



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

Technical Advisory Committee (TAC)

Thursday, March 19, 2026

9:00 am to 11:00 am

VIRTUAL MEETING:

Via Teams by clicking [HERE](#)

Meeting ID: 294 464 589 587 8

Passcode: 8kV6Rt3U

Mobile One Click Number

[+1 872 242 8088](#)

Phone Conference ID: 193 067 353#

Contact: Billy McGregor, bmcgregor@ocwcog.org

AGENDA

- | | | | |
|----|------|--|------------------------|
| 1) | 9:00 | Call to Order, Agenda Review | Chair, Joe Samaniego |
| 2) | 9:05 | Public Comments | Chair |
| 3) | 9:10 | Approve the minutes of TAC meeting on Wednesday, February 19, 2026 (Attachment A pg. 04) | Chair |
| | | <i>Action: Decision on minutes</i> | |
| 4) | 9:15 | Work Plan Draft Comments (Attachment B pg. 14)
Request for comments on the Draft FY27 AAMPO UPWP. Please Email comments ahead of meeting. | Staff
McGregor, All |
| | | <i>Action: Review and Recommendation for Policy Board</i> | |
| 5) | 9:25 | STBG Project Updates (Attachment C1 pg. 44)
Review of recently completed, current, and pending projects that are approved via AAMPO STBG funds. | Staff
McGregor |
| | | <i>Action: Review and Discussion</i> | |
| 6) | 9:35 | STBG Application/Criteria Discussion (Attachment C2 pg. 46)
Review of previous project criteria, staff recommended changes, and member discussion. Attached are 24-27 Application Instructions. | Staff
McGregor, All |
| | | <i>Action: Review and Discussion</i> | |
| 7) | 9:45 | RTP Scenarios (Attachment D pg. 52)
Review draft RTP Scenarios. | All |

Meeting facilities are accessible to persons with disabilities. If you will need any special accommodations, please contact Ashlyn Muzechenko at least 72 hours prior to the meeting. Ashlyn can be reached at 541-812-2002. TTY/TTD 711.

Action: *Discussion/Recommendation*

- 8) **10:00 Mobility Hubs Update** **Staff**
 Update from AAMPO Director Matthew Lehman on the two Mobility Hubs at LBCC and OSU.

Action: *Review*

- 9) **10:30 Jurisdictional Updates/Other Business** **Chair, All**
- Albany
 - Jefferson
 - Millersburg
 - ODOT
 - Benton County
 - Linn County
 - Tangent

- 10) **11:00 Adjournment** **Chair**
 Next regularly scheduled meeting: Thursday, April 16, 2026, and will be virtual only.

Upcoming RTP Schedule

Combined MPO	AAMPO + CAMPO Combined RTP 3 Month Schedule											
AAMPO	26-Mar				26-Apr				26-May			
CAMPO	4	11	18	25	6	13	20	27	4	11	18	25
Future Trends & Scenarios (3-4 total) w/ TAC			19									
Future Trends & Scenarios (3-4 total) w/ Policy Board				25								
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							
Request TSP Projects from TAC								30			21	
Share future scenario results with the public and gather input on the preferred future scenario									Web Survey, Posting at Library, News Ad			

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ATTENDANCE (FOR QUORUM PURPOSES)

TAC Members	Jurisdiction	Attendance
Kyle Ward	City of Jefferson	
Andrew Potts	City of Millersburg	
Chris Cerklewski (Vice-Chair)	City of Albany	
Joe Samaniego (Chair)	City of Tangent	
Daineal Malone	Linn County	
Gary Stockhoff	Benton County	
James Feldmann	Oregon Department of Transportation	

Quorum Requirement: Official action may be taken by the committee when a quorum is present. A quorum shall exist when the majority of voting members of the Committee are present. If a member of the TAC is unable to participate in a TAC meeting, that member may designate an alternate to participate in his/her place. The alternate shall declare their status at the start of the meeting.

- AAMPO Technical Advisory Committee Bylaws, Section 6: Meetings, Subsection F: Quorum

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Albany Area Metropolitan Planning Organization (AAMPO)
AAMPO TAC Virtual Meeting
Thursday, February 19, 2025
 Virtual via Microsoft Teams Technologies

TAC Members	Jurisdiction	Attendance
Kyle Ward	City of Jefferson	Yes
Andrew Potts	City of Millersburg	Janelle Booth
Chris Cerklewski	City of Albany	Yes
Joe Samaniego	City of Tangent	No
Daineal Malone	Linn County	No
Gary Stockhoff	Benton County	Yes
James Feldmann	Oregon Department of Transportation	Yes

Guests: Steve Harvey

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

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, Roll Call	Staff Ashlyn Muzechenko conducted a roll call and determined a quorum of members was present. The meeting was called to order at 9:03am by the Vice-Chair Chris Cerklewski. An Agenda Review was completed, and there were no changes.	The meeting was called to order at 9:03am by the Vice-Chair Chris Cerklewski.

<p>2. Public Comments</p>	<p>There were no public comments received by the AAMPO TAC Members in attendance.</p>	<p>There were no public comments.</p>						
<p>3. Approve minutes for January 15, 2026, AAMPO TAC Meeting. (Attachment A)</p> <p>Action: Decision on Minutes</p>	<p>The AAMPO TAC members in attendance agreed to approve the Technical Advisory Committee Meeting Minutes of January 15, 2026, meeting by consensus. The minutes were approved with no objections or corrections.</p> <p>Gary Stockhoff of Benton County voted in favor. James Feldmann with ODOT voted in favor. Kyle Ward of Jefferson voted in favor. Chris Cerklewski of Albany voted in favor. Janelle Booth of Millersburg voted in favor. There were no votes against.</p>	<p>The AAMPO TAC members in attendance approved January 15, 2026, Technical Advisory Committee Meeting Minutes by consensus.</p>						
<p>4. MPO Jurisdictional RTP Goals (Attachment B)</p> <p>Action: Discussion and Information</p>	<p>McGregor introduced the conversation concerning Regional Transportation Plan (RTP) Goals, with review of AAMPO & CAMPO Goals & Objectives. McGregor noted staff would like to share the feedback received from CAMPO during their last meeting.</p> <p>Staff are asking for review and recommendation for Policy Board approval if all is acceptable.</p> <p><i>Table 1. Draft Goals</i></p> <table border="1" data-bbox="625 987 1533 1284"> <tr> <td data-bbox="625 987 814 1094">Safety, Health, and Usability*</td> <td data-bbox="814 987 1533 1094">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="625 1094 814 1179">Infrastructure Resiliency*</td> <td data-bbox="814 1094 1533 1179">Provide multimodal options so that in the event of a shutdown or loss, the system can maintain connectivity.</td> </tr> <tr> <td data-bbox="625 1179 814 1284">Economic Mobility*</td> <td data-bbox="814 1179 1533 1284">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> </table> <p>CAMPO also approved of the Jurisdictional RTP Goals during their last meeting.</p>	Safety, Health, and Usability*	Improve interjurisdictional networks that support active transportation modes (walk, bike, rolling, transit, etc) and are accessible for a variety of users of different abilities.	Infrastructure Resiliency*	Provide multimodal options so that in the event of a shutdown or loss, the system can maintain connectivity.	Economic Mobility*	Provide multiple options for regional transit and transportation users to access, distributing peak traffic volumes across multiple modes ensuring cost and congestion savings for network users of all types.	<p>The AAMPO TAC members approved of forwarding the goals along to the policy board for final approval.</p>
Safety, Health, and Usability*	Improve interjurisdictional networks that support active transportation modes (walk, bike, rolling, transit, etc) and are accessible for a variety of users of different abilities.							
Infrastructure Resiliency*	Provide multimodal options so that in the event of a shutdown or loss, the system can maintain connectivity.							
Economic Mobility*	Provide multiple options for regional transit and transportation users to access, distributing peak traffic volumes across multiple modes ensuring cost and congestion savings for network users of all types.							

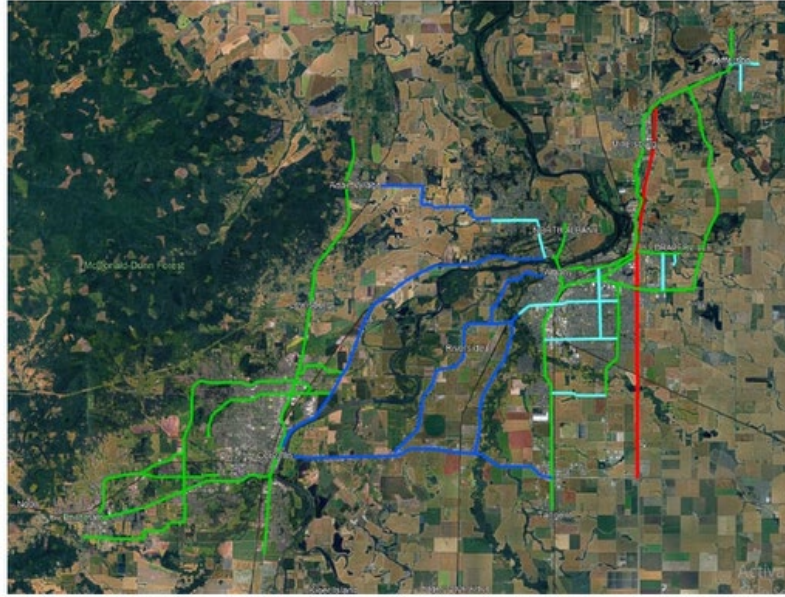
	<p>The Vice Chair Chris Cerklewski noted he didn't see any issues with the goals as presented.</p> <p>Gary Stockhoff moved to send the recommended goals to the policy board. Janelle Booth seconded. The motion carried unanimously.</p> <p>Gary Stockhoff of Benton County voted in favor. James Feldmann with ODOT voted in favor. Kyle Ward of Jefferson voted in favor. Chris Cerklewski of Albany voted in favor. Janelle Booth of Millersburg voted in favor. There were no votes against.</p>	
<p>5. AAMPO RTP Priority Corridors (Attachment C) Action: Activity and Discussion</p>	<p>McGregor shared the AAMPO RTP Priority Corridors with the TAC members that were collected from both AAMPO and CAMPO.</p> <p>McGregor requested priority corridors from tangent and Millersburg as they had been absent when these corridors were outlined.</p>	<p>The AAMPO TAC members approved of forwarding the priority corridors along to the policy board for final approval.</p>

Future RTP Priority Corridors

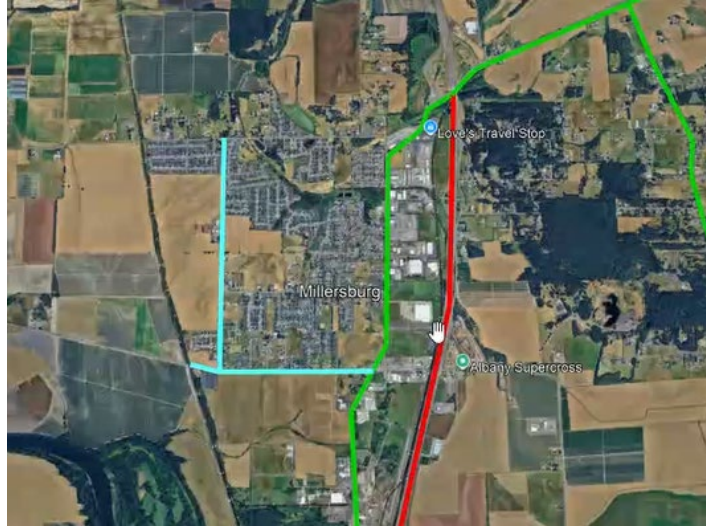
With work accomplished at meetings over the last few months the following (see Figure 6) draft priority corridors have been mapped. Work left to do consists of:

- Receiving priority corridor recommendations for Tangent and Millersburg.
- Confirming AAMPO corridors are at 90% decisiveness.
- Receive confirmation from CAMPO that their corridors are 90% decided.

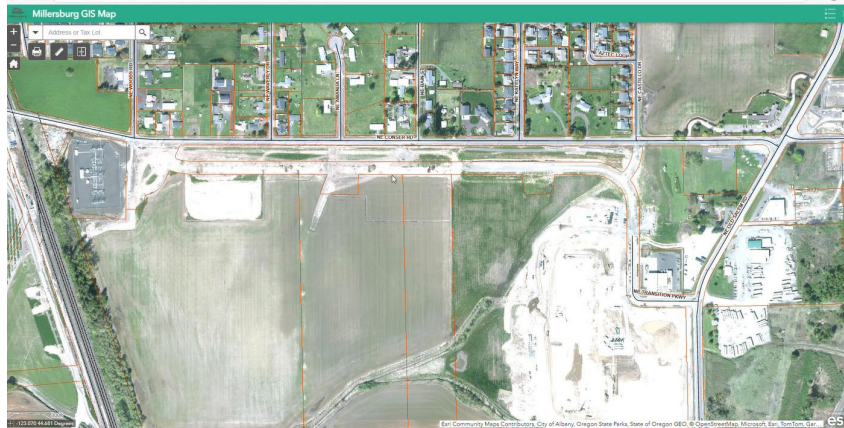
Figure 6 – AAMPO – CAMPO Combined Priority Corridors



Janelle Booth shared the following corridors for Millersburg:

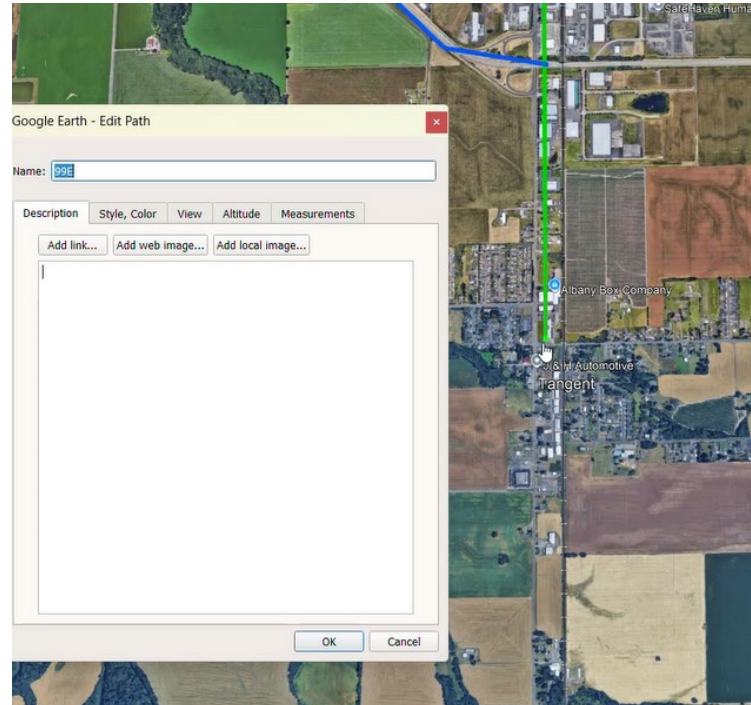


Janelle shared the following as an update to the Transition Parkway route to be added as a corridor for Millersburg:



McGregor shared the COG's GIS Planner, will be making a formal map for all these corridors to be included in the RTP.

The city manager of Tangent, Joe Samaneigo, had let McGregor know via email that the following were identified as Tangent's priority corridors:



Gary Stockhoff moved to pass these corridors along to the policy board for approval. Janelle Booth seconded. The motion carried unanimously.

Gary Stockhoff of Benton County voted in favor.
James Feldmann with ODOT voted in favor.
Kyle Ward of Jefferson voted in favor.
Chris Cerklewski of Albany voted in favor.
Janelle Booth of Millersburg voted in favor.
There were no votes against.

6. RTP Scenarios
(Attachment D)

Action: Information and Discussion

McGregor shared the draft scenario with 3 candidates for AAMPO TAC member's review.

The following are the draft scenarios:

Scenario 1. Trend Scenario

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.

Assumptions:

- i. No significant capacity projects (i.e. highway widening), as confirmed by the Financial Constrained project list in each local member Transportation System Plan.
- ii. Projects currently funded on the MPO's MTIP are included.
- iii. Conditions based on adopted land use plans are included.
- iv. Adopted policies that affect land use and transportation network use are included.

Scenario 2. Increased Transit + Increased Biking Scenario

This scenario would increase transit and the attractiveness of walking and bicycling.

Assumptions:

- i. Transit service would reflect the described level of service for advanced phases as shown in their respective service development plans.
- ii. All transit routes will have 15 minute frequencies as a base assumption, unless service development plans have higher frequency described.
- iii. The bicycle network assumes an increased level of comfort, illustrating a broader population willing to travel by bike.
- iv. The multimodal network will include all pedestrian and bicycle projects currently being planned for.

The AAMPO TAC members approved of forwarding the RTP Scenarios along to the Policy Board for final approval, with the changes discussed in today's meeting.

The Third Scenario is under construction and can be discussed with members today to identify:

Scenario Design Workshopping

The previous RTP Scenarios may or may not still be valid as a several year snapshot of a twenty year planning process. What additional scenario circumstances can be defined for TPAU that the MPO would be interested in learning the model impacts of?

Examples from previous meeting conversations:

Interstate 5 widening and interchange restructure.

Reduced funding for projects.

A majority (90%) return to work in office, or pre-Covid remote work assumptions.

Examples from other Oregon RTPs:

Work from Home, *CAMPO RTP2022*

ODOT Funding Crisis, *Lane RTP 2025-2049*

Base/Committed/Constrained/Aspirational, *Bend RTP 2024-2045*

Next Steps/Action

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

Staff are looking for at least three scenarios to forward on to TPAU to model and report back the data on.

Ketchum noted on the CAMPO side, there was a trend scenario to include improvements to walking, biking, and transit, along with a constraint funding scenario, and a larger funding scenario.

Chris Cerklewski noted the constrained funding scenario would probably have more value with projections looking ahead.

McGregor summarized noting there would be 4 scenarios, with support for running a worse than trend scenario, an aspiration scenario with increased funding, and the two trend scenarios.

Janelle Booth noted having the two extremes would be helpful, especially with member jurisdictions messaging to the public.

Feldmann shared that the addition of widening the I5 as a scenario is one, he would like to see added especially it was discussed recently at the ACT's TAC meeting.

	<p>Janelle Booth moved to advance these to the policy board with the changes discussed today. Gary Stockhoff seconded. The motion passed unanimously.</p> <p>Gary Stockhoff of Benton County voted in favor. James Feldmann with ODOT voted in favor. Kyle Ward of Jefferson voted in favor. Chris Cerklewski of Albany voted in favor. Janelle Booth of Millersburg voted in favor. There were no votes against.</p>	
<p>7. Jurisdictional Updates/Other Business</p> <ul style="list-style-type: none"> • AAMPO • Albany • Benton County • Jefferson • Linn County • Millersburg • Tangent • ODOT 	<p>AAMPO Updates: McGregor shared staff have been working on RTP, working with Linn County on Build Grant Applications, as the county is going for a planning grant for Riverside Drive for 4ft shoulders to help active transportation. The city of Lebanon is also applying for a roundabout at a problematic intersection.</p> <p>James noted he hadn't heard about riverside and was curious if the MPO could assist instead.</p> <p>McGregor noted it could be possible yes. But as it's outside of the AAMPO Boundary it could be difficult.</p> <p>Jurisdictional Updates: <i>Albany:</i> Chris Cerklewski shared there are no current updates for Albany.</p> <p><i>Benton County:</i> Gary Stockhoff shared for Benton County; there are no current updates.</p> <p><i>Jefferson:</i> Kyle Ward for Jefferson shared an update for an Oregon community path's grant for Jefferson going near the school.</p> <p>James added he will be the project manager for this, and is scheduled for the next STIP cycle, which will begin around October 1st.</p>	

	<p><i>Linn County:</i> There were no members from Linn County present for this meeting.</p> <p><i>Millersburg:</i> Janelle Booth noted she is filling in for Andrew as he has a new baby at home and will be back next month.</p> <p><i>Tangent:</i> There were no members from Tangent present for this meeting.</p> <p><i>ODOT:</i> James Feldmann with ODOT shared, the draft STIP is out with comment period through March. The CW ACT is meeting next month to discuss regional priorities as well. For the AAMPO Area it is auxiliary lanes on I5, and Knox butte Interchange.</p> <p>Other Business: There was no other business shared with the AAMPO TAC members.</p>	
8. Adjournment	The next AAMPO TAC Meeting is scheduled for Thursday, March 19, 2026.	The meeting was adjourned at 10:00am by the Vice-Chair, Chris Cerklewski.

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:

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	Administrative Assistant

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SECTION I: INTRODUCTION

What is a Metropolitan Planning Organization (MPO)?

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

What is the Albany Area Metropolitan Planning Organization?

The Albany Area Metropolitan Planning Organization (AAMPO) serves as the metropolitan planning organization (MPO) for the Albany Urbanized Area, as designated by the Oregon Governor in February 6, 2013. This region includes the cities of Jefferson, Millersburg, Albany, and Tangent, and parts of Benton, Linn, and Marion counties.

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

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

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

What is the Purpose of this Document?

In accordance with federal regulations (23 CFR 450.308), the functions and responsibilities of AAMPO include development of a Regional Transportation Plan (RTP), development of a Metropolitan Transportation Improvement Program (MTIP) and development of a Unified Planning Work Program (UPWP), as noted above. In addition, the MPO produces an annual list of obligated projects and a Public Participation Plan (PPP). AAMPO must also demonstrate compliance with Title VI and other non-discrimination requirements. The State Fiscal Year 2027 UPWP demonstrates how AAMPO will fulfill these requirements between July 1, 2026 and June 30, 2027.

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

SECTION II: WORK PROGRAM OVERVIEW

Funding Sources and Match Documentation

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

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

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

Amendments

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

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

Engagement and Process

It is a goal of AAMPO to gain the maximum possible public input into its transportation planning and programming activities. To this end the agency has developed and formally adopted a Public Participation Plan that outlines strategies and efforts that are conducted in association with the tasks in the Work Program. A copy of the AAMPO's Public Participation Plan is posted at the AAMPO's Website: https://www.ocwcog.org/wp-content/uploads/2025/04/FINAL-Joint-PPP_2024-25_4.9.25.pdf Engagement levels vary depending on the deliverable.

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

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

- Holding a 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 or FHWA.ADAcomplaints@dot.gov to request hardcopy and send it to:

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

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
Other Documents	Current Status	Next Update
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 15th, annual reports are submitted by July 30th.
- Preparing the agency's financial audit.
- Upkeep and maintenance of the agency's website, including adding all MPO designation documents. Consider updating website to more accessible version.
- Attending organizational and personnel-related meetings.
- Creation and maintenance of an MPO continuity of operations binder.

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

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

130 – Annual Document Review

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

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

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

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

140 – MPO Education and Training

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

- What is an MPO.
- MPO's role in transportation planning.
- Transportation planning principles, including education on the Corvallis Albany Lebanon Model by

TPAU when requested.

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

Product: 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
Total	\$107,500

DRAFT

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 1st and 2nd quarter, with final approval by 3rd quarter of FY27.

Task 230: Regional Count Program

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

funds represented in Task 500.

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

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

Schedule: Task is ongoing throughout the fiscal year.

Task 240: Safety and Active Transportation Planning Support

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

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

Support activities include:

- Participating in advisory group meetings on relevant topics.
- Coordinating with local, state, federal and nonprofit organizations on active transportation and safety topics.
- Generating original research or policy to support projects.
- Public outreach and engagement on specific projects, like a public open house, or general themes, such as bicycle safety.
- Participating 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
Total	\$83,648

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.

TASK 300: INTER-REGIONAL TRANSPORTATION PLANNING	
Task Component	SFY27
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
Total	\$66,638

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).

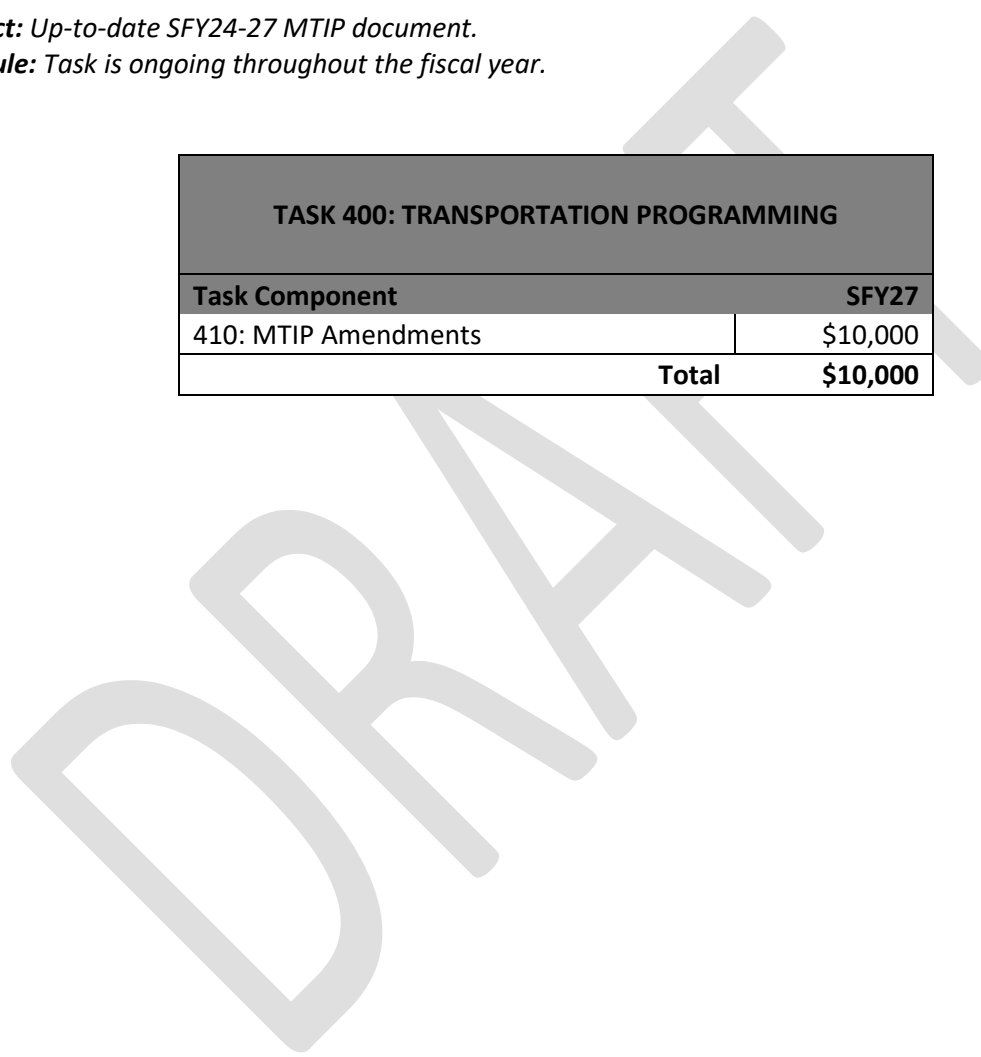
410 – MTIP Amendments

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
Total	\$10,000



Task 500 – Special Projects

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

Task 510: Special Project Pool

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

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

SECTION IV: BUDGET SUMMARY

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

SFY27 Budget by Subtask

Task	FY27 Amount	FY26 Amount	Dollar Change	Percent Change
TASK 100: Program Management	\$107,500	\$141,250	(\$33,750)	-31%
110: MPO Operation	\$50,000			
120: MPO Administration	\$30,000			
130: Annual Document Review	\$25,000			
140: MPO Education and Training	\$2,500			
TASK 200: Long Range Transportation Planning	\$83,648	\$52,500	\$31,148	37%
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			
TASK 300: Inter-Regional Transportation Planning	\$66,638	\$75,000	(\$8,362)	-13%
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			
TASK 400: Transportation Programming	\$10,000	\$10,000	\$0	0%
410: MTIP Amendments	\$10,000			
TASK 500: Special Projects	\$134,063	\$93,421	\$40,642	30%
510: Special Project Pool	\$101,441			
520: RTP External Costs	\$26,879			
530: Task 230 Equipment Costs	\$5,743			
TOTAL	\$401,848.35	\$372,171.13	\$29,677	7%

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

SFY27 Budget by Fund Source

The Infrastructure and Investment Jobs Act (IIJA) created a new requirement that 2.5% of planning funds must be spent towards creating safe and accessible transportation options. This set aside must be clearly identified in metropolitan work plans. These funds are labeled in the table below under Safe and Accessible Transportation Options, or SATO. These funds do not require a local match.

Task	Task Budget Total (Personnel + Non-Payroll + Contracted Staff)	PL Funds	FTA 5303/SATO Funds	PL Match Funds	Local Match (5303/SATO) (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
Total SFY27 Budget	\$401,848	\$191,719	\$169,325	\$12,207	\$28,597

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

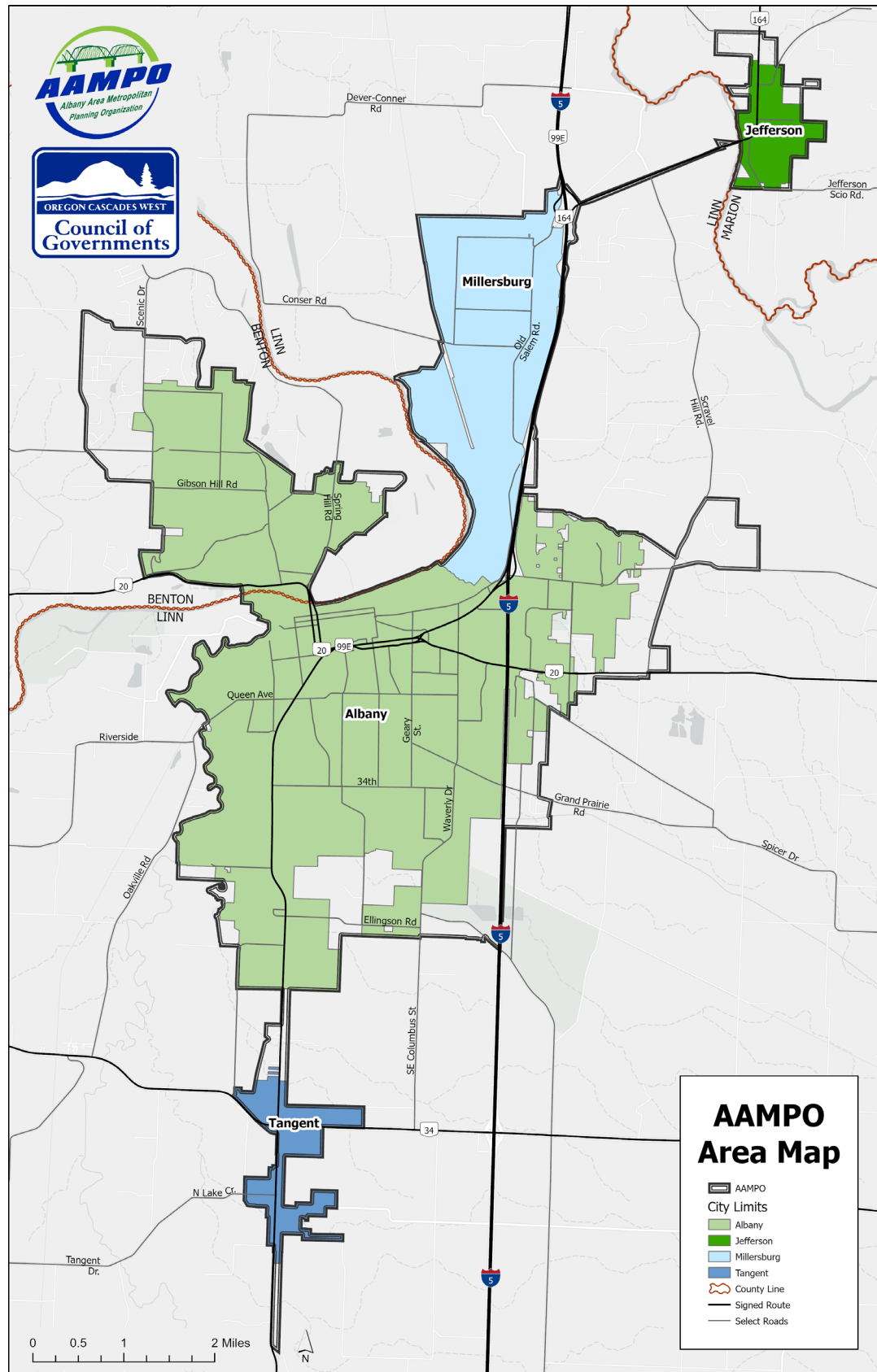
SFY27 Expenses

Cost	Amount	Percent of Total Budget
AAMPO Staff Payroll Expenses	\$207,723	52%
AAMPO Non-Payroll Expenses	\$60,063	15%
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	
Special Project Pool	\$134,063	33%
Total*	\$401,848.35	100%

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

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

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 st Century
MPO	Metropolitan Planning Organization
MTIP	Metropolitan Transportation Improvement Program
OCWCOG	Oregon Cascades West Council of Governments
ODOT	Oregon Department of Transportation
OSU	Oregon State University
PEA	Planning Emphasis Areas
PL Fund	Planning Funds allocated to Metropolitan Transportation Planning activities
RTP	Regional Transportation Plan
ROI	Return on Investment
SATO	Safe and Accessible Transportation Options
Section 5303	FTA’s program of financing transit planning activities of MPOs Section
5307	FTA’s program of financing urban transit systems
Section 5310	FTA’s program of financing transit for the elderly and people with disabilities
Section 5311	FTA’s program of financing rural transit services SHRP
	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
TASK 100: Program Management										
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			
TASK 200: Long Range Transportation Planning										
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
TASK 300: Inter-Regional Transportation Planning										
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			
TASK 400: Transportation Programming										
410: MTIP Amendments	X	X	X	X	X	X	X	X	X	X
TASK 500: Special Projects										
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 (Personnel + Non-Payroll + Contracted Staff)	PL Funds	FTA 5303/SATO Funds	PL Match Funds	Local Match (5303/SATO) (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
Total SFY27 Budget	\$401,848	\$191,719	\$169,325	\$12,207	\$28,597

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
Total		\$12,000

AAMPO Policy Board Meetings

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

AAMPO POLICY BOARD MEETING		
Jurisdiction	Volunteer rate/hour	Rate for nine 2-hour Policy Board meetings
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
Total		\$3,280

Other In-Kind Sources

Albany Transit Match

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

Overall In-Kind Breakdown

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

APPENDIX F: SUMMARY OF COMMENTS

See comment tracker following this page.

DRAFT

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 19, 2026
To: AAMPO Technical Advisory Committee
From: Billy McGregor, AAMPO Staff
Re: STBG Project Overview

Purpose

This memorandum contains an overview of the outstanding projects the Technical Advisory Committee recommended for funding in the 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/ 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).

FFY 2024-2027 Albany Area MPO Discretionary Funds

Surface Transportation Block Grant (STBG)
Program

Application Instructions

DRAFT

Staff Contact:

Billy McGregor, Transportation Planner
bmcgregor@ocwcog.org; 541-223-7040
Albany Area Metropolitan Planning Organization
1400 SE Queen Ave, Suite 205
Albany OR, 97322
www.albanyareampo.org/



Overview

The Albany Area Metropolitan Planning Organization (AAMPO) is requesting project proposals for use of Surface Transportation Block Grant (STBG) funds for federal fiscal years (FFY) 2024-2027. There is an estimated \$3.7 million in federal funding available for construction and scoping projects in the AAMPO region. STBG funding is distributed annually with approximately \$1 million available each year. Priorities for the use of STBG funds are outlined in this document.

Projects will be accepted until 5:00 PM (PST), October 14, 2022. Application materials should be submitted electronically to bmcgregor@ocwcoq.org.

Project Eligibility

Projects must be located within the Albany Area MPO boundary; be consistent with [2043 AAMPO Regional Transportation Plan](#) (RTP) a local transportation plan or other long-range planning document; and meet general eligibility requirements for use of federal aid dollars under Title 23 of the U.S. Code (see eligibility link in the box below for more information).

The STBG program is a flexible funding source that may be used for a variety of programs and projects within the Albany Area MPO boundary, including those outlined below:

- Roadway projects (generally should be located on an arterial or collector)
- Capital costs for transit projects, purchased service
- Signal & technology projects
- Bicycle and pedestrian improvements, including trails
- Safety projects
- Planning and scoping projects
- Travel options programs (including Safe Routes to Schools)

To confirm project eligibility, see:

Section E --ELIGIBILITY (pages 12 through 16)

https://www.fhwa.dot.gov/specialfunding/stp/bil_stbg_implementation_guidance-05_25_22.pdf

Projects will first be evaluated and ranked by AAMPO staff and the Technical Advisory Committee. Project lists will be made public for comment before final approval by the AAMPO Policy Board. While the Albany Area MPO Policy Board is responsible for selecting projects for these funds, final eligibility may be determined in consultation with FHWA, FTA, and ODOT.

ODOT STBG Fund Exchange Program

AAMPO has historically utilized ODOT's STBG State Fund Exchange Program which provides additional flexibility in how STBG dollars can be spent locally. It is expected that ODOT's Fund Exchange Program **WILL NOT** be available for STBG dollars associated with the funding cycles of the MPO's 2024-2027 Metropolitan Transportation Improvement Program (MTIP) and ODOT's 2024-2027 Statewide Transportation Improvement Program (STIP). Conversations are currently underway that will decide the future of this program. MPO staff will keep potential applicants apprised of progress on this topic.

If it remains available, applicants awarded funding may choose to use the Fund Exchange Program during this funding cycle. Local match is not required if the applicant uses the Fund Exchange

Program, however, there is an exchange rate of .90 cents per dollar associated with the program¹. To be eligible for State Fund Exchange projects must be located within the public Right-of-Way. Other eligibility requirements apply as well.

Eligible Sponsors

Applicable to the Albany Area MPO, eligible sponsors for projects requesting funds are limited to: local governments, transit agencies, natural resource or public land agencies, school districts, local educational agencies, schools, tribal governments, ODOT, other local or regional governmental entity with responsibility for oversight of transportation or recreational trails.

Program Requirements

Project Size: There is no set min./max. award, however, due to the unknown availability of ODOTs fund exchange program and the assumption that 2024-2027 funds will remain federal, a minimum request of \$50,000 for non-construction projects and \$100,000 for construction projects is recommended for requests that include any 2024-2027 dollars.

Cost Estimate Sheet: TBD – A short cost estimate sheet may be requested as part of applications.

Matching Funds: All projects require a local match paid by the applicant or by partner organizations. The **minimum local match is 10.27 percent** of eligible project costs. Note, if available, the ODOT STBG Fund Exchange Program does not require a match, although an exchange rate applies.

Annual Update: Applicants awarded STBG funds may be asked to submit a brief update annually for review by the AAMPO Policy Board. The update should include the status of the funded project and, if applicable, how it is performing relative to the purpose/need originally described in the project application.

Scoping Studies

Up to 10% of STBG funds may be used to conduct scoping studies for long range, complex projects identified by AAMPO members. Projects will be evaluated for funding on a case-by-case basis.

¹ Previous exchange rate was .94 cents per dollar.

Project Selection Process & Evaluation Criteria

Each project application will be screened for STBG Program eligibility by MPO staff, and an initial project scoring will be applied based on how well the information provided appears to support the established criteria (see table below for criteria). The Technical Advisory Committee (TAC) will then be given the opportunity to review all applications and finalize the criteria-based scoring through a consensus process. **The evaluation criteria is used as a tool to assess project proposals, however, other factors are also considered as part of the selection process (e.g. funding available/requested, timeframe, benefits not captured in criteria, feasibility of project scope).** Given the select criteria topics and the broad range of projects that are STBG eligible, it is expected that not all projects will score well despite having clear benefits. As mentioned above, the criteria scoring is simply a tool that the TAC uses in developing their funding recommendation. Applicants will be given the opportunity to present projects to the TAC and Policy Board. The AAMPO Policy Board will make the final funding determination.

Evaluation Criteria

The following criteria will be used for STBG project evaluation as part of the FFY2024-2027 Metropolitan Transportation Improvement Program (MTIP) process. Projects will be sorted into Preservation and Modernization, and then combined into one overall funding list. **Applicants for funding must demonstrate how well their proposed project meets the evaluation criteria identified below.**

Table 1: Evaluation Criteria for Preservation Projects

PRESERVATION	
Pavement Condition (30 pts)	Fair (30 pts) Poor (15 pts) Good (5 pts)
Bicycle/Pedestrian/Transit Improvement (30 pts)	Improves bicycle facilities (10 pts) Improves pedestrian facilities (10 pts) Project along transit route (10 pts)
Safety Improvement (20 pts)	Addresses documented safety issue and/or identified high crash location (20 pts)
Project Leverage (20 pts)	Funding this project will leverage other larger opportunities to increase overall project impact (10 pts) Improves freight operations (5 pts) Is located on an MPO Priority Corridor (5 pts)
Total	100 pts

Table 2: Evaluation Criteria for Modernization Projects

MODERNIZATION	
Project Readiness (30 points total)	A scoping study is completed (8 pts) Project is in within existing ROW (8 pts) No extensive environmental permits required (7 pts) Match funding is already identified (7 pts)
Bicycle/Pedestrian/Transit (30 points total)	Improves bicycle facilities (8 pts) Improves pedestrian facilities (8 pts) Improves bus stop (7 pts) Project along transit stop (7 pts)
Safety (25 points total)	Addresses documented safety issue and/or identified high crash location (18 pts) Upgrades signal system to improve efficiency (7 pts)
Intercommunity Impact (15 pts)	Project identifies benefits to multiple communities (5 pts) Improves freight operations (5 pts) Is located on an MPO Priority Corridor (5 pts)
Total	100 pts

Schedule

Planned schedule and summary of actions is listed below.

Sept 1, 2022	Start project solicitation process.
Oct 14, 2022	Application period closes; AAMPO staff begins application evaluation.
Oct 20, 2022	TAC application workshop (optional for applicants). Opportunity to present applications. With TAC concurrence, applicants may submit minor changes to applications by email to AAMPO staff.
Nov 17, 2022	TAC to review applications, evaluate projects, and make funding recommendation to the Policy Board.
Dec XX, 2022	TBD - Applicant presentations to Policy Board. Policy Board awards funds. Final date pending Policy Board decision.

Opportunities for Public Comment

Details on Policy Board and TAC meetings can be found at the AAMPO website:

www.albanyareampo.org. Any questions or additional information can be requested through staff at the contact information listed above.

The public process will consist of a virtual open house that contains a map and description of each project. The virtual open house will be available in both English and Spanish languages. It will be advertised through handouts at established group meetings as well as community destinations. The virtual open house will also be noticed in the newspaper. All handouts and announcements regarding the virtual open house will be bi-lingual.

Instructions to Apply

Prospective applicants should refer to the “Project Eligibility” section of this document (pages 2 and 3) and use the link provided to determine if their project is an eligible activity. If unclear, please contact AAMPO staff for additional information.

The Albany Area MPO does not use a prescribed form for STBG project applications. The information below outlines a list of suggested topics to cover in your application.

Contact Information

Provide contact information for project applicant. Contact should be someone from the sponsor agency that will be able to answer questions regarding the submitted application.

Project Name and Description

Provide a short project description. Suggested topics to cover include project need, problem to be addressed, expected outcomes and other relevant information that describes the project. Include information about work to be funded, such as what will be built, services provided, equipment to be purchased, or planning efforts that will be paid for with requested funds. Maps, photos, and other graphics are not required but will be accepted as part of the application.

Presence in RTP, TSP, or other Planning Document

Make a note on whether your project is identified in an existing plan or program; include plan name and page number (or other identifying information). Note that this is generally for information only, as not all projects will need to be in an existing plan/program. However, projects need to align with goals and policies contained in the 2043 AAMPO Regional Transportation Plan.

Project Scoring Criteria & Other Project Benefits

Applicants for funding must demonstrate how their proposed project meets the evaluation criteria identified on page 4. The evaluation criteria was adopted by the Policy Board in 2019 and updated in 2022. It is up to the applicant to demonstrate how well the project supports each criterion, and including measurable objectives is encouraged, if applicable (e.g.: linear feet of new ped/bike facility, crash data, transit ridership, etc.). **Projects may receive no/partial/full scores per category.**

Cost Estimate & Funding Requested

Provide an estimate for total project cost and amount of STBG funds being requested. Information about other committed funds, including match, may be useful to include as well. Match must come from non-federal sources. If a soft match is to be used, please note and consult with MPO staff for eligibility. **More on cost estimate sheet may be added here.**

Cost overages are not the responsibility of the MPO. Federal fiscal year begins October 1 and ends September 30.

Submit Application

Email your completed application to bmccgregor@ocwcoq.org.

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 lane 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: i. No projects not on the Fiscally Constrained project list in each local member Transportation System Plan. ii. No projects that utilize non-local funding sources (STBG, Grants, State or Federal,etc).</p>	<p>Assumptions: i. No significant capacity projects (i.e. highway widening), as confirmed by the Financial Constrained project list in each local member Transportation System Plan. ii. Projects currently funded on the MPO's MTIP are included. iii. Conditions based on adopted land use plans are included. iv. Adopted policies that affect land use and transportation network use are included.</p>	<p>Assumptions: i. Transit service would reflect the described level of service for advanced phases as shown in their respective service development plans. ii. All transit routes will have 15 minute frequencies as a base assumption, unless service development plans have higher frequency described. iii. The bicycle network assumes an increased level of comfort, illustrating a broader population willing to travel by bike. iv. The multimodal network will include all pedestrian and bicycle projects currently being planned for. v. Maintenance projects for MPO member roads will include active mode upgrades, such as bike lanes.</p>	<p>Assumptions: i. There is no funding limitation to the number of projects built. ii. Projects from all sources (member Transportation System Plans, MPO MTIPs, and ODOT) will all be included.</p>

<p>5. I-5 Extra Lane, Aspirational +</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: i. I-5 between Albany and Salem to receive a third travel lane in each direction. ii. Several interchange modifications in Albany and Millersburg.</p>
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