



## 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, March 25, 2026**  
**2:30 pm to 4:30 pm**

**HYBRID MEETING**  
**In Person at Albany OCWCOG Office**  
**Albany Upstairs Conference Room**  
**1400 Queen Avenue SE, Albany OR 97322**

*or*

**Virtually 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](mailto:bmcgregor@ocwcog.org)

## AGENDA

- |    |      |  |                                  |
|----|------|--|----------------------------------|
| 1) | 2:30 | Call to Order, Agenda Review, and Roll Call  | Chair,<br>Commissioner<br>Malone |
| 2) | 2:35 | Public Comments  | Chair                            |
| 3) | 2:45 | Approve minutes of Policy Board Meeting on Wednesday,<br>February 25, 2026. ( <a href="#">Attachment A pg. 04</a> )  | Chair                            |
|    |      | <i>Action: Decision on minutes</i>   |                                  |
| 4) | 2:50 | Unified Planning Work Program ( <a href="#">Attachment B pg. 11</a> )<br>Request for approval of the Draft FY27 AAMPO UPWP. <b>Please<br/>Email comments ahead of meeting.</b>           | Staff<br>McGregor, All           |
|    |      | <i>Action: Review and Decision</i>   |                                  |
| 5) | 3:15 | AAMPO COVID/STBG Projects ( <a href="#">Attachment C1 pg. 41</a> )<br>Presentation of recently completed, current, and pending projects<br>that are approved via AAMPO COVID/STBG funds. | Staff<br>McGregor                |
|    |      | <i>Action: Presentation</i>  |                                  |

- 6) **3:25 STBG Project Updates (Attachment C2 pg. 53)** **Staff  
McGregor, All**  
 Review of recently completed, current, and pending projects that are approved via AAMPO STBG funds.  
*Action: Review and Discussion*
- 7) **3:35 RTP Scenarios (Attachment D pg. 56)** **Staff  
McGregor, All**  
 Review scenario spectrum memo and decision on readiness for forwarding to ODOT TPAU.  
*Action: Review and Decision*
- 8) **4:15 Jurisdictional Updates/Other Business** **All**  
 • Staff • Albany  
 • Benton County • Jefferson  
 • Linn County • Millersburg  
 • Tangent • ODOT
- 9) **4:30 Adjournment** **Chair**  
*Next Meeting: Wednesday, April 22, 2026.*

### Joint RTP Schedule

| Combined MPO  | AAMPO + CAMPO Combined RTP 3 Month Schedule |    |    |    |   |    |    |    |   |    |    |    |
|---|---|----|----|----|---|----|----|----|---|----|----|----|
|   | 26-Mar                                      |    |    |    | 26-Apr                                  |    |    |    | 26-May                                  |    |    |    |
| AAMPO   | 4   | 11 | 18 | 25 | 6                                       | 13 | 20 | 27 | 4                                       | 11 | 18 | 25 |
| CAMPO   |   |    |    |    |   |    |    |    |   |    |    |    |
| Future Trends & Scenarios (3-4 total) <b>w/ TAC</b>   |   |    | 19 |    |   |    |    |    |   |    |    |    |
| Future Trends & Scenarios (3-4 total) <b>w/ Policy Board</b>                                    |   |    |    | 25 |   |    |    |    |   |    |    |    |
| Share existing conditions and future growth assumptions <b>w/ TAC</b>                           |   |    | 19 | 26 |   | 16 |    | 30 |   |    |    |    |
| Share existing conditions and future growth assumptions <b>w/ PB</b>                            |   |    |    | 25 | 8                                       |    | 22 |    |   |    |    |    |
| Solicit public input and feedback on vision and goals, should include prioritization            |   |    |    |    | Web Survey, Posting at Library, News Ad |    |    |    |   |    |    |    |
| Request TSP Projects from <b>TAC</b>  |   |    |    |    |   |    |    | 30 |   |    | 21 |    |
| Share future scenario results with the public and gather input on the preferred future scenario |   |    |    |    |   |    |    |    | Web Survey, Posting at Library, News Ad |    |    |    |

## ATTENDANCE (FOR QUORUM PURPOSES)

| <b>Board Members</b>       | <b>Jurisdiction</b>                 | <b>Attendance</b> |
|----------------------------|-------------------------------------|-------------------|
| Mayor David Watkins        | City of Jefferson                   |                   |
| Mayor Scott Cowan          | City of Millersburg                 |                   |
| Councilor Carolyn McLeod   | City of Albany                      |                   |
| Councilor Greg Jones       | City of Tangent                     |                   |
| Commissioner Roger Nyquist | Linn County                         |                   |
| Commissioner Pat Malone    | Benton County                       |                   |
| Darrin Lane                | Citizen Representative              |                   |
| Christine Hildebrant       | Oregon Department of Transportation |                   |
| <b>Alternates</b>          | <b>Jurisdiction</b>                 | <b>Attendance</b> |
| Kyle Ward                  | City of Jefferson                   |                   |
| Andrew Potts               | City of Millersburg                 |                   |
| Councilor Michael Thomson  | City of Albany                      |                   |
| Joe Samaniego              | City of Tangent                     |                   |
| Amy Ramsdell               | 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

**ALBANY METROPOLITAN PLANNING ORGANIZATION  
POLICY BOARD HYBRID MEETING  
Wednesday, February 25, 2026  
2:30 – 4:30 pm**

**Virtual Via Microsoft Teams Technologies**

| <b>Board Members</b>       | <b>Jurisdiction</b>                 | <b>Attendance</b> |
|----------------------------|-------------------------------------|-------------------|
| Walt Perry                 | City of Jefferson                   | David Watkins     |
| Scott Cowan                | City of Millersburg                 | Yes               |
| Councilor Carolyn McLeod   | City of Albany                      | Yes               |
| Councilor Greg Jones       | City of Tangent                     | No                |
| Commissioner Roger Nyquist | Linn County                         | No                |
| Commissioner Pat Malone    | Benton County                       | Yes               |
| Darrin Lane                | Citizen Representative              | Yes               |
| Christine Hildebrant       | Oregon Department of Transportation | No                |
| <b>Alternates</b>          | <b>Jurisdiction</b>                 | <b>Attendance</b> |
| Kyle Ward                  | City of Jefferson                   | No                |
| Andrew Potts               | City of Millersburg                 | No                |
| Councilor Michael Thomson  | City of Albany                      | No                |
| Joe Samaniego              | City of Tangent                     | No                |
| Amy Ramsdell               | Linn County                         | Yes               |
| Gary Stockhoff             | Benton County                       | Yes               |
| James Feldmann             | Oregon Department of Transportation | Yes               |

**Guests:** There were no guests present.

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

| TOPIC  | DISCUSSION   | DECISION / CONCLUSION  |   |                                   |  |                           |  |   |
|--|--|--|---|-----------------------------------|--|---------------------------|--|---|
| 1. Call to Order, Agenda Review, and Roll Call   | <p>The February AAMPO Policy Board meeting was called to order at 2:36pm by the Chair, Commissioner Pat Malone.</p> <p>There were no changes to the meeting agenda.</p> <p>Executive Assistant Ashlyn Muzechenko conducted roll call for the meeting.</p>  | <p><b>The meeting was called to order at 2:32pm by the Chair, Commissioner Pat Malone.</b></p>   |   |                                   |  |                           |  |   |
| 2. Public Comments   | <p>There were no public comments provided to the AAMPO Policy Board members and guests present.</p>  | <p><b>There were no public comments.</b></p>   |   |                                   |  |                           |  |   |
| 3. Approve minutes of the AAMPO Policy Board Meeting on Wednesday, January 28, 2026 (Attachment A)<br><br><b>Action:</b> Decision on Minutes | <p>The AAMPO Policy Board members approved of the minutes of the January 28, 2026, Policy Board Meeting, by consensus with no corrections.</p> <p>Commissioner Pat Malone of Benton County voted in favor.<br/>           Darrin Lane, Citizen Representative, voted in favor.<br/>           David Watkins with the city of Jefferson voted in favor.<br/>           Councilor Carolyn McLeod of Albany voted in favor.<br/>           Amy Ramsdell of Linn County voted in favor.<br/>           Scott Cowan of Millersburg voted in favor.<br/>           James Feldmann with ODOT voted in favor.<br/>           There were no votes against.</p>  | <p><b>The AAMPO Policy Board members approved of the Policy Boards Meeting Minutes on Wednesday, January 28, 2026, by consensus with no corrections.</b></p> |   |                                   |  |                           |  |   |
| 4. MPO Interjurisdictional RTP Goals (Attachment B)<br><br><b>Action:</b> Review and Approval Decision                                       | <p>Staff McGregor shared for a final review from the Policy Board, the AAMPO Interjurisdictional goals for the Regional Transportation Plan.</p> <p>The following were the three goals which are up for review and adoption of the AAMPO Policy Board:</p> <p><i>Table 1. Draft Goals</i></p> <table border="1" data-bbox="579 1089 1461 1377"> <tbody> <tr> <td data-bbox="579 1089 758 1195"><b>Safety, Health, and Usability*</b></td> <td data-bbox="758 1089 1461 1195">Improve interjurisdictional networks that support active transportation modes (walk, bike, rolling, transit, etc) and are accessible for a variety of users of different abilities.</td> </tr> <tr> <td data-bbox="579 1195 758 1276"><b>Infrastructure Resiliency*</b></td> <td data-bbox="758 1195 1461 1276">Provide multimodal options so that in the event of a shutdown or loss, the system can maintain connectivity.</td> </tr> <tr> <td data-bbox="579 1276 758 1377"><b>Economic Mobility*</b></td> <td data-bbox="758 1276 1461 1377">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.</td> </tr> </tbody> </table> <p>*Option is the preferred choice of AAMPO TAC, 1/15/2026</p> | <b>Safety, Health, and Usability*</b>  | Improve interjurisdictional networks that support active transportation modes (walk, bike, rolling, transit, etc) and are accessible for a variety of users of different abilities. | <b>Infrastructure Resiliency*</b> | Provide multimodal options so that in the event of a shutdown or loss, the system can maintain connectivity. | <b>Economic Mobility*</b> | 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. | <p><b>The MPO Interjurisdictional RTP Goals were adopted by the AAMPO Policy Board via consensus.</b></p> |
| <b>Safety, Health, and Usability*</b>  | Improve interjurisdictional networks that support active transportation modes (walk, bike, rolling, transit, etc) and are accessible for a variety of users of different abilities.  |  |   |                                   |  |                           |  |   |
| <b>Infrastructure Resiliency*</b>  | Provide multimodal options so that in the event of a shutdown or loss, the system can maintain connectivity.   |  |   |                                   |  |                           |  |   |
| <b>Economic Mobility*</b>  | 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.   |  |   |                                   |  |                           |  |   |

|  |  |  |
|--|--|--|
|  | <p>McGregor noted at the beginning that the TAC and Policy Board had started with 6 goals and language statements but have since reduced them down to three through deliberation and discussion.</p> <p>The Corvallis area MPO did adopt these three goals during their February meeting as well.</p> <p>Councilor Carolyn McLedo moved to adopt the goals as written. James Feldmann seconded. The motion passed successfully.</p> <p>Commissioner Pat Malone of Benton County voted in favor.<br/> Darrin Lane, Citizen Representative, voted in favor.<br/> David Watkins with the city of Jefferson voted in favor.<br/> Councilor Carolyn McLeod of Albany voted in favor.<br/> Amy Ramsdell of Linn County voted in favor.<br/> Scott Cowan of Millersburg voted in favor.<br/> James Feldmann with ODOT voted in favor.<br/> There were no votes against.</p> <p>The next steps with the goals will be to present to the public for prioritization of the different goals outlined above.</p> |  |
| <p>5. AAMPO RTP Priority Corridors (Attachment C)</p> <p><b>Action:</b> Review and Approval Decision</p> | <p>McGregor shared for a final review the collected corridors from both AAMPO and CAMPO.</p> <p>McGregor provided an overview and background summary of the AAMPO and CAMPO RTP Priority corridors that are up for review and hopeful adoption at today's policy board meeting.</p> <p>These corridors can be viewed in the meeting agenda packet as Attachment C.</p> <p>Carolyn McLeod moved to approve the MPO RTP Priority Corridors as presented. James Feldmann seconded. The motion passed unanimously.<br/> Commissioner Pat Malone of Benton County voted in favor.<br/> Darrin Lane, Citizen Representative, voted in favor.<br/> David Watkins with the city of Jefferson voted in favor.<br/> Councilor Carolyn McLeod of Albany voted in favor.<br/> Amy Ramsdell of Linn County voted in favor.<br/> Scott Cowan of Millersburg voted in favor.</p>  |  |

|   |  |   |  |  |   |  |
|---|--|---|--|--|---|--|
|   | <p>James Feldmann with ODOT voted in favor.<br/>There were no votes against.</p>   |   |  |  |   |  |
| <p>6. AAMPO RTP Scenarios (Attachment D)</p> <p><b>Action:</b> Discussion and Recommendations</p>   | <p>McGregor shared attachment D, the three draft scenario candidates and recommendations for the Policy Board to review and discuss. Staff are looking for a recommendation for adoption after review and discussion of board members.</p> <table border="1" data-bbox="554 342 1486 509"> <tr> <td> <p><b>Scenario 1. Trend Scenario</b></p> <p>This scenario serves as the baseline to measure outcomes against and assumes nominal transit investment (current conditions with no noticeable increase/decrease) over 20 years. Included are notable policy decisions that could impact transportation and are expected to carry through most/all of the 20 year planning horizon.</p> </td> </tr> <tr> <td> <p>Assumptions:</p> <ul style="list-style-type: none"> <li>i. No significant capacity projects (i.e. highway widening), as confirmed by the Financial Constrained project list in each local member Transportation System Plan.</li> <li>ii. Projects currently funded on the MPO's MTIP are included.</li> <li>iii. Conditions based on adopted land use plans are included.</li> <li>iv. Adopted policies that affect land use and transportation network use are included.</li> </ul> </td> </tr> </table> <table border="1" data-bbox="554 737 1478 1089"> <tr> <td> <p><b>Scenario 2. Increased Transit + Increased Biking Scenario</b></p> <p>This scenario would increase transit and the attractiveness of walking and bicycling.</p> </td> </tr> <tr> <td> <p>Assumptions:</p> <ul style="list-style-type: none"> <li>i. Transit service would reflect the described level of service for advanced phases as shown in their respective service development plans.</li> <li>ii. All transit routes will have 15 minute frequencies as a base assumption, unless service development plans have higher frequency described.</li> <li>iii. The bicycle network assumes an increased level of comfort, illustrating a broader population willing to travel by bike.</li> <li>iv. The multimodal network will include all pedestrian and bicycle projects currently being planned for.</li> </ul> </td> </tr> </table> <p>McGregor shared there are a few updates shared from the AAMPO TAC meeting earlier this month that had not yet been incorporated into the memo since the meeting packet needed to be sent out before the TAC meeting took place.</p> <p>The AAMPO TAC also wanted to note that the I5 widening scenario could be added as an AAMPO Specific scenario as it would effect the AAMPO region on a greater scale than the CAMPO region.</p> | <p><b>Scenario 1. Trend Scenario</b></p> <p>This scenario serves as the baseline to measure outcomes against and assumes nominal transit investment (current conditions with no noticeable increase/decrease) over 20 years. Included are notable policy decisions that could impact transportation and are expected to carry through most/all of the 20 year planning horizon.</p> | <p>Assumptions:</p> <ul style="list-style-type: none"> <li>i. No significant capacity projects (i.e. highway widening), as confirmed by the Financial Constrained project list in each local member Transportation System Plan.</li> <li>ii. Projects currently funded on the MPO's MTIP are included.</li> <li>iii. Conditions based on adopted land use plans are included.</li> <li>iv. Adopted policies that affect land use and transportation network use are included.</li> </ul> | <p><b>Scenario 2. Increased Transit + Increased Biking Scenario</b></p> <p>This scenario would increase transit and the attractiveness of walking and bicycling.</p> | <p>Assumptions:</p> <ul style="list-style-type: none"> <li>i. Transit service would reflect the described level of service for advanced phases as shown in their respective service development plans.</li> <li>ii. All transit routes will have 15 minute frequencies as a base assumption, unless service development plans have higher frequency described.</li> <li>iii. The bicycle network assumes an increased level of comfort, illustrating a broader population willing to travel by bike.</li> <li>iv. The multimodal network will include all pedestrian and bicycle projects currently being planned for.</li> </ul> |  |
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| <p>Assumptions:</p> <ul style="list-style-type: none"> <li>i. Transit service would reflect the described level of service for advanced phases as shown in their respective service development plans.</li> <li>ii. All transit routes will have 15 minute frequencies as a base assumption, unless service development plans have higher frequency described.</li> <li>iii. The bicycle network assumes an increased level of comfort, illustrating a broader population willing to travel by bike.</li> <li>iv. The multimodal network will include all pedestrian and bicycle projects currently being planned for.</li> </ul> |  |   |  |  |   |  |

|   |   |  |
|---|---|--|
|   | <p>Other example scenarios discussed during the AAMPO TAC meeting included:</p> <p>Examples from previous meeting conversations:<br/> Interstate 5 widening and interchange restructure, <i>AAMPO TAC/Staff</i>.<br/> Overall decreases in funding source, <i>CAMPO Policy Board</i>.</p> <p>Examples from other Oregon RTPs:<br/> Work from Home, <i>CAMPO RTP2022</i><br/> ODOT Funding Crisis, <i>Lane RTP 2025-2049</i><br/> Base/Committed/Constrained/Aspirational, <i>Bend RTP 2024-2045</i></p> <p>The overall consensus with the TAC was looking at the above on a scale of worst case to best case for scenarios.</p> <p>Lane inquired about the previous two scenarios and specifically on the second, which was described as a base-line. Is there a scenario that takes into account capital improvements that were in jurisdictions plans and proposals and how it gets accounted for.</p> <p>McGregor noted if the project is in the TSP it is included in the trend scenario.</p> <p>Staff will workshop these to be more of a spectrum approach and will bring them back to the board at the next meeting.</p> |  |
| <p>7. Jurisdictional Updates/Other Business</p> | <p><b>AAMPO Staff Updates:</b><br/> McGregor noted for the FY27 budget, there was good feedback from state and federal partners. The feedback was converted into draft form, and the draft budget was dropped off at the library for public comment. The budget will also be posted to the AAMPO website before the end of the week as well.</p> <p>McGregor also shared the following RTP Schedule:</p>  |  |

### Joint RTP Schedule

| Combined MPO  | AAMPO + CAMPO Combined RTP 3 Month Schedule |    |    |    |        |    |    |    |   |    |    |    |
|---|---|----|----|----|--------|----|----|----|---|----|----|----|
| AAMPO   | 26-Feb                                      |    |    |    | 26-Mar |    |    |    | 26-Apr                                  |    |    |    |
| CAMPO   | 2   | 9  | 16 | 23 | 4      | 11 | 18 | 25 | 6                                       | 13 | 20 | 27 |
| Finalized Goals & Objectives conversation w/ Policy Board                                       |   | 11 |    | 25 |        |    |    |    |   |    |    |    |
| Finalized Regional & Local priority corridors w/ Policy Board                                   |   | 11 |    | 25 |        |    |    |    |   |    |    |    |
| Future Trends & Scenarios (3-4 total) w/ TAC  |   |    | 19 | 26 |        |    | 19 | 26 |   | 16 |    |    |
| Future Trends & Scenarios (3-4 total) w/ Policy Board   |   | 11 |    | 25 | 11     |    |    | 25 | 8                                       |    | 22 |    |
| Share existing conditions and future growth assumptions w/ TAC                                  |   |    |    |    |        |    | 19 | 26 |   | 16 |    | 30 |
| Share existing conditions and future growth assumptions w/ PB                                   |   |    |    |    |        |    |    | 25 | 8                                       |    | 22 |    |
| Solicit public input and feedback on vision and goals, should include prioritization            |   |    |    |    |        |    |    |    | Web Survey, Posting at Library, News Ad |    |    |    |
| Share future scenario results with the public and gather input on the preferred future scenario |   |    |    |    |        |    |    |    | Web Survey, Posting at Library, News Ad |    |    |    |

**Jurisdictional Updates:**

*Albany* – Councilor Carolyn McLeod shared there were no updates for the city of Albany.

*Benton County* – Commissioner Pat Malone shared There were no further updates from Benton County.

*Jefferson* – David Watkins noted their main project was delayed due to negotiations with the fire department. Things are still looking good as a new grant was received from a credit card company to use for projects.

*Linn County* – Amy Ramsdell shared for Linn County the count is putting in a build grant for the Riverside Drive Expansion. Darrin Lane added the Talking Water Gardens bridge is in the process of getting replaced as well.

Feldmann asked if bike lanes were added to Riverside drive. Ramsdell answered the shoulders were being widened to allow for bikes to travel on the shoulder.

|                |  |   |
|----------------|--|---|
|                | <p><i>Millersburg</i> – Scott Cowan shared this is his second meeting and he is filling in for Councilor Hunt for the next little bit. Cowan also shared Andrew Potts is out on Paternity leave currently too.</p> <p><i>Tangent</i> – There were no members of Tangent present.</p> <p><i>ODOT</i> – James Feldmann shared work is continuing with outreach to property owners along the path corridor. Staff are also evaluating the two alignments. ODOT will be looking to do an open house in May, after going to the Benton County Board of Commissioners Work Session, and another to follow in June to select an alignment. After this, more details will be available.</p> <p>Commissioner Malone shared he is excited as this project has been in the works for a while.</p> <p>There is a CWACT Full Commission meeting happening tomorrow to discuss CWACT Area priority projects which cover Linn, Benton, and Lincoln Counties, along with the ODOT Capital Improvement Plan.</p> <p><b>Other Business:</b><br/>There was no other business to share with the AAMPO Policy Board members and guests present.</p> |   |
| 8. Adjournment | The next AAMPO Policy Board Meeting is scheduled for Wednesday, March 25, 2025.  | <b>The meeting was adjourned at 3:30pm by the Chair, Commissioner Pat Malone.</b> |

# State Fiscal Year 2027 Unified Planning Work Program (UPWP)

July 1, 2026 – June 30, 2027



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

Adopted March 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).

DRAFT

**RESOLUTION No. 27-01**

**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 March XX, 2026**

**APPROVED:**

---

**Commissioner Patrick Malone, Policy Board Chair**  
Albany Area MPO

**ATTESTED:**

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**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

|                   |                        |
|-------------------|------------------------|
| Justin Peterson   | Planning Supervisor    |
| Billy McGregor    | Transportation Planner |
| Ashlyn Muzechenko | Executive Assistant    |

## Address

Albany Area Metropolitan Planning Organization  
1400 SE Queen Ave, Suite 205  
Albany, OR 97322  
Phone: (541)-924-4548  
Fax: (541)-967-4651  
[www.Albanyareampo.org](http://www.Albanyareampo.org)

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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](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 draft comment period, from February 25 – March 25, 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.
  - TAC meeting date March 19, 2026 at 9am.
  - Policy Board meeting date March 25, 2026 at 2:30pm.
- 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**

Title VI of the Civil Rights Act of 1964, prohibits discrimination based upon race, color, and national origin. Specifically, 42 USC 2000d states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” The use of the word “person” is important as the protections afforded under Title VI apply to anyone, regardless of whether the individual is lawfully present in the United States or a citizen of a State within the United States.

Any person or any specific class of persons, by themselves or by a representative, that believe they have been subjected to discrimination or retaliation prohibited by Title VI of the Civil Rights Act of 1964 (Title VI) and related statutes may file a Title VI Complaint.

The FHWA has jurisdiction to investigate complaints of discrimination filed under:

- The Americans with Disabilities Act/ Section 504 Program
  - The Americans with Disabilities Act of 1990
  - Section 504 of the Rehabilitation Act of 1973 (Section 504)
- The Title VI Program
  - Title VI of the Civil Rights Act of 1964 (Title VI)

If you believe that you have been discriminated against, you may file a complaint under the programs listed above. To file a complaint please choose which program best fits your situation and submit the following information:

- A written explanation of what has happened;
- Your contact information, (e.g., email address)
- The basis of the complaint, (e.g., race, color, national origin, disability)
- The identification of the agency alleged to have discriminated;
- The date(s) of the alleged discriminatory act and location.

If you would like to file your complaint via US Mail, you may contact the FHWA Office of Civil Rights at 202-366-0693 or via email at: [FHWA.TitleVIcomplaints@dot.gov](mailto:FHWA.TitleVIcomplaints@dot.gov) or [FHWA.ADAcomplaints@dot.gov](mailto:FHWA.ADAcomplaints@dot.gov) to request hardcopy and send it to:

|             |  |
|-------------|--|
| Postal Mail | Federal Highway Administration<br>U.S. Department of Transportation<br>Office of Civil Rights 1200 New<br>Jersey Avenue, SE 8th Floor E81-<br>105 Washington, DC 20590 |
| Webpage     | <a href="https://highways.dot.gov/civil-rights/title-vi-complaint">https://highways.dot.gov/civil-rights/title-vi-complaint</a>  |

## 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 2025  | 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          |
| SFY28 Unified Planning Work Program                                  | Adoption scheduled for April 2027 | January 2027       |
| Joint Title VI Plan  | Updated/Adopted in October 2024   | October 2027       |
| Joint Public Participation Plan                                      | Updated/Adopted in April 2025     | April 2028         |
| <b>Other Documents</b>   | <b>Current Status</b>             | <b>Next Update</b> |
| Benton County Transportation System Plan                             | Adopted March 2019                | In Progress 2026   |
| Bicycle & Pedestrian Plan  | Adopted April 22, 2023            | No Update Planned  |
| Linn County Transportation System Plan                               | Adopted in 2018                   | 2026               |
| Albany Transportation System Plan                                    | Adopted February 2010             | In Progress 2026   |
| Albany Transit Development Plan                                      | Approved May 2018                 | Update as Needed   |
| Jefferson Transportation System Plan                                 | Approved in June 2022             | Unknown            |
| Tangent Transportation System Plan                                   | Adopted in 2026                   | In Progress 2026   |
| Millersburg Transportation System Plan                               | Adopted December 2016             | In Progress 2026   |

\*February/March 2027, AAMPO and Corvallis Area MPO (CAMPO) 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 (CWACTION) 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 and an AAMPO presence at regional and state meetings.

**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 15<sup>th</sup>, annual reports are submitted by July 30<sup>th</sup>.
- 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:** Educate new MPO members and the public as requested.

**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          |
| <b>Total</b>                    | <b>\$107,500</b> |

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## 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 RTP**

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 1<sup>st</sup> and 2<sup>nd</sup> quarter, with final approval by 3<sup>rd</sup> 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 or assisting in development of 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               | \$24,000        |
| 220: AAMPO-CAMPO Joint RTP                             | \$49,114        |
| 230: Regional Count Program                            | \$5,267         |
| 240: Safety and Active Transportation Planning Support | \$5,267         |
| <b>Total</b>   | <b>\$83,648</b> |

### 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.

**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 and Letters of Support for the federal Low/No Emissions Grant.
- Upkeep and changes to ATS Implementation Strategy with Nelson/Nygaard as needed.

**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.

More significant coordination is expected this fiscal year as the OHAS data will be applied toward the new Activity Based Model (ABM) refinement for the CALM, which will be applied toward the 2027 RTP.

- Meet with TPAU every two months to review requests for CALM data from external entities (businesses/governments/etc).
- AAMPO staff meeting with TPAU to set up and refine model for use on the Joint RTP.

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

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

| <b>TASK 300: INTER-REGIONAL TRANSPORTATION PLANNING</b> |                 |
|---|-----------------|
| <b>Task Component</b>                                   | <b>SFY27</b>    |
| 310: CAMPO Collaboration                                | \$32,255        |
| 320: Local Transit Planning Support                     | \$8,160         |
| 330: Linn-Benton Loop Support                           | \$15,000        |
| 340: Travel Model Coordination                          | \$11,223        |
| <b>Total</b>  | <b>\$66,638</b> |

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).

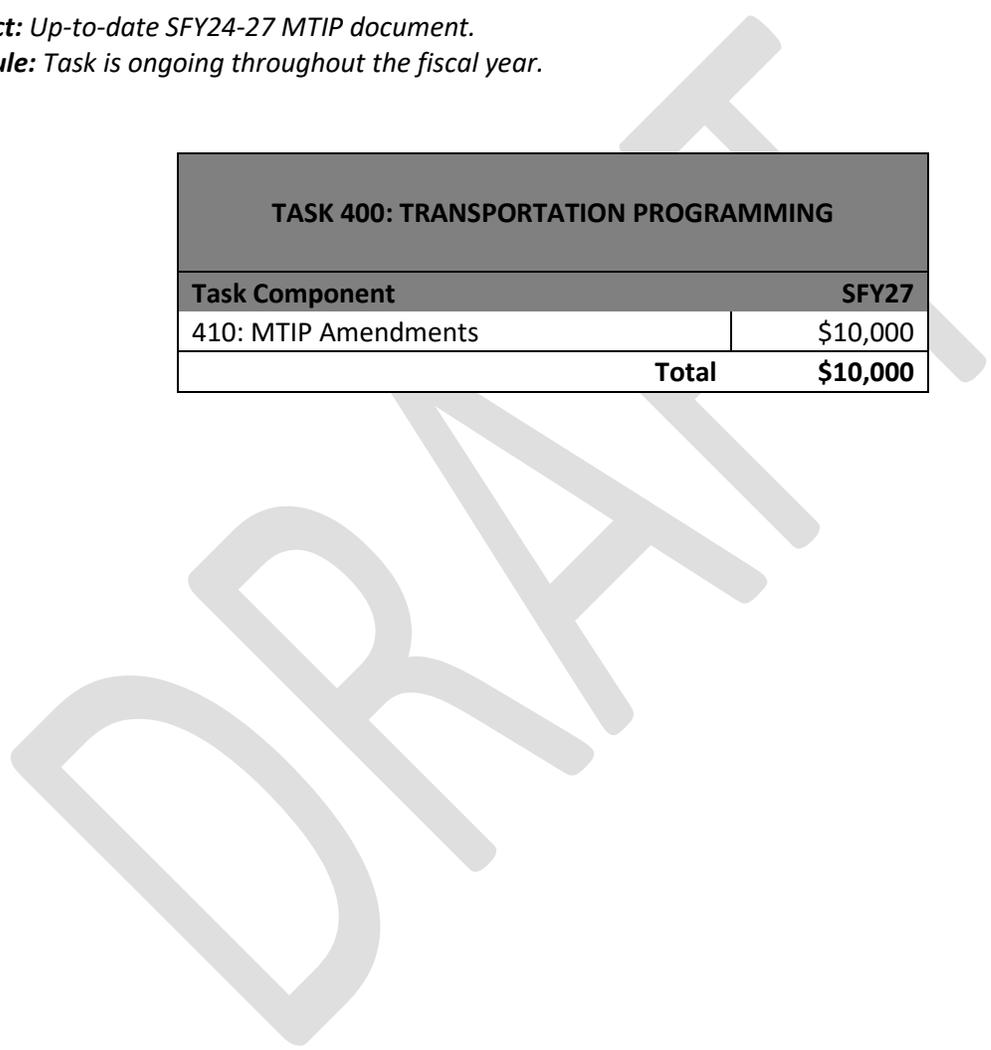
**410 – MTIP Amendments**

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 SFY24-27 MTIP document.

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

| TASK 400: TRANSPORTATION PROGRAMMING |                 |
|--------------------------------------|-----------------|
| Task Component                       | SFY27           |
| 410: MTIP Amendments                 | \$10,000        |
| <b>Total</b>                         | <b>\$10,000</b> |



## 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. This task does not commit to any deliverables and projects identified with Task 510 funds will be split out via amendment of the UPWP.

**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: Joint RTP External Costs**

An estimate of funds needed for Joint RTP private sector contractor costs.

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

**Product:** Finalized Joint 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 Telraam.

- AAMPO staff are looking at a minimum purchase of two portable bicycle and pedestrian counters (with either low resolution limited camera functions or infrared sensors, not able to be used for detailed identification such as facial/license plate recognition).

**Product:** Traffic count equipment for Task 230.

**Schedule:** No purchase timeline, estimated start October 2026.

| <b>TASK 500: Special Projects</b> |                  |
|-----------------------------------|------------------|
| <b>Task Component</b>             | <b>SFY27</b>     |
| 510: Special Project Pool         | \$101,441        |
| 520: RTP External Costs           | \$26,879         |
| 530: Task 230 Equipment Costs     | \$5,743          |
| <b>Total</b>                      | <b>\$134,063</b> |

## 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 |
|---|---------------------|---------------------|-------------------|----------------|
| <b>TASK 100: Program Management</b>                     | <b>\$107,500</b>    | <b>\$141,250</b>    | <b>(\$33,750)</b> | <b>-31%</b>    |
| 110: MPO Operation                                      | \$50,000            |                     |                   |                |
| 120: MPO Administration                                 | \$30,000            |                     |                   |                |
| 130: Annual Document Review                             | \$25,000            |                     |                   |                |
| 140: MPO Education and Training                         | \$2,500             |                     |                   |                |
| <b>TASK 200: Long Range Transportation Planning</b>     | <b>\$83,648</b>     | <b>\$52,500</b>     | <b>\$31,148</b>   | <b>37%</b>     |
| 210: Technical Assistance to Communities                | \$24,000            |                     |                   |                |
| 220: AAMPO-CAMPO Joint RTP                              | \$49,114            |                     |                   |                |
| 230: Regional Count Program                             | \$5,267             |                     |                   |                |
| 240: Safety and Active Transportation Planning Support  | \$5,267             |                     |                   |                |
| <b>TASK 300: Inter-Regional Transportation Planning</b> | <b>\$66,638</b>     | <b>\$75,000</b>     | <b>(\$8,362)</b>  | <b>-13%</b>    |
| 310: CAMPO Collaboration                                | \$32,255            |                     |                   |                |
| 320: Local Transit Planning Support                     | \$8,160             |                     |                   |                |
| 330: Linn-Benton Loop Support                           | \$15,000            |                     |                   |                |
| 340: Travel Model Coordination                          | \$11,223            |                     |                   |                |
| <b>TASK 400: Transportation Programming</b>             | <b>\$10,000</b>     | <b>\$10,000</b>     | <b>\$0</b>        | <b>0%</b>      |
| 410: MTIP Amendments                                    | \$10,000            |                     |                   |                |
| <b>TASK 500: Special Projects</b>                       | <b>\$134,063</b>    | <b>\$93,421</b>     | <b>\$40,642</b>   | <b>30%</b>     |
| 510: Special Project Pool                               | \$101,441           |                     |                   |                |
| 520: RTP External Costs                                 | \$26,879            |                     |                   |                |
| 530: Task 230 Equipment Costs                           | \$5,743             |                     |                   |                |
| <b>TOTAL</b>  | <b>\$401,848.35</b> | <b>\$372,171.13</b> | <b>\$29,677</b>   | <b>7%</b>      |

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

### 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<br>(Personnel + Non-Payroll + Contracted Staff) | PL Funds         | FTA<br>5303/SATO<br>Funds | PL Match<br>Funds | Local Match<br>(5303/SATO)<br>(Funds and In-kind) |
|--|---|------------------|---------------------------|-------------------|---|
| Task 100: Program Management                     | \$107,500   | \$96,460         | \$0                       | \$6,142           | \$4,899   |
| Task 200: Long Range Transportation Planning     | \$83,648  | \$38,026         | \$37,322                  | \$2,421           | \$5,879   |
| Task 300: Inter-Regional Transportation Planning | \$66,638  | \$10,994         | \$48,897                  | \$700             | \$6,047   |
| Task 400: Transportation Programming             | \$10,000  | \$8,973          | \$0                       | \$571             | \$456   |
| Task 500: Special Projects                       | \$134,063   | \$37,268         | \$83,105                  | \$2,373           | \$11,317  |
| <b>Total SFY27 Budget</b>                        | <b>\$401,848</b>  | <b>\$191,719</b> | <b>\$169,325</b>          | <b>\$12,207</b>   | <b>\$28,597</b>                                   |

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

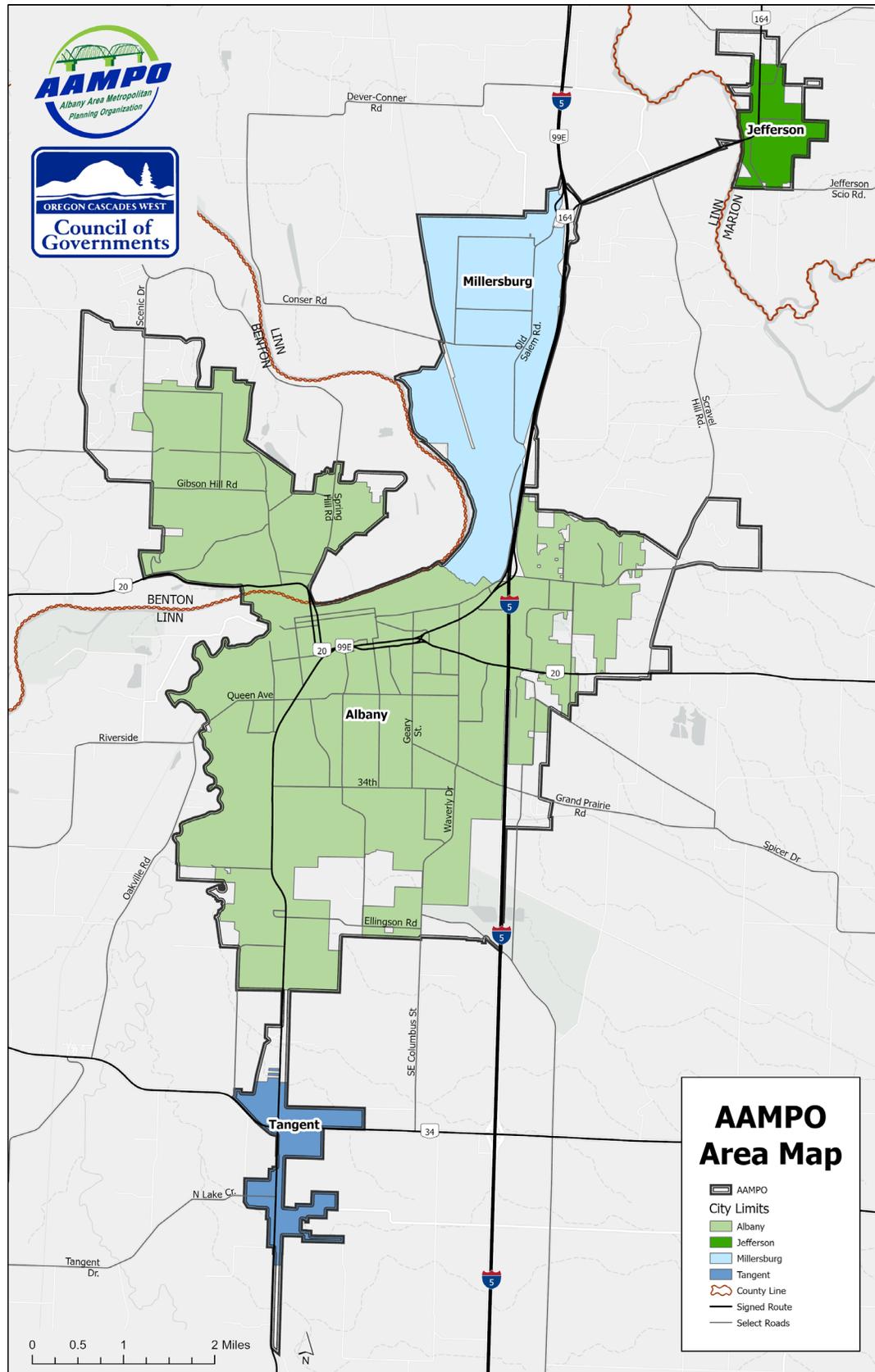
### SFY27 Expenses

| Cost                                   | Amount              | Percent of<br>Total<br>Budget |
|--|---------------------|-------------------------------|
| <b>AAMPO Staff Payroll Expenses</b>    | <b>\$207,723</b>    | <b>52%</b>                    |
| <b>AAMPO Non-Payroll Expenses</b>      | <b>\$60,063</b>     | <b>15%</b>                    |
| Advertising                            | \$1,000             |                               |
| Board/Comm/Meeting Expense             | \$1,000             |                               |
| Contract Expense** (OCWCOG & External) | \$5,000             |                               |
| 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             |                               |
| <b>Special Project Pool</b>            | <b>\$134,063</b>    | <b>33%</b>                    |
| <b>Total*</b>                          | <b>\$401,848.35</b> | <b>100%</b>                   |

\*\*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.

# APPENDIX A: AAMPO PLANNING AREA AND INTER-REGIONAL MAP



12/31/2024 - Created by OCWCOG GIS

## 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, update to begin in calendar year 2026.
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 began in 2025 and will continue through 2026 along with the project's design. No construction funding identified currently.
5. Oregon Community Paths Grant Projects. Two awarded OCP Grants to Albany and one to Jefferson. Path planning for Downtown Albany connection to Corvallis to Albany Path, specifically bridge crossing alternatives. Path planning for intersection crossing of Periwinkle Creek Bike Path/Kinder Park at Queen Ave and Geary St. Path planning from Jefferson Elementary School to Jefferson Middle School as defined in the Jefferson TSP. Expected to begin early 2027.

Additional projects to use PL/5303 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 <sup>st</sup> 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                          |
|              | Strategic Highway Research Program  |
| STF          | Special Transportation Fund   |
| STIP         | Statewide Transportation Improvement Program                                    |
| STBG(P)      | 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 use the following Planning Emphasis Areas (PEAs). 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 PEAs.

<https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.306>

Metropolitan transportation planning process planning factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

SFY27 Budget by Fund Source

| Task  | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|----|
| <b>TASK 100: Program Management</b>                     |   |   |   |   |   |   |   |   |   |    |
| 110: MPO Operation                                      | X |   |   |   | X | X | X |   |   |    |
| 120: MPO Administration                                 | X |   |   |   | X | X | X |   |   |    |
| 130: Annual Document Review                             | X |   |   |   | X | X | X |   |   |    |
| 140: MPO Education and Training                         | X |   |   |   | X | X | X |   |   |    |
| <b>TASK 200: Long Range Transportation Planning</b>     |   |   |   |   |   |   |   |   |   |    |
| 210: Technical Assistance to Communities                | X | X | X | X | X | X | X | X | X | X  |
| 220: AAMPO-CAMPO Joint RTP                              | X | X | X | X | X | X | X | X | X | X  |
| 230: Regional Count Program                             |   | X |   | X | X | X | X |   | X | X  |
| 240: Safety and Active Transportation Planning Support  |   | X |   |   | X | X |   |   |   | X  |
| <b>TASK 300: Inter-Regional Transportation Planning</b> |   |   |   |   |   |   |   |   |   |    |
| 310: CAMPO Collaboration                                |   |   |   |   |   | X | X |   |   |    |
| 320: Local Transit Planning Support                     | X | X |   | X |   | X | X | X |   | X  |
| 330: Linn-Benton Loop Support                           | X | X |   | X |   | X | X | X |   | X  |
| 340: Travel Model Coordination                          |   |   |   |   | X |   | X |   |   |    |
| <b>TASK 400: Transportation Programming</b>             |   |   |   |   |   |   |   |   |   |    |
| 410: MTIP Amendments                                    | X | X | X | X | X | X | X | X | X | X  |
| <b>TASK 500: Special Projects</b>                       |   |   |   |   |   |   |   |   |   |    |
| 510: Special Project Pool                               | X | X | X | X | X | X | X | X | X | X  |
| 520: RTP External Costs                                 | X | X | X | X | X | X | X | X | X | X  |
| 530: Task 230 Equipment Costs                           |   | X |   | X | X | X | X |   | X | X  |

§ 450.306 Scope of the metropolitan transportation planning process.

(b) The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

## 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) 2027 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 “SFY27 Budget by Fund Source” table. This table is also included in Section V of the UPWP above.

### SFY27 Budget by Fund Source

| Task   | Task Budget Total<br>(Personnel + Non-Payroll + Contracted Staff) | PL Funds         | FTA<br>5303/SATO<br>Funds | PL Match<br>Funds | Local Match<br>(5303/SATO)<br>(Funds and In-kind) |
|--|---|------------------|---------------------------|-------------------|---|
| Task 100: Program Management                     | \$107,500   | \$96,460         | \$0                       | \$6,142           | \$4,899   |
| Task 200: Long Range Transportation Planning     | \$81,101  | \$35,740         | \$37,322                  | \$2,276           | \$5,763   |
| Task 300: Inter-Regional Transportation Planning | \$64,940  | \$9,470          | \$48,897                  | \$603             | \$5,970   |
| Task 400: Transportation Programming             | \$20,000  | \$17,946         | \$0                       | \$1,143           | \$911   |
| Task 500: Special Projects                       | \$128,307   | \$32,103         | \$83,105                  | \$2,044           | \$11,055  |
| <b>Total SFY27 Budget</b>                        | <b>\$401,848</b>  | <b>\$191,719</b> | <b>\$169,325</b>          | <b>\$12,207</b>   | <b>\$28,597</b>                                   |

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

### AAMPO Technical Advisory Committee Meetings

- 10 TAC meetings at 2 hours per meeting.
- \$100/hour loaded rate per staff person.
- \$36.44/hour for elected official volunteer time.
- Total: \$12,000

| AAMPO TAC MEETINGS |                  |                                 |
|--------------------|------------------|---------------------------------|
| Jurisdiction       | Loaded rate/hour | Rate for ten 2-hour TAC meeting |
| Albany             | \$100            | \$2,000                         |
| Millersburg        | \$100            | \$2,000                         |
| Jefferson          | \$100            | \$2,000                         |
| Tangent            | \$100            | \$2,000                         |
| Benton County      | \$100            | \$2,000                         |
| Linn County        | \$100            | \$2,000                         |
| <b>Total</b>       |                  | <b>\$12,000</b>                 |

AAMPO Policy Board Meetings

- 9 Policy Board meetings at 2 hours per meeting.
- \$36.44/hour for elected official volunteer time.
- Total: \$3,280

| <b>AAMPO POLICY BOARD MEETING</b> |                            |   |
|-----------------------------------|----------------------------|---|
| <b>Jurisdiction</b>               | <b>Volunteer rate/hour</b> | <b>Rate for nine 2-hour Policy Board meetings</b> |
| Albany                            | \$36.44                    | \$655.92  |
| Millersburg                       | \$36.44                    | \$655.92  |
| Jefferson                         | \$36.44                    | \$655.92  |
| Tangent                           | \$36.44                    | \$655.92  |
| Benton County (paid)              | -                          | -   |
| Linn County (paid)                | -                          | -   |
| Citizens' Representative          | \$36.44                    | \$655.92  |
| <b>Total</b>                      |                            | <b>\$3,280</b>                                    |

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

| <b>Item</b>                            | <b>Amount</b>   |
|--|-----------------|
| 9 TAC Meetings                         | \$12,000        |
| 9 Policy Board Meetings                | \$3,280         |
| Albany Transit Match                   | \$4,000         |
| <b>Total</b>                           | <b>\$19,280</b> |
| <b>In-kind match need for SFY 2027</b> | <b>\$28,597</b> |

**APPENDIX F: SUMMARY OF COMMENTS**

See comment tracker following this page.

DRAFT



Albany Area MPO  
*Building Community  
Transportation Networks*

# ARPA – COVID Funds

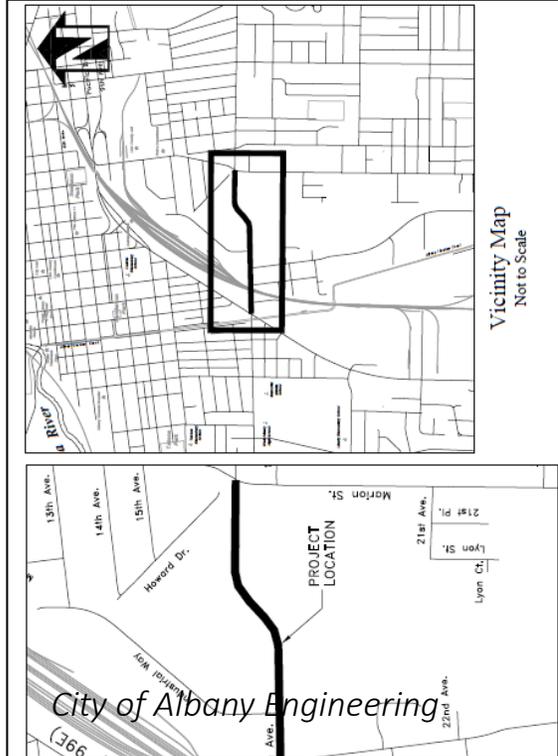
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| <b>Jurisdiction</b> | <b>Project Name</b>                        | <b>Total Cost</b> | <b>AAMPO Contribution</b> | <b>Project Status</b>                           |
|---------------------|--|-------------------|---------------------------|---|
| Millersburg         | Old Salem Guardrail                        | \$526,000         | \$100,000                 | Complete/Paid                                   |
| Albany              | Queen Ave Resurfacing                      | \$1,200,000       | \$350,000                 | Complete/Paid                                   |
| Benton County       | Gibson Hill Modernization                  | \$1,200,000       | \$150,000                 | Complete/Awaiting Invoice                       |
| Tangent/Linn County | Old Oak Dr/Old Oak Rd Improvements         | \$246,000+        | \$175,000                 | TBD   |
| Jefferson           | TBD Ped crossing/shared use path (new TSP) | TBD               | \$75,000                  | TBD/SS-01 Phase 1 or Second Street Student Link |



# Millersburg – Old Salem Guardrails

\$100,000



# Albany – Queen Ave Resurfacing

\$350,000



# Benton – Gibson Hill Rd

---

\$150,000

## OCP 2024 Project Refinement Application

Instructions

Application Worksheet

Submission and Appendix A

### Project Refinement Application

#### Organization

Name of Applicant Organization \*

City of Jefferson

Title of Project \*

Second Street Student Link

Contact Person Name \*

Liam F. Bean

Contact Person Title \*

Associate Planner

Provide a summary of the project in a concise manner that can be used on a website or publication. e.g. Perform a corridor study for a multi-use path between Point A and Point B. This project links a regional path to George Washington Middle school. \*

Refine a path alignment and design a multi-use path which will begin at Jefferson Middle and High Schools and will end at the intersection of E North Ave and 2nd St. The path will provide a safer alternative for Jefferson Students to walking alongside Highway 164/ 2nd St which has no sidewalk and posted speeds of up to 40 MPH.

Limit 1,000 Characters

Why is this project needed? What problem are you trying to solve? \*

The City of Jefferson and Jefferson School District hope to provide safer transportation options for middle and high school students who walk, roll, or bike to school in the City of Jefferson. Currently these students have no option except to walk along the highway or to cut through unimproved fields. The first is incredibly dangerous and the second is not ADA compliant and does not provide access to all students.

Limit 1,000 Characters

How does your project answer/resolve the above problem statement? \*

Our project will provide a safer alternative to students to walk or roll to school. The project would be the only pedestrian option as there are currently no sidewalks along the highway North of Julia Lane and there are sidewalks which only exist on alternating sides of the right of way along N 2nd St throughout the City. This project will help to complete the network of ADA compliant transportation options for students who cannot access school by car or another reliable mode of transportation.

Limit 1,000 Characters



# Jefferson – Second Street Student Link

\$75,000

AAMPO STBG/SHF

---

| <b>Jurisdiction</b> | <b>Project Name</b>      | <b>STBG Cycle</b> | <b>AAMPO Contribution</b> | <b>Project Status</b>                |
|---------------------|--------------------------|-------------------|---------------------------|--------------------------------------|
| Albany              | Salem Ave Resurfacing    | 18-21             | \$650,000                 | MOU Signed/Needs Invoice             |
| Albany              | Queen Ave Resurfacing    | 18-21             | \$1,725,806               | Complete/Paid                        |
| Linn County         | Goldfish Farm Road       | 21-24             | \$1,218,600               | In-Progress/Half Paid Out            |
| Linn County/Tangent | Tangent Dr Modernization | 21-24             | \$696,075                 | Funding In Review/Partially Paid Out |
| Millersburg         | TSP Update               | 24-27             | \$90,000                  | MOU Signed/Needs Invoice             |



Google Maps



Google Maps

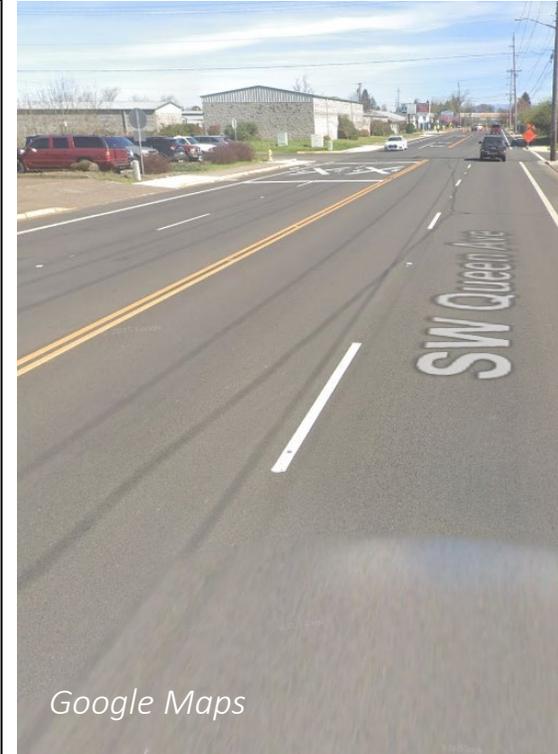
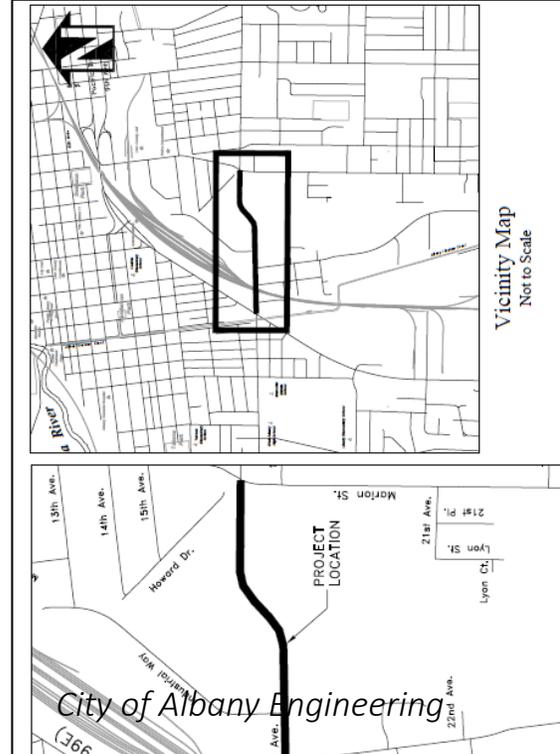


Hasso Herring Blog

# 18-21 Albany – Salem Ave

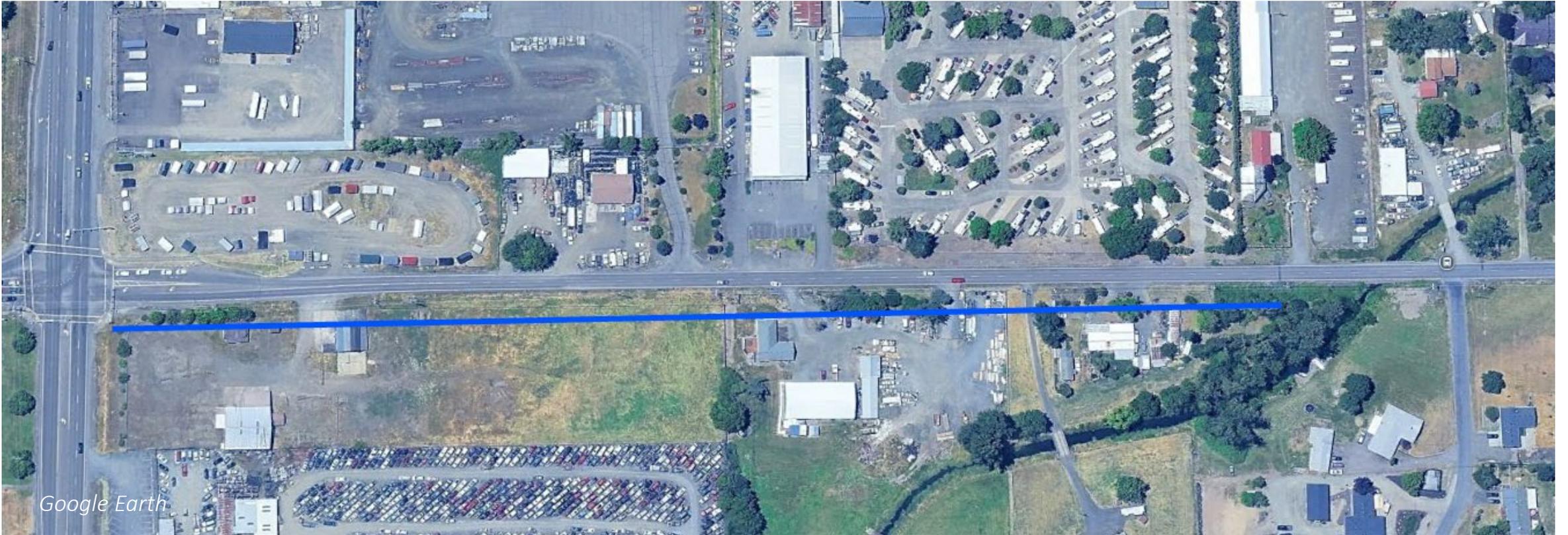
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\$650,000



# 18-21 Albany – Queen Ave Resurfacing

\$1,725,806



# 21-24 Linn County – Goldfish Farm Rd

---

\$1,218,600



City of Millersburg TSP, Accessed 1/25

# Millersburg TSP

*Transportation System Plan*

**TRANSPORTATION SYSTEM PLAN, VOL. 1**

DECEMBER 2016

## 24-27 Millersburg – TSP

---

\$90,000

# 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:** March 25, 2026  
**To:** AAMPO Policy Board  
**From:** Billy McGregor, AAMPO Staff  
**Re:** STBG Project Overview

### Purpose

This memorandum contains an overview of the outstanding projects the Technical Advisory Committee recommended/Policy Board approved for funding in the 2018-2021, 2021-2024, and 2024-2027 Statewide Transportation Improvement Programs (STIP) using the Albany Area MPO's allocated Surface Transportation Block Grant (STBG) funds. It also contains a preview of soon to be available STBG funding, which will have been "fund exchanged" with Oregon State Highway Fund (SHF) dollars to defederalize the projects, thus saving on administrative costs.

**Action:** *Information Only.* Preliminary comments and discussion on STBG Project Evaluation Criteria (Attachment B2 of this packet).

### Background

As part of its federal duties, the Albany Area MPO is allotted approximately \$800,000 per year in State Highway Fund (SHF) dollars to be spent on improving local network. AAMPO allocated dollars to towards two (2) planning projects during the 2024 – 2027 STBG project cycle. The scoring criteria is attached to this packet in the following item (Attachment B2), but an overview is provided below. Projects were scored equally on the project's ability to preserve and modernize the transportation system, with subfactors listed.

#### Preservation, including:

- Pavement Condition
- Bicycle/Pedestrian/Transit Improvement
- Safety Improvement
- Project leverage

#### Modernization, including:

- Project readiness
- Bicycle/Pedestrian/Transit Improvement
- Safety
- Intercommunity impact

As indicated in the previous paragraph, staff at AAMPO expect to receive approximately \$800,000 per year in new funding during fiscal years 2028, 2029 and 2030, for a total of roughly \$2,400,000 (\$2.4 million) in new dollars that have not been programmed. In the coming months, staff will bring evaluation criteria to the Technical Advisory Committee and Policy Board for consideration, while putting out a request for projects from the jurisdictions. Previous project evaluation criteria are included for preliminary discussion.

It is important to note that staff under the advisement of the State and peer MPOs are suggesting keeping 10% in reserve for MPO operations and/or planning projects within the region. Previous projects and their status are listed in the next section. Large dollar applications will need to be sequenced to avoid over subscribing the fund.

# 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



| Applicant           | STBG Cycle | Project                              | Description   | Status                         | Amount Funded |
|---------------------|------------|--------------------------------------|---|--------------------------------|---------------|
| City of Albany      | 24-27      | Pacific Blvd/Queen Ave Scoping Study | Rescoping of older TSP project. This proposed scoping study would re-evaluate the intersection using current standards and identify which of the improvements are still required.   | Policy Board Approved          | \$98,703      |
| City of Millersburg | 24-27      | Millersburg TSP Update               | Comprehensive update of the Millersburg TSP with consideration to the rapid growth and development.   | Policy Board Approved          | \$90,000      |
| City of Tangent     | 21-24      | Tangent Dr Modernization             | Design and construct the modernization of Tangent Dr from the intersection of State Highway 99E to Meadow Wood St. Project will include wider travel lanes bike lanes to increase overall safety.   | Policy Board Approved          | \$884,750     |
| City of Albany      | 18-21      | Salem Ave Street Improvement         | Repave SE Salem Ave from city limits west to rail crossing. Remove curb returns and replace to ADA standards.   | MOU Signed/<br>Pending Invoice | \$650,000     |
| Linn County         | 21-24      | Goldfish Farm Road Modernization     | Intersection of Goldfish Farm Road with Highway 20 and continues north for -1, 700 feet to the bridge crossing at Cox Creek. The existing road widened to 60 feet for the first 940 feet to include two 12 ft wide travel lanes, 12 ft wide center lane, two 5 ft wide bike lanes, curb, gutter, and two six-foot-wide sidewalks on both sides of the road. The bridge at Cox Creek will be replaced and widened to 48 feet under a separate project with separate funding. | Pending Second Payment         | \$1,218,600   |
| City of Millersburg | 18-21      | Old Salem Rd Sidewalk Connectivity   | The project will provide much needed sidewalk, ramp, and access improvements to Old Salem Road which is a major collector.  | Pending Documentation          | \$413,000     |
| Benton County       | 18-21      | Springhill Dr Overlay                | The project would go from Hickory Street to Independence Highway (7.6 miles) and consist of a minimum of two-inches of asphalt.   | Pending Documentation          | \$650,000     |

**Total     \$3,906,350**

**Action:** *Information Only.* Preliminary comments and discussion on STBG Project Evaluation Criteria (Attachment B2 of this packet).

AAMPO-CAMPO Joint RTP Scenarios Spectrum

| 1. Zero Funding, No External Sources   | 2. Constrained Trend, Baseline Funding  | 3. Targeted Spending, Transit/Active Modes  | 4. Aspirational/Unconstrained, Infinite Money Glitch   |
|--|---|---|--|
| <p>This scenario assumes that no funding will be brought in from external sources, federal/state/etc. It looks only at funding available to jurisdictions from local sources.</p>  | <p>This scenario serves as the baseline to measure outcomes against and assumes nominal transit investment (current conditions with no noticeable increase/decrease) over 20 years. Included are notable policy decisions that could impact transportation and are expected to carry through most/all of the 20-year planning horizon.</p>  | <p>This scenario directs funding towards projects that in some way increase transit and active modes. Roadway maintenance that includes bike lanes or other improvements for active modes are prioritized. Funding sources for paths and transit expansion is assumed to be accounted for.</p>  | <p>This scenario assumes all projects in all categories from each jurisdictional Transportation System Plan will be delivered. Funding considerations are not a factor.</p>  |
| <p>Assumptions:<br/>                     i. No projects not on the Fiscally Constrained project list in each local member Transportation System Plan.<br/>                     ii. No projects that utilize non-local funding sources (STBG, Grants, State or Federal, etc).</p> | <p>Assumptions:<br/>                     i. No significant capacity projects (i.e. highway widening), as confirmed by the Financial Constrained project list in each local member Transportation System Plan.<br/>                     ii. Projects currently funded on the MPO's MTIP are included.<br/>                     iii. Conditions based on adopted land use plans are included.<br/>                     iv. Adopted policies that affect land use and transportation network use are included.</p> | <p>Assumptions:<br/>                     i. Transit service would reflect the described level of service for advanced phases as shown in their respective service development plans.<br/>                     ii. All transit routes will have 15-minute frequencies as a base assumption, unless service development plans have higher frequency described.<br/>                     iii. The bicycle network assumes an increased level of comfort, illustrating a broader population willing to travel by bike.<br/>                     iv. The multimodal network will include all pedestrian and bicycle projects currently being planned for.<br/>                     v. Maintenance projects for MPO member roads will include active mode upgrades, such as bike lanes.</p> | <p>Assumptions:<br/>                     i. There is no funding limitation to the number of projects built.<br/>                     ii. Projects from all sources (member Transportation System Plans, MPO MTIPs, and ODOT) will all be included.</p> |
| <p><b>5. I-5 Extra Lane, Aspirational +</b></p>  | <p>This is a bonus aspirational scenario meant to show the potential effects of highway widening on the region. The inspiration for it is based on an ODOT project concept.</p>   | <p>Assumptions:<br/>                     i. I-5 between Albany and Salem to receive a third travel lane in each direction.<br/>                     ii. Several interchange modifications in Albany and Millersburg.</p>  |  |