expected to be eligible for state or federal funding, and several others are expected to be constructed concurrent with development (requiring no City funds). Provided that these projects are indeed mostly funded or constructed by others, the City’s estimated remaining costs are approximately \$4.0 million (dependent on which option is chosen for the South Goucher Connectivity project).

Table ES-2 summarizes potential funding sources for TSP projects that could help close the city’s funding gap for projects.

TABLE ES-2
Funding Sources Overview
Amity Transportation System Plan

Source	Funding \$ Available	Eligibility/Restrictions	Public Support/Other Considerations
Federal highway fund	Varies. Hundreds of millions available statewide over life of STIP. Competitive grant program.	Generally, projects must be on roads classified as major collector or higher classes; wide variety of project types accepted.	Few streets in Amity would be eligible for federal funds
State highway fund - “enhance”	Varies. Competitive grant program.	Many types of projects: bicycle and pedestrian facilities, transit projects, safe routes to school projects, and others	“Enhance” funds are often federal, meaning sometimes limited project eligibility in Amity
State highway fund – “fix it”	Varies. Competitive grant program.	Must be “repair” projects; wide variety of project types accepted	“Fix-it” funds are often federal, meaning sometimes limited project eligibility in Amity
Recreational trails program	About \$1.5 million statewide (per year). Competitive grant program.	Must be a trail project; preference given to “non-transportation” trails (i.e., those trails primarily used for recreation)	
Connect Oregon	\$42 million available statewide in most recent biennium. Competitive grant program.	Many types of non-highway projects: rail, port/marine, transit, aviation, and bicycle or pedestrian facilities	



TABLE ES-2
Funding Sources Overview
Amity Transportation System Plan

Source	Funding \$ Available	Eligibility/Restrictions	Public Support/Other Considerations
Oregon Immediate Opportunity Fund	Grants between \$250k and \$2 million, depending on project type. Competitive grant program.	Primarily focused on projects that provide economic development benefits	
Oregon Transportation Infrastructure Bank	Loan amounts vary	Many types of road and highway projects. Projects generally must be on major collectors or higher street classifications	Loans may be controversial, in that their repayment may require city financial resources that could be spent elsewhere
Special City Allotment (SCA) Grants	Up to \$50,000 per project. Communities are awarded funds in part based on when they last received SCA grant monies.	Many types of projects, with preference given to those projects that remedy safety or capacity issues. Grants available only to cities under 5,000 people.	
Local gas tax	Perhaps \$10,000 per year per \$0.01 in tax ²	Any city in Oregon can levy a gas tax	Local gas taxes may be controversial
Transportation maintenance fee	\$15,000 - \$20,000 per year	Already implemented in Amity	These funds are not generally used for capital projects, but free up other resources for capital projects. Potential equity impacts on low-income households if special dispensation is not given to reduce fees.
Tax Increment Financing/ Urban Renewal Area (URA)	Potential revenue depends on size of URA	Amity can declare up to 25% of its land area as an URA	May be controversial; URAs must meet certain requirements
System Development Charges	Potential revenue dependent on level of development	Already implemented in Amity	Can be controversial with developer community.
Parking fees	Potential revenue dependent on parking fee rate and amount of parking charged	Downtown is the area most likely suited to charging for parking	Potentially controversial; depends on how well utilized parking is and any need for demand management.

² This estimate was based on gas tax revenues for the City of Coburg, which has one gas station similar to Amity. This estimate is lower than Coburg, because Coburg's gas station likely experiences higher sales volumes due to the proximity of Interstate 5.



TABLE ES-2
Funding Sources Overview
Amity Transportation System Plan

Source	Funding \$ Available	Eligibility/Restrictions	Public Support/Other Considerations
Bonds	Various bond types (A way to borrow money)	Factors to consider include the type of bond (revenue or general obligation), city’s credit rating, and project scope	General obligation bonds may require significant city resources to repay; revenue bonds require new taxes or fees (like property tax levies) that may be controversial and have disproportionately negative impacts on low income residents. General obligation bonds require voter approval.
Local Improvement Districts (LID)	Dependent on size of LID and levy rate	Wide variety of projects could be funded in specific neighborhoods; example projects include sidewalks, street paving, stormwater infrastructure, etc.	Almost always started by property owners. May disproportionately harm low-income home owners.



1. Introduction

The City of Amity Transportation System Plan (TSP) is a long-range (25-year) plan that seeks to improve the transportation system and support planned land uses and economic development for the residents of Amity. The Amity TSP provides context for transportation planning in Amity, establishes new policies to guide system improvements, and provides a 25-year list of projects intended to improve the multi-modal system for all current and future residents, including future residents anticipated for Amity's newly expanded Urban Growth Boundary (UGB).

The TSP establishes a system of transportation facilities and services to meet local transportation needs, while also providing a rationale for making transportation improvements. The TSP will be used to develop the City's Capital Improvement Program and to inform system investments over the next 25 years.

TSPs are developed per Oregon's Transportation Planning Rule (OAR 660-012), and must be consistent with existing state, regional, and local plans including the Oregon Highway Plan, the Oregon Transportation Plan, and the City of Amity Comprehensive Plan.

1.1 Purpose and Organization

This purpose of the TSP is to provide a blueprint for a transportation system that meets the existing and future needs of the residents of Amity. The TSP achieves this by examining both short and long-term transportation needs for all transportation modes, like driving, biking, walking, or taking transit. The plan identifies current and future deficiencies and provides solutions to those problems. The TSP reflects existing land use plans, policies, and regulations that affect the transportation system. The plan includes policies, a 25-year list of improvement projects, and an implementation plan for how (and when) to finance future projects. Plan elements will be implemented by the City, private developers, and regional or state agencies.

The plan is organized into the following sections:

- **Section 2: Transportation System Plan**

This section contains the preferred transportation system for Amity. Subsections detail specific capital improvement projects for Amity's transportation system. Descriptions of the projects, details on the need for the project, feasibility, and estimated cost are included. Projects are described narratively and through the use of maps, figures, and tables.

- **Section 3: Implementation Plan**



This section reviews implementation priorities, projects costs (including right-of-way acquisition needs), and potential funding sources for projects. This section also discusses existing local funding sources and forecasts, as well as state and federal finance sources.

- **Section 4: Appendices**

The appendices contain technical information and documentation supporting the TSP and are organized by technical memoranda produced as part of the TSP process.

1.2 Planning Process

The Amity TSP process began in the summer of 2013 and finished in spring, 2015. The process started with convening a project management team (PMT) consisting of key City, ODOT, and consultant staff. The PMT guided the process throughout the project. A Project Advisory Committee (PAC) and Technical Advisory Committee (TAC) were also convened, meeting five times during the process to discuss and advise on different aspects of the plan, including transportation issues, policy, recommended projects, and project funding. The PAC and TAC provided key input during different stages of the process and made recommendations to City staff and the consultant team. PAC membership included City Councilors, Planning Commission members, and other citizen stakeholders. The TAC included staff from various local and state agencies, including ODOT, Yamhill County, the Yamhill County Transit Authority, the Department of Land Conservation and Development, and local school districts.

Residents had several opportunities to participate in the process as well. The City maintained a project website that provided TSP materials and advertised upcoming meetings. Two community surveys were held, one asking for comments on issues with the existing transportation system and another asking for input on the draft list of project alternatives (an “alternative” is one solution to a transportation problem). These online surveys were also made available as paper copies at Amity City Hall. Two community workshops were held – the first reviewing the existing and future transportation conditions, and the second reviewing the draft project alternatives. These meetings were advertised in the community and provided an opportunity for Amity’s citizens to get directly involved in the development of the TSP.

Appendix G contains meeting minutes and samples of public outreach materials used during the project.



Typical residential streetscape in Amity

The City’s project manager provided information and solicited feedback from the Amity City Council throughout the process. During the winter 2014, the TSP was reviewed at a series of Planning Commission and City Council meetings, leading to adoption in early 2015. The Comprehensive Plan, Amity City Code, System Development Charge methodology and rates, and the Capital Improvement Plan will all be updated as a result of this process.



1.3 Goals and Policies

As part of TSP development, the City reviewed transportation policies in the Amity Comprehensive Plan that were last updated in 1979. These policies are derived from the City's goal statement for its transportation system:

"To provide a safe, convenient, aesthetic, and economic transportation system through a variety of transportation means."

The following policies provide a basis for guiding the development of the City's transportation system. These policies help fulfill the goal statement above, and also ensure that Amity complies with state plans, policies, and regulations. **Appendix A** contains a full list of plans, laws, and regulations that were reviewed during the TSP process. **Appendix F** contains these policies, as well as proposed City code revisions.

1.3.1 Amity Comprehensive Plan Amended Transportation Policies

- The City shall coordinate with Yamhill County and the Oregon Department of Transportation with regard to City actions and needs which may affect traffic on County and State roads within the Urban Growth Boundary.
- Transportation improvements shall be used to guide urban development and be designed to serve anticipated future needs.
- Transportation facility design shall be done in a manner consistent with city design standard and the Transportation System Plan (TSP), and which will minimize adverse effects on the existing land uses and natural features.
- The City shall adopt a street functional classification system consisting of arterials, collectors, and local streets to assist in prioritizing street development and maintenance.
- All possible sources of funding for street improvements shall be investigated and the City shall make transportation improvements as funds become available.
- The special needs of low-income, disabled, and senior citizens shall be considered when making improvements to the transportation system.
- The City shall coordinate with the Union Pacific Railroad and Portland and Western Railroad to ensure maximum safety at all street and railway intersections.
- The City shall support and encourage use of public transit and coordinate with Yamhill County Transit Area (YCTA) on service changes or bus route modifications.
- The city shall coordinate with Yamhill County in the development of a countywide bicycle plan.
- The City shall investigate funding sources for projects which would promote bicycle and pedestrian transportation in the Urban Growth Boundary.
- The City shall promote a multi-modal transportation system that adequately considers the needs of drivers, pedestrian cyclists, and public transit riders.
- The City shall take advantage of opportunities to improve the public transit system as they arise.



- The City shall coordinate with the Oregon Department of Transportation on improvements to state highways within the City to ensure the needs of freight are adequately considered.
- The City shall strive to create a transportation system that is safe for all users. Addressing existing or newly discovered safety issues is a top priority for the City.
- New public streets shall be located based on the proposed alignments in the Transportation System Plan. New public streets shall be designed according to relevant municipal code and adopted street standards.
- When upgrading or reconstructing existing City streets, the relevant planned project, if any, in the Transportation System Plan or Capital Improvement Program shall be considered in the design of the project.

1.3.2 Street Standards

The City has adopted street standards, which specify engineering requirements for the development or redevelopment of City streets. These were last updated in 2004. **Appendix F** includes proposed revisions to the street standards; these will be adopted separately and as such are not part of the TSP.

1.3.3 Mobility Targets

The City does not have adopted mobility standards or targets for City streets. Mobility standards are generally expressed as “volume to capacity (V/C)” ratios. For example, a V/C ratio of 0.9 means the street is nearly at capacity. The Oregon Department of Transportation (ODOT) has adopted mobility targets for the two state highways that run through Amity, OR 153 and OR 99W. Because traffic volumes on city-owned streets are, and will continue to be, relatively low, no specific mobility standards or targets are proposed for city-owned streets. Table 1-1 describes state mobility targets for highway intersections in Amity. Existing and future conditions analysis showed that all mobility targets for these intersections are met currently and will be in the future (2038).

The City similarly does not have level of service (LOS) standards. LOS helps quantify the degree of comfort for drivers. It generally describes operating conditions in six letter-grade categories, which correspond to ranges of average vehicle delay times and differ for stop-controlled and signalized intersections. LOS A typically represents conditions with little or no delay, while LOS F indicates poor operations with high delay or extreme congestion. Future conditions analysis revealed that the minor leg (6th street) of the intersection of OR 99W/Trade Street and OR 153/Nursery Ave will perform at LOS F in the future. However, no project is included to alleviate this issue. This is because of the anticipated extremely low volume of cars using this leg of the intersection, and no viable project that would improve turning movements at this intersection without seriously comprising through traffic movement on OR 99W and OR 153. All other intersections would perform at LOS E or better in the future.



TABLE 1-1
State Mobility Targets for Highway Intersections
Amity Transportation System Plan

ID #	Intersection	Existing Mobility Targets ³	
		Major Street	Minor Street
1	OR 99W/Trade Street at OR 153/Nursery Avenue	0.90	0.95
2	OR 99W/Trade Street at OR 153/5th Street	0.90	0.95
3	OR 99W/Trade Street at 1st Street	0.90	0.95
4	OR 99W/Trade Street at Rice Lane	0.90	0.95
5	Oak Avenue at OR 153/Nursery Avenue	0.95	0.95
ID #	Roadway	Existing Mobility Targets ¹	
A	Jellison Avenue (between Rice Lane and 3 rd Street)	N/A ⁴	
B	Rice Lane (between OR 99W/Trade Street and Jellison Avenue)	N/A	
C	OR 153/Nursery Avenue (between OR 99W/Trade Street and east City limit)	0.95	

1.3.4 Project Evaluation Framework

The Amity Comprehensive Plan provides a goal and policy framework that informed how TSP projects were evaluated during the TSP development process. The evaluation criteria provided below (Table 1-2) were developed and refined based on the City’s existing transportation policies, in addition to input from stakeholders including City Staff, the TSP Technical Advisory Committee (TAC), and the Project Advisory Committee (PAC). These criteria provide an objective way to review project benefits and impacts. Projects were reviewed with these criteria in order to determine which projects should move forward in the process and to help determine priority levels for projects. Some projects were removed from consideration following evaluation. See **Appendix C** for details on all projects considered during the process. **Appendix D** contains the refined list of projects that were moved forward to the TSP.

TABLE 1-2
Project Evaluation Criteria
Amity Transportation System Plan

Criterion	Objective	Performance Measure
Safety	Address known traffic safety hazards for all modes	Project or program targets a known traffic safety issue(s)
	Enhance pedestrian and cyclist safety	Qualitative assessment of how a project or program improves pedestrian and/or cyclist safety through new facilities, policies, or education

³ ¹ Source: Oregon Highway Plan (OHP) as Adopted in December, 2011.

⁴ "N/A – OHP mobility targets are not applicable to City roadways.



TABLE 1-2
Project Evaluation Criteria
Amity Transportation System Plan

Criterion	Objective	Performance Measure
	Improve major street crossings	Number of street crossing projects on streets with collector functional classification or higher.
Environmental Impacts	Avoid impacting open space, trees, and other natural features	Square feet of potential impact to open space, wetlands, natural drainage features, and habitat
	Avoid impacting buildings or private property	Square feet of potential impact to private property, number of buildings affected
Transportation needs of all citizens	The transportation system meets the needs of all users, including underserved groups	Project or program targets underserved groups in the community.
System upgrades and preservation	Upgrade existing city streets to relevant standards	Number of street deficiencies addressed, or number of lane-miles upgraded
Multi-modal System	Address needs of pedestrians	Qualitative assessment of a project or program's provision of pedestrian facilities
	Address needs of cyclists	Qualitative assessment of a project or program's provision of bicycle facilities
Funding & Finance	Pursue all available sources of funding and financing	Project or program aligns with current or potential future funding and financing sources
	Choose the most cost-effective solutions	Assessment of a project or program's relative cost-effectiveness
Aesthetics	Preserve or enhance aesthetics related to the transportation system	Qualitative assessment of potential aesthetic impacts of project
Connectivity	Increase auto connectivity	Project or program reduces out-of-direction travel
	Increase non-motorized connectivity, especially across major roads	Project or program provides new non-motorized connections, especially east-west and north-south across OR 99 and OR 153, respectively
	Reduce emergency response time	Project or program decreases emergency response time, provides redundant access to neighborhoods, or preserves existing response time without negative impacts.

1.4 Existing and Future Conditions

This section provides a current “profile” of the City, including an overview of the City’s geography and demographic characteristics, in addition to existing and expected future land use and transportation system conditions. See **Appendix B** for more details.



1.4.1 Geography

The City of Amity is located in southern Yamhill County. It is roughly seven miles south of McMinnville, the county seat, and 20 miles northwest of Salem. The City's transportation network includes State, County, and City roadways, and a Union-Pacific rail line operated by Portland and Western Railroad.

The city has mostly flat topography, with some steep slopes to the south and west near Ash Swale and Salt Creek, and within the Urban Growth Boundary (UGB) northeast of Amity Elementary School. Salt Creek and Ash Swale are the two primary natural water features within city limits.



Amity City Park

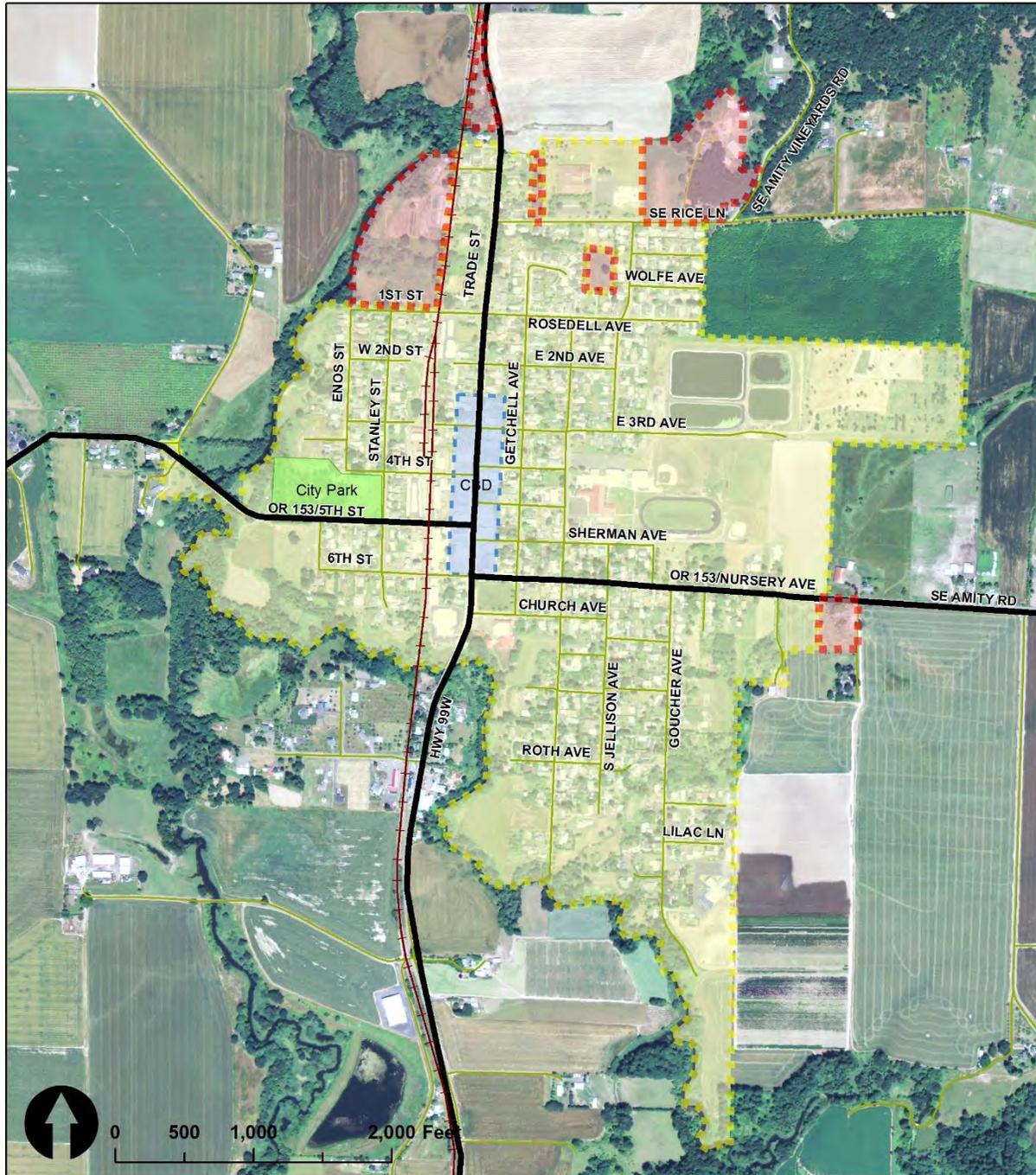
1.4.2 Land Use

The oldest parts of the City, dating to the late 1800's, surround the blocks of the central business district (Fig. 1-1). Most property abutting the Portland & Western Railroad, just west of OR 99W/Trade Street is zoned light industrial with a winery, storage facilities, and warehouses abutting the rail line. Commercial and industrial land attracts trips from employees and customers throughout the day. Amity's city park is located just west of the railroad, along 5th Street/OR 153.

Most of the land surrounding Amity is zoned Exclusive Farm Use (EFU) or rural residential, and is primarily agricultural in nature. The majority of Amity's 390 acres are zoned residential (Figure 1-12, served by two-lane local roads. Much of the City north of Rosedell Avenue is zoned for high-density residential, with largely medium and low-density residential zoning to the south.



**FIGURE 1-1
City Limits and Urban Growth Boundary**



**AMITY
TRANSPORTATION SYSTEM PLAN**

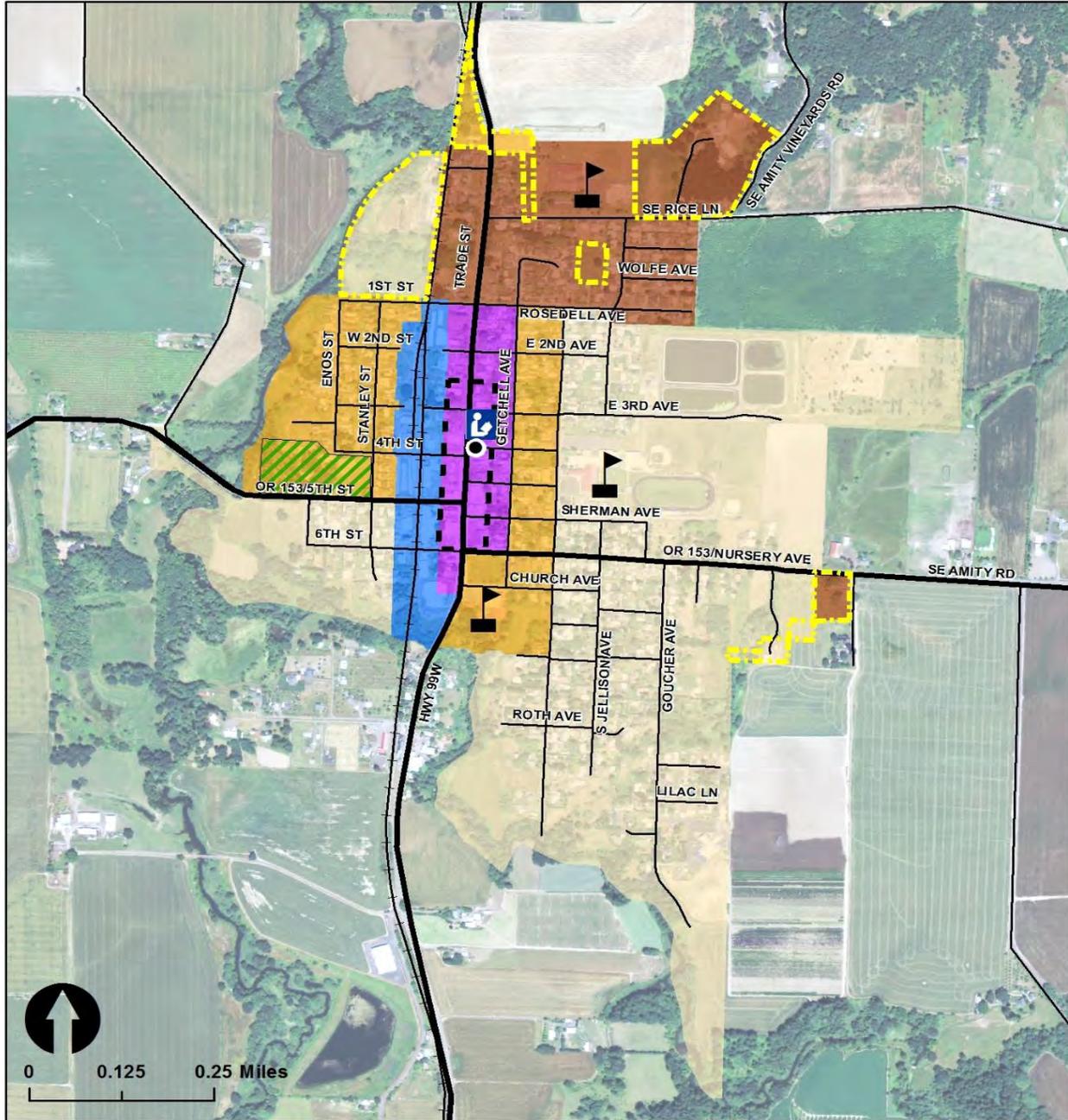
**City Limits & Urban
Growth Boundary (UGB)**

Legend

- City Park
- Railroad
- Highway
- Amity City Limits
- Urban Growth Boundary (UGB)
- Central Business District (CBD)



**FIGURE 1-2
Comprehensive Plan land Use Designations & Major Destinations**



Amity Transportation System Plan Comprehensive Plan Land Use Designations & Major Destinations

Legend

Comprehensive Plan Land Use Designations

- LOW RESIDENTIAL
- MEDIUM RESIDENTIAL
- HIGH RESIDENTIAL
- GENERAL COMMERCIAL
- LIGHT INDUSTRIAL

- City Hall
- Urban Growth Boundary
- Parks
- Library
- Central Business District
- Schools

Notes:

- (1) Streets data from Yamhill County and CH2MHILL
- (2) Railroads digitized by CH2MHILL based on 2012 USGS aerial photography

Date: 9/8/2014

Path: \\Rosa\Proj\ODOT\477622AmityTSP\GIS\MapFiles\LandUse.mxd



1.4.3 Population

As of the 2010 census, Amity had a population of 1,614 people, an increase of 136 people over the 2000 census. The City recently completed a 44 acre UGB expansion to meet its housing and public facility needs through 2030. In 2012, Yamhill County approved a coordinated population forecast for the County and its junior jurisdictions, including Amity. Amity is forecast to have a 2030 population of 1,984, and for the purposes of the TSP and traffic analysis, the 2038 population is expected to be 2,161 persons.

1.4.4 Existing Transportation System

1.4.4.1 Streets

Amity's street network is primarily local streets that serve single and multi-family residences. Most local streets connect to one of the two state highways – OR 99W/Trade Street or OR 153/Nursery Avenue – that run north-south and east-west, respectively, through the City. These state highways carry the majority of Amity's through-traffic and are the primary routes for vehicles heading to destinations outside Amity (including freight trucks). Amity also features two bridges: the Ash Swale Bridge and the timber bridge that serves as a crossing for OR 153 across Salt Creek. The latter bridge has been deemed structurally deficient by the 2012 ODOT Bridge Condition Report.

The two state highways bisect the city east-west and north-south, making the highways a major crossing barrier for pedestrians and bicyclists, and to a lesser extent, cars. Geography also constrains connectivity, especially in the southeast part of town. The project team looked at expected future traffic conditions, and found that OR 99W/Trade Street will likely see increased traffic, but major traffic issues are not expected. In some locations, there are no redundant street connections, which could be dangerous if streets become blocked and emergency services cannot get through to some homes.

1.4.4.2 Bicycle Facilities

There are few bicycle lanes or other bicycle infrastructure in Amity. The City and ODOT recently improved OR99W/Trade Street which now has bicycle lanes in the downtown section of OR 99W/Trade Street. Outside of downtown, paved shoulders serve as the bicycle facility. There are no other dedicated bicycle facilities in the City. Amity's local street network generally has low traffic volumes and low speeds, and is suitable for cycling. However, crossing OR 99W/Trade Street and OR 153/Nursery Avenue is intimidating for cyclists because of high traffic volumes, higher traffic speeds, and a lack of signalized intersections.

1.4.4.3 Pedestrian System

There are sidewalks on many, but not all of the local streets within Amity. Completing the sidewalk network has been one of the top priorities for the City. Many sidewalks in older neighborhoods have sunken below their original grade, private property owners have been encroached into the sidewalk area, or sidewalks have nearly disappeared due to vegetation encroachment and are in need of reconstruction. Due to recent efforts by the City and ODOT, sidewalks are present adjacent to most key community destinations in downtown, but, in general, are lacking on many city-owned streets. However, continuous sidewalks are almost entirely absent near key locations (where people often walk) such as Amity Elementary School, Amity City Park, and along the bridge crossing Ash



Swale on OR 153/5th Street. In addition, the majority of other sidewalks do not have Americans with Disabilities Act (ADA)-compliant sidewalk ramps, although minimum ADA width and maximum slope standards are being met.

1.4.4.4 Transit & Ridesharing

Yamhill County Transit Area (YCTA) provides routed and dial-a-ride bus service to urban and rural areas of Yamhill County. Amity is served by the McMinnville-West Salem route, with 5 roundtrips weekdays. There is no weekend routed transit service in Amity. There are two bus stops in Amity. According to available census information, no workers used transit to commute to work in Amity (2010 Census). Approximately 5% of workers carpooled to work.

1.4.4.5 Air, Rail, Water, and Pipeline

The nearest airports to Amity are McMinnville Municipal Airport to the north and Salem Municipal Airport to the southeast. The closest passenger air service is Portland International Airport (approximately 1.5 hours from Amity). A Union Pacific-owned railroad runs north-south through the west side of Amity. Only freight service is provided, with no stops in Amity. In addition to freight, passenger rail service is available in Salem. One natural gas pipeline, owned by Cascade Natural Gas, runs north-south through Amity. The pipeline roughly follows OR 99W/Trade Street at the north end of town, then Stanley Street, and back along OR 99W/Trade Street at the south end of town. There are no navigable waterways within or near Amity.



2. Transportation System Plan

This section contains the City of Amity recommended transportation system plan (TSP), including specific capital improvement projects. Subsections detail proposed projects to address system deficiencies – either present or anticipated future deficiencies. Included are maps showing the location of each project, written descriptions, discussion of the potential impacts (positive and negative), and planning-level cost estimates. These cost estimates generally include “full build” for each project, which may include pavement widening, sidewalks, repair, etc. The City is likely to phase construction of many of these projects depending on funding availability, grant requirements, and other factors. Project prioritization details are available in **Appendix E** and cost estimates are available in **Appendix H**.

The project team initially developed project “alternatives” (different options for addressing transportation issues) based on the existing and anticipated future needs identified by the City, community, and the project team. The list was refined throughout the process based on input from the City, Project Advisory Committee (PAC) and Technical Advisory Committee (TAC), ODOT, and the project team. The public also provided input on TSP projects during open comment periods and a community workshop. Through stakeholder input, the list of projects was refined to best reflect the needs of Amity’s residents.

2.1 Functional Classification Plan

The city’s “functional classification” system describes the intended function of city streets. Streets designated as “local” serve low speed, low volume traffic and are mainly for accessing homes. “Collectors” serve higher speed and higher volume traffic and usually provide access to arterials or other streets that are intended for high speed, high volume traffic. Amity’s street system is comprised mostly of local and collector streets. The two state highways in town – OR 99W/Trade Street and OR 153/Nursery Ave/5th Street – are state roads and serve as the major north-south and east-west arterials.

Two changes to *existing* street functional classifications are proposed as part of the TSP:

- Rice Lane, from Jellison Avenue east to SE Amity Vineyards Road is proposed to change from “Local” to “Collector.” This change is intended to reflect the increased traffic that is expected on this segment of road when anticipated development occurs in the UGB area along Rice Lane.
- Sherman Avenue, from OR 99W/Trade Street to Goucher Avenue is proposed to change from “Collector” to “Local.” This change reflects the current and future anticipated function

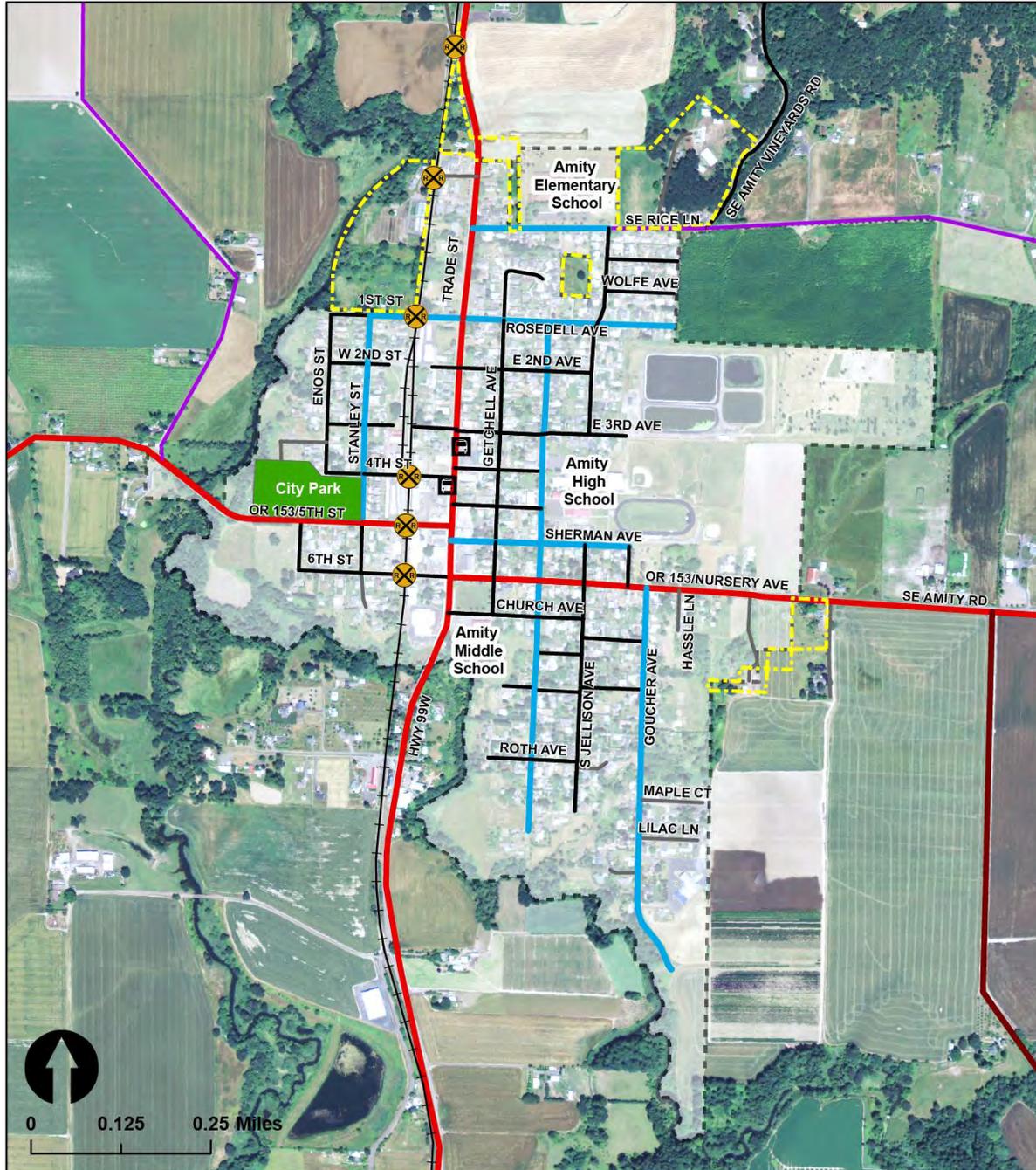


of the street; Sherman Avenue presently experiences low traffic volumes and is not anticipated to experience significant increases in traffic during the planning horizon.

No other functional class changes to existing streets are proposed – existing and future traffic conditions analysis did not reveal any need to modify any other existing street classifications. Figure 2-1 below shows the existing functional classification system and Figure 2-2 shows the proposed *future* functional classification system. The future system includes several street extensions (classified variously as local and collector streets) that are proposed as part of the transportation system plan.



**FIGURE 2-1
EXISTING FUNCTIONAL CLASSIFICATION PLAN**



**Amity Transportation System Plan
Functional Classification Plan (2013)**

Notes:
 (1) Streets data from Yamhill County and CH2MHILL
 (2) Railroads digitized by CH2MHILL based on 2012 USGS aerial photography

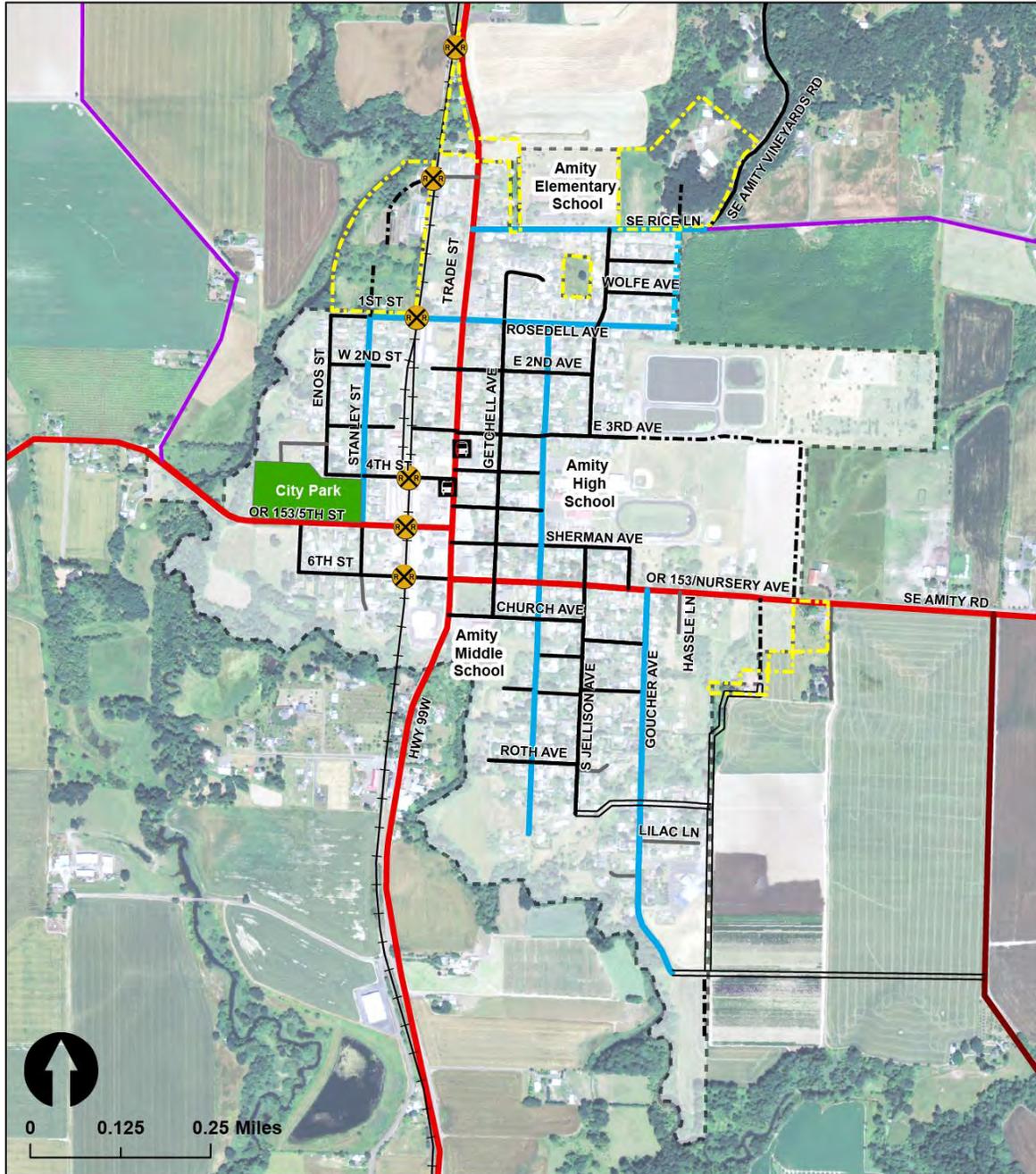
Date: 12/2/2014

Legend

- | | | |
|-----------------------|----------------------|------------------|
| City Limits | Arterial (State Hwy) | County Collector |
| Urban Growth Boundary | County Arterial | Local |
| Parks | Collector | Private |
| Bus stops | Railroad | |
| Railroad Crossings | | |



FIGURE 2-2
FUTURE FUNCTIONAL CLASSIFICATION PLAN



**Amity Transportation System Plan
Functional Classification Plan (2038)**

Legend

City Limits	Arterial (State Hwy)	Private
Urban Growth Boundary	County Arterial	Railroad
Parks	Collector	Future Local*
Bus stops	County Collector	Future Local
Railroad Crossings	Local	Future Collector

Notes:

- (1) Streets data from Yamhill County and CH2MHILL
- (2) Railroads digitized by CH2MHILL based on 2012 USGS aerial photography

Date: 12/2/2014

*Note: There are three options for improving street connectivity in the vicinity of Goucher Avenue. Only one of the options would be built, but no one option is recommended in the TSP. Therefore, all three are shown as Future Local Streets.



2.2 Preferred System Plan

The rest of this section reviews the preferred system plan for the City. Projects are organized by the primary transportation mode targeted for each improvement project. It is important to note that in many cases, full implementation of projects would improve conditions for all modes. For example, many of the bicycle and pedestrian projects include street widening to City standards, which would improve traffic flow and pavement conditions. Many projects may be constructed in phases, depending on the amount and type of funding available, the relative difficulty of implementing projects, and based on the priorities of the City as they change in the future. *It is important to note that all projects proposed on state highways (OR 99W/Trade Street, OR 153/Nursery Ave, and OR 153/5th Street) will be designed per the state's Highway Design Manual.*

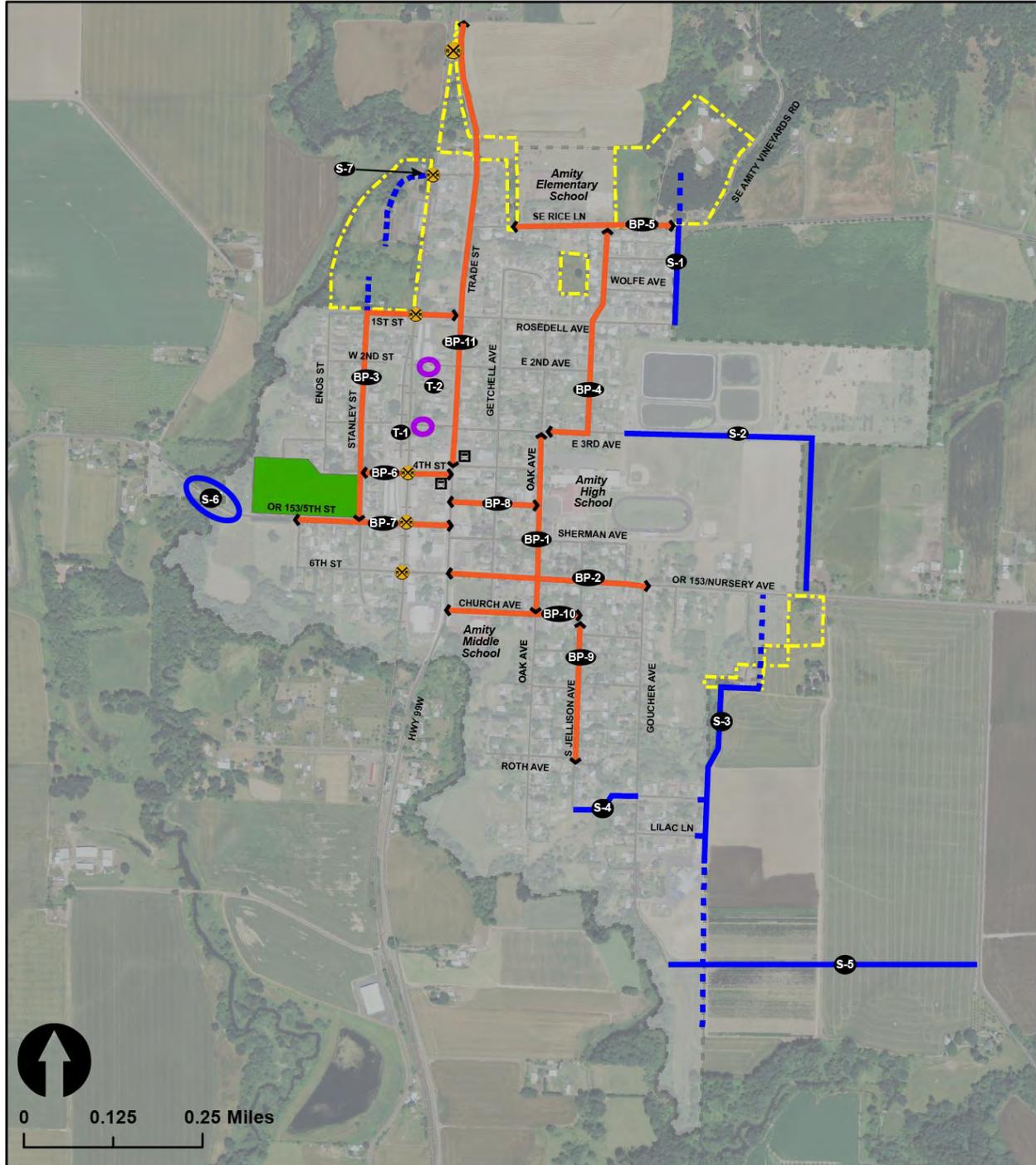
The cost estimates provided for each of the projects are "order of magnitude" estimates and include any needed right-of-way. These are planning-level estimates – more precise estimates would be generated during project engineering.

Figure 2-3 below shows the locations of all proposed projects in the City. They are color-coded by the primary transportation mode targeted for that project (e.g., orange represent bicycle and/or pedestrian projects).

In the following section, there are three options for meeting an identified transportation need in the vicinity of Goucher Street. Due to a lack of redundant connections to Goucher Street south of Barney Alley, and in consideration of the numerous households and church located along Goucher Street, the City identified a need for a redundant connection to ensure emergency access in the event Goucher Street is impassable. Three options are presented in the TSP for potentially meeting the identified need for a redundant connection (Projects S-3, S-4, and S-5). The City will evaluate which of these options best meets the needs of the City at a later date. Any facilities located outside of the Urban Growth Boundary are not planned facilities or improvements. Eventual designation of any of these projects outside of the Urban Growth Boundary as planned facilities or improvements may require an amendment to the Yamhill County TSP (which may require an exception to the statewide planning goals), as the county is the local government with jurisdiction.



FIGURE 2-3
Recommended Projects and Future Street System



**Amity Transportation System Plan
Recommended Projects and Future
Street System**

Legend

- City Limits
- Urban Growth Boundary
- Parks
- Bus stops
- Railroad Crossings
- Street extensions
- Dependent on development
- Bicycle and pedestrian improvements
- Transit/parking improvements



2.3 Street System

S-1. Rosedell Avenue to Rice Lane Connection

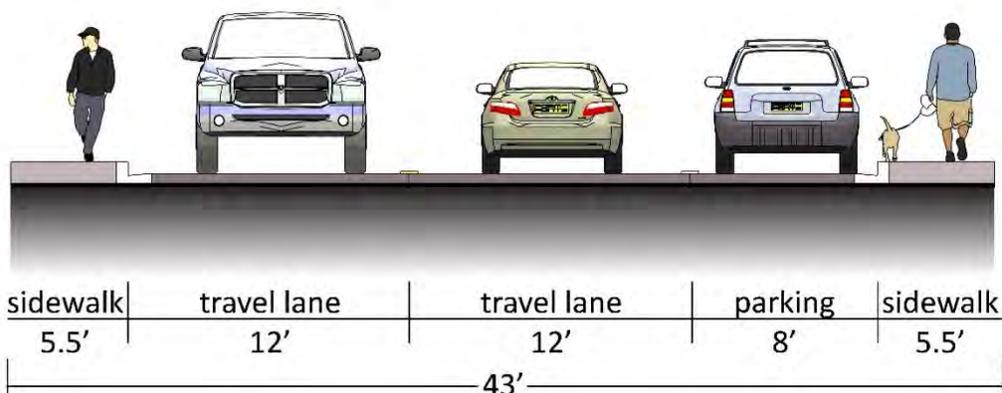
Total Estimated Cost: \$596,000

Currently, the only north-south connection to Rice Lane besides OR 99W/Trade Street is Jellison Avenue. The Rosedell Avenue to Rice Lane connection would provide an additional off-highway connection to serve the population south of Rice Lane, as well as provide a new connection to the recent UGB addition to the City north of Rice Lane. Further street extensions are anticipated to serve the UGB addition (shown in dashed line at right). This connection would also provide access for emergency vehicles. This project calls for the construction of a new north-south road from the eastern end of Rosedell Avenue north to Rice Lane. This project would construct a full road, complete with sidewalks, curbs, gutters, and enclosed drainage. Although the development of a full roadway is preferred, the connection could be developed as an access road (without sidewalks or parking) depending on the transportation needs of the City.



This project would require the acquisition of right-of-way and agricultural land, but would not require the demolition of any structures. Available resource maps do not show any critical environmental resources, though wetlands or other environmental features could be present.

Project Improvements:





S-2. 3rd Avenue to OR 153/Nursery Avenue Connection

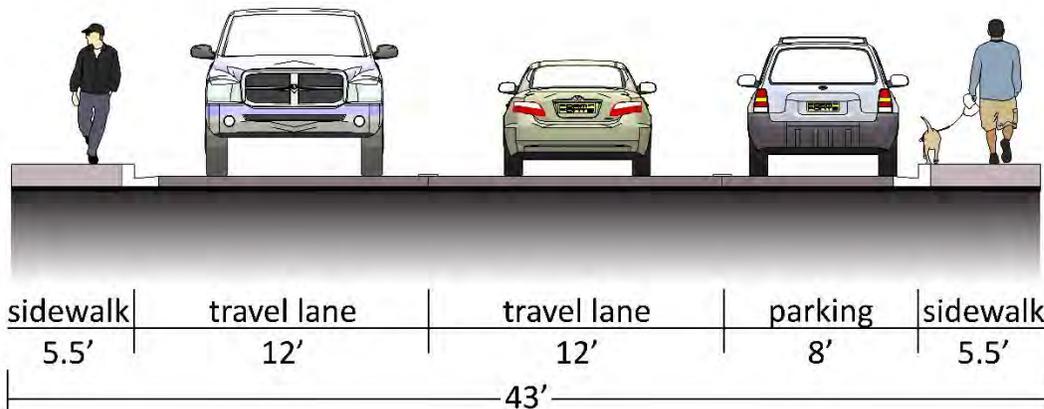
Total Estimated Cost: \$1,013,000

This connection runs west-east of 3rd Avenue, then north-south along the urban growth boundary (UBG) to OR 153/Nursery Avenue. This connection would serve the potential location of the new Amity Middle School and provide a redundant connection to OR 153 /Nursery Ave. for residents east of OR 99W/Trade Street. Depending on the connectivity needs of the City, this connection could serve as a bicycle/pedestrian only connection, or as a full road connection complete with curbs, gutters, and enclose drainage. A phased approach to developing this connection may be appropriate. If a bicycle/pedestrian only connection is preferred, a multi-use path could be constructed in lieu of the full roadway and sidewalks. This project would allow for local trips from neighborhoods east of OR 99W/Trade Street through the eastern part of the City, and would provide neighborhoods north or OR 153/Nursery Avenue access to the new Middle School, which is proposed for the property east of Amity High School.



This project would require right-of-way dedication, although the demolition of any structures is not required. The connection could also require property acquisition from adjacent agricultural lands and dedications from the City of Amity and Amity School District. Critical environmental resources such as wetlands or other environmental features could be present.

Project Improvements:





S-3. South Goucher Avenue connectivity – OR 153/Maple Court

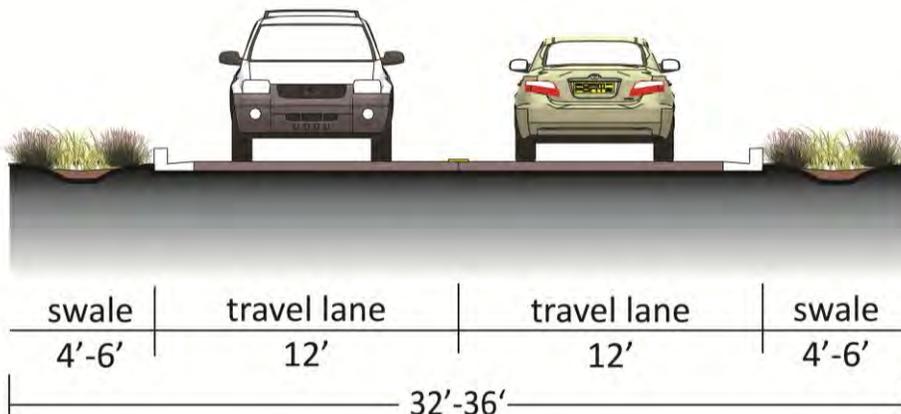
Total Estimated Cost: \$534,000

In the southeastern part of Amity, there are very few east-west connections between the long north-south roads including Jellison and Goucher Avenues. This is the first of three options for enhancing connectivity in the neighborhoods south of OR 153/Nursery Ave. This option would begin at the east end of the parking lot at Amity Christian Church (1305 Goucher Street) or Maple Court, and follow the eastern edge of the City boundary to connect near a private driveway near Nursery Avenue/OR 153 (this driveway is anticipated to be upgraded to a full street concurrent with development). A second connection linking Goucher to Jellison or another adjacent road is particularly important in the event of an emergency along Goucher Avenue where the road may be blocked. All three of these options could be constructed as emergency access only. Bollards or gates would be constructed that would only be removable by emergency personnel; these would prevent automobile entry while allowing bicycle and pedestrian access. A further street extension may be constructed by future developers to serve the southernmost section of the UGB as well.



This project would require right-of-way acquisition and encounter a small stream as well as potential wetlands. It is possible that this option may require right-of-way acquisition outside of the City’s UGB, in which case coordination with the Department of Land Conservation and Development would be required.

Project Improvements:





S-4. South Goucher Avenue connectivity – Jellison Avenue Connection

Total Estimated Cost: \$854,000⁵

In the southeastern part of Amity, there are very few east-west connections between the long north-south roads including Jellison and Goucher Avenues. This is the second of three options for enhancing connectivity in the neighborhoods south of OR 153/Nursery Ave. This option would construct an east-west street between Jellison Avenue and Goucher south of Roth Avenue.

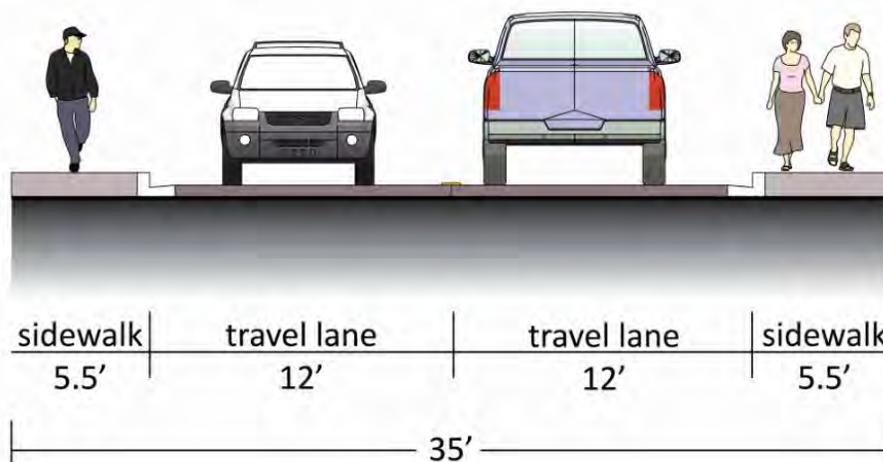


Linking Goucher to Jellison or another adjacent road is particularly important in the event of an emergency along

Goucher Avenue where the road may be blocked. All three of these options could be constructed as emergency access only. Bollards or gates would be constructed that would only be removable by emergency personnel; these would prevent automobile entry while allowing bicycle and pedestrian access.

This alignment requires right-of-way acquisition and may affect structures on Goucher Street. Additionally, there are environmental constraints present; the new road would cross a small stream that drains to Ash Swale. There may be wetlands associated with the stream as well. A new road in this location would require importing fill material and the construction of a box culvert bridge at the stream crossing.

Project Improvements:



⁵ Note that the cost estimate above does not include sidewalks shown above.



S-5. South Goucher Avenue Connectivity – Old Bethel Road connection

Total Estimated Cost: \$639,000

In the southeastern part of Amity, there are very few east-west connections between the long north-south roads including Jellison Avenue and Goucher Avenue. This is the third of three options for enhancing connectivity in the neighborhoods south of OR 153/Nursery Ave. This option would extend Goucher eastward toward Old Bethel Road.

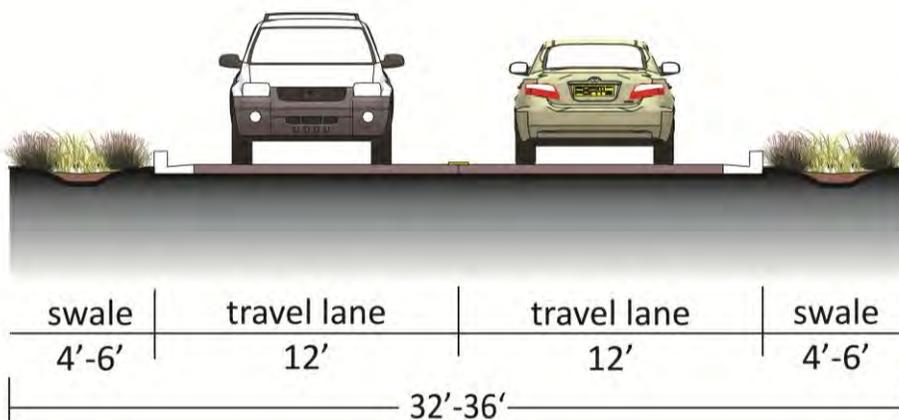


A second connection linking Goucher to Jellison or another adjacent road is particularly

important in the event of an emergency along Goucher Avenue where the road may be blocked. All three of these options could be constructed as emergency access only. Bollards or gates would be constructed that would only be removable by emergency personnel; these would prevent automobile entry while allowing bicycle and pedestrian access.

This option would require right-of-way acquisition. This project would largely take place outside of the city limits and UGB and would require coordination with the Department of Land Conservation and Development.

Project Improvements:





S-6. OR 153/5th Street (Salt Creek) Bridge Retrofit/Replacement

Total Estimated Cost: \$14,450,000

In 2012, ODOT began the scoping process for a major rehabilitation of the Salt Creek Bridge. The existing bridge is a timber-supported bridge that carries Amity’s water supply and provides a transportation link to areas west of the City. The bridge has been categorized by ODOT as a Structurally Deficient/Distressed Bridge. The project currently planned by ODOT would include replacement of deteriorated timber posts and railing, new pavement, new guardrails, and painting. This project would extend the useful life of the bridge, but does not constitute a full replacement.



Full replacement would be considerably more expensive; however, replacement is the preferred approach for Amity due to the deteriorated condition of the bridge, sub-standard lane widths, lack of shoulders and sidewalks. The City’s water supply is also carried by the bridge, meaning it is an essential facility to maintain. There are no bicycle or pedestrian facilities on the existing bridge and the lanes are very narrow. The bridge is also weight load restricted. The City is interested in replacing this bridge with a modern structure.

This project would require coordination with ODOT as the bridge is on a state highway. In addition to environmental constraints related to Salt Creek and its associated wetlands, the adjacent City Park and cemetery limit the potential widening or realignment of the bridge.



Salt Creek Bridge, looking to the west

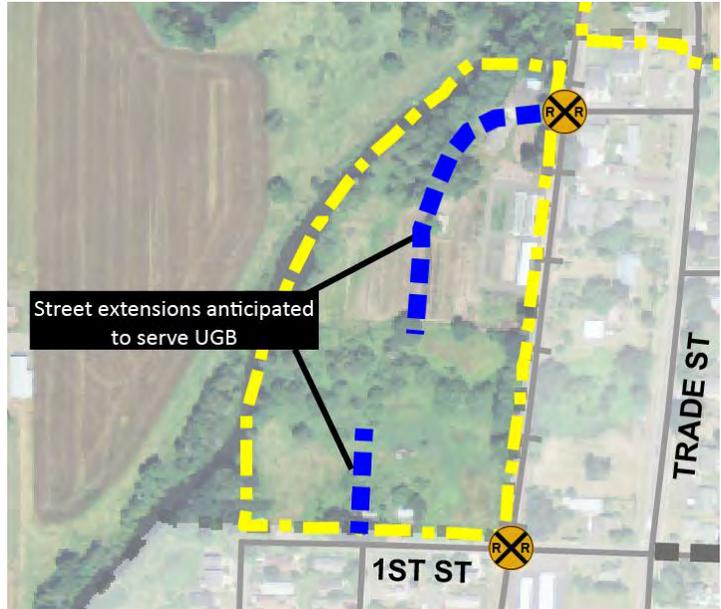


S-7. Railroad Crossing Improvements near Inez Lane

Total Estimated Cost: \$80,000

This project would upgrade the existing rail crossing at Inez Lane or relocate the crossing to the south to provide access for future development west of Trade Street and north of 1st Street. The exact crossing location would be determined at the time of development.

The recent UGB addition has access difficulties due to a significant grade change, wetlands, and streams that roughly bisect the property east-west. The southern portion of the UGB area could be accessed by extending Stanley Street northward. However, the northern section of the property is only feasibly accessed from the east, requiring a connection across the railroad tracks.



This project is contingent on the scope and scale of residential development anticipated for this area. The project is not expected to be funded by the City. Relocation or upgrade of the existing rail crossing will require coordination with ODOT Rail and Union Pacific Railroad.



2.4 Bicycle and Pedestrian System

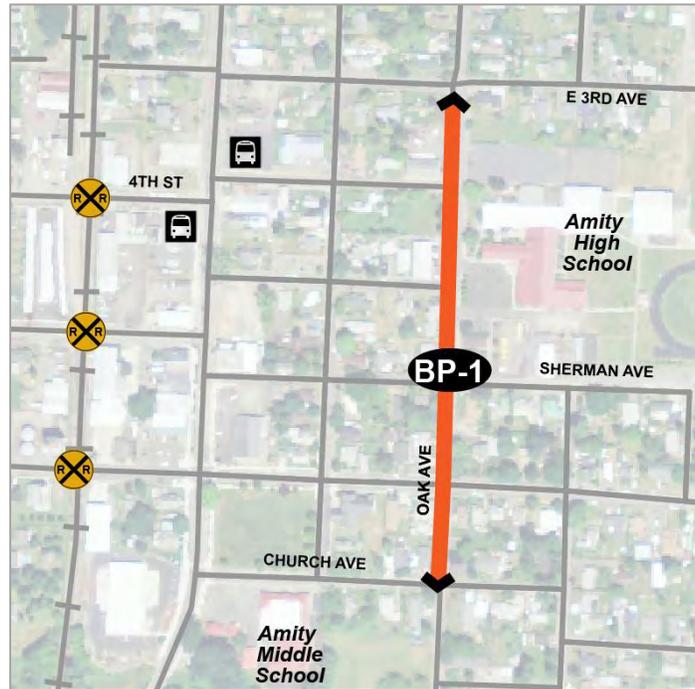
BP-1. Oak Avenue, from Church to 3rd Avenue

Total Estimated Cost: \$209,000

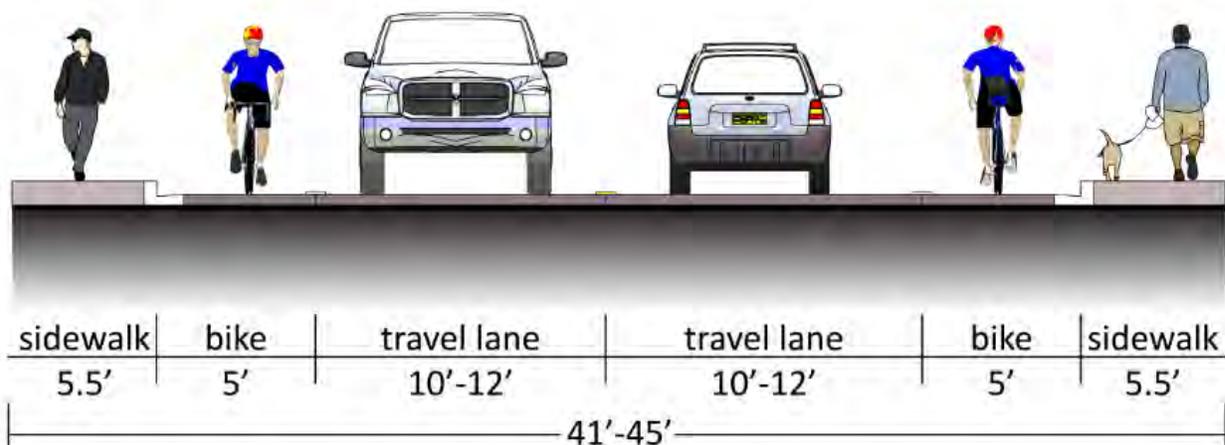
This project would widen the existing Oak Avenue pavement to add bike lanes and improve sidewalks to create continuous pedestrian and bicycle facilities on Oak Avenue from Church to 3rd Avenue. This project also includes crossing improvements at OR 153/Nursery Avenue.

This will help provide a safe route for students walking and bicycling from Amity Middle School to the High School. Improving multi-modal connections to and between the schools is a high priority for the City.

Oak Avenue has very constrained right-of-way in this location, though the proposed cross section is intended to fit within this constraint.



Project Improvements:

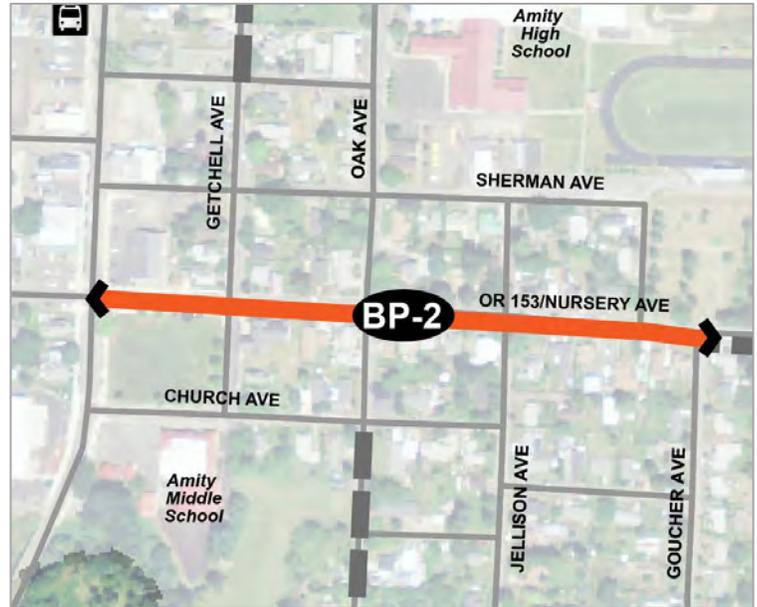




BP-2. OR 153/Nursery Avenue from 99w/Trade Street to Goucher Street
Total Estimated Cost: \$940,000

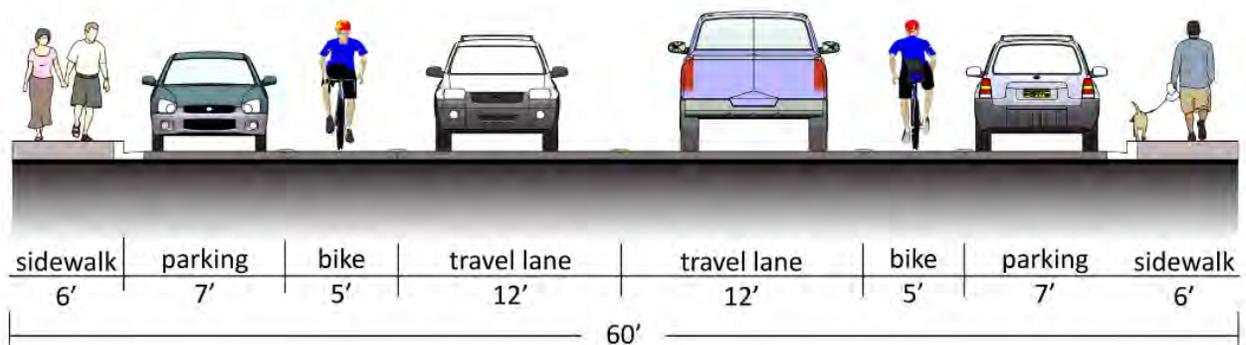
OR 153 is a busy road with intermittent, often degraded sidewalks and no dedicated bike lanes. Improving multi-modal connection to and between schools is a high priority for the City, as students regularly cross OR 153/Nursery Avenue. This project would add bike lanes and sidewalks to OR 153/Nursery Avenue by widening the existing pavement.

This Plan assumes that this project will be constructed as a full road, complete with curbs, gutters, and enclosed drainage. The project will provide on-street parking on both sides of the street, although some parking could be substituted with landscaped buffers along all or some of the alignment, depending on parking needs.



No technical feasibility issues were noted with regards to implementing this project. However, coordination with homeowners regarding the retention or elimination of street parking will be required.

Project Improvements:





BP-3. Stanley Street from OR 153/5th Street to 1st Street and OR 99W/Trade Street
Total Estimated Cost: \$893,000

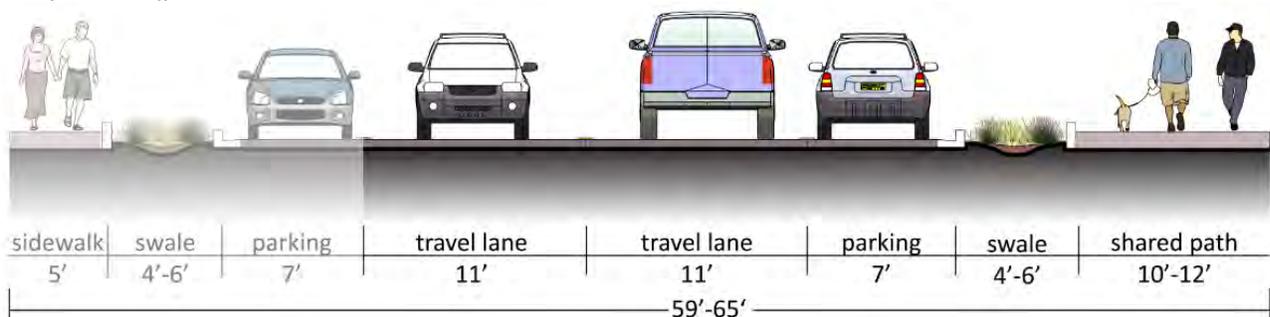
This project widens Stanley and 1st Streets to add parking lanes and multi-use path. The multi-use path will be constructed along one side of the street, with parking provided on both sides of the street. Drainage ditches will also be constructed on both sides of the street for stormwater storage and/or conveyance. This project includes upgrades to the existing rail crossing to improve crossing safety conditions for bicyclists and pedestrians.

The multi-use path will serve as a separated north-south bicycle and pedestrian path from the park to 1st Street, where students can cross OR 99W/Trade Street at a marked crosswalk, or continue north on OR 99W to the crossing at Rice Lane. Students are currently bussed from this part of town because of the lack of safe walking facilities.



Some right-of-way is required to implement this project. Rail crossing improvements need to be coordinated with ODOT Rail and Union Pacific. In order to maintain truck turning movements, paint striping or other means may be necessary to prevent cars from parking near intersections.

Project Improvements:



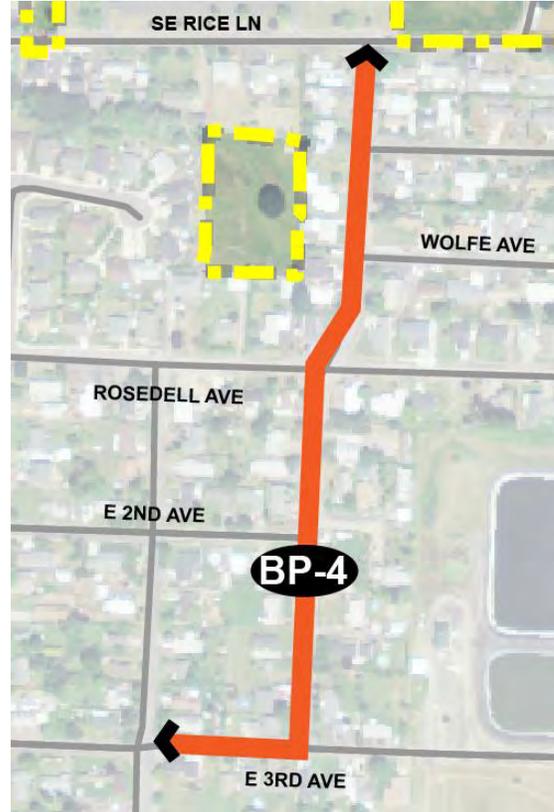


BP-4. Jellison Avenue from 3rd Avenue to Rice Lane

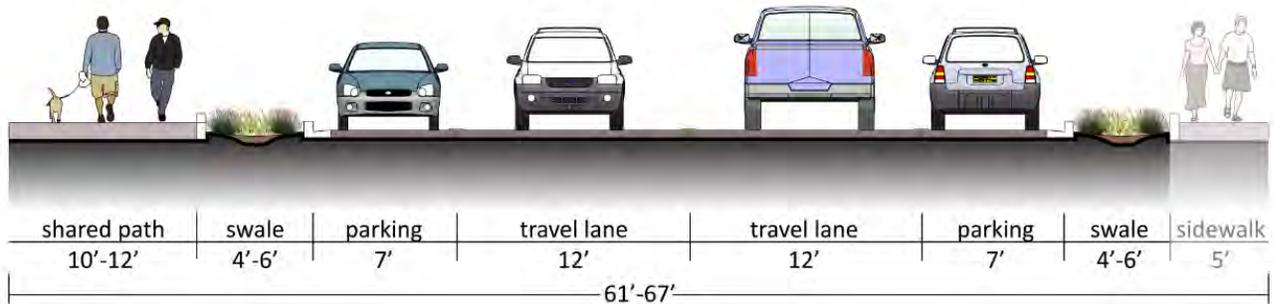
Total Estimated Cost: \$638,000

This segment provides a north-south connection from Amity High School connecting to the neighborhoods to the north. The community noted that kids tend to not walk on Oak Avenue north of 3rd, and instead all walk along Jellison (one block to the east). This project would construct a shared-use path with a ditch or swale for stormwater conveyance that would also separate bicyclists and pedestrians from traffic. Some right-of-way may be required.

An additional sidewalk and drainage swale or vegetative buffer may be considered on the opposite side of the street (depending on site conditions, available right-of-way, and project budget); the additional sidewalk and swale could also be phased as funding allows. The section of this project along 3rd Avenue will require a variation of the design shown below due to existing narrow right-of-way and adjacent structures.



Project Improvements:



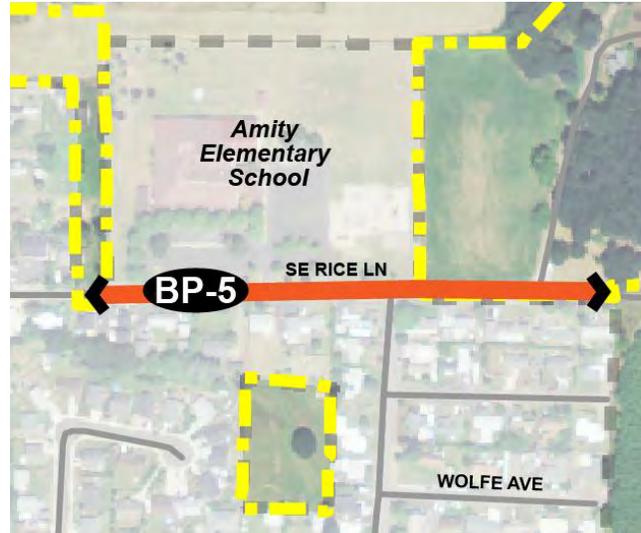


BP-5. Rice Lane from OR 99W/Trade Street to near Amity Vineyards Road
Total Estimated Cost: \$239,000

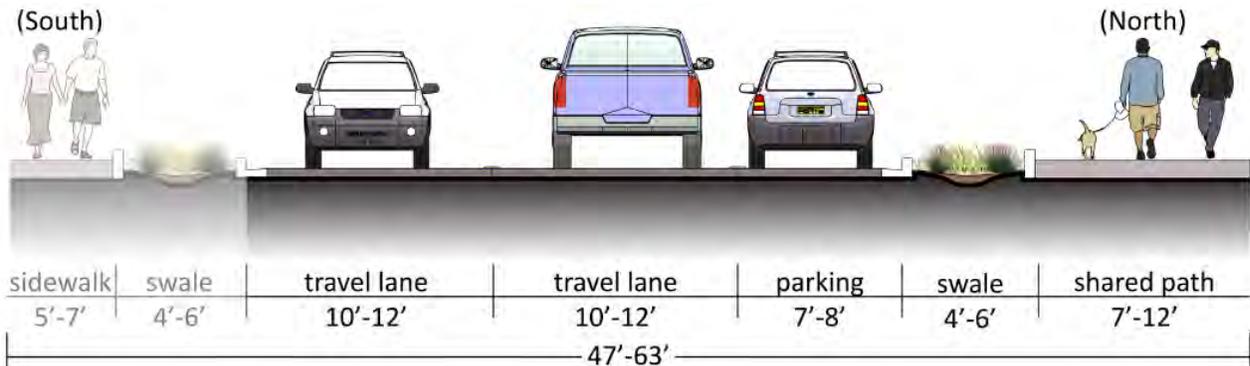
This project provides access from the improved crossing at Rice Lane and OR 99W/Trade Street to Amity Elementary school and serves future residents in the northeast UGB expansion area.

This project includes a shared-use path with a ditch or swale for stormwater conveyance that would also separate bicyclists and pedestrians from traffic.

An additional sidewalk and drainage swale or vegetated buffer may be considered on the opposite side of the street (depending on site conditions, available right-of-way, and project budget); the additional sidewalk and swale could also be phased as funding allows. This project may require right-of-way acquisition near Amity Elementary School.



Project Improvements:





BP-6. 4th Street from Stanley to OR 99W/Trade Street

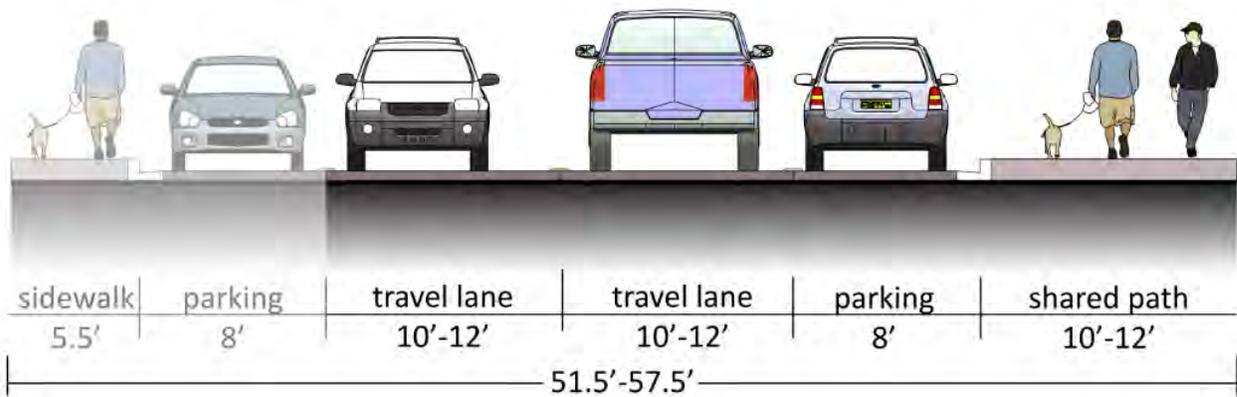
Total Estimated Cost: \$178,000

Amity community members noted that many pedestrians and cyclists use 4th street. This project provides east-west pedestrian and cyclist connectivity to and from the City Park. This project could also connect with the planned path within the City Park.

This project includes a shared-use path with closed drainage for stormwater conveyance. An additional sidewalk and drainage swale or vegetative buffer may be considered on the opposite side of the street (depending on site conditions, available right-of-way, and project budget); the additional sidewalk and swale could also be phased as funding allows. Improvements to the rail crossing would require coordination with ODOT Rail and Union Pacific.



Project Improvements:





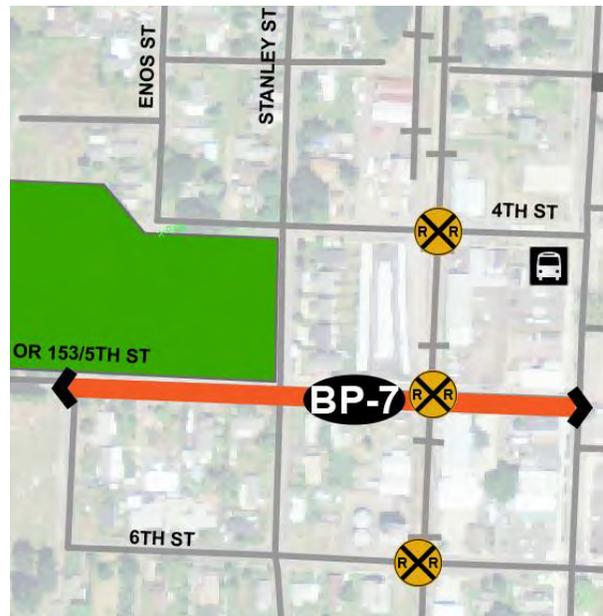
BP-7. OR 153/5th Street from OR 99W/Trade Street to Park Entrance

Total Estimated Cost: \$403,000

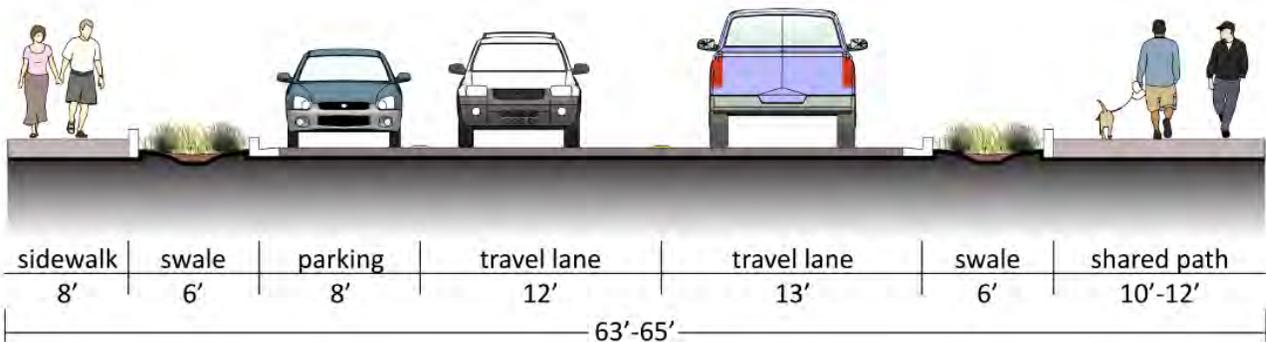
Existing sidewalks on OR 153 are deteriorated and lack any dedicated cycling facilities. It is difficult to reach the City Park on foot or by bike. This project would improve multi-modal connectivity between the park and downtown.

This project includes a sidewalk on one side of the street, with a shared-use path on the other. Both the sidewalk and shared use path may be separated from travel and parking lanes by a ditch or swale for stormwater conveyance. This project also includes upgrades to the existing rail crossing to improve safety conditions for bicycle and pedestrian crossing.

This project is located on a state highway, requiring coordination with ODOT on design and construction. The City would also need to coordinate with ODOT Rail and Union Pacific on improvements to the rail crossing.



Project Improvements:





BP-8. Woodson Avenue from Oak Avenue to Trade Street/OR 99W

Total Estimated Cost: \$103,000

This project provides access from OR 99W/Trade Street to Amity High School, and serves as a low- stress alternative route to OR 153/Nursery Avenue.

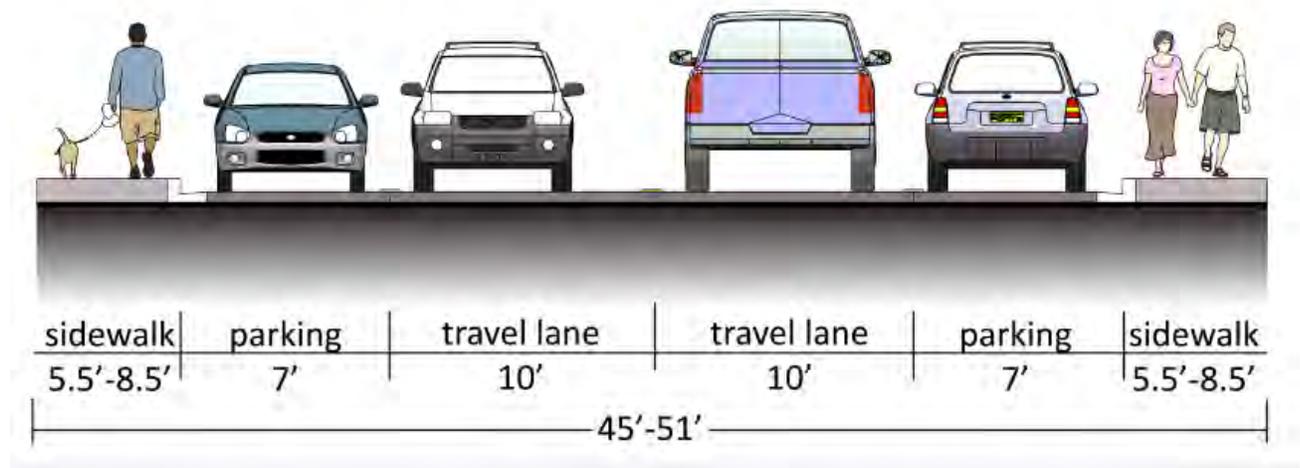
The community noted that students typically use Woodson Avenue for walking and biking, as opposed to other nearby cross streets like 3rd or Sherman Avenue. This project implements shared lanes, where vehicles and bicyclists share travel lanes, and provides sidewalks on both sides of the street. Shared lanes would be marked with “sharrows,” specific lane markings that help cyclists with positioning on the road and indicate to drivers that cyclists may be present.



This project requires sidewalk improvements and road widening in some places along the existing pavement on Woodson Avenue.

Right-of-way may be required.

Project Improvements:





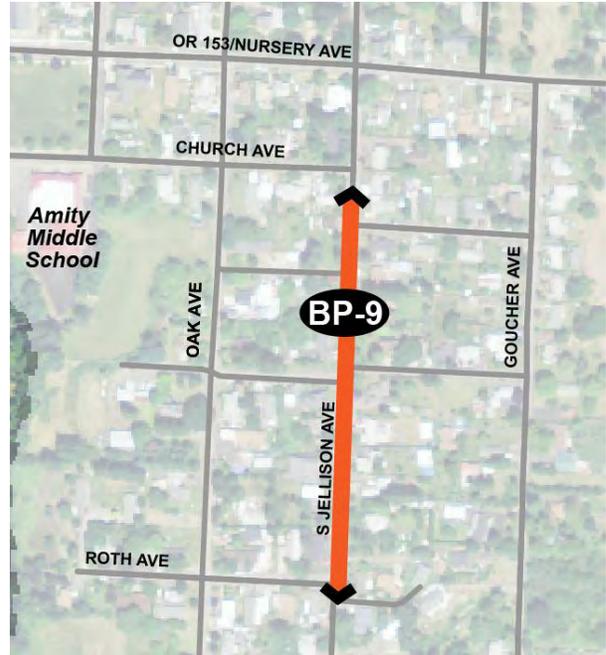
BP-9. S. Jellison Avenue from Roth Avenue to Church Avenue

Total Estimated Cost: \$96,000

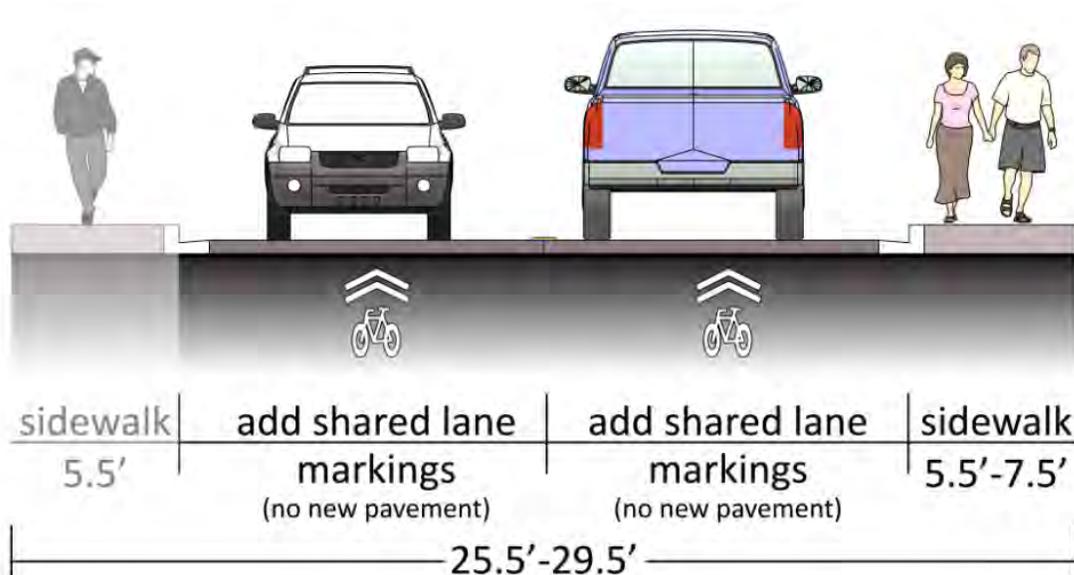
This segment provides multi-modal facilities for the neighborhoods south of OR 153/Nursery Avenue.

This project includes shared lanes, where vehicles and bicyclists share travel lanes, and provide a sidewalk on one side of the street. The existing roadway surface would not be improved. The existing right-of-way and paved surface will accommodate the proposed sidewalks and shared lane markings.

No right-of-way would be required.



Project Improvements:





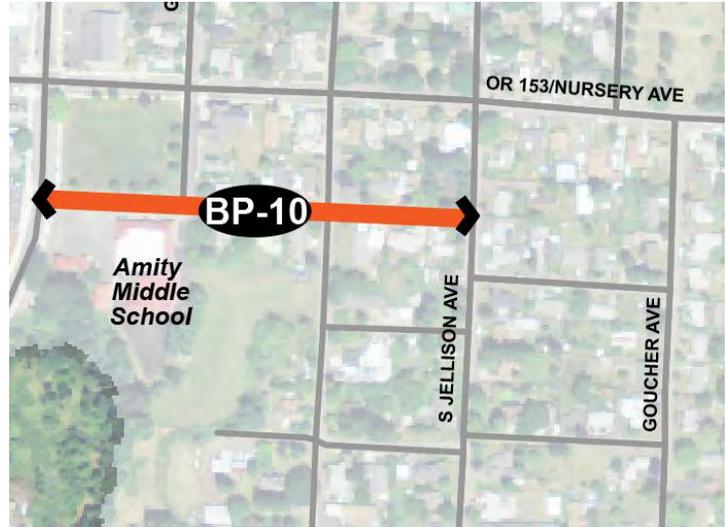
BP-10. Church Avenue from OR 99W/Trade Street to Jellison Avenue

Total Estimated Cost: \$127,000

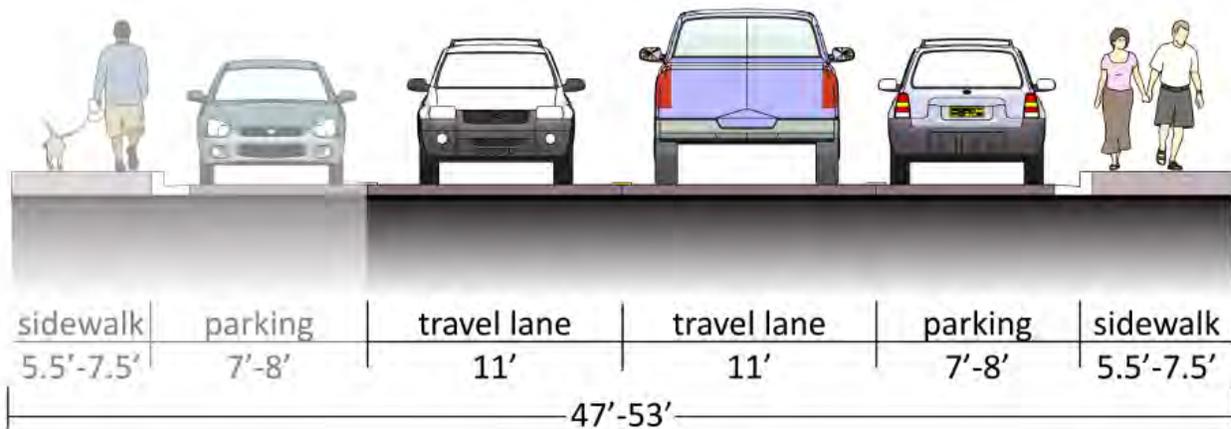
This project would improve cycling and walking for Amity Middle School students and connect the middle school to the greater pedestrian and cycling network. This project also provides a low-stress alternative to walking and cycling on OR 153/Nursery Avenue.

This project includes shared lanes, where vehicles and bicyclists share travel lanes, and provide a sidewalk on both sides of the street. The existing Church Avenue pavement would need to be widened in places to accommodate this section

No right-of-way is required for this project.



Project Improvements:





BP-11. OR 99W/Trade Street from Maddox to Rice Lane

Total Estimated Cost: \$1,889,000

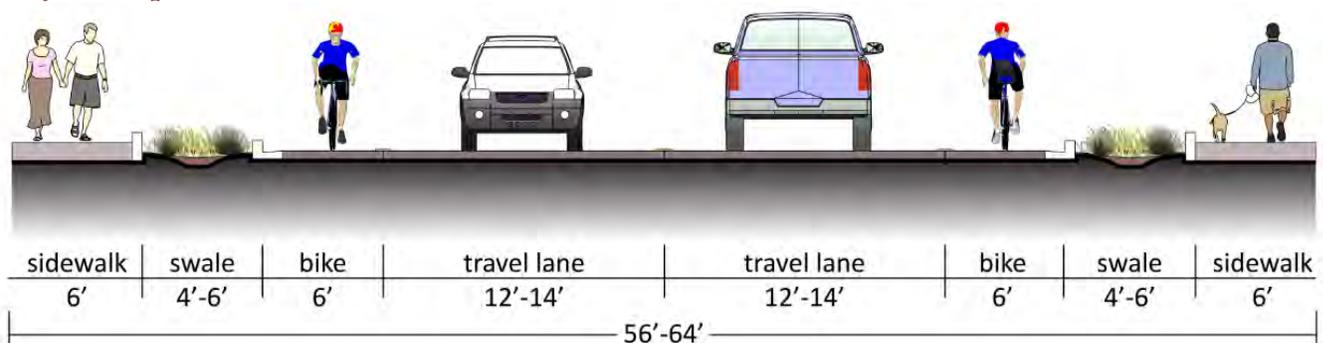
This project completes improvements to OR 99W/Trade Street, including new or reconstructed sidewalks and the addition of bike lanes. This project will complete improvements in the downtown core, accommodate development, and improve the connection between neighborhoods west of OR 99W to the rest of the City. The project is assumed to be a full road with curbs, gutters, and enclosed drainage. The south end of OR 99W/Trade Street was previously improved.

OR 99/Trade Street is the most heavily travelled route in the City, and is forecast to have even higher traffic volumes in the future. Improvements to this section of OR 99W will improve safety and pedestrian and cyclist level of comfort. Presently, sidewalks are of varying width and condition, and the bike lane is presently not marked as such (marked as a shoulder).

This project is likely to be funded and constructed by ODOT. Because OR 99W is an important freight route, any improvements will need to meet freight requirements.



Project Improvements:





2.5 Transit System

T-1. Park and Ride on 3rd Street

Total Estimated Cost: \$215,000

The City has identified vacant right-of-way at 3rd Street west of OR 99W/Trade Street, where there is a street that dead-ends at the railroad. This could be a future location for a transit park and ride. The lot could also be used for general parking during specific times of day.

There is one transit line within the City of Amity, and according to findings from a previous phase of the project, there is interest in providing a park and ride.

There is little data to draw from to estimate potential demand for park and ride facilities in Amity. Given that there are few bus stops in Amity, it is probable that a park and ride may attract new transit users who would otherwise be unwilling to walk to reach the bus stops.

Approximately 25 parking stalls could be constructed as part of this project. Access to existing homes would need to be maintained. This project would also require coordination with Yamhill County Transit Area.

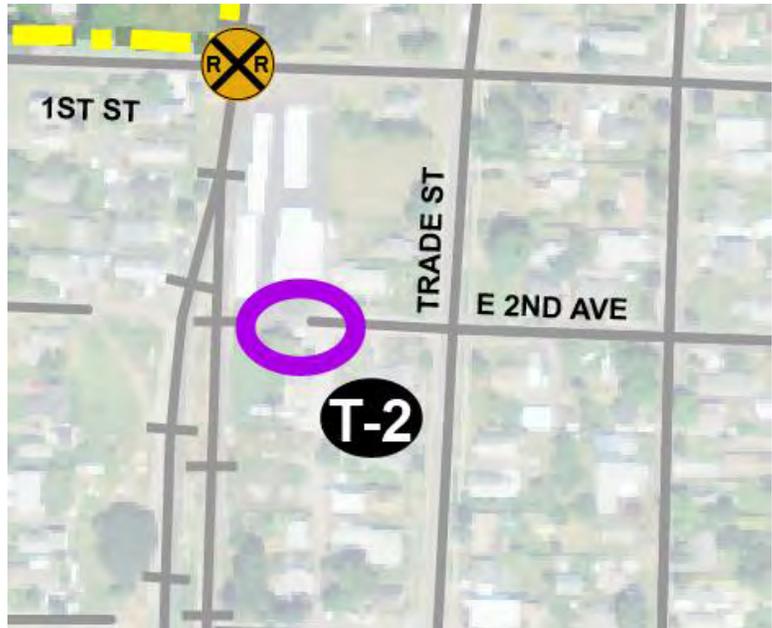




T-2. Parking improvements on 2nd Avenue

Total Estimated Cost: \$215,000

The City has identified vacant right-of-way on 2nd Street west of OR 99W/Trade Street, where there is a street that dead-ends at the railroad. This could be a future location for additional parking or a transit park and ride. Approximately 25 parking stalls could be constructed as part of this project, similar to project T-1. Access to existing homes and businesses would need to be maintained.



2nd Avenue at proposed parking lot location



2.6 Air, Rail, Water, and Pipeline System

The nearest airports to Amity are McMinnville Municipal Airport to the north and Salem Municipal Airport to the southeast. Both are general aviation airports, with no commercial service. Salem's airport had commercial service until 2008, but no carriers currently provide passenger service. Portland International Airport (53 miles by car) is the closest commercial airport to Amity, providing frequent domestic and international air service.

A Union Pacific-owned railroad runs north-south through the west side of Amity. Portland and Western Railroad (PNWR) leases the line, running one train each direction daily. Only freight service is provided, with no stops in Amity. In addition to freight, passenger rail service is available in Salem. The Amtrak Cascades route runs several times daily between Eugene and Vancouver, B.C. and the Coast Starlight provides daily service to southern Oregon and California. There are no plans to implement passenger train service in Amity.

One natural gas pipeline, owned by Cascade Natural Gas, runs north-south through Amity. The pipeline roughly follows OR 99W/Trade Street at the north end of town, then Stanley Street, and back along OR 99W/Trade Street at the south end of town. There are no plans to expand pipeline capacity in the City.

There are no navigable waterways within or near Amity.



3. Implementation Plan

This section presents project priorities, expected costs, and potential funding for projects in the Amity TSP. Detailed cost estimates are provided in **Appendix H**.

3.1 Project Priorities

Projects in the Amity TSP are prioritized in Table 3-1 by need and by time frame for implementation: high (0 – 5 years), medium (5 – 10 years), and low (10 – 25 years). Projects are prioritized based on community goals, urgency of the need (such as addressing a safety concern), funding availability, community input, and complexity of the project. Small projects that provide large benefits are generally high priority projects and can be accomplished in the short-term. The need for some projects is dependent on development, and these projects are called out separately in the table as “dependent on development.” Short-term projects generally address current or soon-to-emerge transportation issues, and should be prioritized for funding. Complex projects that are more expensive and have more impacts may be accomplished in the long-term. These projects, like the Salt Creek Bridge replacement, are high priority, but are unlikely to be accomplished in the short-term due to project complexity. Some proposed projects may address a transportation problem that is likely to emerge in the future. Project priorities are not intended as a “to-do” list for the City, but a suggestion for programming the City’s scarce transportation funding resources. During the life of this plan, the City’s priorities may change and other projects may become higher (or lower) priorities.

Table 3-1 provides the time frame, cost estimate, priority level, and potential funding partners or sources. Not every possible funding source is listed in the table; for example, local gas taxes, system development charges (SDCs), bonds, state loans, etc. can be used to fund a wide variety of projects and are not expressly called out in the table. The next section reviews expected funding available for projects and details additional sources of revenue for TSP projects.

TABLE 3-1
TSP Project Priorities, Costs, and Potential Funding Partners
Amity Transportation System Plan

Project Name	Priority Level	Estimated Cost	Potential Funding Partners/ Sources
Short-Term (0 to 5 years)			
BP-1 Oak Avenue, from Church to 3rd	High	\$209,000	City, School District, State/Federal funds

AMITY

TRANSPORTATION SYSTEM PLAN



TABLE 3-1
TSP Project Priorities, Costs, and Potential Funding Partners
Amity Transportation System Plan

Project Name	Priority Level	Estimated Cost	Potential Funding Partners/ Sources
BP-2 OR 153/Nursery Avenue, from OR 99/Trade Street to Goucher Street	High	\$940,000	State/Federal funds
BP-4 Oak Ave from 3rd Ave to Rice Lane (along Jellison)	High	\$638,000	City, State/Federal funds
BP-5 Rice Lane from OR 99w/Trade Street to near Amity Vineyards Rd	High	\$239,000	City, State/Federal funds, School District
BP-7 OR 153/5th Street from OR 99W/Trade Street to Park Entrance	High	\$403,000	State/Federal funds, Union Pacific Railroad
BP-10 Church Ave from OR 99W/Trade Street to Jellison Ave	High	\$127,000	City, School District, State/Federal funds
Medium-Term (5 to 10 years)			
S-6 OR 153/5th Street (Salt Creek) Bridge replacement	High	\$14,400,000 (2009 ODOT estimate)	State/Federal funds
BP-11 OR 99W/Trade Street from Maddox to Rice Lane	High	\$892,000	State/Federal funds
BP-3 Stanley Street from OR153/5th Street to 1st and OR 99W/Trade Street	Medium	\$893,000	City, State/Federal funds, Union Pacific Railroad
BP-6 4th Street from Stanley to OR 99W/Trade Street	Medium	\$178,000	City, State/Federal funds Union Pacific Railroad
Long-Term (10 to 25 years)			
S-3 South Goucher Ave connectivity – Maple Ct. connection		\$534,000	
S-4 South Goucher Ave connectivity – Jellison Ave. connection	Low	\$854,000	City, Yamhill County, Developer or Homeowners
S-5 South Goucher Ave connectivity – Old Bethel connection		\$639,000	
T-1 Park and ride on 3rd Street	Low	\$215,000	City, State/Federal funds, Yamhill County Transit
T-2 Parking improvements on 2nd Street	Low	\$215,000	City
BP-8 Woodson Ave from Oak Ave to Trade Street/OR 99W	Low	\$103,000	City
BP-9 S. Jellison Ave from Roth Ave to Church Ave	Low	\$96,000	City, SCA grants
S-7 Railroad Crossing Improvements near Inez Lane	Dependent on development	\$80,000	Developer



TABLE 3-1
TSP Project Priorities, Costs, and Potential Funding Partners
Amity Transportation System Plan

Project Name	Priority Level	Estimated Cost	Potential Funding Partners/ Sources
S-1 Rosedell Ave to Rice Lane connection	Dependent on development	\$596,000	City, Developer, Yamhill County
S-2 3rd Ave to OR 153/Nursery Ave connection	Dependent on development	\$1,013,000	City, Developer, School District, Yamhill County

3.2 Existing Funding

3.2.1 State Revenues

Presently, most of Amity’s available funds for transportation projects come from the City’s allocation of state gas tax revenue. Annual revenues from this source have varied between approximately \$65,000 and \$88,000 per year. City revenues from state gas tax distributions are likely to remain steady in coming years or grow slightly, in real dollar terms, depending on action taken at the state level to increase transportation revenues (which have been in general decline for many reasons). It is reasonable and prudent to assume that Amity’s share of state gas tax revenues will remain steady through the 25 year life of this plan.

3.2.2 Transportation Utility Fee

The City recently enacted a transportation utility fee, which is currently \$2.00 per household per month and \$0.25 per trip (based on trip generations assumptions) for other uses. In 2013, the fee generated about \$16,400, most of which is used for street maintenance. Income from the transportation fee is likely to increase over time as the number of households and businesses in Amity increases.

3.2.3 System Development Charges

The City assesses System Development Charges (SDCs) for transportation and other utilities. Future income from system development charges is difficult to predict, and highly dependent on the economy and the scope and scale of future development in Amity.

3.2.4 Other Revenues

The City has also received grant revenues (\$25,000 approximately every 4 years) from the state’s Special City Allotment (SCA) grant program, which provides grants of up to \$50,000 to small communities for transportation improvement projects. The City has successfully utilized the SCA grant program in the past, and this could continue to be a reliable source of additional transportation funds for certain projects in the future. It is reasonable to assume that the City will continue to be successful in its applications for funds from this source.



3.3 Funding TSP Projects

The Amity TSP includes an estimated \$24.8 million in projects over the next 25 years, of which \$14.4 million (about 60%) is for the Salt Creek (OR 153/5th St.) Bridge Replacement and \$1.7 million expected to be constructed as part of private development. Four projects, including the bridge replacement, are located on either of the two state highways in Amity:

- **S-6** OR 153/5th Street Bridge Replacement
- **BP-2** OR 153/Nursery Avenue (from OR 99W to Goucher Ave.)
- **BP-7** OR 153/Nursery Avenue (from OR 99W to park entrance)
- **BP-11** OR 99W/Trade Street from 3rd to City Limits

These projects are eligible to receive state or federal monies for construction; the Oregon Department of Transportation (ODOT) is the likely lead on the Salt Creek Bridge replacement project. There is no guarantee of funding. However, for planning purposes, it is assumed that these four projects will be almost entirely funded through state or federal sources.

Three other projects are anticipated to be built concurrent with development. The City is not expected to construct these projects with City transportation dollars, but they will instead be constructed by developers at the time of development. These projects are therefore not included in the City's estimated financial burden.

- **S-1** Rosedell Avenue to Rice Lane street extension
- **S-2** 3rd Avenue to OR 153/Nursery Avenue street extension
- **S-7** Railroad Crossing Improvements near Inez Lane

Based on these assumptions, **the City's estimated financial burden to accomplish the remaining projects is \$3,883,000 to \$4,203,000**, depending on which of the three options for South Goucher Connectivity (Project S-3, S-4, or S-5) is chosen.

Table 3-2 details the estimated revenue the City is likely to have available for capital projects in the next 25 years *without considering new sources of funding*. This table assesses funds that the City is reasonably expected to continue to take in. There are other potential dedicated and one-time revenue sources, discussed in the next section that could be pursued to close the funding gap.



TABLE 3-2
Estimated City Funds for Capital Projects
Amity Transportation System Plan

Funding Source	2013	2038	Total Over 25-Year Life of Plan	Notes
Total gas tax revenues for capital projects	17,600	17,600	440,000	The City typically expends 15 to 20% ⁶ of its transportation revenues on capital projects; therefore, assuming 20% of gas tax revenues will be available for capital projects.
SCA Grants	0 to 50,000	0 to 50,000	300,000	All of these funds are available for capital projects. It is reasonable to expect one grant of up to \$50,000 every 4 years.
System Development Charges (SDCs)	0	35,000	875,000	SDC revenues are very difficult to predict. This estimate assumes that all housing anticipated for the new UGB areas will be built, ⁷ per the most recent Yamhill County coordinated growth forecast. Assumes current SDC rates, which are likely to change when SDC rates are recalculated as part of the TSP adoption process.
Transportation fee revenue available for capital projects	3,280	5,600 ⁸	120,000	Most of these funds are spent on maintenance; assume that 20% of this amount will be available for capital projects.
TOTAL ESTIMATED FUNDS AVAILABLE FOR PROJECTS:			\$1,735,000	

Based on the revenue estimate above, the City can reasonably expect to have \$1.7 million available for capital projects over the 25 year life of this plan, leaving a gap of approximately \$2.0 million. If projects eligible for state or federal funds require additional City funds, the gap will grow. The following sections review funding sources that may help narrow the gap.

3.3.1 Federal and State Grants

3.3.1.1 Highway Trust Fund

Revenues to the federal Highway Trust Fund (HTF) are comprised of motor vehicle fuel taxes, sales taxes on heavy trucks and trailers, tire taxes and annual heavy truck use fees. HTF funds are split into two accounts – the highway account and transit account. Funds are appropriated to the states annually, based on allocation formulas in the current legislation governing the HTF. Moving Ahead

⁶ Based on the last seven years of available budget information, the City has expended approximately 15-20% of its transportation budget on capital projects. This figure excludes any one-time grants the City has received and also excludes funding for projects like the recent downtown improvements, which were funded entirely by the Oregon Department of Transportation (ODOT).

⁷ This assumes approximately 375 housing units will be constructed over the next 25 years in Amity. This estimate is based on the current transportation system development charge per household in 2013.

⁸ This estimate assumes that 375 additional housing units will have been by 2038.



for Progress in the 21st Century (MAP-21) is the current federal transportation program legislation, which became effective October 1st, 2012.

MAP-21 kept federal funding for transportation at the same rate as the prior legislation (the Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users, known as SAFETEA-LU). MAP-21 consolidated the 90 different programs in SAFETEA-LU into 30, eliminated transportation earmarks, and reduced funding for transportation enhancements (pedestrian, bicycle and similar projects) by one third. Despite these changes and modest reduction in transportation enhancement (now transportation alternatives) funds, MAP-21 largely continues federal transportation funding and policy enacted under SAFETEA-LU. Matching funds are generally required; the current matching ratio is 10.27% for projects in Oregon.

Most federal grant monies are distributed by the Oregon Department of Transportation (ODOT) through the Statewide Transportation Improvement program (STIP). The application process for federal funds is described below in the Statewide Transportation Improvement Program section. Funds are limited and the grants process is competitive.

3.3.1.2 State Highway Fund

State funds are distributed by the Oregon Transportation Commission (OTC). Revenues to the fund are comprised of fuel taxes, vehicle registration and title fees, driver's license fees and the truck weight-mile tax. State funds may be used for construction and maintenance of state and local highways, bridges and roadside rest areas. State law requires that a minimum of 1% of all highway funds be used for pedestrian and bicycle projects in any given fiscal year. However, cities and counties receiving state funds may "bank" their pedestrian and bicycle allotment for larger projects. Funds are limited and the grants process is competitive.

3.3.1.3 Statewide Transportation Improvement Program

The STIP is the 4-year capital improvement program for the state of Oregon. It provides a schedule and identifies funding for projects throughout the state. Projects included in the STIP are generally "regionally significant" and are prioritized by Metropolitan Planning Organizations and Area Commissions on Transportation (ACTs). ACTs are regional advisory bodies, and the relevant ACT for Amity is the Mid-Willamette Valley ACT. All regionally significant state and local projects, as well as all federally-funded projects and programs, must be included in the STIP.

About 80 percent of STIP projects use federal funds, most of which originate from MAP-21 programs. This includes the STP, TAP, and National Highway Performance Program funding for preservation and improvement of the National Highway System. In addition, Regional Flexible Funds competitive grants awarded every two years towards bicycle, pedestrian, transit and Transportation Demand Management (TDM) projects are now included in the STIP. The STIP is the major transportation funding program for most state and federal transportation funds.

Previous STIPs had six program categories: modernization, safety, preservation, bridge, operations, and special programs. Starting with the 2015-2018 STIP, ODOT will divide the funding pools into two broad categories: "Fix it" and "Enhance." "Fix it" projects are those that preserve and maintain the current transportation system; "Enhance" projects are those that enhance, expand or improve the transportation system. The main purpose behind this reorganization is to allow maximum



flexibility to fund projects that reflect community and state values and needs, rather than those that fit best into prescriptive program definitions. More information on the Statewide Transportation Improvement Program can be found at <http://www.oregon.gov/ODOT/TD/STIP/Pages/default.aspx>.

Applicable “Fix-it” activities include:

- Bridges (state owned)
- High Risk Rural Roads
- Illumination, signs and signals
- Safety

Applicable “Enhance” activities include:

- Bicycle and/or Pedestrian facilities on or off the highway right-of-way
- Most projects previously eligible for Transportation Enhancement funds
- Bike/Ped, Transit, TDM projects eligible for Flexible Funds (using federal STP and CMAQ funds)
- Safe Routes to School (infrastructure projects)
- Transportation Alternatives (new with MAP-21)

The application process for projects on the 2015-2018 STIP is complete as of this writing, but future STIPs will continue to use this new funding arrangement. There is now one application for “Enhance” projects – ODOT will determine which funding mechanism is most appropriate for individual projects. “Fix it” projects will be selected through a collaborative process between ODOT and ACTs. It should be noted that this reorganization of funding programs does not represent a fundamental change in the types of projects that will be funded through the STIP.

3.3.1.4 Eligibility

Only certain streets are eligible to receive federal funds – generally those streets with federal functional classification as “major collector” and higher order streets. Only OR 99/Trade Street, OR 153/5th Street, and OR 153/Nursery Avenue meet this criteria. However, STIP projects are also funded by other sources, meaning many streets in Amity are likely eligible under either the “Fix it” or “Enhance” categories described above. To ensure that Amity is involved in the STIP decision-making process and to advocate for STIP projects important to the community, the City should actively participate in the Mid-Willamette Valley ACT.

An additional step the City or local school district could take to improve the likelihood of funding through the “Enhance” side of the STIP is to complete a *Safe Routes to School Action Plan*. These plans detail specific programmatic actions as well as capital improvements that improve the walking and cycling environment around and between schools. Completing an Action Plan will help those projects near or adjacent to schools receive “Enhance” funding. More information about the Safe Routes to School program and Action Plans can be found at <http://oregonsaferoutes.org/>.

3.3.2 State Grants

3.3.2.1 Recreational Trails Program (RTP)

This program is administered by the Oregon Parks and Recreation Department. RTP funding is intended for recreational trail projects, and can be used for acquiring land and easement and building new trails. Grant funds pay up to 80 percent of project costs while project sponsors must match project costs by at least 20 percent. Funding varies greatly from year to year, with about \$1.3



million awarded state-wide in 2011 and \$2.1 million in 2010. Approximately \$1.5 million in state-wide funds are available in 2014. Funds are limited and the grants process is competitive. More information can be found at <http://www.oregon.gov/oprd/grants/Pages/trails.aspx>.

3.3.2.2 ConnectOregon Program

ConnectOregon provides grants and loans for non-highway transportation projects, backed by bonds on state lottery proceeds. \$42 million in bonds were authorized for the most recent biennium. The program funds rail, port/marine, aviation, and transit projects. In addition, the Legislature made bicycle and pedestrian projects that are not eligible for State Highway Funds eligible to compete for ConnectOregon funding. If the state legislature makes further authorizations, a number of Amity's transportation projects may be eligible based on funding criteria. Funds are limited and the grants process is competitive. More information on this program can be found at <http://www.oregon.gov/ODOT/TD/TP/pages/connector.aspx>.

3.3.2.3 Oregon Immediate Opportunity Fund

The Oregon immediate opportunity fund supports economic development in Oregon through construction and improvements of streets and roads. Funds are discretionary and may only be used when other sources of financial support are unavailable or insufficient. The objectives of the Opportunity Fund are providing street or road improvements to influence the location, relocation, or retention of a firm in Oregon, providing procedures and funds for the OTC to respond quickly to economic development opportunities, and providing criteria and procedures for the Oregon Economic and Community Development Department (OECD), other agencies, local government and the private sector to work with ODOT in providing road improvements needed to ensure specific job development opportunities for Oregon, or to revitalize business or industrial centers. More information can be found at <http://www.oregon.gov/ODOT/TD/TP/Plans/IOF.pdf>.

3.3.2.4 Oregon Transportation Infrastructure Bank (OTIB)

OTIB is a statewide revolving loan fund available for highway projects on major collectors or higher classifications and bicycle or pedestrian access projects on highway right-of-way. Applications are accepted at any time. More information can be found at <http://www.oregon.gov/ODOT/cs/fs/Pages/otib.aspx>.

3.3.2.5 Special City Allotment Grants

Special City Allotment (SCA) Grants are distributed among cities with population of less than 5,000 to help repair or reconstruct City-maintained streets that are inadequate for the capacity they serve or are deemed unsafe. The City has received two SCA grants in the last several years, and is likely to continue to be successful with this program. More information can be found at <http://www.oregon.gov/ODOT/HWY/REGION2/docs/resources/SpecialCityAllotmentGrantProgram.pdf>.

3.3.3 Other Current & Potential Funding Sources

Most of the sources below would provide additional transportation revenue to the City that could be spent on a wide variety of projects.



3.3.3.1 Local Gas Tax

Not every city in Oregon levies a local gas tax; of those that do, the local tax rate ranges from \$0.01 to \$0.04 per gallon. Based on gasoline sales and current revenues, a \$0.01 local gas tax could yield approximately \$10,000 - \$20,000 in additional annual transportation revenue (depending on volume of gasoline sales within the City). Amity does not currently charge a local gas tax. Many cities in Oregon charge a local diesel fuel tax in addition to gasoline taxes. Of those cities that levy a diesel fuel tax, the local tax rate ranges from \$0.01 - \$0.05 per gallon of diesel fuel. Local fuel tax revenues offer a potential funding source for Amity TSP projects.

3.3.3.2 Transportation Maintenance/Utility Fee

The City recently enacted a transportation utility fee, which is currently \$2.00 per household per month and \$0.25 per trip (based on trip generations assumptions) for other uses. A number of Oregon jurisdictions also levy such a fee to pay for maintenance and operations of city streets. These fees are typically assessed on a monthly basis to residents, businesses and other non-residential uses. Non-residential fees are typically assessed by type of use, square footage of the building, and/or number of parking stalls that would be required under city code for a given use.

The fee currently generates about \$16,000 a year in revenue. The fee, if left unchanged, is anticipated to generate in excess of \$20,000 per year by 2038 because of anticipated population and household growth in Amity. Every additional dollar charged per household per month would generate an additional \$6,000 per year with the current number of households, and up to \$10,000 per year in 2038 based on additional growth in households. Note that this estimate does not include additional fee revenue from non-residential land uses.

Fees vary significantly from city to city; the City of Hillsboro currently charges each single family home \$3.10 per month, Stayton charges \$1.00 - \$2.00 per month per home and Oregon City charges \$4.50 per single family residence. Non-residential fees also vary, with fees ranging from less than \$0.15 to as much as \$20.00 per square foot, depending on the type and intensity of use. The City of Tigard charges \$1.12 per month per parking stall required for non-residential uses. Though the City already charges such a fee, it could consider raising the fee to fund a greater share of maintenance costs, thereby freeing resources for capital projects.

3.3.3.3 Tax Increment Financing (Urban Renewal Areas)

Amity does not currently have an Urban Renewal Area (URA) within the city. Oregon law allows small cities to designate up to 25% of the land area within the city as URAs; Amity could potentially designate a URA, the funds from which could be used to finance transportation projects. However, URAs can only be designated in "blighted" areas; "blight" refers to a variety of conditions, including lack of infrastructure, under-utilization of property, physical condition of buildings, etc.

3.3.3.4 System Development Charges (SDCs)

SDCs are fees imposed on new development. Amity currently has SDCs for transportation. These fees can be used for a wide variety of transportation improvements. SDC revenue is highly dependent on the type and amount of development occurring in Amity. These fees must be regularly adjusted based on the infrastructure needs of the City.



3.3.3.5 Bonds

Revenue or general obligation bonds can help finance construction of capital improvement projects by borrowing money and paying it back over time in smaller installments. Bonds are typically backed by new revenue, like an additional property tax levy.

3.3.3.6 Local Improvement Districts (LIDs)

Local Improvement Districts can be created by property owners within a district to raise revenues for infrastructure improvements within district boundaries. Typically, property owners work together to form an LID. An LID could potentially fund specific improvements in certain neighborhoods; they are often formed to make sidewalk improvements. LIDs can be difficult to establish and rely on the cooperation of property owners.



4. Appendices

Appendix A: Policy Review and Evaluation Framework: This appendix provides the policy and plan context for the Amity TSP. By reviewing existing policies and plans, this section helps identify potential conflicts, changed conditions, data gaps, and needed Comprehensive Plan revisions as the TSP is developed. This appendix also contains an evaluation framework that will be used to help select transportation system alternatives that best meet Amity's transportation goals and needs.

Appendix B: Technical Memo #1 - Existing and Future Conditions: This appendix describes the existing (2013) and future (2038) traffic conditions in the City of Amity, including current and expected future deficiencies. There is an evaluation of streets, public transportation, air, rail, water, and pipeline facilities, bicycle and pedestrian facilities, past and existing sources of funding for transportation projects, land use and population trends in the City.

Appendix C: Technical Memo #2 - Alternatives Evaluation: This appendix reviews project alternatives that address Amity's transportation system deficiencies in Amity. System alternatives are addressed by transportation mode, including street, pedestrian, bicycle, and transit. There are no alternatives for waterways, pipelines, rail, or freight, as there were either no facilities or needs identified with these modes. System alternatives are also based on existing and anticipated needs identified by the City, community, and the PMT. System alternatives and potential projects are delivered within this appendix through narrative descriptions, maps, tables, and figures.

Appendix D: Technical Memo #3 - Recommended Alternative: This appendix reviews projects recommended for inclusion in the Amity TSP. These projects address street, bicycle, pedestrian, and transit needs within the City. Based on project alternatives developed through an evaluation of existing and anticipated needs, this appendix reviews the project alternatives from Technical Memo #2: Alternatives Evaluation that are recommended for inclusion in the final Amity TSP.

Appendix E: Technical Memo #4 - Transportation Improvement Program and Funding Plan: This appendix reviews the planning-level costs, implementation priority, and potential funding sources for projects in the Amity TSP in greater detail. Detailed cost estimates for the projects are included. Planning-level costs are compared to the current level of funding available from existing transportation funding sources.



Projects are prioritized based on local transportation goals, level of need, and community input. Subsections include existing funding, funding and finance, state and federal finance mechanisms, other current and potential funding sources, and project priorities.

Appendix F: Policy Revisions, Implementing Ordinances, and Revisions to Street Standards: This appendix includes all policy and code revisions necessary to implement the TSP and comply with state planning laws. This appendix will also include recommended revisions to the street standards.

Appendix G: Public Involvement and PAC/TAC Meetings: This appendix include summaries of PAC and TAC meetings, community meetings, surveys, and select advertising materials for public involvement activities.

Appendix H: Cost Estimates: This appendix includes order-of-magnitude cost estimates for projects in the TSP.