

Fiscal Year 2023 Unified Planning Work Program (UPWP)

July 1, 2022 – June 30, 2023



**ALBANY AREA METROPOLITAN PLANNING
ORGANIZATION (AAMPO)**

Submitted March 23, 2022

Revised September 23, 2022

The development of this document and the implementation of tasks outlined in this document are made possible through the US Department of Transportation (US DOT) funds, under the Federal Highway Administration's Public Law (PL) and Federal Transit Administration's Section 5303. The required matching dollars for PL fund is provided by the Oregon Department of Transportation (ODOT) and the matching fund for the transit fund is provided in the form of In-Kind Match by the City of Albany Transit System (ATS) and Benton County's Special Transportation Fund (STF).

RESOLUTION No. 22-01

**FOR THE PURPOSE OF APPROVING THE FY 2023 ALBANY AREA METROPOLITAN
PLANNING ORGANIZATION'S
UNIFIED PLANNING WORK PROGRAM (UPWP)**

WHEREAS, the Governor of the State of Oregon, pursuant to USC 23 §123 & 450, has designated representatives of the cities of Jefferson, Millersburg, Albany, and Tangent, Benton and Linn counties, and the Oregon Department of Transportation (ODOT) as the Albany Area Metropolitan Planning Organization to carry out the requirements of the Metropolitan Transportation Planning Process; and

WHEREAS, among the major requirements of the Metropolitan Transportation Planning Process is the development of an annual Unified Planning Work Program that delineates the MPO's planning and programming activities and its associated working budget over a fiscal year; and

WHEREAS, the Albany Metropolitan Planning Organization has developed a Unified Planning Work Program for FY 2023, in coordination with local governments, the US DOT and ODOT and in compliance with all applicable federal and state requirements; and

WHEREAS, the City of Albany and Benton County have agreed to provide 'in-kind' local match for the Federal Transit Administration's Section 5303 Funds that are applied by the MPO to partially cover the cost of its transportation planning activities in FY 2023;

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the Albany Area MPO approves the FY 2021 Albany Area Unified Planning Work Program and its associated budget.

Dated on this 23 Day of March, 2022

APPROVED:



Darrin Lane, Policy Board Chair
Albany Area MPO

ATTESTED:



Catherine Rohan, Transportation Planner
Albany Area MPO

ABOUT THE ALBANY AREA METROPOLITAN PLANNING ORGANIZATION

Policy Board

Patrick Malone	Benton County
Roger Nyquist	Linn County
David Beyerl	City of Jefferson
Ray Kopczynski	City of Albany
Greg Jones	City of Tangent
John Sullivan	City of Millersburg
Savannah Crawford	Oregon Department of Transportation
Darrin Lane	Citizens' Representative

Technical Advisory Committee (TAC)

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

TAC Ex-Officio Members

Federal Highway Administration (FHWA), Oregon Division
Federal Transit Administration (FTA), Region 10
Oregon Department of Land Conservation and Development (DLCD) Oregon
Oregon Department of Transportation, Regional Transit Coordinator
Department of Environmental Quality (DEQ)
Oregon Division of State Lands (DSL)

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SECTION I: INTRODUCTION

What is a Metropolitan Planning Organization (MPO)?

A Metropolitan Planning Organization (MPO) is an organization of local governments designated per 23 USC and 23 CFR 450 to provide transportation planning and programming in areas with a collective population of 50,000 or over, termed as an Urbanized Area. As a condition for receiving federal transportation dollars, MPOs must have a *continuing, cooperative and comprehensive* transportation planning process in cooperation with their state Department of Transportation. The MPOs are responsible for development of a Regional Transportation Plan (RTP), development of a Metropolitan Transportation Improvement Program (MTIP) and development of a Unified Planning Work Program (UPWP).

What is the Albany Area Metropolitan Planning Organization?

The Albany Area Metropolitan Planning Organization (AAMPO) serves as the metropolitan planning organization (MPO) for the Albany Urbanized Area, as designated by the Oregon Governor in February of 2013. This region includes the cities of Jefferson, Millersburg, Albany, and Tangent, and parts of Benton, Linn, and Marion counties.

AAMPO is governed by a seven-member Policy Board consisting of representatives of the cities of Jefferson, Millersburg, Albany, and Tangent, Benton and Linn counties, the Oregon Department of Transportation (ODOT), and a Citizens' Representative. AAMPO's Technical Advisory Committee (TAC) is made up of professional staff of the above entities and an ODOT Transportation Planner. Unlike the Policy Board, the TAC does not include a Citizens' Representative. The representatives of relevant federal and other state agencies have ex-officio status on TAC. The TAC reviews technical material and provides recommendations to the Policy Board.

The Oregon Cascades West Council of Governments, under a contract with the Policy Board, provides administrative services and staffing to AAMPO.

The City of Albany is the owner of the Albany Transit System and their representation on the MPO Policy Board and TAC also represents the interests of the transit system.

What is the Purpose of this Document?

In accordance with federal regulations (23 CFR 450.308), the functions and responsibilities of AAMPO include development of a Regional Transportation Plan (RTP), development of a Metropolitan Transportation Improvement Program (MTIP) and development of a Unified Planning Work Program (UPWP), as noted above. In addition, the MPO produces an annual list of obligated projects and a Public Participation Plan (PPP). AAMPO must also demonstrate compliance with Title VI and other non-discrimination requirements. The State Fiscal Year 2023 UPWP demonstrates how AAMPO will fulfill these requirements between July 1, 2022 and June 30, 2023.

It should be noted that the levels of efforts and dollar amounts allocated to each activity in this document represent the best estimates at this time and may change with the consent of all parties involved.

SECTION II: WORK PROGRAM OVERVIEW

Funding Sources and Match Documentation

Funding from FHWA, FTA, and ODOT supports the AAMPO planning program. The Infrastructure Investment and Jobs Act, or "IIJA Act" currently provides funding authorization for the nation's surface transportation. A provision of the Transportation Act, referred to as PL Funding, provides transportation planning dollars to support MPOs across the country and acts as the majority of AAMPO's annual budget. Additional AAMPO support comes from FTA 5303 planning funds.

FHWA apportions funds to ODOT and ODOT allocates funds to MPOs using a formula developed cooperatively by ODOT and MPOs, and approved by FHWA. The budget assumptions in this document are according to the most recent ODOT's allocation of PL and 5303 Funds to each MPO. The expenditure assumptions of the budget are based on the best estimates and the latest information available at the time of developing the document.

ODOT State Planning and Research (SPR) or Oregon Transportation Growth Management (TGM) funds often provide support for other specific planning tasks not yet funded or in process at the time of UPWP development. Additionally, AAMPO applies for other federal and state grant opportunities that are applicable and of interest to the region.

Amendments

Amendments to the UPWP to add or remove funds from the UPWP budget, move funds from one task to another, to add new tasks, or to alter portions of a task are allowed. MPO Staff process these amendments on as-needed basis and decide the level of engagement needed by the Technical Advisory Committee and/or Policy Board.

Larger amendments to the UPWP may necessitate Policy Board approval of an updated UPWP as well as multiple MTIP and STIP amendments. For example, a MTIP/STIP amendment may be needed to update the amount of planning funds the MPO receives under the MPO's annual work plan project, an additional amendment may then be needed to allocate those new funds to a specific project included in the MTIP/STIP. Depending on the amount of funds and degree of change, proposed amendments to the UPWP, STIP, and MTIP may require public comment periods as directed by the AAMPO Policy Board. AAMPO's MTIP revision policy is posted on the AAMPO website, under the Transportation Improvement Program tab: <https://www.ocwcog.org/transportation/aampo/aampo-plans-programs/>.

Engagement and Process

It is a goal of AAMPO to gain the maximum possible public input into its transportation planning and programming activities. To this end the agency has developed and formally adopted a Public Participation Plan that outlines strategies and efforts that are conducted in association with the tasks in the Work Program. A copy of the AAMPO's Public Participation Plan is posted at the AAMPO's Website: www.Albanyareampo.org. Engagement levels vary depending on the deliverable.

For the development of the UPWP, AAMPO engages stakeholders and the public by:

- Emailing stakeholders and interested parties regarding draft UPWP discussion and opportunity for public comment via email or during regularly scheduled AAMPO meetings

- Holding a 15-day comment period, from February 28 to March 14, prior to a decision by the Policy Board to adopt the UPWP
- Providing public comment opportunities at all Policy Board and TAC meetings.
- Providing notifications regarding the UPWP public comment period on the AAMPO website, along with agendas and minutes for all Policy Board and TAC meetings.

Federal Performance Based Planning Requirements

As a federally designated metropolitan planning organization, AAMPO is required to develop and adopt performance targets for Safety, Pavement Condition, Bridge Condition, National Highway System (NHS) Performance, and Freight Movement/Reliability. Neither of the Congestion Mitigation and Air Quality (CMAQ) measures apply as the Albany region is in attainment.

All Interstate sections and portions of the National Highway System (NHS) within the planning area are owned and maintained by the Oregon Department of Transportation. This fact, coupled with the limited staff capacity of a small MPO, led AAMPO to adopt the state targets for Safety, Pavement/Bridge Condition, NHS Performance and Freight Reliability. While AAMPO does not have direct jurisdiction over any infrastructure, the Safety and Transit performance measures apply to all public roads.

Safety

The AAMPO region experienced eight pedestrian fatalities and one bicyclist fatality between January 2015 and December 2019, all within the City of Albany.¹ Traffic crashes resulting in pedestrian and bicyclist fatalities highlight the need for safer travel in the region. The AAMPO encourages the safe travel of all modes of transportation through emphasizing the preservation and upgrading of existing infrastructure, prior to constructing any new infrastructure. This is reflected in their STBG project selection, which consists of predominantly resurfacing projects. Resurfacing often presents opportunities to expand shoulders for bike lanes, improving crosswalks, and reducing the maintenance need of transit vehicles. AAMPO supports the safety of the traveling public through this approach. Furthermore, the City of Albany in combination with the Oregon Department of Transportation are working to upgrade multiple signals, which will increase safety for all modes through modern technology.

Transit

AAMPO staff wrote the Public Transit Agency Safety Plan (PTASP) for Albany Transit System (ATS), as well as the Linn Benton Loop, which is operated by ATS. In this sense, we are intimately familiar with the transit performance measures and have incorporated into our work plan the annual updating of the document.

Summary

The following table provides a summary of ODOT and AAMPO’s adopted performance measures.

Performance Measure Adherence	Current Status	Next Update
Transportation Safety	Supported ODOT’s Measures, January 2018	2022*
Bridge and Pavement	Supported ODOT’s Measures, November 2018	2022*
Transportation System	Supported ODOT’s Measures, November 2018	2022*
Transit Performance Measures	PTASP Adopted August 2020, updated early 2022	June 2023

*Next update refers to mid performance period review and update of statewide measures.

¹ As reported by ODOT’s Oregon Transportation Safety Data Explorer Program

SECTION III: AAMPO FY22 ACCOMPLISHMENTS

AAMPO's FY22 accomplishments, occurring between July 1, 2021 and June 30, 2022, are listed here by tasks. These same task categories are also presented in Section IV, Planning Tasks, of this document.

Task 100 – Program Management: The purpose of this task is to provide management and administrative support for the MPO's planning and programming activities

- Monthly meetings of the Policy Board and Technical Advisory Committee.
- Completion of FY23 UPWP (March 2022).
- Continued implementation of Title VI Non-Discrimination Plan, including an Annual Accomplishments Report (October 2021).
- Completed Quarterly Reports and billing and twice-annual reporting cycle (January and July).

Task 200 – Long Range Transportation Planning: The purpose of this task is to provide for the long range transportation planning needs within the Albany Metropolitan Planning Area.

- Completed the MPO's first Strategic Assessment in partnership with the Department of Land Conservation and Development (DLCD) and the Oregon Department of Transportation (ODOT).
- In 2019, the MPO was successful in assisting the City of Jefferson in an application for Transportation and Growth Management Funds for a new Transportation System Plan (TSP). MPO staff served as a co-manager on the TSP, which is expected to be adopted in early 2022.
- Work is expected to conclude on the Regional Bicycle and Pedestrian Plan (BPP), first conceived of in 2019. The BPP is the first active transportation plan in the MPO area.

Task 300 – Inter-Regional Transportation Planning: The purpose of this task is to focus on the inter-regional needs and opportunities of the Albany Area Metropolitan Planning Area.

- Facilitated intergovernmental coordination between member jurisdictions, as well as between AAMPO and CAMPO.
- Participated in meetings of the governing body for the Linn Benton Loop transit service, and Technical Advisory Committee.
- Attended quarterly transit provider meetings.
- Participated in the Salem-Albany Transit Feasibility Study.

Task 400 – Transportation Programming: The purpose of this task is to continually perform transportation programming for the Albany MPO Area through the development of new Metropolitan Transportation Improvement Programs (MTIP) and the upkeep of the existing MTIP for inclusion in the Statewide Transportation Improvement Program (STIP).

- Amended FY21-24 STIP with ODOT, as needed.
- Published Annual Listing of Obligated Projects.

Status of AAMPO and Regional Transportation Documents

Key Documents	Current Status	Next Update
AAMPO Regional Transportation Plan (RTP)	Adopted in May 2018	2023
FY 2021-2024 Metropolitan Transportation Improvement Program (MTIP)	Adopted in May 2020	Spring 2023
FY23 Unified Planning Work Program	Adoption scheduled for March 2022	January 2023
Title VI and Environmental Justice Plan	Updated and approved in April 2020	As needed
Public Participation Plan	Updated in 2022	As needed
Other Documents	Current Status	Next Update
Benton County Transportation System Plan	Adopted March 2019	-
Linn County Transportation System Plan	Adopted in 2018	-
Albany Transportation System Plan	Adopted February 2010	Expected 2024
Albany Public Transit Plan	Adopted January 2011	-
Albany Transit Development Plan	Approved May 2018	-
Jefferson Transportation System Plan	Expected approval in April 2022	-
Tangent Transportation System Plan	Adopted in 2010	-
Millersburg Transportation System Plan	Adopted December 2016	-

Status of Regional Transportation Plan

AAMPO’s first RTP was adopted in May of 2018. AAMPO’s RTP will need to be updated by 2023 to be in compliance with the MPO’s five year RTP update frequency requirement. Since early 2021, AAMPO staff have assisted CAMPO with updating the travel demand model in anticipation of using the model in both the CAMPO and AAMPO RTP updates. The AAMPO Technical Advisory Committee and Policy Board agreed to a model update in which the previous travel demand model was validated to 2019 conditions, and then a future year is used for projections. One difference between the AAMPO and CAMPO RTP updates is that AAMPO is expected to update their Vision, Goals and Objectives for this update, whereas CAMPO is largely keeping the visions and goals from their 2017 plan.

AAMPO staff began updating data for the RTP beginning in 2021, setting the groundwork for the RTP process to kick off in calendar year 2022 and continue into FY23. As the RTP update process continues, AAMPO will seek to integrate federal planning factors (support economic vitality, increase safety and security, increase access, etc.), FHWA and FTA’s joint planning emphasis areas (see Appendix D), and ODOT’s performance measures with the RTP’s goals and objectives. AAMPO is committed to an agency inclusive RPT update process and has plans to connect with Oregon Department of Fish and Wildlife, Oregon Department of Land Conservations and Development, Oregon’s State Historic Preservation Office, tribal agencies, and other agency stakeholders.

SECTION IV – PLANNING TASKS

Task 100 – Program Management

The purpose of this task is to provide management and administrative support for the MPO’s planning and programming activities. Components of this task are:

110 – MPO Operation

The administration of the MPO operation and MPO office will include:

- Working with the MPO Policy Board and the Technical Advisory Committee to meet the transportation planning and programming needs of the MPO Area
- Holding regular meetings of the Policy Board and the Technical Advisory Committee
- Coordinating the MPO’s planning and programming activities with local planning officials, economic development agencies, local environmental organizations, transit providers, ODOT, FHWA, FTA and Tribal governments
- Attending trainings, transportation-related conferences, and statewide and local transportation-related meetings. At a minimum, staff expect to attend:
 - The National Association of City Transportation Officials (NACTO) annual conference
 - The Association of Metropolitan Planning Organization (AMPO) annual conference
 - Technical trainings offered by OSU and other state entities as available
- Involving the public in transportation planning and programming activities; public education; implementation of the AAMPO’s public participation process
- Coordinating the MPO’s transportation planning and programming with the Cascades West Area Commission on Transportation (CWACT) and the associations of peer MPOs
- Participating in the Oregon Modeling Steering Committee (OMSC), helping to guide the Oregon Modeling Improvement Program
- Participating on the Oregon Metropolitan Planning Organization Consortium (OMPOC), a forum for Oregon’s MPOs to address common needs, issues and solutions to transportation and land use challenges facing Oregon’s metropolitan regions and surrounding area
- Complying with all applicable federal requirements, particularly, Americans with Disabilities (ADA), Title VI requirements and Environmental Justice Executive Order 12898 and DOT Order 5610.2(a)
- Coordinating regional transportation projects within the Albany Area MPO, including but not limited to:
 - Mid-Willamette Valley Intermodal Center
 - Highway 20 Safety Project
 - Salem-Albany Transit Pilot
 - OR-99W Transit Pilot
 - Other projects as necessary

Product: Regular meetings of the MPO Policy Board and Technical Advisory Committee and an AAMPO presence at regional and state meetings.

Schedule: Task is ongoing through the fiscal year

120 – MPO Administration

Activities under this item will include:

- Complying with required paperwork and documentation of activities as well as the maintenance of the MPO records
- Accounting, bookkeeping, and invoicing
- Preparing and submitting semi-annual and annual reports to ODOT. Semi-annual reports are submitted by January 15th, annual reports are submitted by July 30th
- Preparing the agency's financial audit
- Upkeep and maintenance of the agency's website
- Attending organizational and personnel-related meetings

Product: Compliance with federal and state transportation planning regulations, semi-annual reports and invoices, financial audit results, up to date website

Schedule: Task is ongoing through the fiscal year

130 – Annual Document Review

This task is intended to review, update and publish any changes to the major documents AAMPO is required to maintain. An annual review at the least will be conducted, with updates completed as necessary. This includes:

- Posting of Obligated Transportation Projects on the website, per Federal Requirements
- Reviewing the Title VI/Non-discrimination Plan
- Reviewing the Public Participation Plan
- Developing the FY24 Unified Planning Work Program and budget, and subsequent approval
- Amending the FY23 Unified Planning Work Program as needed

Product: An FY24 UPWP that outlines the work program and budget for the coming year. Amendments to required federal planning documents as needed

Schedule: Completion expected in the 3rd quarter

140 – MPO Education and Training

This task is intended to educate and inform newly appointed Policy Board members and members of the public about the role MPOs have in coordinating regional transportation planning. Additional trainings on principles of transportation planning will also be considered. Materials will include the following:

- What is an MPO
- MPO's role in transportation planning

- Transportation planning principles
- Walking, bicycling, and transit tours of the AAMPO planning area
- Transportation oriented speaker series (may be done in conjunction with CAMPO and local jurisdictions)

TASK 100: PROGRAM MANAGEMENT	
Task Component	FY23
110: MPO Operation	\$30,000
120: MPO Administration	\$20,000
130: Annual Document Review	\$6,000
140: MPO Education and Training	\$6,000
Total	\$62,000
Percent of Effort	12%

[Task 200 – Long Range Transportation Planning](#)

The purpose of this task is to provide for the long range transportation planning needs within the Albany Metropolitan Planning Area. While some tasks could be perceived as “short range,” they generally contribute to the long term needs and knowledge of the region, and intentionally help to build technical capacity of member jurisdictions (i.e. without the MPO they would not have the same opportunity). This task is funded through a combination of PL and 5303 Funds.

Task 210: AAMPO RTP

The Albany Area MPO’s Regional Transportation Plan (RTP) was last updated in 2018 and planned out to 2040. As RTPs are required to be updated every five years, the next RTP must be adopted by the Policy Board by March of 2023. AAMPO staff began prepping for the update process in 2021, assisting ODOT’s Transportation Planning and Analysis Unit (TPAU) with transportation model updates. Initial conversations about the RTP update began in winter of 2021 with a discussion of RTP scope and new RTP vision and goals. Staff intend to work on the RTP throughout FY23, working with the TAC and Policy to complete public outreach, update projects, and discuss how the travel demand model predicts future transportation demands. The update is expected to be done in house, with some technical guidance provided by a consultant.

Product: Updated RTP vision and goal, public engagement activities, and draft report by early 2023

Schedule: Completion predominantly in 1st and 2nd quarter, with final approval by 3rd quarter

Task 220: Technical Assistance to Communities

AAMPO is continually working to better serve its communities. Understanding that many cities are understaffed and/or overworked, we propose 21 hours of staff time to each member community to work towards a long range transportation project. Whether that’s assistance on an existing project, completing a quick analysis that’s been on the to-do list for months, or doing some conceptual design work for transportation improvements. Projects would have to adhere to requirements in 23 CFR 450, which outline the tasks eligible for reimbursement with PL funding. This includes but is not limited to:

- Transportation Scoping Studies
- Bicycle/Pedestrian/Vehicle Count Analysis
- Transportation System Plan Project Identification
- Conceptual Design Recommendation

Product: 126 hours of staff time to AAMPO members. A summary of tasks completed presented to the Technical Advisory Committee and Policy Board

Schedule: Task is ongoing throughout the fiscal year

TASK 200: LONG RANGE TRANSPORTATION PLANNING	
Task Component	FY23
210: RTP Update	\$75,000
220: Technical Assistance to Communities	\$10,000
Total	\$85,000
Percent of Effort	16%

Task 300 – Inter-Regional Transportation Planning

The purpose of this task is to focus on the inter-regional needs and opportunities of the Albany Area Metropolitan Planning Area. This task recognizes the interrelated transportation needs of both AAMPO and the Corvallis Area MPO and sets aside funds to work on projects affecting both MPOs as well as the greater region. This task is funded through a combination of PL and 5303 Funds.

Task 310 – CAMPO Coordination

As the greater Albany-Corvallis region grows in both population and employment, there will be increased stress on the major commute routes through the region. This task allocates money towards coordination with the Corvallis Area MPO (CAMPO) to address regional travel demand. Started in FY20, both AAMPO and CAMPO expect the conversation to continue into FY23, due to delays associated with COVID-19 in FY21. These specific tasks include, but are not limited to:

- Hosting joint TAC and Policy Board meetings
- Developing a regional bicycle route map
- Planning for regional freight connections and subsequent improvements
- Exploring funding opportunities for local transportation project implementation

CAMPO has identified similar funding to contribute in their upcoming UPWP. As projects are expected to develop over the fiscal year, no definitive product other than meeting minutes currently exists. Any project will be approved by both Policy Boards prior to beginning.

Product: Meeting minutes, regional maps, plans and lists of funding opportunities

Schedule: Task is ongoing throughout the fiscal year

Task 320 – Transit Planning Coordination and Assistance

Oregon House Bill 2017 allocates significant funding for transit expansion. With new funding every two years, cities, counties, and transit agencies are actively working to keep up with increases in transit funding and service while balancing other transportation needs. With service expanded unilaterally across the state, AAMPO staff work to keep everyone in the region updated on regional transit improvements. In FY21, AAMPO prepared the Public Transit Agency Safety Plan (PTASP) for Albany Transit System. As that document requires updating once a year, that will be incorporated into this task.

Additional activities will include:

- Providing staffing assistance to the Linn-Benton Loop Governing Board
- Serving on the Technical Advisory Committee of the Loop and as the liaison between AAMPO Policy Board and the Linn-Benton Loop Transit Service
- Continuing to implement the result of the Linn Benton Loop Service Development Plan
- Updating Albany Transit's Public Transit Agency Safety Plan (PTASP)
- Assisting Albany Transit System as needed

Products: Technical assistance as needed to Albany Transit System and Benton County Transit, as well as other transit providers in Benton and Linn County. Information dissemination from state and federal partners. Public Transit Agency Safety Plan (PTASP) annual update. Potential match for STIF regional transit enhancement projects.

Schedule: Task is ongoing throughout the fiscal year

Task 330: Transit Workforce Study

Transit systems nationwide have struggled to maintain service during the COVID 19 pandemic. Both Albany Transit System (ATS) and Corvallis Transit System (CTS) have suffered from a lack of bus drivers – resulting in the closing of bus routes and delays in planned transit expansions. The Transit Workforce study will identify strategies to help reduce negative impacts to transit service associated with lack of bus drivers. The study, conducted jointly with CAMPO, may include interviews and focus groups with current and past bus drivers, case studies of other transportation agencies, and an exploration of educational partnerships for bus driver licensing.

Product: Identification of strategies for reducing negative impacts to transit service associated with lack of bus drivers

Schedule: Expected to begin in the 1st quarter of FY23 and continue through the end of the 4th quarter

Task 340: Travel Modeling and OHAS

This task is focused on the regional travel demand model and data collection, analysis and development. An up to date travel demand model is useful for both MPO led and non-MPO led plans and projects (e.g. corridor studies, capital projects, land use planning studies and land use developments). AAMPO staff will continue to work with ODOT’s Transportation Planning and Analysis Unit (TPAU) to refine the Corvallis Albany Lebanon Model (CALM), used by both CAMPO and AAMPO. Task 340 supports the modeling needs of task 210, AAMPO RTP.

This task also includes work related to the Oregon Household Activity Survey (OHAS). The OHAS is a periodic statewide effort, led by the Oregon Modeling Steering Committee (OMSC), to capture demographic and travel behavior of Oregon residents. This data is used to update travel demand models and answer other transportation related questions. AAMPO is involved in the OHAS effort though the MPO’s commitment to provide funding (task 520) as well as attendance at OMSC and OHAS meetings, proving input and feedback on the OHAS effort.

Product: Up to date regional travel demand model, active participation in OHAS effort

Schedule: Ongoing, OHAS effort is expected to conclude in 2024

TASK 300: INTER-REGIONAL TRANSPORTATION PLANNING	
Task Component	FY23
310: CAMPO Coordination	\$10,000
320: Transit Planning Coordination & Assistance	\$15,000
330: Transit Workforce Study	\$15,000
340: Travel Modeling and OHAS	\$10,000
Total	\$50,000
Percent of Effort	9%

Task 400 – Transportation Programming

The purpose of this task is to continually perform transportation programming for the Albany MPO Area through the development of new Metropolitan Transportation Improvement Programs (MTIP) and the upkeep of the existing MTIP for inclusion in the Statewide Transportation Improvement Program (STIP).

410 – MTIP Amendments

This task provides for the necessary amendments to the FY21-24 MTIP and STIP documents. The amendments are generally initiated either by member jurisdictions or by ODOT..

Product: Up to date FY21-24 MTIP document

Schedule: Task is ongoing throughout the fiscal year

420 – FY 2024-2027 MTIP Development

A new Statewide Transportation Improvement Program is expected to be adopted in 2023, the process to develop the MTIP begins in 2022. This task will involve a review of project evaluation criteria, the solicitation of projects, public engagement, and development of an MTIP document to be included in the STIP. Before the MTIP can be included in the STIP, the MTIP must first be approved by the AAMPO Policy Board and the Governor of Oregon.

Product: 2024-2027 MTIP/STIP

Schedule: Detailed project schedule is included in Appendix E. Work in the MTIP is expected to commence in April 2022 and wrap up in late 2022/early 2023.

TASK 400: TRANSPORTATION PROGRAMMING	
Task Component	FY23
410: MTIP Amendments	\$12,000
420: FY 2024-2027 STIP and MTIP	\$12,000
Total	\$24,000
Percent of Effort	5%

Task 500 – Special Projects

This task focuses on special projects that are of interest to the MPO and broader transportation organizations. Task 500 is created for the explicit purpose to capture one time projects that are not re-occurring to AAMPO year to year.

Task 510: Highway 20/34 Planning Study

Highway 20/34 between Philomath and I5 is a key corridor connecting the CAMPO and AAMPO regions, transporting commuters, recreationalists, freight, and local residents. The corridor is expected to see increased traffic as the region grows in population. While many jurisdictions identify the Highway 20/34 Corridor as an issue during their recently developed transportation system plans, none of them dive into the details of solutions.

This project, in coordination with CAMPO, ODOT’s Transportation Planning and Analysis Unit (TPAU), and consultants, will investigate the range of multi-modal investments that can decrease demand along this corridor for single occupancy vehicles, thereby reducing greenhouse gas emissions, eliminating the need to expand the highway, and allow for efficient travel by all modes.

***Product:** Identification of project stakeholders and goals, existing and future conditions analysis, identification of corridor solutions and implementation measures, final plan document*

***Schedule:** Expected to begin in October 2022 and continue through October 2023 (2nd quarter)*

Task 520: Oregon Household Activity Survey (OHAS) Funding Set Aside*

In 2020 AAMPO elected to help fund the 2021–2023 Oregon Household Activity Survey (OHAS) with approximately \$75,000 in unspent carryover funds. Additional funding for this large project is coming from ODOT and other MPOs. The OHAS effort is being managed by Oregon Modeling Steering Committee (OMSC).

*~~**Product:** Data from the OHAS will be used to update transportation models (as required by the federal government) and can also be used by MPOs and other jurisdictions to answer transportation related questions.~~*

*~~**Schedule:** Ongoing, scoping for the OHAS began in October of 2021, final survey results expected mid-2024~~*

***NOTE: OHAS funds removed from UPWP as they were transferred to the joint funding STIP project in September 2022.**

Task 530: Special Project Pool

AAMPO created this special project pool task to enable the MPO to pursue projects of interest as such opportunities arise. Project will require support of the AAMPO Technical Advisory Committee and Policy Board.

***Product:** Product is dependent on the projects pursued and interests of the AAMPO TAC and Policy Board*

***Schedule:** Schedule is dependent on project pursued*

Task 540: Albany Transit Operations Facility Preliminary Design

AAMPO has opted to use 5303 carry forward funds from previous fiscal years to assist the City of Albany with the preliminary engineering and design of the City’s new transit operations facility. Funds were

originally intended to be spent in FY22, but Albany has indicated that the city is unlikely to need funds until FY23. To accommodate the updated schedule, the MPO intends to de-obligate then re-obligate the funds for the transit operations facility, so the City can access the funds in FY23.

Product: Preliminary engineering and design of Albany’s new transit operations facility

Schedule: Albany expects to have a contract in place for design and engineering of the facility in late FY22/early FY23, billing should commence soon after a contract is in place

TASK 500: Special Projects	
Task Component	FY23
510: Hwy 20/34 Corridor Planning Study	\$50,000
520: OHAS Funding Set-Aside*	-\$75,000
530: Special Project Pool	\$87,627
540: Albany Transit Operations Facility Preliminary Design	\$131,688
Total	\$269,315
Percent of Effort	58%

*OHAS funds removed from UPWP as they were transferred to the joint funding STIP project in September 2022.

Task Schedule

The table below summarizes non-continuous tasks AAMPO is undertaking during State Fiscal year 2023. Note that dates may change as projects evolve.

Non-continuous tasks being undertaken in State Fiscal Year 2023	Quarter 1			Quarter 2			Quarter 3			Quarter 4		
	July 2022	Aug	Sep	Oct	Nov	Dec	Jan 2023	Feb	Mar	Apr	May	Jun
210: RTP Update												
340: Transit Workforce Study												
Task 420: FY 2024-2027 MTIP Development												
510: Highway 20/34 Corridor Planning Study												

SECTION V: BUDGET SUMMARY

The following budget tables detail the planned activities for Fiscal Year 2023-2024. In addition, a breakdown of expenses and funding sources is provided.

FY23 Budget by Subtask

Task	FY23 Amount	FY22 Amount	Dollar Change	Percent Change
TASK 100: Program Management	\$62,000	\$73,000	(\$11,000)	-18%
110: MPO Operation	\$30,000			
120: MPO Administration	\$20,000			
130: Annual Document Review	\$6,000			
140: MPO Education and Training	\$6,000			
TASK 200: Long Range Transportation Planning	\$85,000	\$75,000	\$10,000	12%
210: RTP Update	\$75,000			
220: Technical Assistance to Communities	\$10,000			
TASK 300: Inter-Regional Transportation Planning	\$50,000	\$206,688*	(\$156,688)	-313%
310: CAMPO Coordination	\$10,000			
320: Transit Planning Coordination & Assistance	\$15,000			
330: Transit Workforce Study	\$15,000			
340: Travel Modeling and OHAS	\$10,000			
TASK 400: Transportation Programming	\$24,000	\$22,171	\$1,829	8%
410: TIP Amendments	\$12,000			
420: FY 2024-2027 STIP	\$12,000			
TASK 500: Special Projects (new task in FY23)	\$269,315	N/A	\$310,877	100%
510: Highway 20/34 Corridor Planning Study	\$50,000			
530: Special Project Pool	\$87,627			
540: Albany Transit Operations Facility Preliminary Design	\$131,688			
TOTAL	\$490,315	\$376,859	\$113,456	30%

*FY22 Task 300 total of \$206,688 included \$131,688 of carry forward funds for the new Albany transit operations facility. Albany has indicated funds will likely not be used in FY22, AAMPO plans to de-obligate and re-obligate these funds for FY23. Albany transit operations facility project (task 540) has been moved to the new task category 500, Special Projects, in the FY23 UWPW.

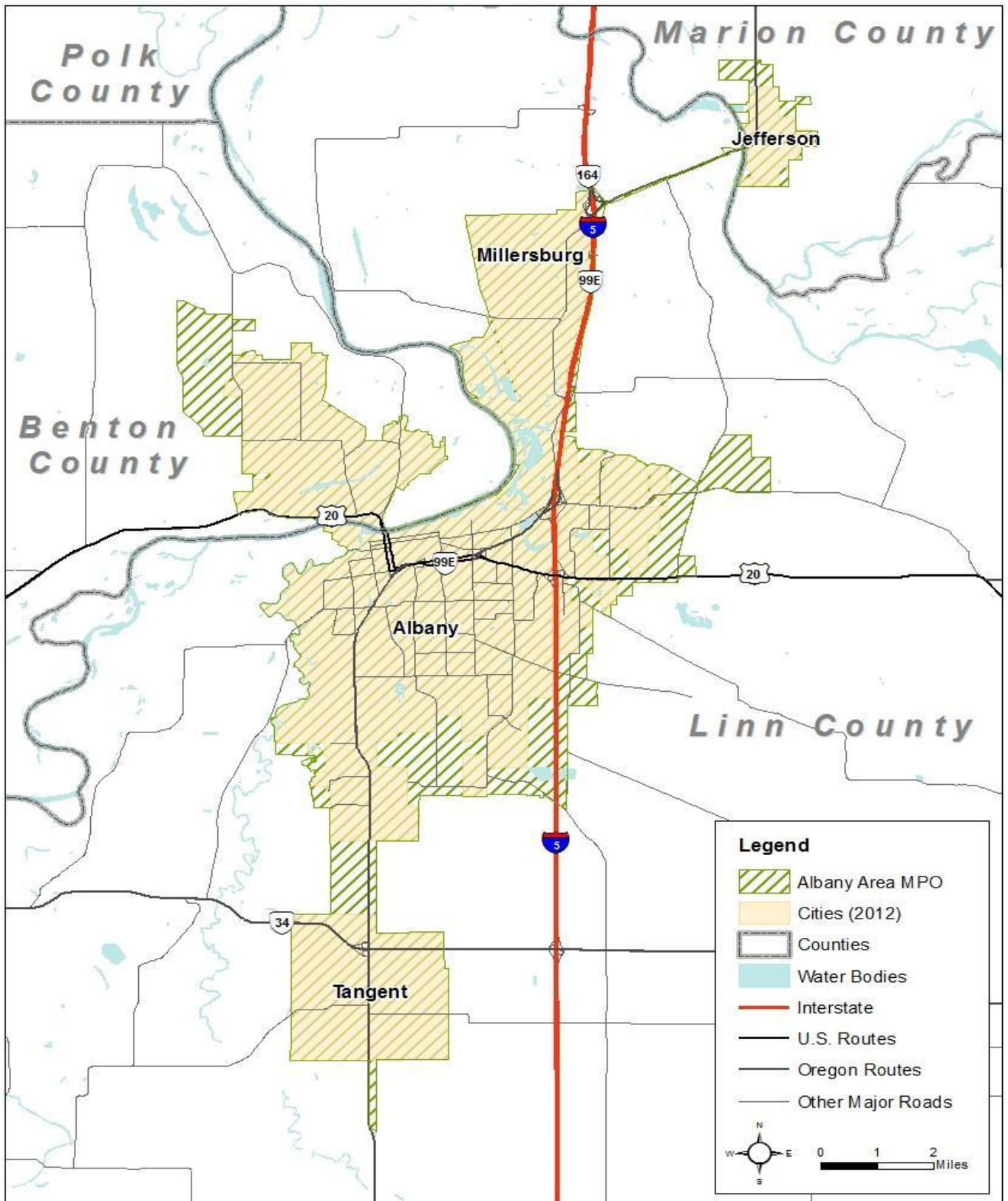
FY23 Budget by Fund Source

Task	Task Budget Total (Personnel + Non-Payroll + Contracted Staff)	PL Funds	FTA 5303 Funds	PL Match Funds (10.27% from ODOT)	5303 Match (Funds and In-kind)
Task 100: Program Management	\$62,000	\$55,633	\$0	\$6,367	\$0
Task 200: Long Range Transportation Planning	\$85,000	\$76,271	\$0	\$8,730	\$0
Task 300: Inter-Regional Transportation Planning	\$50,000	\$0	\$44,865	\$0	\$5,135
Task 400: Transportation Programming	\$24,000	\$21,535	\$0	\$2,465	\$0
Task 500: Special Projects	\$269,315	\$50,616	\$191,041	\$5,793	\$21,865
Total SFY23 Budget	\$490,315	\$204,054	\$235,906	\$23,355	\$27,000

FY23 Expenses

Cost	Amount	Percent of Total Budget
AAMPO Staff Payroll Expenses	\$200,000	56%
AAMPO Non-Payroll Expenses	\$71,000	20%
Advertising	\$1,000	
Board/Comm/Meeting Expense	\$1,000	
Contract Expense (OCWCOG & External)	\$35,599	
Copying	\$500	
Dues and Memberships	\$1,000	
Legal Expenses	\$1,000	
Licenses and Fees	\$2,000	
Maintenance and Repair	\$1,000	
Overhead and Administration	\$16,448	
Postage	\$500	
Printing	\$500	
Rent	\$2,952	
Supplies	\$500	
Telephone	\$1,000	
Training	\$4,000	
Travel	\$2,000	
Special Project Pool	\$87,627	24%
AAMPO Tasks Sub-total	\$358,627	100%
Other Expenses		
Albany Transit Facility Design	\$131,688	
Total	\$490,315	

APPENDIX A: AAMPO PLANNING AREA AND INTER-REGIONAL MAP



APPENDIX B: OTHER TRANSPORTATION PLANNING ACTIVITIES IN THE MPO AREA

The following is a list of concurrent transportation planning activities within the MPO Area:

1. South Albany Area Plan. A City of Albany led project that predominantly focuses on land use, some transportation elements will be addressed as well.
2. East Albany Plan Project. A City of Albany project, funded by a Transportation and Growth Management Program Grant, that will develop a refinement plan for the area of the City's urban growth boundary east of Interstate 5. Project objectives include, 1) updating the City's comprehensive plan and zoning to provide more precise land use designations and 2) improving the transportation network and updating the City's transportation system plan with design and location of transportation system needs required to support growth and respond to interchange upgrades.

APPENDIX C: GLOSSARY OF ACRONYMS

ATS	Albany Transit System
AAMPO	Albany Area Metropolitan Planning Organization
CED	Community and Economic Development Department of OCWCOG
CPT-HSTP	Coordinated Public Transit-Human Service Transportation Plan
CTS	Albany Transit System
CWACT	Cascades West Area Commission on Transportation
DEQ	Department of Environmental Quality
DLCD	Department of Land Conservation and Development
GHG	Green House Gases
FAST	Fixing America’s Surface Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
IGA	Intergovernmental Agreement
ITS	Intelligent Transportation System
MAP-21	Moving Ahead for Progress in the 21 st Century
MPO	Metropolitan Planning Organization
MTIP	Metropolitan Transportation Improvement Program
OCWCOG	Oregon Cascades West Council of Governments
ODOT	Oregon Department of Transportation
OSU	Oregon State University
PL Fund	Funds allocated to Metropolitan Transportation Planning activities
RTP	Regional Transportation Plan
ROI	Return on Investment
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act, a Legacy for Users
Section 5303	FTA’s program of financing transit planning activities of MPOs
5307	FTA’s program of financing urban transit systems
Section 5310	FTA’s program of financing transit for the elderly and people with disabilities
Section 5311	FTA’s program of financing rural transit services
	SHRP
	Strategic Highway Research Program
STF	Special Transportation Fund
STIP	Statewide Transportation Improvement Program
STBGP	Surface Transportation Block Grant Program
TAC	Technical Advisory Committee
TDP	Transit Development Plan
TGM	Transportation Growth Management
TIP	Transportation Improvement Program
TPAU	Transportation and Planning Analysis Unit of ODOT
TSP	Transportation System Plan
UPWP	Unified Planning Work Program
USC	United States Code
USDOT	United States Department of Transportation

APPENDIX D: FHWA AND FTA JOINT PLANNING EMPHASIS AREAS

FHWA and FTA issued new, joint Planning Emphasis Areas (PEAs) in December 2021. These updated Planning Emphasis Areas are intended to be used by metropolitan planning organizations, state departments of transportation, transit agencies, and federal land management agencies in their Unified Planning Work Programs and State Planning and Research Work Programs. The link below provide additional information about the new PEAs.

<https://www.transit.dot.gov/regulations-and-programs/transportation-planning/2021-planning-emphasis-areas>

Task	Tackling the Climate Crisis	Equity and Justice 40	Complete Streets	Public Involvement
TASK 100: Program Management				
110: MPO Operation				
120: MPO Administration	X			X
130: Annual Document Review				X
140: MPO Education and Training		X	X	
TASK 200: Long Range Transportation Planning				
210: RTP Update	X	X	X	X
220: Technical Assistance to Communities	X		X	
TASK 300: Inter-Regional Transportation Planning				
310: CAMPO Coordination				
320: Transit Planning	X	X	X	
330: Transit Workforce Study	X			
340: Travel Modeling and OHAS				
TASK 400: Transportation Programming				
410: TIP Amendments				X
420: FY 2024-2027 STIP			X	X
TASK 500: Special Projects				
510: Highway 20/34 Corridor Planning Study	X	X	X	X
520: OHAS Funding Set-Aside				
530: Special Project Pool				

Task	Strategic Highway Network	Federal Land Management Agency Coordination	Planning and Environment Linkages	Data in Transportation Planning
TASK 100: Program Management				
110: MPO Operation				
120: MPO Administration	X			X
130: Annual Document Review				X
140: MPO Education and Training		X	X	
TASK 200: Long Range Transportation Planning				
210: RTP Update	X	X	X	X
220: Technical Assistance to Communities				
TASK 300: Inter-Regional Transportation Planning				
310: CAMPO Coordination			X	
320: Transit Planning			X	X
330: Transit Workforce Study			X	X
340: Travel Modeling and OHAS				
TASK 400: Transportation Programming				
410: TIP Amendments	X			X
420: FY 2024-2027 STIP	X			
TASK 500: Special Projects				
510: Highway 20/34 Corridor Planning Study	X	X	X	X
520: OHAS Funding Set-Aside				
530: Special Project Pool				

APPENDIX E: FY2024-27 MTIP/STIP DEVELOPMENT SCHEDULE

FY 2024-2027 MTIP/STIP Development Schedule			
Year	Month	AAMPO Tasks/Deadlines	ODOT Tasks/Deadlines
2022	April	* Request transit 5307 and 5310 projects from transit agencies, work to draft projects	Finalization of Scoping; Project Selection
	May	* Confirm evaluation criteria	Finalization of Scoping; Project Selection
	June	* Create project solicitation form * If needed: Confirm evaluation criteria	Finalization of Scoping; Project Selection
	July	* Cushion month	Finalization of Scoping; Project Selection
	August	* Cushion month	STIP-FP open for Draft STIP entry
	September	* Call for projects from TAC * Send transit projects, MPO annual planning projects, and STBG bucket projects to ODOT for entry into draft STIP	STIP-FP open for Draft STIP entry
	October	* Present evaluated list of projects to TAC. May eval prior or with group * Compile prioritized project list and post for public review	STIP-FP open for Draft STIP entry
	November	* Review public comments with TAC, edit project list as appropriate * TAC approval to send prioritized list to Policy Board * Policy Board approval of prioritized project list	STIP-FP locked down for changes
	December	* Draft MTIP document * Review MTIP document with TAC and Policy Board	Financial Constraint Occur Draft STIP Prepared for OTC
	2023	January	* Policy Board approval of MTIP Document
February		* Cushion month	STIP/MTIP (including AQCD) Public Comment Period
March		* Send projects from MTIP to ODOT / work with ODOT on project entry if needed	Minor adjustments or project removals to Draft STIP/MTIP based on public input; redemonstrate financial constraint
April			STIP-FP locked down for changes
May			
June			Final MTIPs Approved
July			OTC adopts final 24-27 ST MTIPs signed by Governor STIP to FHWA/FTA
August			
September			USDOT approval of final 24-27 STIP

APPENDIX F: IN-KIND MATCH OVERVIEW

The purpose of this appendix is to outline in-kind match funding as shown in the Fiscal Year (FY) 2023 Albany Area MPO Unified Planning Work Program (UPWP). The Albany Area MPO Unified Planning Work Program (UPWP) show the details for the tasks one through five as listed below in the “FY23 Budget by Fund Source” table. This table is also included in Section V of the UPWP above.

FY23 Budget by Fund Source

Task	Task Budget Total (Personnel + Non-Payroll + Contracted Staff)	PL Funds	FTA 5303 Funds	PL Match Funds (10.27% from ODOT)	5303 Match (Funds and In-kind)
Task 100: Program Management	\$62,000	\$55,633	\$0	\$6,367	\$0
Task 200: Long Range Transportation Planning	\$85,000	\$76,271	\$0	\$8,730	\$0
Task 300: Inter-Regional Transportation Planning	\$50,000	\$0	\$44,865	\$0	\$5,135
Task 400: Transportation Programming	\$24,000	\$21,535	\$0	\$2,465	\$0
Task 500: Special Projects	\$269,315	\$50,616	\$191,041	\$5,793	\$21,865
Total SFY23 Budget	\$490,315	\$204,054	\$235,906	\$23,355	\$27,000

The following sections provide additional detail on in-kind match by source.

AAMPO Technical Advisory Committee Meetings

- 11 TAC meetings at 1.5 hours per meeting
- \$60/hour loaded rate per staff person
- \$16/hour for elected official volunteer time
- Total: \$5,214

AAMPO TAC MEETINGS		
Jurisdiction	Loaded rate/hour	Rate for eleven 1.5-hour TAC meeting
Albany	\$60	\$990
Millersburg	\$60	\$990
Jefferson	\$16 (elected official)	\$264
Tangent	\$60	\$990
Benton County	\$60	\$990
Linn County	\$60	\$990
Total		\$5,214

AAMPO Policy Board Meetings

- 11 Policy Board meetings at 1.5 hours per meeting
- \$16/hour for elected official volunteer time
- Total: \$1,848

AAMPO POLICY BOARD MEETING		
Jurisdiction	Loaded rate/hour	Rate for eleven 1.5-hour Policy Board meetings
Albany	\$16	\$264
Millersburg	\$16	\$264
Jefferson	\$16	\$264
Tangent	\$16	\$264
Benton County	\$16	\$264
Linn County	\$16	\$264
Citizens' Representative	\$16	\$264
Total		\$1,848

Other In-Kind Sources

Albany Transit Match

Provided quarterly by Albany Transit System Business Manager. Includes meetings, document review, and other tasks. Total of \$4,614

Albany Transit Operations Facility Match

Cash match of \$13,524 provided by the City of Albany for preliminary engineering and design of new transit operations facility. Total of \$13,524

US20/OR34 Planning Study (split with CAMPO)

10 staff people over 3 meetings, 2 hours long each. Approximately \$3,600 split between AAMPO and CAMPO. AAMPO total of \$1,800

Overall In-Kind Breakdown

Item	Amount
11 TAC Meetings	\$5,214
11 Policy Board Meetings	\$1,848
Albany Transit Match	\$4,614
Albany Transit Operations Facility Match	\$13,524
US20/OR34 Planning Study Match	\$1,800
Total	\$27,000
In-kind match need for SFY 2023	\$27,000

APPENDIX G: SUMMARY OF COMMENTS

See comment tracker following this page

Albany Area MPO FY23 UPWP

Comment Tracker

Item	Page	Comment	By	AAMPO Response
1	iii	Staff and Contact: Provide Catherine's title	ODOT	Title added (Transportation Planner)
2	4	Task 200, Jefferson TSP: State adoption as being "expected" in early 2022	ODOT	Changed wording to account for uncertainty
3	4	Task 200, Regional Bicycle and Pedestrian Plan: State work as being "expected" to conclude in early 2022.		Changed wording to account for uncertainty
4	6	110-MPO Operations, Coordinating regional transportation projects: Adjust from "Inter-modal Project" to "Mid-Willamette Valley Intermodal Center" to match name on external project website.	ODOT	Changed project name
5	8	Task 200-Long Range Transportation Planning: What about a bicycle and pedestrian count program in AAMPO area? Previously there was TAC interest in sharing equipment from CAMPO.	ODOT	A bicycle and pedestrian count program similar to CAMPO's has been discussed with the AAMPO TAC and Policy Board, however neither the TAC nor Policy Board brought up the count program when discussing the 2023 UPWP. The count program, and potential sharing of counters with CAMPO, will likely be revisited in later UPWPs.
6	11	Task 300 Table: Why is the CAMPO Coordination task \$10,000 in AAMPO's UPWP while the AAMPO Coordination task in CAMPO's UPWP is \$5,000?	ODOT	AAMPO is able and willing to allot more funds to this task as compared to CAMPO because of the MPO's larger budget.
7	12	410-MTIP Amendments: If we expects amendments to decrease significantly, why is the budgeted amount increasing compared to last UPWP?	ODOT	This was an oversight on MPO's side. The reference to amendments decreasing has been removed.
8	12	Task 500 - Special Projects: Unclear on why this is separated out. Other tasks are also non-recurring and have varying levels of interest.	ODOT	Task 500 is separated out to more easily accommodate anticipated additional funding associated with the IJJA and provide a place for MPO funds that have not yet been budgeted towards specific projects or tasks.
9	12	Task 510: Highway 20/34 Corridor Investment Strategy: Update task based on 2/27/22 conversation with ODOT on this topic.	ODOT	Project title and task have been adjusted based on conversation with ODOT.
10	13	Task 520: OHAS Funding Set-Aside: Move to Task 400 Transportation Programming (this is a 400 task in CAMPO's UPWP).	ODOT	CAMPO's OHAS funding task annually sets aside STBG funds for the anticipated 2030 OHAS. AAMPO's OHAS funding task uses rollover funds for the 2020 OHAS. The difference in funding sources and timelines are reflected in the different task categories of the two MPOs.
11	13	Task 530: Special Project Pool: This is a sizable amount to have undefined. Provide more definition around this task.	ODOT	AAMPO TAC and Policy Board will determine how these funds are used.
12	16	FY23 Expenses Table: Include header for Payroll Expenses	ODOT	Table has been updated to clarify expense type.

Albany Area MPO FY23 UPWP

Comment Tracker

13	16	FY23 Expenses Table: Given asterisk, consider term like COG Personnel to clarify the type of expense rather than intent of expense. Is this all payroll related?	ODOT	Table has been updated to clarify expense type.
14	19	Appendix C: "Metropolitan Transportation Improvement Plan" should be "Metropolitan Transportation Improvement Program".	ODOT	Glossary has been updated
15	6	110-MPO Operations, Coordinating regional transportation projects: Did you intend to include OR-99W Transit Pilot project or is there an OR-99E project?	ODOT	OR-99W is correct. OCWCOG laid the foundation for a 99W pilot with a transit feasibility study in 2019/2020. Benton and Yamhill counties have since been awarded funds to conduct the pilot.
16	12	Task 510: Highway 20/34 Corridor Investment Strategy: In the first sentence commuters is missing the 'r'.	Catherine	Spelling of "commuters" has been corrected.
17	13	Task 500 Table, 510 Hwy 20/34 Corridor Investment Strategy: Insufficient funding for consultant to perform this work. More in line for in-house (but might be close) even combined with CAMPO contribution. What is the full extent of this task? High level? How much detail? It's important to take into account this is a 15 mile corridor. Counts alone could be ~\$20k.	ODOT	We recognize the limited funding for this task and view this as a first step among many in improving transportation along Hwy 20/34. The project name has been changed to reflect a broader study approach with additional flexibility.
18	16	FY 23 Budget by funding source Table: 5303 match (Funds and in-kind) column, if using in-kind it needs to be identified.	ODOT	We plan to incorporate in-kind match and will submit forms.
19	13	Task 500 Table, 510 Hwy 20/24 Corridor Investment Strategy: Should be 20/34	Catherine	Typo has been corrected.
20	16	FY 23 Budget by funding source Table: Please coordinate with ODOT and reference process regarding in kind match, if applicable.	FHWA	We plan to incorporate in-kind match and will submit forms.
21	General	General: FYI - FHWA released the new National Roadway Safety Strategy website on 1/27/22: https://www.transportation.gov/NRSST	FHWA	Great to know about this resources.
22	General	General: Thank you for including Appendix D, any initial thoughts on how these PEAs will be incorporated into the planning process? It looks like they will be folded into the MTP for AAMPO, and a tad too late for CAMPO's MTP. If you need any resources for a particular PEA, let us know! We have some resources for the PEAs and the others are underway.	FHWA	AAMPO will try to incorporate PEAs as more information and guidance becomes available (guidance forthcoming from FTA and FHWA).

Albany Area MPO FY23 UPWP

Comment Tracker

23	General	General: If you do not have any written tribal coordination procedures, I would recommend both MPOs work on this task to address to address 23 CFR 450.316(b-e), and 23 CFR 450.324(g), as applicable. However, we appreciate the on-going AAMPO and CAMPO's tribal outreach and specifically the in depth tribal government involvement on the most recent CAMPO MTP. Would leave to hear how it went!	FHWA	AAMPO will work to draft a tribal coordination procedures document, following the best practices identified in ODOT's coordination procedures document.
24	5	Status of AAMPO and Regional Transportation Documents Table: Please be specific with dates (as able). We use this table to easily locate schedules for these documents.	FHWA	All document dates have been reviewed and updated were needed.
25	General	General: Regarding amendments to UPWPS, this may be a larger discussion, it would be good to walk through the process. AAMPO's UPWP amendment last year is a good example of how this process should be clear for all folks involved.	FHWA	A more detailed explanation of the UWPW update process and associated MTIP/STIP amendments has been added.
26	12	420 – FY 2024-2027 MTIP Development: Given the STIP Timeline is available, why is the TIP development schedule "TBD" or "ongoing." FYI - SKATS has a nifty side by side TIP / STIP timeline to better demonstrate their TIP development schedule	FHWA	Task 420 has been updated to include a timeline.
27	6	110 – MPO Operation: Any training needs?	FHWA	Staff expect to attend the NACTO conference in September 2022 and the AMPO conference in October 2022. Staff may also attend other trainings and conferences as opportunities arise.