



Albany Area Metropolitan Planning Organization

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

Policy Board Meeting
Wednesday, January 28, 2026
2:30 pm to 4:30 pm

VIRTUAL MEETING

Via Teams by Clicking [HERE](#)

Meeting ID: 270 714 726 493 9

Passcode: wV7nH2cS

Mobile One Click Number

[+1 872 242 8088](#)

Phone Conference ID: 515 662 179#

Contact: Billy McGregor, bmcgregor@ocwcog.org

AGENDA

- | | | | |
|----|------|--|---------------------------------------|
| 1) | 2:30 | Call to Order, Agenda Review, and Roll Call | 2025 Chair,
Commissioner
Malone |
| 2) | 2:35 | Chair and Vice-Chair Elections | Staff |
| 3) | 2:40 | Public Comments | Chair |
| 4) | 2:45 | Approve minutes of Super MPO Meeting on Wednesday,
December 10, 2025. (Attachment A pg. 4) | Chair |
| | | <i>Action: Decision on minutes</i> | |
| 5) | 2:50 | Appointment of an AAMPO Member for the Linn Benton Loop
Governing Board.
Appointment of an AAMPO member to serve on the Loop Policy
Board for the 2026 calendar year, and alternate if desired.
Meetings are quarterly. | All |
| | | <i>Action: Approval</i> | |
| 6) | 3:00 | Appointment of an AAMPO Member for OMPOC
Appointment of an AAMPO member to serve for Oregon
Metropolitan Planning Organization Consortium (OMPOC) for the
2026 calendar year, and alternate if desired. Meetings are
quarterly. | All |

- 7) 3:10 **AAMPO Scenarios Discussion (Attachment B pg. 20)** All
Review and discussion of potential RTP scenarios that will be submitted to ODOT's Transportation Planning Analysis Unit (TPAU).
Action: *Discussion*
- 8) 3:25 **MPO Interjurisdictional RTP Goals (Attachment C pg. 26)** All
Foreground conversation concerning Regional Transportation Plan (RTP) Goals, with review of AAMPO & CAMPO Goals & Objectives. Input toward Regional Goals being the primary purpose.
Action: *Information and Discussion*
- 9) 3:40 **DRAFT FY2027 UPWP Review (Attachment D pg. 27 & Presentation)** Staff, McGregor
Review the tasks for the draft AAMPO FY2027 Unified Planning Work Program (UPWP).
ACTION: *Discussion*
- 10) 4:15 **Jurisdictional Updates/Other Business** All
 - Staff
 - Albany
 - Benton County
 - Jefferson
 - Linn County
 - Millersburg
 - Tangent
 - ODOT
- 11) 4:30 **Adjournment** Chair
Next Meeting: Wednesday, February 25, 2026.

Joint RTP Schedule

Combined MPO	AAMPO + CAMPO Combined RTP 3 Month Schedule											
AAMPO	26-Jan				26-Feb				26-Mar			
CAMPO	5	12	19	26	2	9	16	23	4	11	18	25
Goals & Objectives conversation w/ TAC		15		29								
Finalized Goals & Objectives conversation w/ Policy Board				28	11							
Review Federal Functional Classification (FFC) roads w/ TAC		15		29								
Confirm Regional & Local priority corridors w/ TAC & Policy Board		15		29			19	26				
Finalized Regional & Local priority corridors w/ Policy Board					11		25					
Future Trends & Scenarios (3-4 total) w/ TAC		15		29			19	26				
Future Trends & Scenarios (3-4 total) w/ TAC, Policy Board, & TPAU				28	11		25					
Solicit public input and feedback on draft vision and goals, may include prioritization (public engagement #1)												
Continue to craft vision and goals, incorporating public feedback and advisory committee input until complete. w/ TAC and PB												

ATTENDANCE (FOR QUORUM PURPOSES)

Board Members	Jurisdiction	Attendance
Councilor Walt Perry	City of Jefferson	
Councilor Ray Hunt	City of Millersburg	
Councilor Carolyn McLeod	City of Albany	
Councilor Greg Jones	City of Tangent	
Commissioner Roger Nyquist	Linn County	
Commissioner Pat Malone, Chair	Benton County	
Darrin Lane	Citizen Representative	
Christine Hildebrandt	Oregon Department of Transportation	
Alternates	Jurisdiction	Attendance
VACANT	City of Jefferson	
Andrew Potts	City of Millersburg	
Councilor Michael Thomson	City of Albany	
Joe Samaniego	City of Tangent	
TBD	Linn County	
Gary Stockhoff	Benton County	
James Feldmann	Oregon Department of Transportation	

Quorum Requirement: MPO business may be conducted provided a quorum of the Policy Board is in attendance. A quorum consists of at least four members of the Policy Board or their alternates. The Policy Board members may participate telephonically or by other means of electronic communication as provided in Section 6.D (Special or Emergency Meetings).

– AAMPO Policy Board Bylaws, Section 6: Meeting, Subsection E: Quorum

**SUPER MPO HYBRID MEETING OF THE
ALBANY METROPOLITAN PLANNING ORGANIZATION &
CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION
POLICY BOARDS AND TECHNICAL ADVISORY COMMITTEES**

Wednesday, December 10, 2025

3:30 – 5:30 pm

Via Microsoft Teams Technologies &

The AAMPO Meeting Room (1400 Queen Ave SE, Albany, Oregon 97322)

AAMPO Board Members	Jurisdiction	Attendance
Walt Perry	City of Jefferson	No
Councilor Ray Hunt	City of Millersburg	No
Councilor Carolyn McLeod	City of Albany	Yes
Councilor Greg Jones	City of Tangent	Yes
Commissioner Roger Nyquist	Linn County	No
Commissioner Pat Malone	Benton County	Yes
Darrin Lane	Citizen Representative	No
Christine Hildebrant	Oregon Department of Transportation	Yes
AAMPO Board Alternates	Jurisdiction	Attendance
Kyle Ward	City of Jefferson	No
Andrew Potts	City of Millersburg	Yes
Michael Thomson	City of Albany	No
Joe Samaniego	City of Tangent	No
Daineal Malone	Linn County	Yes
Gary Stockhoff	Benton County	Yes
James Feldmann	Oregon Department of Transportation	Yes

CAMPO Board Members	Jurisdiction	Attendance
Councilor John Wilson	City of Adair Village	Yes
Councilor Jan Napack	City of Corvallis	Yes
Councilor Rich Saalsaa	City of Philomath	No
Commissioner Pat Malone	Benton County	Yes
Christine Hildebrant	Oregon Department of Transportation	Yes
CAMPO Board Alternates	Jurisdiction	Attendance
Pat Hare	City of Adair Village	Yes
Greg Gescher	City of Corvallis	Yes
Chris Workman	City of Philomath	Yes
Gary Stockhoff	Benton County	Yes
James Feldmann	Oregon Department of Transportation	Yes

AAMPO TAC Members	Jurisdiction	Attendance
Kyle Ward	City of Jefferson	No
Andrew Potts	City of Millersburg	Yes
Chris Cerklewski (Chair)	City of Albany	Yes
Joe Samaniego (Vice-Chair)	City of Tangent	No
Daineal Malone	Linn County	Yes
Gary Stockhoff	Benton County	Yes
James Feldmann	Oregon Department of Transportation	Yes
CAMPO TAC Members	Jurisdiction	Attendance
Pat Hare	City of Adair Village	Yes
Rory Rowan	City of Corvallis	Greg Gescher
Chris Workman	City of Philomath	Yes
Gary Stockhoff	Benton County	Yes
Rebecca Houghtaling	Oregon State University	Sarah Robertson
James Feldmann	Oregon Department of Transportation	Yes

Guests: Steve Harvey (Mid-Valley Bike Club), Robert Upson (Mid-Valley Bike Club), Rob Emmons, Dave Rabinowitz, Zohora Sultana, Alexander O Bettinardi, Phone Number: 1-541-967-8630, Richard Hill, Ainsley Wilson, Ryan Farcomb, Laurel Beyer.

Staff Present: CED Director Matt Lehman, CED Supervisor Justin Peterson, AAMPO Planner Billy McGregor, CAMPO Planner Corum Ketchum, and Executive Assistant Ashlyn Muzechenko.

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, and Roll Call/Introductions	<p>The AAMPO Chair Commissioner Pat Malone called the meeting to order at 3:34pm.</p> <p>Executive Assistant Ashlyn Muzechenko conducted a roll call for the December Super MPO Meeting of the AAMPO and CAMPO Policy Boards and Technical Advisory Committees.</p> <p>There were no changes to the meeting agenda.</p>	The joint AAMPO/CAMPO Policy Board meeting for December 2025 was called to order at 3:34pm by AAMPO TAC Chair Chris Cerklewski.
2. Public Comments	There were no public comments presented to the members and guests present.	There were no public comments.
<p>3. Approve Minutes of November 12, 2025, AAMPO/CAMPO Policy Board Meeting (Attachment A1)</p> <p>Approve Minutes of November 20, 2025, AAMPO/CAMPO TAC Meeting (Attachment A2)</p> <p>Action: Approval of minutes</p>	<p>Councilor Carolyn McLeod moved to approve the Joint Policy Board meeting minutes for the November 12, 2025, meeting. Councilor Jan Napack seconded. The motion was approved via consensus, and the minutes were adopted as written.</p> <p>Councilor Carolyn McLeod voted in Favor. Councilor Greg Jones voted in Favor. Commissioner Pat Malone voted in Favor. Andrew Potts voted in Favor Danieal Malone voted in Favor. Christine Hildebrant voted in Favor. Councilor John Wilson voted in Favor. Chris Workman voted in Favor. Councilor Jan Napack voted in Favor. There were no votes against. The minutes were approved unanimously.</p>	Both AAMPO and CAMPO Board and TAC Meeting minutes were approved by each respective body. There were no votes against for either set of minutes.

	<p>James Feldmann of ODOT, moved to approve the minutes from the AAMPO/CAMPO Joint TAC meeting. Chris Cerklewski seconded. The motion was approved via consensus, and the minutes were adopted with no changes.</p> <p>Daineal Malone voted in Favor. Greg Gescher voted in Favor. Gary Stockhoff voted in Favor. Sara Robertson voted in Favor. Andrew Potts voted in Favor. Chris Cerklewski voted in Favor. Chris Workman voted in Favor. Pat Hare voted in Favor. James Feldmann voted in Favor. There were no votes against. The minutes were approved unanimously with no corrections.</p>																					
<p>4. STIP Amendments</p> <p>(Attachment B)</p> <p>ACTION: Discussion and Decision</p>	<p>Staff CAMPO Ketchum shared a full amendment for the STIP. There will be a full amendment to add a location. This was a bookkeeping error on the program side.</p> <p>Councilor John Wilson moved to approve. Commissioner Malone seconded. The motion carried with no opposition.</p> <table><thead><tr><th></th><th></th><th>Feature</th><th>Action</th><th>Category</th><th>Type</th></tr></thead><tbody><tr><td>24-27-3352</td><td>23846</td><td>Astoria-Cottage Grove curb ramps</td><td>Construct curb ramps along various sections of US101, US30, US20, OR99, OR51, OR219, OR240, OR22, OR126, and OR569 in Northwest Oregon to meet compliance with the Americans with Disabilities Act (ADA) standards. Bicycle and pedestrian safety upgrades at OR99 between Harrison Ave and E. Main St to include four enhanced crossings with striping, lighting, curb extensions and pedestrian refuge island. The segment will be restriped to add buffered bike lanes and narrow travel lanes to slow drivers and improve safety.</td><td>Update project description to include bike and pedestrian safety upgrades</td><td>Single Project Adjustment/ Technical Corrections</td><td>Adjustment</td></tr><tr><td>24-27-3336</td><td>22724</td><td>OR99W: (3rd St and 4th St) at Western Blvd (Corvallis)</td><td>Rebuild signals at the intersections of 3rd St and Western Blvd and 4th St and Western Blvd and repair of curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.</td><td>Add location: intersection of SW 4th St. (OR99W south bound) and SW Western Blvd. The location is in the project name and description but was not entered in the location data</td><td>Single Project Adjustment</td><td>Full Amendment</td></tr></tbody></table>			Feature	Action	Category	Type	24-27-3352	23846	Astoria-Cottage Grove curb ramps	Construct curb ramps along various sections of US101, US30, US20, OR99, OR51, OR219, OR240, OR22, OR126, and OR569 in Northwest Oregon to meet compliance with the Americans with Disabilities Act (ADA) standards. Bicycle and pedestrian safety upgrades at OR99 between Harrison Ave and E. Main St to include four enhanced crossings with striping, lighting, curb extensions and pedestrian refuge island. The segment will be restriped to add buffered bike lanes and narrow travel lanes to slow drivers and improve safety.	Update project description to include bike and pedestrian safety upgrades	Single Project Adjustment/ Technical Corrections	Adjustment	24-27-3336	22724	OR99W: (3rd St and 4th St) at Western Blvd (Corvallis)	Rebuild signals at the intersections of 3rd St and Western Blvd and 4th St and Western Blvd and repair of curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.	Add location: intersection of SW 4th St. (OR99W south bound) and SW Western Blvd. The location is in the project name and description but was not entered in the location data	Single Project Adjustment	Full Amendment	
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5. Corvallis to Albany Path Alignments

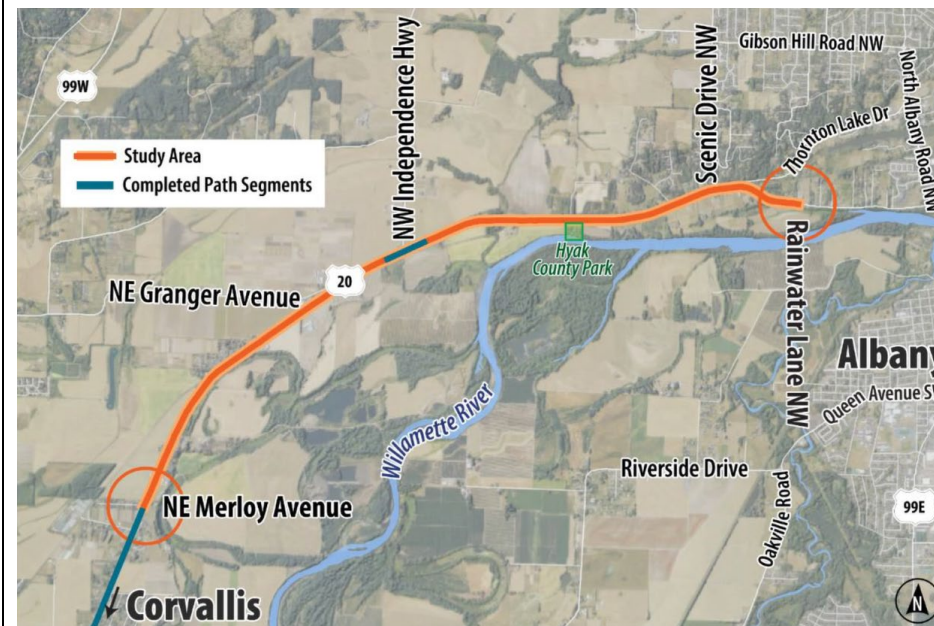
(Attachment C)

Action: Presentation and Discussion

James Feldmann shared Benton County and ODOT have been working on the Corvallis to Albany Path Alignment. An open house was held in October and again in November of this year. Ryan Farcomb with Parametrix was present to give a presentation on the Corvallis to Albany Path.

Farcomb shared a presentation covering alignment screening results, outreach milestone results, and next steps.

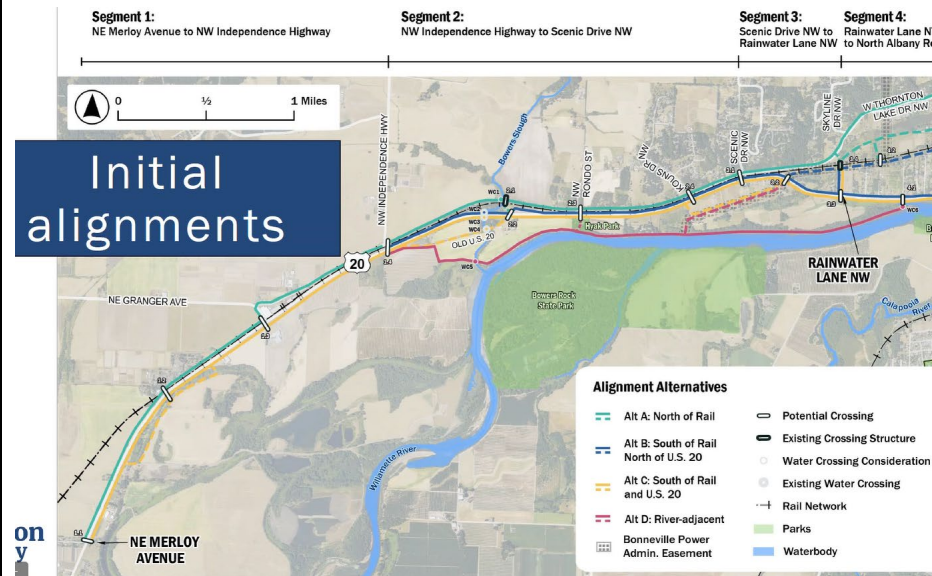
The study area is shown below:



For the process the team is looking at developing evaluation criteria, and then following an initial screening of possible alignments. The step we are currently at in the process is to narrow down the possible alignments.

The criteria looks are project outcomes and feasibility as the two

main criteria for evaluation.



Farcomb shared for the north side alignments, between the rail and highway is not feasible due to Rail Right of way. North of the rail is a possibility, ROW acquisition and steep slopes, however at least one crossing is required.

South Side alignments have notes on the proximity to homes/driveways, floodplains and steep slopes, and at least one highway crossing will be required.

Farcomb shared the following updates on crossings, the grade highway crossing is challenging and may not be feasible. Existing rail crossings are challenging and may not be feasible, New Rail/highway over crossings have high costs and potential impacts.

Farcomb shared outreach results. The purpose was to let the public know the project was going to be happening, and to gather general feedback on community priorities.

Farcomb noted shared the different methods of public awareness which were used. Additionally, an outreach video was created in tangent with this project which was a partnership with Metro East Community Media in Gresham.

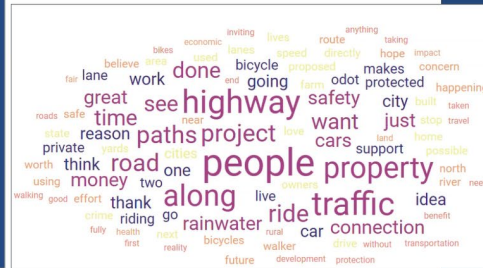
The survey findings found that safety and comfort were some of the highest identified worries for most people.

Other Key Findings include:

Key Findings

- General support for the concept
- Opposition is concentrated around alignment-specific impacts
 - Crime and policing concerns are major barriers
 - Desire for transparent messaging around benefits and alignment-specific tradeoffs
- Safety expectations are high—strong desire for fully separated facility
- Clear next steps and transparency will build trust

Do you have any other thoughts you would like to share?



Next steps include the follow:

	<p>Next Steps</p> <ul style="list-style-type: none"> • Corridor outreach to property owners/residents • Begin advancing design on narrowed set of alternatives • Develop initial recommended alternative • Review alternatives and findings with the community in Spring 2026 • Advance design further, wrap up toward end of 2026 – set stage for construction funding <p>Commissioner Malone inquired how many recommended alternatives there were.</p> <p>Feldmann answered approximately two on for the north side and one for the south side.</p> <p>McGregor asked what options would be considered to cross route 20 and still keep the path for all ages.</p> <p>Farcomb answered an up and over crossing would be the best way to go in order to achieve this goal. Another potential option is an under crossing.</p> <p>Councilor Wilson asked that if at a minimum there will be a requirement for at least one crossing.</p> <p>Councilor McLeod inquired for the grade being adaptable for those in a wheelchair.</p> <p>Farcomb answered all crossings will need to be ADA compliant.</p>	
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	<p>Feldmann shared an alignment screening memo will be available this winter 2025.</p> <p>Dave Rabinowitz, member of the public, shared the following notes in the meeting chat: One of the safest, least disruptive and least costly approaches to crossing the highway is roundabouts, where crossers are crossing only one lane at a time and traffic is temporarily slower.</p> <p>Bicycles are only marginally compatible with pedestrians and e-bikes are only marginally compatible with regular bikes and totally incompatible with pedestrians. How do we handle that issue? In the West Hills Rd. project, the current proposal is separate paths for pedestrians and wheeled vehicles.</p>	
<p>6. Regional Transportation Plan (RTP) Timeline Discussion</p> <p>Action: Presentation</p>	<p>McGregor shared the RTP timeline presentation with the members and guests in attendance. This is the overview for the RTP 2050 Process. The RTP is updated every 5 years, with multiple outreach events for public comments and feedback.</p> <p>The RTP has the following requirement factors</p>	

RTP Requirements – 12 Factors



The metropolitan transportation plan shall include:

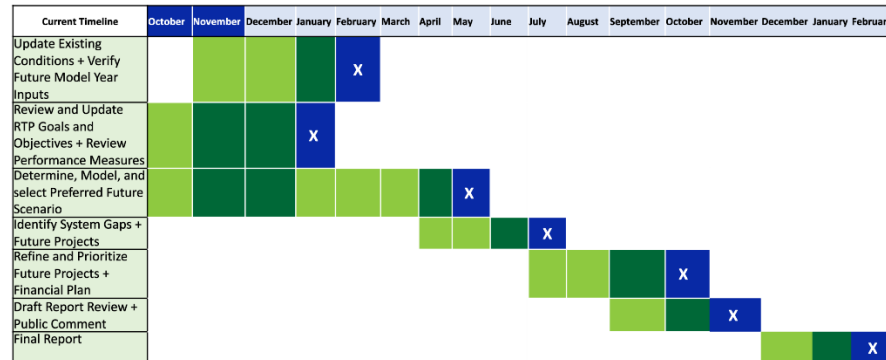
1. Current/projected transportation demand
2. Existing/proposed transportation facilities
3. Description of performance measures used
4. System performance report
5. Strategies to improve existing facilities
6. Consideration of congestion management process
7. Assessment of capital investment/strategies for preservation
8. Must consider role of transit, especially for intercity travel
9. Proposed projects shall be financially constrained
10. Discussion of potential environmental mitigation
11. Financial plan showing adopted plan can be implemented
12. Pedestrian and Bicycle transportation in accordance with 23 USC 217(g)



McGregor shared the scope of work for the goals and objectives.
For Tasks 1 through Task 7.

McGregor shared the RTP Timeline as follows:

RTP Timeline



12

7. RTP Goals and Objectives Approval

For AAMPO's RTP Goals and adjectives Councilor McLeod moved to approve attachment D1. Commissioner Malone

For AAMPO's RTP Goals and adjectives

<p>(Attachments D1 and Attachment D2)</p> <p>Action: Discussion and Decision</p>	<p>seconded. The motion carried successfully.</p> <p>Daineal Malone voted in favor. Andrew Potts voted in favor. Greg Jones voted in favor. Councilor Carolyn McLeod voted in favor. Christine Hildebrandt voted in favor. Commissioner Pat Malone voted in favor.</p> <p>For CAMPO's RTP Goals and Objectives Councilor John Wilsone moved to approve. Commissioner Malone seconded. The motion carried successfully.</p> <p>Councilor John Wilson voted in favor. Chris Workman voted in favor. Councilor Jan Napack voted in favor. Commissioner Pat Malone voted in favor. Christine Hildebrandt voted in favor.</p> <p>Both sets for RTP Goals and Objectives were approved.</p> <p>Councilor Napack asked if there were ways to measure these items.</p> <p>Ketchum answered there are performance measures baked into the plan to do so.</p>	<p>Councilor McLeod moved to approve attachment D1. Commissioner Malone seconded. The motion carried successfully.</p> <p>For CAMPO's RTP Goals and Objectives Councilor John Wilsone moved to approve. Commissioner Malone seconded. The motion carried successfully.</p>
<p>8. RTP Priority Corridors Approval</p> <p>(Attachment E)</p> <p>Action: Update and Discussion</p>	<p>McGregor shared attachment E the RTP Corridors which were discussed last month.</p> <p>Councilor John Wilson asked for clarification for identifying corridors for potential funding.</p> <p>McGregor confirmed it does help to have projects identified in the RTP when applying for federal and state funding. Narrowing it down to corridors is more useful as well. AAMPO and CAMPO</p>	<p>Councilor McLeod moved to approve of the AAMPO RTP Corridors. Commissioner Malone seconded. The motion carried with consensus.</p> <p>CAMPO Members will revisit their MPO Priority</p>

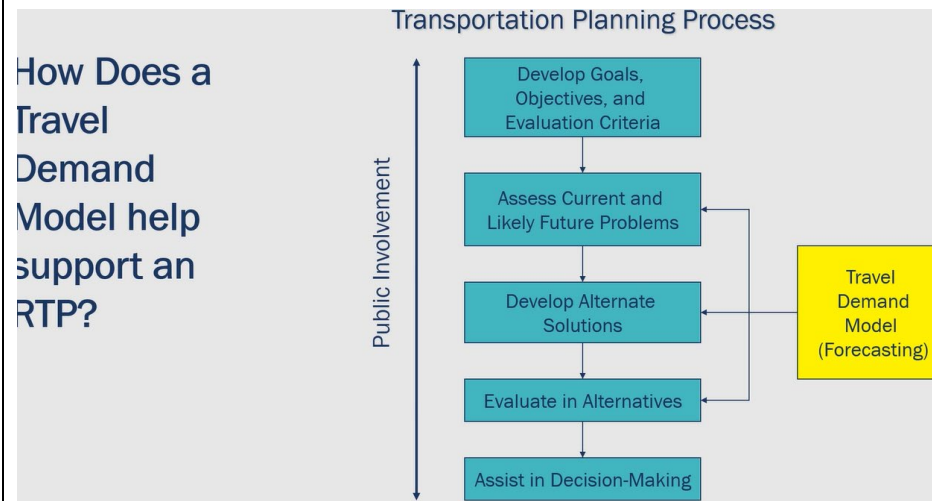
	<p>can apply funding allocations to those identified on the corridors and federally functionally classified roads.</p> <p>Ketchum noted to have a joint plan, there needs to be shared corridors between the two MPO regions.</p> <p>Councilor McLeod moved to approve of the AAMPO RTP Corridors. Commissioner Malone seconded. The motion carried with consensus.</p> <p>Daineal Malone voted in favor. Andrew Potts voted in favor. Greg Jones voted in favor. Councilor Carolyn McLeod voted in favor. Christine Hildebrandt voted in favor. Commissioner Pat Malone voted in favor.</p> <p>Greg Gescher asked about the underline criteria for selecting these routes. As Walnut has weight limitations that limit the ability for freight to use this route. Additionally, the western portion for Circle Blvd. also has weight limits.</p> <p>Chris Workman noted that 13th Street to connect Chappel up to HWY 20 needs to be added. As it's a freight route designated in Philomath's TSP's and it's in Benton County's TSP too. There was consensus to bring this item back to the CAMPO TAC for review and approval.</p> <p>Gescher asked if these priority routes were established prior to circle being extended to Harrison.</p> <p>Ketchum noted they were drafted from the previous RTP and should be updated with the current connections.</p> <p>CAMPO will revisit these items during the January meetings.</p>	<p>Corridors for approval during their January meetings.</p>
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9. RTP Preferred Scenario Discussion

Alex Bettindardi with ODOT's Transportation Analysis Unit shared a presentation on the Regional Transportation Plan (RTP) Preferred Scenario Discussion and Adoption.

This presentation will cover a quick background and the analytical tools and process supporting RTP. Along with Prior RTP Scenarios.

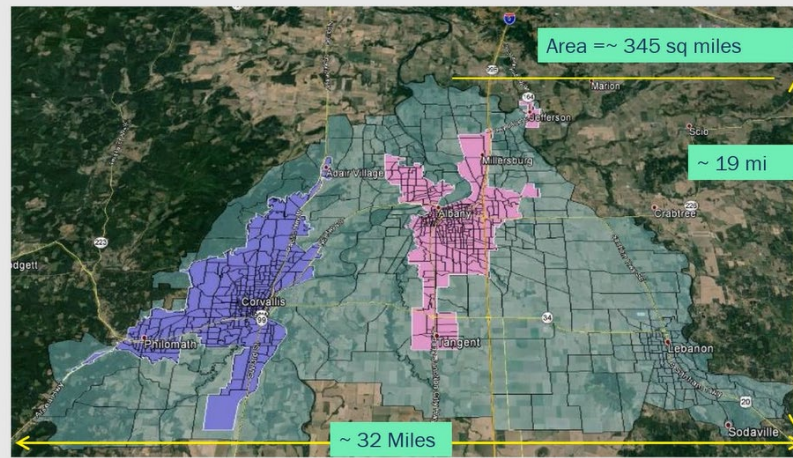
Bettinardi shared what the Urban Travel Demand model is and what it pairs with Land use, spatial iterations and the transportation networks.



The following is an image of the CALM Model:

What is the Corvallis/Albany/Lebanon Model

Model Extent



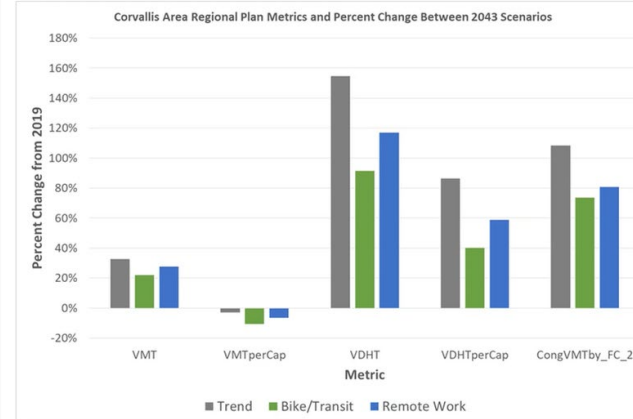
Bettinardi shared an example travel day from a participant in the model.

As well as the main scenarios that were run through the two MPOs. These were a trend scenario, and Increased Transit + Increased walking and biking scenario along with State and Federal Policies Scenario.

Prior RTP Metrics and Findings



Figure 28: Model Scenarios and Metric Comparison



Oregon Modeling Statewide Collaborative Activity-Based Models

Oregon's Next Generation of Transportation Forecasting Models



BETTINARDI Alexander O * Alex (External)

Expanded Functionality for Key Policy Areas

Policy Topic	Trip-Based Models	Activity-Based Models
Traditional highway projects	Good	Good
Transit expansion projects	Good	Superior
Bike/walk planning	Fair	Superior
Transportation related climate/greenhouse gas analysis	Good	Superior
Travel pricing (such as high occupancy toll lanes and road use fees)	Fair	Superior
Equity (including the effects of policies and investments on disadvantaged populations)	Fair	Superior
Analysis Suitability:	Superior	Good

<https://www.oregonmodels.org/documents>

The new models will use an activity based model with a starting point of representing individuals rather than trip-based models.

10. OCWCOG/MPO funded presentation

Due to Time constraints this meeting topic will be moved to individual board meetings in the new year.

11. Other Business:	<p>McGregor shared MPO Staff will be working on the UPWP building for the next year. The largest change will be added to the RTP work.</p> <p>Ketchum shared for the CAMPO side; there will need to be a larger conversation on bike counts in inclusion of the RTP Work.</p> <p>Ketchum shared a quick shout out to the 99 Vine which is now open from McMinnville to Eugene, with multiple services stops. It is 4 times a day free service. This pilot is alive for the next six months. It's a free way to get to the Eugene airport as well.</p> <p>Christine Hildebrant with ODOT shared the Jefferson bridge project and was completed 6 months ahead of schedule. VanBuren is still on the schedule and should be completed before the end of next year.</p> <p>Danieal Malone noted the alternate for the Policy Board will be changed from Daineal to Amy Ramsdale.</p> <p>Councilor Napack, shared for the city of Corvallis has launched its SW Corvallis plan, transportation is one of their top priorities and is inclusive of Hwy 20, there were around 170 in attendance in this meeting.</p>	
12. Adjournment	The next meeting will be in January after the New Year.	<p>The Joint Policy Board meeting was adjourned at 5:36 pm by AAMPO TAC Chair Chris Cerklewski.</p>

MEMORANDUM

Albany Area Metropolitan Planning Organization

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



Date: January 28, 2026
To: AAMPO Policy Board
From: Billy McGregor, AAMPO Staff
Re: Scenarios Discussion for the AAMPO-CAMPO RTP

Action Requested

Review of past scenarios and discussion regarding jurisdictional transportation concerns needing analysis by ODOT's Transportation Planning & Analysis Unit (TPAU).

Overview

The purpose of this memorandum is to facilitate discussion regarding the regional AAMPO and CAMPO Scenarios, as shown in Table 1. Currently the AAMPO TAC has not decided on any recommendations for the AAMPO Policy Board.

Scenario 1. Trend Scenario
This scenario serves as the baseline to measure outcomes against and assumes nominal transit investment over 20 years.
Assumptions: <ul style="list-style-type: none"> i. No significant capacity projects (i.e. highway widening), as confirmed by the Financial Constrained project list in each local member Transportation System Plan. ii. Projects currently funded on the MPO's MTIP are included. iii. Conditions based on adopted land use plans are included.
Scenario 2. Increased Transit + Increased Biking Scenario
This scenario would increase transit and the attractiveness of walking and bicycling.
Assumptions: <ul style="list-style-type: none"> i. Transit service would reflect the recently re-designed Albany Transit System, as shown in the Service Development Plan. ii. All routes will have 15 minute frequencies. iii. The bicycle network has an increased level of comfort, illustrating a broader population willing to travel by bike.
Scenario 3. State and Federal Policies Scenario
This scenario focuses on changes that align with trends in state and federal policies, including DLCD's Climate Friendly and Equitable Community Rulemaking effort which focuses on meeting our State's climate pollution reduction goals. This scenario will model increased barriers to single occupancy vehicle use, such as road usage fees/taxes and parking fees.
Assumptions: <ul style="list-style-type: none"> i. The State of Oregon initiates a pay per mile fee beginning in 2027 for all model year vehicles 2028 and newer, equivalent to a rate of 1.9 cents per mile.

MEMORANDUM

Albany Area Metropolitan Planning Organization

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



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|--|
| ii. The Climate Friendly Areas establish a higher land use density in specific zones across the city of Albany, implementing the CFEC rulemaking approved in 2022. |
|--|

Scenario 4. <i>Transit/Bike Investment and CFA</i>

This scenario combines Scenario 2 and 3 above, to represent the most likely and desirable future state as discussed by the Technical Advisory Committee and Policy Board.

Assumptions:

- | |
|--|
| i. Scenario 2 and Scenario 3 are both implemented. |
|--|

Previous Scenario Findings

The previous RTP Scenarios data tables are shown, beginning on the next page, across four data tables. It is important to note that the previous scenarios outputs were generated using the trip based model whereas this new RTP will utilize the activity based modeling approach as described by ODOT's TPAU at the joint MPO December meeting.

Next Steps/Action

The previous RTP Scenarios may or may not still be valid as a several year snapshot of a twenty year planning process. Should the previous scenarios be changed, focus on different elements of the same theme, or can they be selectively carried forward?

It is expected that the AAMPO TAC & Policy Board in coordination with the CAMPO TAC & Policy Board will develop/determine what goals the scenarios will attempt to describe. With this TPAU should be submitted 3-4 scenarios to model. From these model outputs the TAC and Policy Boards will recommend and decide on their preferred scenario by which projects should be prioritized against.

MEMORANDUM

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Scenario 1 - Trend Scenario			
Metric	Unit	2019	2043
VMT	Daily All vehicle roadway VMT	1,092,280.0	1,505,262.0
VMTperCap	Daily All vehicle roadway VMT/capita	17.3	17.5
VDHT	Delay hours (PM Peak)	692.0	1,505.0
VDHTperCap	Annual delay hours per Capita (PM Peak)	4.0	6.4
CongVMTby_Collector	Congested Roadway VMT (PM Peak)	411.0	3,602.0
CongVMTby_Freeway	Congested Roadway VMT (PM Peak)	0	15,030.0
CongVMTby_Local	Congested Roadway VMT (PM Peak)	43.0	129.0
CongVMTby_Minor Arterial	Congested Roadway VMT (PM Peak)	2,193.0	4,744.0
CongVMTby_Principal Arterial	Congested Roadway VMT (PM Peak)	1,546.0	8,123.0
CongVMTby_Ramp	Congested Roadway VMT (PM Peak)	958.0	1,052.0
Mode Split - All Trips		Sums to 100%	
Bike		5	5
Drive Alone		42	41
Shared Ride		45	46
Transit		1	1
Walk		8	7
Mode Split - Journey to Work		Sums to 100%	
Bike		2	2
Drive Alone		86	86
Shared Ride		10	10
Transit		0	1
Walk		2	2

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Scenario 2 - Increased Transit, Walking, and Biking Scenario			
Metric	Unit	2019	2043
VMT	Daily All vehicle roadway VMT	1,092,280.0	1,437,692.0
VMTperCap	Daily All vehicle roadway VMT/capita	17.3	16.8
VDHT	Delay hours (PM Peak)	692.0	1,262.0
VDHTperCap	Annual delay hours per Capita (PM Peak)	4.0	5.4
CongVMTby_Collector	Congested Roadway VMT (PM Peak)	411.0	3,181.0
CongVMTby_Freeway	Congested Roadway VMT (PM Peak)	0	14,935.0
CongVMTby_Local	Congested Roadway VMT (PM Peak)	43.0	45.0
CongVMTby_Minor Arterial	Congested Roadway VMT (PM Peak)	2,193.0	3,516.0
CongVMTby_Principal Arterial	Congested Roadway VMT (PM Peak)	1,546.0	4,326.0
CongVMTby_Ramp	Congested Roadway VMT (PM Peak)	958.0	886.0
Mode Split - All Trips		Sums to 100%	
Bike		5	15
Drive Alone		42	36
Shared Ride		45	41
Transit		1	1
Walk		8	7
Mode Split - Journey to Work		Sums to 100%	
Bike		2	16
Drive Alone		86	75
Shared Ride		10	7
Transit		0	1
Walk		2	1

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Scenario 3 - State and Federal Policies Scenario			
Metric	Unit	2019	2043
VMT	Daily All vehicle roadway VMT	1,092,280.0	1,454,682.0
VMTperCap	Daily All vehicle roadway VMT/capita	17.3	17.4
VDHT	Delay hours (PM Peak)	692.0	1,351.0
VDHTperCap	Annual delay hours per Capita (PM Peak)	4.0	5.9
CongVMTby_Collector	Congested Roadway VMT (PM Peak)	411.0	3,181.0
CongVMTby_Freeway	Congested Roadway VMT (PM Peak)	0	15,879.0
CongVMTby_Local	Congested Roadway VMT (PM Peak)	43.0	43.0
CongVMTby_Minor Arterial	Congested Roadway VMT (PM Peak)	2,193.0	3,880.0
CongVMTby_Principal Arterial	Congested Roadway VMT (PM Peak)	1,546.0	5,608.0
CongVMTby_Ramp	Congested Roadway VMT (PM Peak)	958.0	1,158.0
Mode Split - All Trips		Sums to 100%	
Bike		5	5
Drive Alone		42	40
Shared Ride		45	43
Transit		1	1
Walk		8	11
Mode Split - Journey to Work		Sums to 100%	
Bike		2	2
Drive Alone		86	83
Shared Ride		10	9
Transit		0	1
Walk		2	5

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Scenario 4 - Increased Transit, Walking, and Biking Scenario + State and Federal Policies Scenario			
Metric	Unit	2019	2043
VMT	Daily All vehicle roadway VMT	1,092,280.0	1,393,145.0
VMTperCap	Daily All vehicle roadway VMT/capita	17.3	16.7
VDHT	Delay hours (PM Peak)	692.0	1,144.0
VDHTperCap	Annual delay hours per Capita (PM Peak)	4.0	5.0
CongVMTby_Collector	Congested Roadway VMT (PM Peak)	411.0	2,939.0
CongVMTby_Freeway	Congested Roadway VMT (PM Peak)	0	15,754.0
CongVMTby_Local	Congested Roadway VMT (PM Peak)	43.0	42.0
CongVMTby_Minor Arterial	Congested Roadway VMT (PM Peak)	2,193.0	2,511.0
CongVMTby_Principal Arterial	Congested Roadway VMT (PM Peak)	1,546.0	3,224.0
CongVMTby_Ramp	Congested Roadway VMT (PM Peak)	958.0	1,025.0
Mode Split - All Trips		Sums to 100%	
Bike		5	16.0
Drive Alone		42	35.0
Shared Ride		45	38.0
Transit		1	1.0
Walk		8	10.0
Mode Split - Journey to Work		Sums to 100%	
Bike		2	19
Drive Alone		86	70
Shared Ride		10	7
Transit		0	1
Walk		2	3

MEMORANDUM

Albany Area Metropolitan Planning Organization

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Date: January 28, 2026
To: AAMPO Policy Board
From: Billy McGregor, AAMPO Staff
Re: Draft Goals for the AAMPO-CAMPO RTP

Action Requested

Comments on Draft Goals for the AAMPO CAMPO Regional Transportation Plan (RTP) focused on the need to provide better interjurisdictional transportation network support.

Overview

The purpose of this memorandum is to provide a draft version of potential regional AAMPO and CAMPO Goals, as shown in Table 1. It was reviewed by the AAMPO TAC at the January 15, 2026 meeting with edits being suggested and reflected in this version.

Table 1. Draft Goals

Safety, Health, and Usability*	Improve interjurisdictional networks that support active transportation modes (walk, bike, rolling, transit, etc) and are accessible for a variety of users of different abilities.
Safety, Health, and Usability	Improve regional interjurisdictional networks to better accommodate the variety of transportation travel modes, providing space along main thoroughfares where necessary and parallel networks where able.
Infrastructure Resiliency	Harden regional infrastructure to ensure connectivity in the event of a manmade or natural disaster.
Infrastructure Resiliency*	Provide multimodal options so that in a shutdown or loss event of one or more the system can still provide connectivity.
Economic Accessibility	Ensure a variety of levels of service provided by main regional networks that effectively connect people to work, services, and leisure destinations.
Economic Mobility*	Provide multiple options for regional transit and transportation users to access, distributing peak traffic volumes across multiple modes ensuring cost and congestion savings for network users of all types.

*Option is the preferred choice of AAMPO TAC, 1/15/2026

Justification and Development

The draft goals presented in Table 1. were pulled from recurring themes in both of the existing AAMPO and CAMPO RTP Goals. The goals for this are intended to apply to the interjurisdictional routes that connect the cities and counties of the two MPO areas.

State Fiscal Year 2027 Unified Planning Work Program (UPWP)

July 1, 2026 – June 30, 2027



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

Adopted April XX, 2026

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. 26-01

**FOR THE PURPOSE OF APPROVING THE SFY 2027 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 SFY 2027, 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 SFY 2027;

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the Albany Area MPO approves the SFY 2027 Albany Area Unified Planning Work Program and its associated budget.

Dated on this April XX, 2026

APPROVED:

Commissioner Patrick Malone, Policy Board Chair

Albany Area MPO

ATTESTED:

Matthew Lehman, CED Director

Albany Area MPO

ABOUT THE ALBANY AREA METROPOLITAN PLANNING ORGANIZATION

Policy Board

Carolyn McLeod	City of Albany
Patrick Malone	Benton County
Walt Perry	City of Jefferson
Roger Nyquist	Linn County
Ray Hunt	City of Millersburg
Greg Jones	City of Tangent
Darrin Lane	Citizens' Representative
Christine Hildebrandt	Oregon Department of Transportation

Technical Advisory Committee (TAC)

Chris Cerklewski	City of Albany
Gary Stockhoff	Benton County
Kyle Ward	City of Jefferson
Daineal Malone	Linn County
Andrew Potts	City of Millersburg
Joe Samaniego	City of Tangent
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)

AAMPO Staff

Billy McGregor	Transportation Planner
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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 6, 2013. This region includes the cities of Jefferson, Millersburg, Albany, and Tangent, and parts of Benton, Linn, and Marion counties.

AAMPO is governed by an eight 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 three-year contract with the Policy Board, provides administrative services, fiscal 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 2027 UPWP demonstrates how AAMPO will fulfill these requirements between July 1, 2026 and June 30, 2027.

Any changes following the approval of this UPWP document will be approved via the Technical Advisory Committee and Policy Board review and subsequent re-adoption.

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 (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) and 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 Statewide Transportation Improvement Plan (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: https://www.ocwcog.org/wp-content/uploads/2025/04/FINAL-Joint-PPP_2024-25_4.9.25.pdf 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 14-day comment period, from April XX – April XX, 2026, prior to a decision by the Policy Board to adopt the UPWP
- Providing public comment opportunities at all monthly 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

Title VI Complaints Procedure

Any person who believes they—or with a specific class of persons—were subjected to discrimination on the basis of race, color, or national origin in the programs and activities of a Federal-aid Recipient may file a Title VI complaint.

FHWA Division Offices do not investigate Title VI complaints. Likewise, Recipients, such as State DOTs, and Subrecipients do not investigate complaints filed against themselves. Finally, FHWA is responsible for all decisions regarding whether a complaint should be accepted, dismissed, or referred to another agency. With this understanding, complaints should be routed in the following ways:

- All complaints should be routed to the FHWA Headquarters Office of Civil Rights (HCR) for processing. HCR is responsible for all determinations regarding whether to accept, dismiss, or transfer Title VI complaints filed against State DOTs or Subrecipients of Federal financial assistance.
- Complaints should be forwarded from the initial receiving agency through the Federal-aid highway oversight hierarchy until the complaint reaches HCR. For example, if a complaint is filed with a Subrecipient City, that receiving agency should forward the complaint to the State DOT, which should forward the complaint to the State's FHWA Division Office, which should forward the complaint to HCR. If a complaint is filed with a State DOT, then the State DOT should forward the complaint to the State's FHWA Division Office, which should forward the complaint to HCR.
- State DOTs and Subrecipients must log all complaints received.

When HCR decides on whether to accept, dismiss, or transfer the complaint, HCR will notify the Complainant, the FHWA Division Office, State DOT, and Subrecipient (where applicable). Complaints may also be sent to HCR directly at:

Postal Mail	Federal Highway Administration U.S. Department of Transportation Office of Civil Rights 1200 New Jersey Avenue, SE 8th Floor E81- 105 Washington, DC 20590
Email	CivilRights.FHWA@dot.gov
Fax	202-366-1599
Questions?	202-366-0693

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, Greenhouse Gas (GHG) Emissions, 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 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 Surface Transportation Block Grant Program (STBG) project selection, which consists of predominantly resurfacing projects. Resurfacing often presents opportunities to expand shoulders for bike lanes, improve crosswalks, and reduce 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, staff 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. ODOT's adopted FHWA performance management areas, measures, and targets for Oregon DOT can be found at: <https://www.oregon.gov/ODOT/PerformMang/Documents/FHWA%20Performance%20Management%20Area%20Targets.pdf>

Performance Measure Adherence	Current Status	Next Update
Transportation Safety	Supported ODOT's Measures, January 2018	2026*
Bridge and Pavement	Supported ODOT's Measures, November 2018	2026*
Transportation System	Supported ODOT's Measures, November 2018	2026*
Transit Performance Measures	PTASP Adopted August 2020, updated early 2022	Annual Review

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

Status of AAMPO and Regional Transportation Documents

Key Documents	Current Status	Next Update
AAMPO Regional Transportation Plan (RTP)**	Adopted November 2023	May 2028*

SFY 2024-2027 Metropolitan Transportation Improvement Program (MTIP)	Adopted June 2023	June 2026
SFY27 Unified Planning Work Program	Adoption scheduled for April 2026	January 2027
Joint Title VI Plan	Updated/Adopted in October 2024	October 2027
Joint Public Participation Plan	Updated/Adopted in April 2025	April 2027
Other Documents	Current Status	Next Update
Benton County Transportation System Plan	Adopted March 2019	-
Bicycle & Pedestrian Plan	Adopted April 22, 2023	-
Linn County Transportation System Plan	Adopted in 2018	-
Albany Transportation System Plan	Adopted February 2010	In Progress 2026
Albany Transit Development Plan	Approved May 2018	-
Jefferson Transportation System Plan	Approved in June 2022	-
Tangent Transportation System Plan	Adopted in 2026	
Millersburg Transportation System Plan	Adopted December 2016	Planned 2024-27

*February 2027, AAMPO and Corvallis Area MPO (CAMPO) as of this document are working on a unified RTP.

**AAMPO and CAMPO are intending to adopt unified plans.

Annual and Semiannual Reporting

AAMPO's SFY26 accomplishments as described in the Annual Report, occurring between July 1, 2025 and June 30, 2026, can be found on the AAMPO webpage at <https://www.ocwcog.org/transportation/aampo/aampo-plans-programs/> under the Plans, Projects, Programs, and Pages subsection.

Annual reporting for the previous fiscal year is due to ODOT by July 31.

Semi-annual reporting for the period of July 1 to December 31 is due to ODOT in January.

SECTION III: 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 or other applicable national conference.
 - The Oregon Chapter of the American Planning Association conference .
 - Technical trainings offered by OSU and other state entities as available.
 - Other local or regional gatherings or trainings as available, including the Oregon Active Transportation Summit, the Oregon Transportation Options Conference, etc.
 - Attend City of Albany Transportation Advisory Commission meetings.
- 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 Statewide Collaborative (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 DOT Order 5610.2(a).
- Coordinating regional transportation projects within the Albany Area MPO.

Product: *Regular meetings of the MPO Policy Board and Technical Advisory Committee, an up-to-date website, and an AAMPO presence at regional and state meetings, MPO coordination with local, state and federal plans.*

Schedule: *Task is ongoing throughout 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, including adding all MPO designation documents. Consider updating website to more accessible version.
- Attending organizational and personnel-related meetings.
- Creation and maintenance of an MPO continuity of operations binder.

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 throughout 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 in conjunction with Task 310.
- Reviewing the Public Participation Plan in conjunction with Task 310, and updating to include enough specificity that members of the public can clearly know the duration of comment periods for each MPO document or change, and how to best access the information.
- Developing the SFY28 Unified Planning Work Program and budget, and subsequent approval.
- Amending the current (FY27) Unified Planning Work Program as needed.
- Additional review of a wide range of planning documents needed for the 2027 Joint MPO RTP.

Product: *An SFY28 UPWP that outlines the work program and budget for the coming year. Amendments to required federal planning documents as needed.*

Schedule: *Task is ongoing throughout the fiscal year.*

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, including education on the Corvallis Albany Lebanon Model by

TPAU when requested.

- Walking, bicycling, and transit tours of the AAMPO planning area.
- Providing TAC and Policy Board monthly grant opportunity updates when applicable.
- Transportation oriented speaker series (may be done in conjunction with CAMPO and local jurisdictions).

Product: Materials and events to educate new members and the general public about MPO functions and transportation planning principles.

Schedule: Task is ongoing throughout the fiscal year.

TASK 100: PROGRAM MANAGEMENT	
Task Component	SFY27
110: MPO Operation	\$50,000
120: MPO Administration	\$30,000
130: Annual Document Review	\$25,000
140: MPO Education and Training	\$2,500
Total	\$107,500

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: Technical Assistance to Communities

AAMPO is continually working to better serve the communities of Albany, Jefferson, Millersburg, and Tangent, as well as Benton and Linn counties. Understanding that many cities are understaffed and/or overworked, the MPO proposes 40 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:

- Grant readiness and fundraising support services including but not limited to grant prospecting, review, and consulting.
- Transportation Scoping Studies.
- Bicycle/Pedestrian/Vehicle Count Analysis.
- Transportation System Plan Project Identification.
- Conceptual Design/Best Practice Recommendation.

Product: 240 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 220: AAMPO – CAMPO Joint Regional Transportation Plan Development

The Albany Area MPO’s Regional Transportation Plan (RTP) was last updated in 2023 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 2028, but will be completed one year earlier to align with the CAMPO RTP timeline requirement. AAMPO staff began prepping for the update process in 2026, assisting ODOT’s Transportation Planning and Analysis Unit (TPAU) with transportation model updates. Initial conversations about the RTP update began in winter of 2025 with a discussion of RTP scope and new RTP vision and goals. Staff intend to work on the RTP throughout FY26-27, 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 2027.

Schedule: Completion predominantly in 1st and 2nd quarter, with final approval by 3rd quarter of FY27.

Task 230: Regional Count Program

Work with the Corvallis Area MPO (CAMPO) staff to run a program using shared methodology and equipment to perform AAMPO region multi-modal (cyclist and pedestrian) counts as requested. Work with City of Albany and Linn County partners to assist AAMPO members with traffic counts (vehicle) upon request. Equipment purchase

funds represented in Task 500.

- Staff time calculated at 3 hours per deployment (1.5 each for setup/takedown) with time allocated for up to 6 deployments as directed by the AAMPO Staff or TAC.
- Data processing per deployment as requested by the AAMPO TAC/Policy Board averaging 4 hours per deployment.

Product: A joint MPO process for deploying mobile counters and the ability to fulfill requests for collecting count data by AAMPO members. Funds set aside for potential purchase of one additional mobile counter.

Schedule: Task is ongoing throughout the fiscal year.

Task 240: **Safety and Active Transportation Planning Support**

The jurisdictions within AAMPO continue to elevate safety and active transportation as a priority, as reflected by a series of awarded funding for activities in the area, and a renewed interest in public outreach and engagement on these topics. This includes multi-use path planning support, with proposals connecting Corvallis and Albany, Albany and Millersburg, etc.

Task partners include the AAMPO members, ODOT, and the Oregon Cascades West Council of Governments' Transportation Options program, among others.

Support activities include:

- Participating in advisory group meetings on relevant topics.
- Coordinating with local, state, federal and nonprofit organizations on active transportation and safety topics.
- Generating original research or policy to support projects.
- Public outreach and engagement on specific projects, like a public open house, or general themes, such as bicycle safety.
- Participating in larger public events or campaigns, such as Corvallis Open Streets, in conjunction with Task 310.

Product: Technical assistance on relevant topics, meeting participation, and public engagement activities.

Schedule: Task is ongoing throughout the fiscal year expected to extend into subsequent fiscal years.

TASK 200: LONG RANGE TRANSPORTATION PLANNING	
Task Component	SFY27
210: Technical Assistance to Communities	\$30,000
220: AAMPO-CAMPO Joint RTP	\$10,000
230: Regional Count Program	\$15,000
240: Safety and Active Transportation Planning Support	\$10,000
Total	\$84,000

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 Collaboration

As the greater Albany-Corvallis region grows in both population and employment, there will be increased stress on the major commuter routes throughout the region. This task allocates money towards collaboration with the Corvallis Area MPO (CAMPO) to address regional travel demand and alignment of programs. These specific tasks include, but are not limited to:

- Hosting joint TAC and Policy Board meetings.
- Attend CAMPO TAC and Policy Board meetings.
- Aligning and updating key documents to reduce agency redundancy.
- Planning for regional freight connections and subsequent improvements.
- Exploring funding opportunities for local transportation project implementation.
- Continuing to study and work to modernize regionally significant corridors, such as highways 20 and 34.
- Additional collaboration work needed for the 2027 Joint MPO RTP.

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, shared work products, including core plans.

Schedule: Task is ongoing throughout the fiscal year.

Task 320 – Local Transit Planning Support

As increased funding for transit leads to expansion of Albany Transit System, AAMPO provides support for ongoing planning activities, including service design and service analysis. With the design of the Transit Operations Facility (TOF) which will support both Albany Transit and Linn Benton Loop, increased collaboration is expected. With transitions to electric fleets, Albany Transit is also in need of an electric bus fleet transition plan, which will be completed under this task. In SFY26, AAMPO worked with Albany Transit System to update the Public Transit Agency Safety Plan (PTASP) from the adopted FY21 plan, and updated FY25/6. As that document requires review once a year, that will be incorporated into this task.

- Yearly document review of PTASP.
- Continued ZEV Support including application to ODOT's Zero Emission Technical Assistance (ZETA) Program.
- Upkeep and changes to ATS Implementation Strategy with Nelson/Nygaard.

Products: Technical assistance as needed to Albany Transit System. 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: Linn-Benton Loop Support

The purpose of this task item is to capture AAMPO staffing support for the Linn-Benton Loop Governing Board and Technical Advisory Committee (TAC). Additional aspects include serving on the Loop TAC and as the liaison between the AAMPO Policy Board and Linn-Benton transit service. AAMPO will continue to assist in the implementation of the Linn-Benton Loop Service Development Plan.

Product: Staffing support and technical assistance to the Linn-Benton Loop; information dissemination from state and federal partners.

Schedule: Task is ongoing throughout the fiscal year.

Task 340: Travel Model Coordination

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 AAMPO and CAMPO.

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 Statewide Collaborative (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 OMSC and OHAS meetings, providing input and feedback on the OHAS effort.

- Meet with TPAU every two months to review requests for CALM data from external entities (businesses/governments/etc).

Product: Up to date regional travel demand model, active participation in OHAS/OMSC meetings.

Schedule: Task is ongoing throughout the fiscal year.

TASK 300: INTER-REGIONAL TRANSPORTATION PLANNING	
Task Component	SFY27
310: CAMPO Collaboration	\$30,000
320: Local Transit Planning Support	\$10,000
330: Linn-Benton Loop Support	\$15,000
340: Travel Model Coordination	\$10,000
Total	\$65,000

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 SFY24-27 MTIP and STIP documents. The amendments are generally initiated either by member jurisdictions or by ODOT.

Product: Up-to-date FY24-27 MTIP document. Transition from FY24-27 to FY27-30 MTIP in October 2026.

Schedule: Task is ongoing throughout the fiscal year.

420 – FY 2027-2030 MTIP Development

A new Statewide Transportation Improvement Program is expected to be adopted in 2027, the process to develop the MTIP begins in 2026. 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: 2027-2030 MTIP/STIP.

Schedule: Work in the MTIP is expected to commence in April 2026 and wrap up in late 2026/early 2027.

TASK 400: TRANSPORTATION PROGRAMMING	
Task Component	SFY27
410: MTIP Amendments	\$10,000
420: FY 2027-2030 MTIP Development	\$10,000
Total	\$20,000

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: 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 520: RTP External Costs

An estimate of funds needed for RTP contractor costs.

- Estimated \$20,000 for project scoping costs.
- Estimated \$5,000 for document review.

Product: Finalized RTP.

Schedule: Approval timeline set for February 2027.

Task 530: Task 230 Equipment Costs

An estimate of funds needed for equipment purchase. Equipment provider could include Eco Counter or *Insert Vendor Name*.

Product: Traffic count equipment for Task 230.

Schedule: No purchase timeline, estimated start October 2026.

TASK 500: Special Projects	
Task Component	SFY27
510: Special Project Pool	\$94,348
520: RTP External Costs	\$25,000
530: Task 230 Equipment Costs	\$6,000
Total	\$125,348

*Note, This amount is determined in March 2025.

SECTION IV: BUDGET SUMMARY

The following budget tables detail the planned activities for State Fiscal Year 2026-2027. In addition, a breakdown of expenses and funding sources is provided.

SFY27 Budget by Subtask

Task	FY27 Amount	FY26 Amount	Dollar Change	Percent Change
TASK 100: Program Management	\$107,500	\$141,250	(\$33,750)	-31%
110: MPO Operation	\$50,000			
120: MPO Administration	\$30,000			
130: Annual Document Review	\$25,000			
140: MPO Education and Training	\$2,500			
TASK 200: Long Range Transportation Planning	\$84,000	\$52,500	\$31,500	38%
210: Technical Assistance to Communities	\$24,000			
220: AAMPO-CAMPO Joint RTP	\$50,000			
230: Regional Count Program	\$5,000			
240: Safety and Active Transportation Planning Support	\$5,000			
TASK 300: Inter-Regional Transportation Planning	\$65,000	\$75,000	(\$10,000)	-15%
310: CAMPO Collaboration	\$30,000			
320: Local Transit Planning Support	\$10,000			
330: Linn-Benton Loop Support	\$15,000			
340: Travel Model Coordination	\$10,000			
TASK 400: Transportation Programming	\$20,000	\$10,000	\$10,000	50%
410: MTIP Amendments	\$10,000			
420: FY 2027-2030 MTIP Development	\$10,000			
TASK 500: Special Projects	\$125,348	\$93,421	\$31,927	25%
510: Special Project Pool	\$94,348			
520: RTP External Costs	\$25,000			
530: Task 230 Equipment Costs	\$6,000			
540: Corvallis-Albany Path Gap Study, Rainwater-N Albany Rd*				
550: Riverside Dr Study*				
TOTAL	\$401,848.35	\$372,171.13	\$29,677	7%

Note: \$401,848.35 is the SFY27 funding amount provided by ODOT on November 12, 2025.

*Details TBD

SFY27 Budget by Fund Source

The Infrastructure and Investment Jobs Act (IIJA) created a new requirement that 2.5% of planning funds must be spent towards creating safe and accessible transportation options. This set aside must be clearly identified in

metropolitan work plans. These funds are labeled in the table below under Safe and Accessible Transportation Options, or SATO. These funds do not require a local match.

Task	Task Budget Total (Personnel + Non-Payroll + Contracted Staff)	PL Funds	FTA 5303/SATO Funds	PL Match Funds (10.27% from ODOT)	Local Match (5303/SATO) (Funds and In-kind)
Task 100: Program Management	\$115,000	\$103,190	\$0	\$11,811	\$0
Task 200: Long Range Transportation Planning	\$45,000	\$40,379	\$0	\$4,622	\$0
Task 230: Pop Up Infrastructure	\$7,500	\$0	\$7,500	\$0	\$0
Task 300: Inter-Regional Transportation Planning	\$75,000	\$12,438	\$54,860	\$1,424	\$6,279
Task 400: Transportation Programming	\$10,000	\$8,973	\$0	\$1,027	\$0
Task 500: Special Projects	\$239	\$214	\$0	\$25	\$0
Total SFY27 Budget	\$252,739.16	\$165,192.95	\$62,360.16	\$18,907.07	\$6,278.97

*Totals are provided by ODOT, AAMPO is unable to anticipate costs to the cent.

SFY27 Expenses

Cost	Amount	Percent of Total Budget
AAMPO Staff Payroll Expenses	\$187,437	74%
AAMPO Non-Payroll Expenses	\$65,063	26%
Advertising	\$1,000	
Board/Comm/Meeting Expense	\$1,000	
Contract Expense** (OCWCOG & External)	\$10,000	
Copying	\$500	
Dues and Memberships	\$1,000	
Legal Expenses	\$1,000	
Licenses and Fees	\$2,000	
Maintenance and Repair	\$1,000	
Overhead and Administration	\$32,612	
Postage	\$500	
Printing	\$500	
Rent	\$6,451	
Supplies	\$500	
Telephone	\$1,000	
Training	\$4,000	
Travel	\$2,000	
Special Project Pool	\$239	0%
Total*	\$252,739.16	100%

**Contracted task support includes part time work from the COG Transportation Planner as well as technical assistance from external contractors. The special projects pool can be payroll, material or contract expense, and will be approved by the Policy Board prior to expenditure.

*Totals are provided by ODOT, AAMPO is unable to anticipate costs to the cent.

The map displays the AAMPO area, including the cities of Albany, Jefferson, Millersburg, and Tangent. The map shows the city limits of these four cities, as well as the county lines for Benton, Linn, and Marion counties. Major roads, including Interstate 5 (I-5) and State Routes 20, 99E, and 164, are shown. The map also includes a legend, a scale bar (0 to 2 miles), and a north arrow.

AAMPO Area Map

- AAMPO
- City Limits
- Albany
- Jefferson
- Millersburg
- Tangent
- County Line
- Signed Route
- Select Roads

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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. Tangent TSP. Awarded via TGM in 2022, work began in calendar year 2025.
2. Millersburg TSP Update. Update funded via AAMPO Surface Transportation Block Grant (STBG) funds, now known as State Highway Funds (SHF). Funds awarded during the 2024-2027 cycle, no date as of yet for work.
3. Albany TSP Update. Update funded via state CFEC rules, process is expected to begin in calendar year 2026.
4. Corvallis to Albany Path Refinement. Planning and design scheduled for 2025 or 2026. No construction funding identified currently.

Additional projects to use PL Funds listed in Task 500.

APPENDIX C: GLOSSARY OF ACRONYMS

ATS	Albany Transit System
AAMPO	Albany Area Metropolitan Planning Organization
CED	Community and Economic Development Department of OCWCOG
COG	Council of Governments
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
IJA	Infrastructure Investment and Jobs Act
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
PEA	Planning Emphasis Areas
PL Fund	Planning Funds allocated to Metropolitan Transportation Planning activities
RTP	Regional Transportation Plan
ROI	Return on Investment
SATO	Safe and Accessible Transportation Options
Section 5303	FTA's program of financing transit planning activities of MPOs Section
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
STF	Strategic Highway Research Program
STIP	Special Transportation Fund
STBG(P)	Statewide Transportation Improvement Program
TAC	Surface Transportation Block Grant Program
TDP	Technical Advisory Committee
TGM	Transit Development Plan
TIP	Transportation Growth Management
TPAU	Transportation Improvement Program
TSP	Transportation and Planning Analysis Unit of ODOT
UPWP	Transportation System Plan
USC	Unified Planning Work Program
USDOT	United States Code
	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	Complete Streets	Public Involvement	Strategic Highway Network
TASK 100: Program Management			
110: MPO Operation		X	X
120: MPO Administration			
130: Annual Document Review			
140: MPO Education and Training	X		
TASK 200: Long Range Transportation Planning			
210: Technical Assistance to Communities			X
220: AAMPO-CAMPO Joint RTP	X	X	X
230: Regional Count Project Scoping	X		
240: Safety and Active Transportation Planning Support	X	X	
TASK 300: Inter-Regional Transportation Planning			
310: CAMPO Collaboration		X	X
320: Local Transit Planning Support			
330: Linn-Benton Loop Support			
340: Travel Model Coordination			
TASK 400: Transportation Programming			
410: MTIP Amendments		X	
420: FY 2027-2030 MTIP Development			
TASK 500: Special Projects (new task in SFY23)			
510: Special Project Pool			
520: Special Project Carryover			

Task	Federal Land Management Agency Coordination	Planning and Environment Linkages	Data in Transportation Planning
TASK 100: Program Management			
110: MPO Operation	X	X	
120: MPO Administration	X	X	
130: Annual Document Review			X
140: MPO Education and Training		X	X
TASK 200: Long Range Transportation Planning			
210: Technical Assistance to Communities			X
220: AAMPO-CAMPO Joint RTP		X	X
230: Regional Count Project Scoping		X	X
240: Safety and Active Transportation Planning Support		X	X
TASK 300: Inter-Regional Transportation Planning			
310: CAMPO Collaboration			
320: Local Transit Planning Support		X	X
330: Linn-Benton Loop Support		X	X
340: Travel Model Coordination			X
TASK 400: Transportation Programming			
410: MTIP Amendments			X
420: FY 2027-2030 MTIP Development			
TASK 500: Special Projects (new task in SFY23)			
510: Special Project Pool			
520: Special Project Carryover			

APPENDIX E: IN-KIND MATCH OVERVIEW

The purpose of this appendix is to outline in-kind match funding as shown in the State Fiscal Year (SFY) 2024 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 “SFY25 Budget by Fund Source” table. This table is also included in Section V of the UPWP above.

SFY26 Budget by Fund Source

Task	Task Budget Total (Personnel + Non-Payroll + Contracted Staff)	PL Funds	FTA 5303/SATO Funds	PL Match Funds (10.27% from ODOT)	Local Match (5303/SATO) (Funds and In-kind)
Task 100: Program Management	\$115,000	\$103,190	\$0	\$11,811	\$0
Task 200: Long Range Transportation Planning	\$45,000	\$40,379	\$0	\$4,622	\$0
Task 230: Pop Up Infrastructure	\$7,500	\$0	\$7,500	\$0	\$0
Task 300: Inter-Regional Transportation Planning	\$75,000	\$12,438	\$54,860	\$1,424	\$6,279
Task 400: Transportation Programming	\$10,000	\$8,973	\$0	\$1,027	\$0
Task 500: Special Projects	\$239	\$214	\$0	\$25	\$0
Total SFY26 Budget	\$252,739.16	\$165,192.95	\$62,360.16	\$18,907.07	\$6,278.97

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

AAMPO Technical Advisory Committee Meetings

- 9 TAC meetings at 2 hours per meeting.
- \$100/hour loaded rate per staff person.
- \$32.37/hour for elected official volunteer time.
- Total: \$9,583

AAMPO TAC MEETINGS		
Jurisdiction	Loaded rate/hour	Rate for nine 2-hour TAC meeting
Albany	\$100	\$1,800
Millersburg	\$100	\$1,800
Jefferson	\$32 (elected official)	\$583
Tangent	\$100	\$1,800
Benton County	\$100	\$1,800
Linn County	\$100	\$1,800
Total		\$9,583

AAMPO Policy Board Meetings

- 9 Policy Board meetings at 2 hours per meeting.
- \$32.37/hour for elected official volunteer time.
- Total: \$3,496

AAMPO POLICY BOARD MEETING		
Jurisdiction	Volunteer rate/hour	Rate for nine 2-hour Policy Board meetings
Albany	\$32	\$583
Millersburg	\$32	\$583
Jefferson	\$32	\$583
Tangent	\$32	\$583
Benton County	\$32	\$583
Linn County (paid)	-	-
Citizens' Representative	\$32	\$583
Total		\$3,496

Other In-Kind Sources

Albany Transit Match

Provided quarterly by Albany Transit System Business Manager. Includes meetings, document review, and other tasks. Total of \$4,000.

Overall In-Kind Breakdown

Item	Amount
9 TAC Meetings	\$9,583
9 Policy Board Meetings	\$3,496
Albany Transit Match	\$4,000
Total	\$17,079
In-kind match need for SFY 2027	28,597.35

APPENDIX F: SUMMARY OF COMMENTS

See comment tracker following this page.