



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, June 18, 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 Thursday, May 21, 2026
(Attachment A pg. 04) | Chair |
| | | <i>Action: Decision on minutes</i> | |
| 4) | 9:15 | ODOT Multimodal Inventory Update
Update regarding ODOT's Multimodal Inventory project. | Theresa Conley |
| | | <i>Action: Information</i> | |
| 5) | 9:35 | Old Salem/Salem Ave Update (Attachment B pg. 14)
Update regarding FY26 Task 510 project. | Staff, Points of Contact |
| | | <i>Action: Presentation and Information</i> | |
| 6) | 9:55 | MTIP Draft (Attachment C pg. 34)
Review of the 2027-2030 AAMPO MTIP. | Staff
McGregor, All |
| | | <i>Action: Discussion and Referral to Policy Board</i> | |
| 7) | 10:05 | TPAU Model Assumptions (Attachment D1 & D2 pg. 69)
Review and discuss growth expectations for employment and households. | Staff
McGregor, All |
| | | <i>Action: Discussion</i> | |

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.

- 8) **10:30 Jurisdictional Updates/Other Business** **Chair, All**
- Albany
 - Jefferson
 - Millersburg
 - ODOT
 - Benton County
 - Linn County
 - Tangent
- 9) **11:00 Adjournment** **Chair**
- Next regularly scheduled meeting: Thursday, July 16, 2026, and will be virtual only.

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Upcoming RTP Schedule

Combined MPO	AAMPO + CAMPO Combined RTP 3 Month Schedule													
	April				May				June					
AAMPO	6	13	20	27	4	11	18	25	1	8	15	22	29	
CAMPO														
Future Trends & Scenarios (3-4 total) w/ TAC		16												
Future Trends & Scenarios (3-4 total) w/ Policy Board			22											
Share existing conditions and future growth assumptions w/ TAC		16		30										
Share existing conditions and future growth assumptions w/ PB	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					
Review previous RTP projects w/ TAC								28			18			

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, May 21, 2026
 Virtual via Microsoft Teams Technologies

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

Guests: There were no guests present.

Staff: AAMPO Planner Billy McGregor, Planning Supervisor Justin Peterson, CED Administrative Assistant Travis Overvig, Reporting Coordinator Ashlyn Muzechenko

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, Roll Call	Staff Billy McGregor conducted a roll call and determined a quorum of members was present. The meeting was called to order at 9:02am by the Chair Joe Samaniego. An Agenda Review was completed, and there were no changes.	The meeting was called to order at 9:01am by the Chair Joe Samaniego.

<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 April 16, 2026, AAMPO TAC Meeting. (Attachment A)</p> <p><i>Action: Decision on Minutes</i></p>	<p>The AAMPO TAC members in attendance agreed to approve the Technical Advisory Committee Meeting Minutes of April 16, 2026, meeting by consensus. Andrew Potts motioned to approve, Chris Cerklewski seconded. No discussion. 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. Andrew Potts of Millersburg voted in favor. Joe Samaniego of Tangent voted in favor. There were no votes against.</p>	<p>The AAMPO TAC members in attendance approved of April 16, 2026, Technical Advisory Committee Meeting Minutes by consensus.</p>
<p>4. Pavement Condition Presentation (Attachment B)</p> <p><i>Action: Presentation</i></p>	<p>McGregor shared attachment b, which is page 13 in the meeting agenda packet for the TAC's review.</p> <p>This attachment covers the pavement condition presentation, and Cerklewski explained the two ways to build streets: asphalt pavement and concrete pavement. Effective pavement management is a management technique which helps to explain road conditions.</p> <p><u>Pavement Condition Index (PCI)</u>: Rates the condition of the road from 0 (rubble) to 100 (brand new). Presentation showed the difference between 90, 65, 34, and 4, PCI rated roads, and Cerklewski explained the reasons for these ratings.</p> <p><u>Types of Pavement Failures</u>: Alligator Cracking, Longitudinal Cracking, Potholes, Raveling, Rutting, Transverse Cracking, and Surface Distortion. Cerklewski explained each failure type.</p> <p><u>Pavement Rehabilitation Options</u>: Crack Seal, Fog Seal, Spray-On Rejuvenator, Slurry Seal, Chip Seal, Grind and Overlay, Full Depth Reclamation, Reconstruction. Cerklewski explained each rehabilitation</p>	<p>The AAMPO TAC members listened to and discussed the Pavement Condition Presentation presented by Chris Cerklewski (City of Albany).</p>

option.

Pavement Rehabilitation Options

PCI	Treatment Option	Unit Cost
Good (100-80)	Crack Sealing	\$1.00 to \$1.50 per lin. Ft.
Good (100-80)	Fog Seal / Spray-On Rejuvenator	\$1.00 to \$4.00 per sq. yd.
Good (100-80)	Slurry Seal	\$4.00 to \$5.00 per sq. yd.
Fair (79-50)	Chip Seal	\$4.00 to \$5.00 per sq. yd.
Fair (79-50)	Grind and Overlay	\$60 to \$70 per sq. yd.
Poor (49-0)	Full Depth Reclamation with Cement	\$275 to \$400 per sq. yd.
Poor (49-0)	Traditional Reconstruction	\$300 to \$500 per sq. yd.

Pavement Renovation Economics: Roads typically for the first 12-15 years usually hold up well and then they deteriorate quickly. Cerklewski explained how to keep good pavements good by extending deterioration curve on graph with maintenance options.

Joe Samaniego asked which long-term solutions would be best instead of 1-year maintenance options. Cerklewski explained Fog Seals are usually used for a longer extension option for road maintenance. A Grind and Overlay can grind 2 inches off road to remove cracks and replace those 2 inches before cracks penetrate further down and create larger maintenance issues.

Discussion on rejuvenators is that they claim to provide 3-5 years of benefits though would need to do this early in the pavement life (first 5 years) usually while PCI rating is between 80-90.

5. FY2027 Special Projects (Attachment C)
Action: Information and Discussion

McGregor presented the FY2027 Special Projects updates

- Discussed how MPO's excess budget impacts match totals.

The AAMPO TAC members listened to and discussed the FY2027

	<ul style="list-style-type: none"> • FY2026 Salem Ave—Old Salem Rd scoping studies in Millersburg are progressing, focusing on key intersections, future alignment, and I-5 connectivity near Century Dr. Project findings from the contractor (Hiddleston) are expected in June. • FY2027 approved funding includes work on the AAMPO RTP collaborative effort with CAMPO, including engineering, federal review requirements, and project planning costs. FY2027-2028 priorities focus on long-term project planning. • A proposal for FY2027 includes a small urban transit feasibility study to identify transit service gaps and improvement opportunities in Tangent, Jefferson, and Millersburg. • Transit discussions included prior North-South route efforts, service expansion opportunities toward Tangent, and coordination with ATS Development Planning. • Cascades West COG and regional partners are exploring collaborative transit solutions, including Ride Line services, Dial-a-Ride coordination, and partnerships with Linn-Benton transit providers to improve regional connectivity. • Additional discussions focused on expanding transit partnerships, identifying funding opportunities, and growing regional transit strategies in response to Millersburg’s economic growth. • FY2028 planning priorities include RTP corridor identification, funding readiness assessments, engineering planning efforts, and strengthening implementation strategies for key transportation projects. 	<p>Special Projects presented by Billy McGregor (OCWCOG).</p>
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Purpose

This memorandum proposes one new project proposal and reviews information regarding PL funds use.

Action: *Information and Discussion.*

Project Suggestion

AAMPO has reserved federal Planning (PL) funds to support studies that advance regional transportation goals and assist member jurisdictions. Building on the consensus priority corridors identified in the draft 2050 Joint Regional Transportation Plan (RTP), staff recommend using the available funding to develop actionable solutions that improve safety, accessibility, and transit reliability across the region.

Recommended Projects Based on Member Priorities

FY27: Small Urban Transit Feasibility Study

- Identify gaps in transit coverage and key neighborhoods that would benefit from enhanced service.
- Evaluate opportunities to strengthen connections within the Albany Area MPO, including Tangent, Jefferson, and Millersburg.
- Focus on collaborative teamwork, by building a strategy informed by the work of commensurately scaled communities (Lebanon LINX, Linn Shuttle, Independence-Monmouth Trolley Pilot).
- Pair recommended strategies with feasible funding sources for implementation.

FY28: Key Corridor Project Identification and Funding Readiness Assessment

- Develop existing conditions reports to form foundational corridor studies.
- Evaluate multimodal access, safety performance, and reliability along selected corridors.
- Produce lists of short- and long-term improvement projects tailored to community needs.
- Reduce barriers to construction funding by improving project readiness.

Actionable Next Steps

Post-Presentation Questions:

- Cerklewski asked how much would this cost each year? McGregor said they are estimating between \$20,000-\$50,000 this year with the following year (2027) having roughly \$40,000 and then in 2028 having around \$50,000 and then the following years it should start seeing diminishing carry-over so looking at \$40k, \$50k, \$30k, \$20k, \$10k, and then none once the funds have been spent down to regular allotment from ODOT.
- Cerklewski asked to identify what exactly is needed from the transit studies and how much it would cost so that they could use it for grant application based on the studies to identify if the state would be able to fund these projects to assist in providing these transit services.

	<ul style="list-style-type: none"> • Gary Stockhoff shared jurisdictional updates from Benton County, regarding pilot project 99W. The southern portion (Corvallis-Eugene) has been very successful, and they are looking to continue the service into the next fiscal year, though the grant funding ends June 30, 2026. Limited funding opportunities make it difficult to cover July 1, 2026 – June 30, 2027. A phase 2 grant request has been submitted to extend the project to July 1, 2027 – June 30, 2028. However, the state may not view pilot projects favorably moving forward due to funding constraints. • Benton County aims to continue the service for 2027-2028 and is coordinating with LTD, with a focus on university-to-university (OSU-to-UO) transportation. The recommendation is to move the project to 99E, where higher ridership is expected. • Benton County is conducting a rural shopper shuttle study for Monroe, Corvallis, and Alsea, with plans to run a few days a week. • Justin Peterson emphasized the importance of ongoing community engagement regarding these pilot projects. 	
<p>6. STBG Project Criteria, Draft (Attachment D)</p>	<ul style="list-style-type: none"> • McGregor discussed CAMPO and AAMPO funding coordination for the 2027-2030 cycle. The goal is coordination between agencies rather than complete alignment. • Conservative funding estimates developed through ODOT and internal discussions project approximately \$805,000 annually (\$2.415 million over three years). • ODOT indicated future funding assumptions should remain conservative, as annual percentage increases are not expected moving forward. • TAC will determine the use of any additional funding opportunities. Historically, reserve funds have supported planning studies and Transportation System Plan (TSP) updates. • Up to 10% of the funds received may be automatically approved for planning studies. 	<p>The AAMPO TAC members listened to and discussed the STBG Project Criteria presented by Billy McGregor (OCWCOG). Recommended changes to AAMPO scoring criteria be submitted to Policy Board.</p>

- Carryover funding from the 2024-2027 STBG cycle is approximately \$120,000.
- ODOT indicated potential AAMPO SHF funding through STBG exchange could total approximately \$831,035 for 2027-2030.

Purpose

This memorandum proposes a modified project scoring criteria for the 2027-2030 Surface Transportation Block Grant (STBG)/State Highway Fund (SHF).

Action: Information and Potential Recommendation to Policy Board for Approval Decision.

Background

AAMPO adopted the CAMPO approach during the 2024-2027 STBG Cycle to mixed results. The primary feedback received by AAMPO staff was that the members scoring projects wanted the autonomy to score on a gradient where that made sense. When funds from previous cycles were reviewed it was found that prior AAMPO staff had double applied funding from a previous overlap year and that the scored projects would overdraw that available funding. Due to this the decision was made to continue to fully fund previously approved projects, approve up to 10% of funds worth of planning projects automatically, and take remaining funds and put them in a reserve.

2027-2030 Information

Year	Estimated Funds
2028	\$ 805,000
2029	\$ 805,000
2030	\$ 805,000
Total	\$ 2,415,000

Note: AAMPO Staff estimates that there will be some carryover from the 2024-2027 STBG cycle of

- McGregor shared the AAMPO scoring criteria for pavement conditions for Modernization and Preservation and detailed the various scoring portions.

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Modernization

Project Readiness	
Y/N	Scoping study is completed 10
Y/N	Project within existing ROW 10
Y/N	Match funding identified 5
Y/N	No extensive permitting required (Env., Utility, etc) 5

Multimodal Improvement

1-10	Improves/Creates bicycle facilities 10
1-10	Improves/Creates pedestrian facilities 10
1-5	Upgrades to transit facilities 5

Safety

1-20	Addresses documented safety issue and/or identified high crash location 20
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Community Impact

1-10	Project identifies benefits to vulnerable road users 10
Y/N	Project has support of community(ies) 5
Y/N	Improves freight operations 5
Y/N	Located on an MPO priority corridor 5

Preservation

Pavement Condition	
Y/N	Fair PCI 55-69 30
Y/N	Poor PCI 40-54 15
Y/N	Good PCI 70-84 5

Multimodal Improvement

1-10	Improves/Creates bicycle facilities 10
1-10	Improves/Creates pedestrian facilities 10
Y/N	Project is on transit route 5

Safety Improvement

1-20	Addresses documented safety issue and/or identified high crash location 20
------	--

Project Leverage

1-10	Funding this project will leverage larger opportunities to increase overall project impact 10
Y/N	Project is identified in a local plan 5
Y/N	Project is located on a freight route 5
Y/N	Located on an MPO priority corridor 5

Post-Presentation Questions:

- Cerklewski recommended changing the scoring range from 1-10 to 0-10, noting projects with no completed work should receive a score of 0.
- Discussion focused on defining project terminology. TAC members discussed project readiness standards and changing Scoping Study to Study, Design and Plans.
- Members discussed separating scoring criteria between completed scoping studies and completed construction plans.
- Recommendation made to revise Scoping Study terminology to better encompass study, design, and planning work, with scoring completed on a 0-10 scale rather than Yes/No.

	<ul style="list-style-type: none"> • PCI ratings were discussed as appearing functional, with maintenance work anticipated when scores reach appropriate thresholds. • McGregor asked TAC if changes as recommended today should move to the Policy Board this month for approval. No opposition was raised. 	
<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: There were no AAMPO Updates to share.</p> <p>Jurisdictional Updates:</p> <p><u>Albany:</u> Chris Cerklewski shared that City of Albany will be doing an Over Lay project on Hill St from Pacific Blvd to Queen Ave over the summer.</p> <p><u>Benton County:</u> Gary Stockhoff shared that Benton County has no updates at this time.</p> <p><u>Jefferson:</u> Kyle Ward shared that City of Jefferson has no updates at this time.</p> <p><u>Linn County:</u> No representative from Linn County is present.</p> <p><u>Millersburg:</u> Andrew Potts shared that City of Millersburg will be starting construction on June 1 for a bridge-replacement on Hocking Gardens on Waverly Dr. Top-lift paving for Transition Pkwy is nearing completion and getting close to opening the road</p> <p><u>Tangent:</u> Joe Samiengo shared that City of Tangent that the City Council has approved Covid funding from Old Oak project to have crosswalks in front of the schools over to Tangent Dr with the idea being that Linn County will apply for a grant to modernize Tangent Dr. TSP plan is on final stage with voters needing to approve final plan. Discussions of Tangent Elementary closure have been ongoing.</p>	<p>The AAMPO TAC members in attendance provided Jurisdictional Updates.</p>

	<p><u>ODOT:</u> James Feldmann shared that ODOT has been putting projects together for the Capital Investment Plan. Cascade West ACT suggests 5 projects: two in Linn County (I-5 corridor). Corvallis-to-Albany bike path had a meeting with Benton County Commissioners, and they requested a site visit for late July. Also, will be going to Albany Transpiration Advisory Committee to discuss projects.</p> <p>Other Business:</p> <p>There was no other business shared with the AAMPO TAC members.</p>	
8. Adjournment	The next AAMPO TAC Meeting is scheduled for Thursday, June 18, 2026.	The meeting was adjourned at 10:07am by the Vice-Chair, Chris Cerklewski.

Old Salem Road Concept Plan

Millersburg City Council Meeting

June 9, 2026

Kittelson & Associates, Inc.

Project Background Information

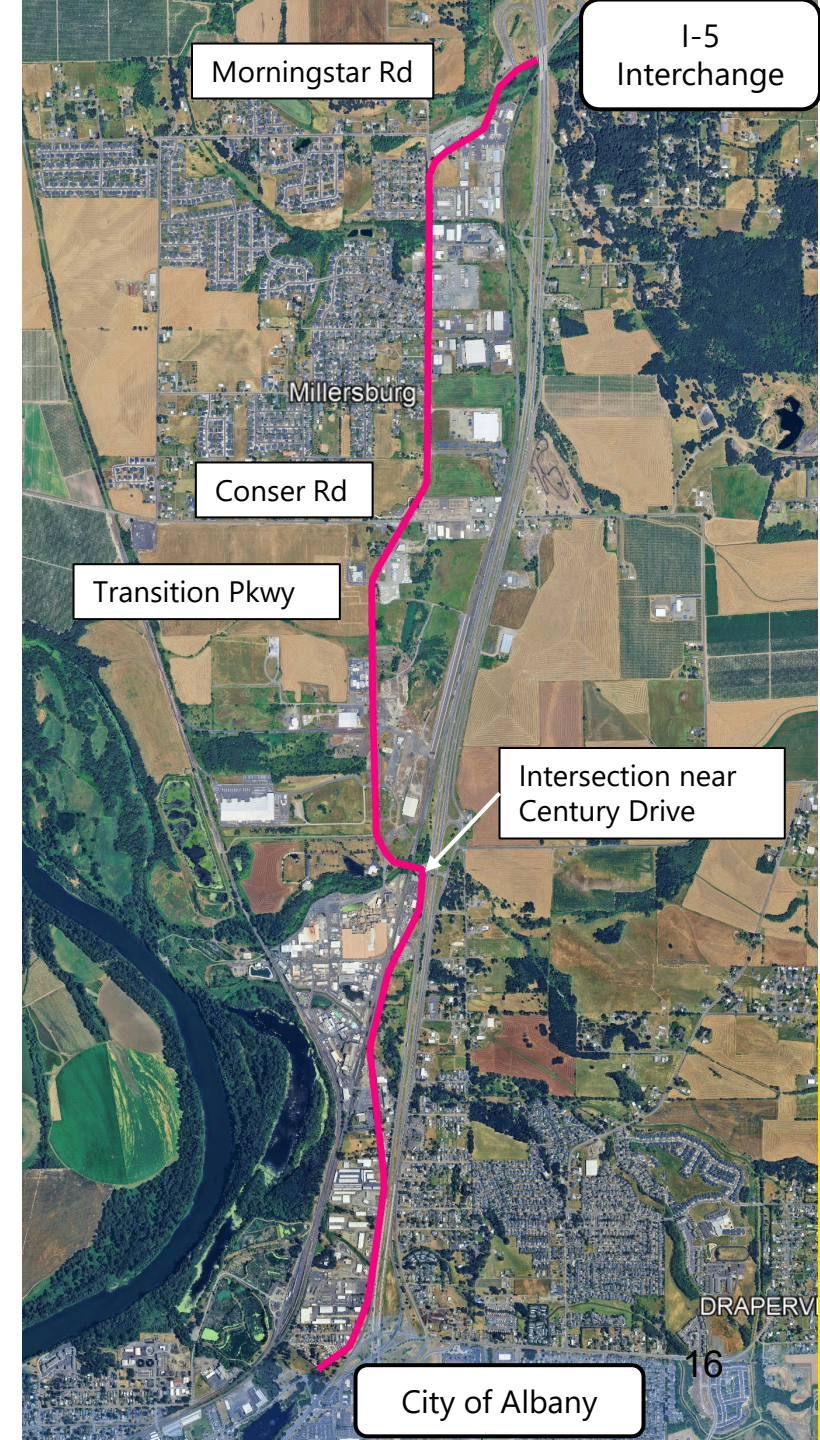
Project Introduction

Key Project Partners: OCWCOG (project lead), City of Millersburg, Linn County, and ODOT

Ownership: Roadway owned and maintained by Linn County

Study Location: Old Salem Road between the I-5 interchange (Exit 238) and the City of Albany

Project Implementation Horizon: This study identifies a long-term vision for the corridor, with many improvements anticipated to occur incrementally over the next 10–20+ years as funding and redevelopment opportunities become available.



Project Goal and Considerations

- **Project Goal:**
 - Identify near-term and long-term concept/scoping-level solutions to improve multimodal connectivity and safety
- **Key Considerations:**
 - Support the developing land use context:
 - Improve safety by reducing excessive motor vehicle speeds
 - Provide comfortable facilities for all modes: those walking, biking, e-biking, and driving

Roadway Context

- **Speed limit:** 40 mph
- **Land uses:**
 - West side: mixed land uses- primarily residential with some industrial and commercial
 - East side: primarily industrial
 - Sections with adjacent railroad
- **Stormwater treatment**
 - Varies between ditches and curb and gutter
- **Adjacent powerlines/utilities**



Guidance from Transportation System Plans

AAMPO RTP/Millersburg TSP:

- Near Term: Restripe to provide buffered bike lanes.
- Long Term: Construct a shared-use path on one side of the road. Consider constructing on the west side of the street to create consistency with adjacent segments.

Millersburg TSP:

- Construct a shared-use path on the west side of the road.
- Near-term: Restripe roadway to provide buffered bike lanes in the near-term and protected bike lanes in the longer term; consider removing two way left turn lane or parking.

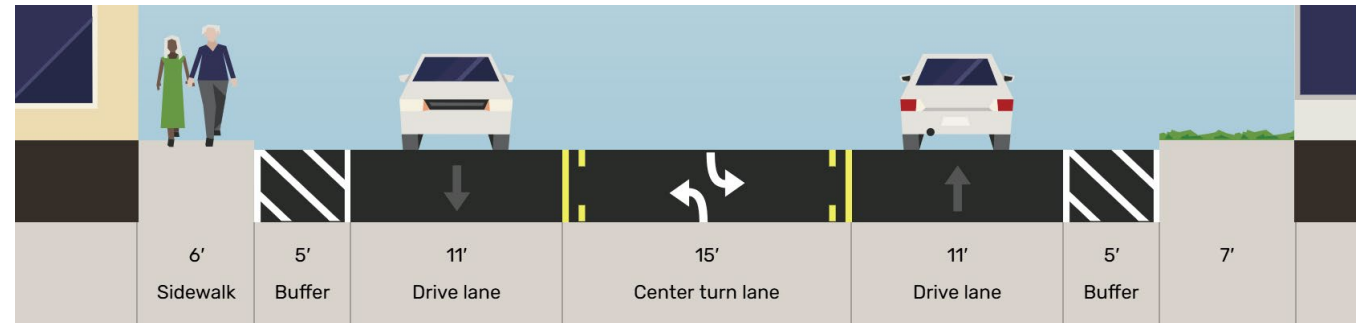
Linn County TSP:

Provide systemic roadway departure improvements including: Signs and Markings

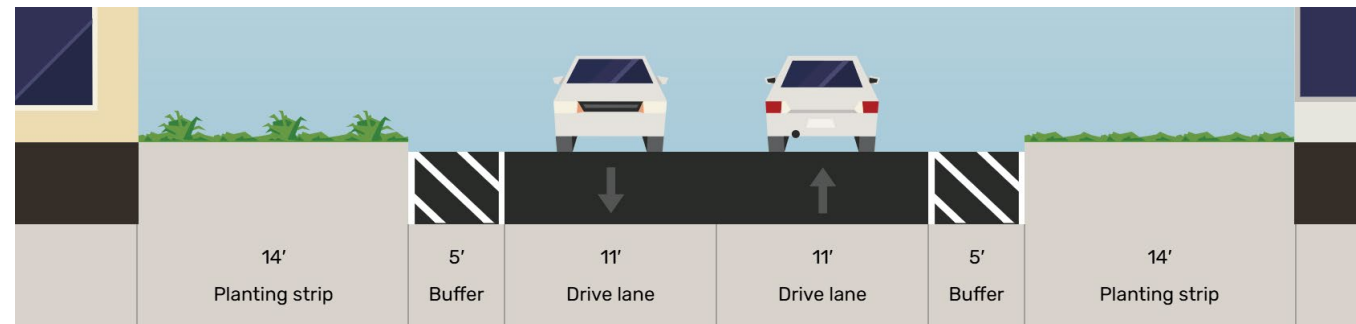
Cross Section Recommendations

Existing Cross Section

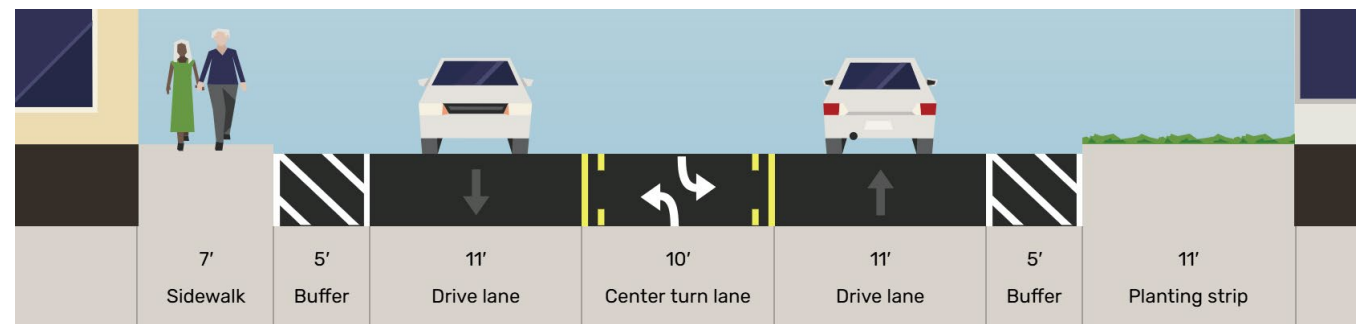
Northern segment
(north of intersection with
Century Dr)



Mid segment
(along the railroad)



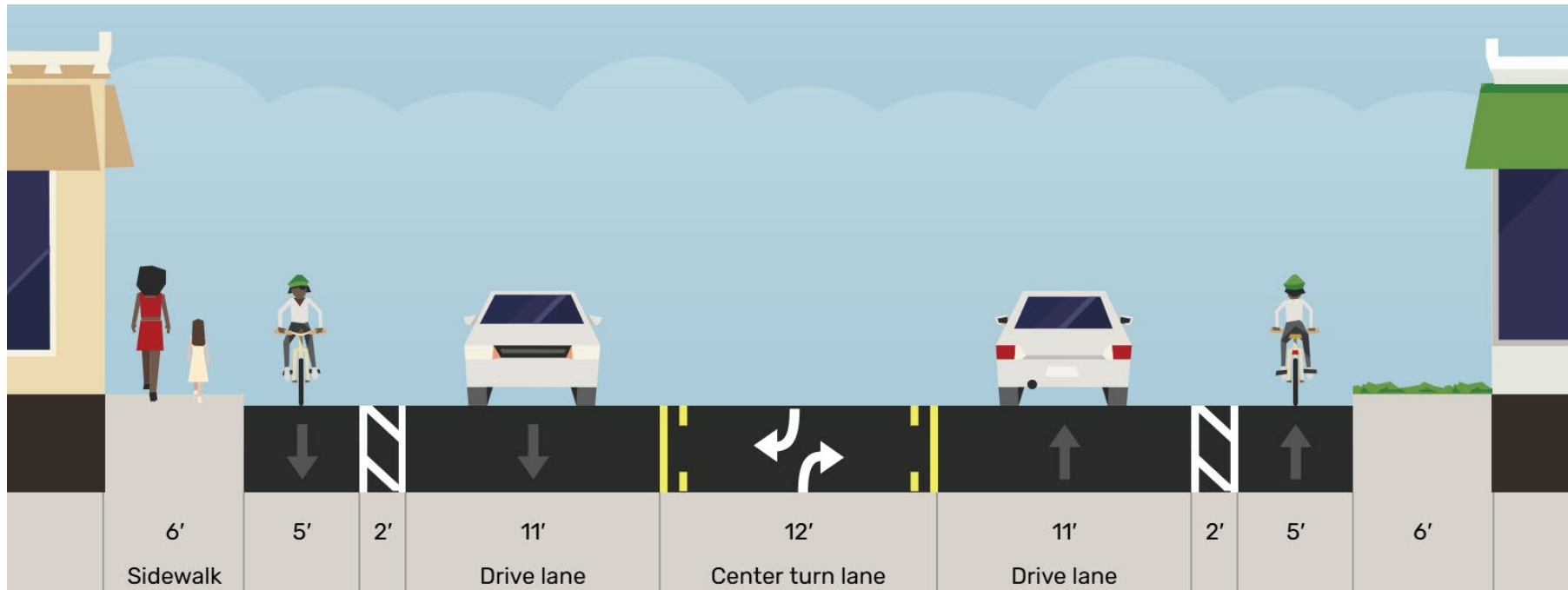
Southern segment
(south of ATI driveway
vicinity)



* Buffer is meant to denote the shoulder

Near-Term Recommendation

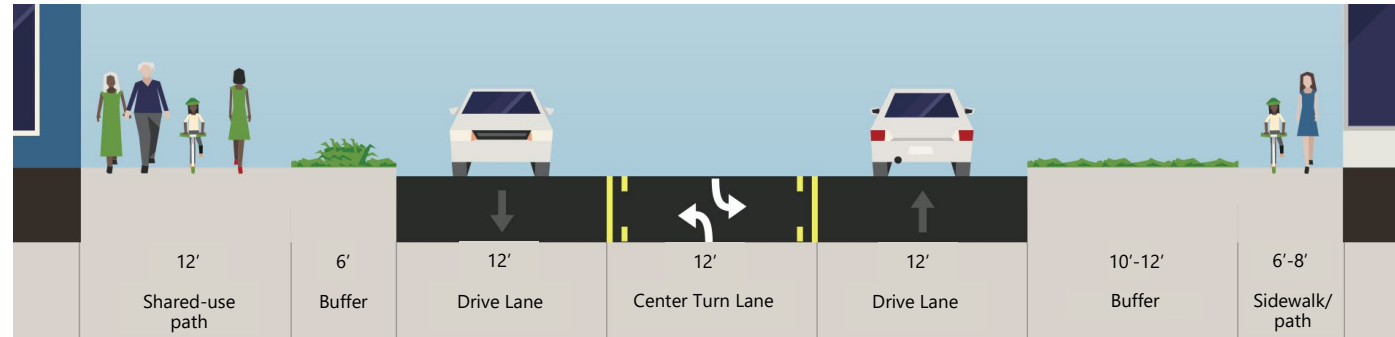
- Restripe roadway to narrow vehicle lanes and provide buffered bike lanes
- Only feasible north of Century Dr intersection vicinity



Long-Term Recommendation (requires roadway reconstruction)

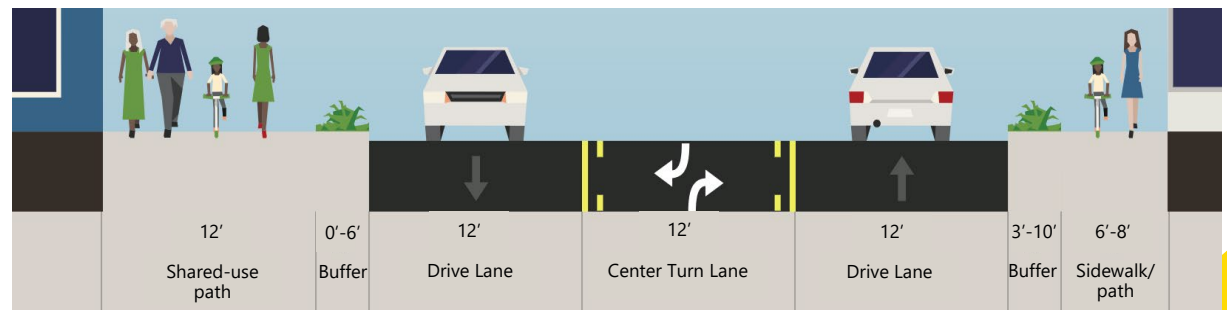
Less constrained areas:

- Construct 12-ft wide shared-use path on west side and sidewalk/path on east side
- Provide wider buffers
- Construct medians where driveways are not present



More constrained areas

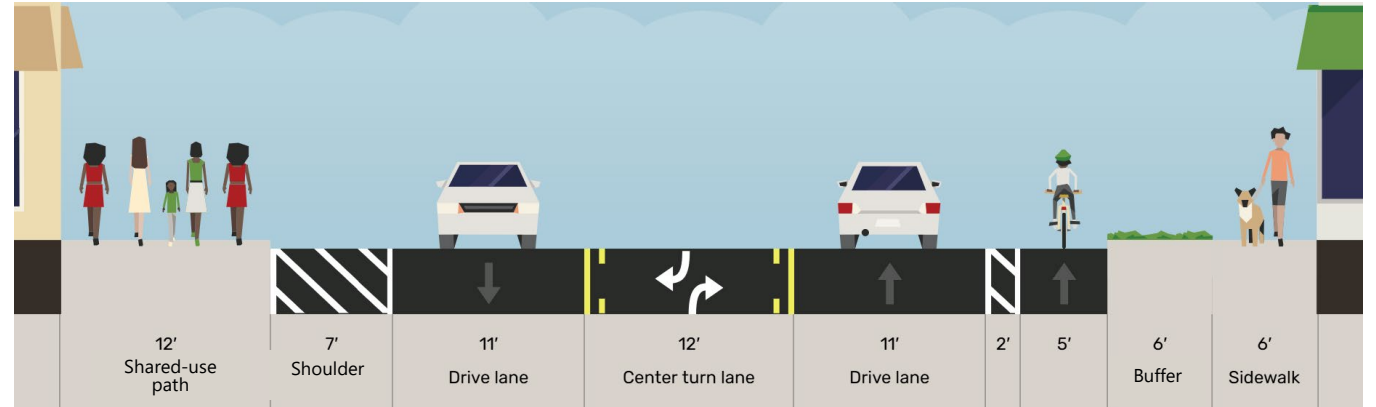
- Construct 12-ft wide shared-use path on west side and sidewalk on east side
- Provide narrow buffers
- Construct medians where driveways are not present



Mid-Term Recommendation (construct with redevelopment)

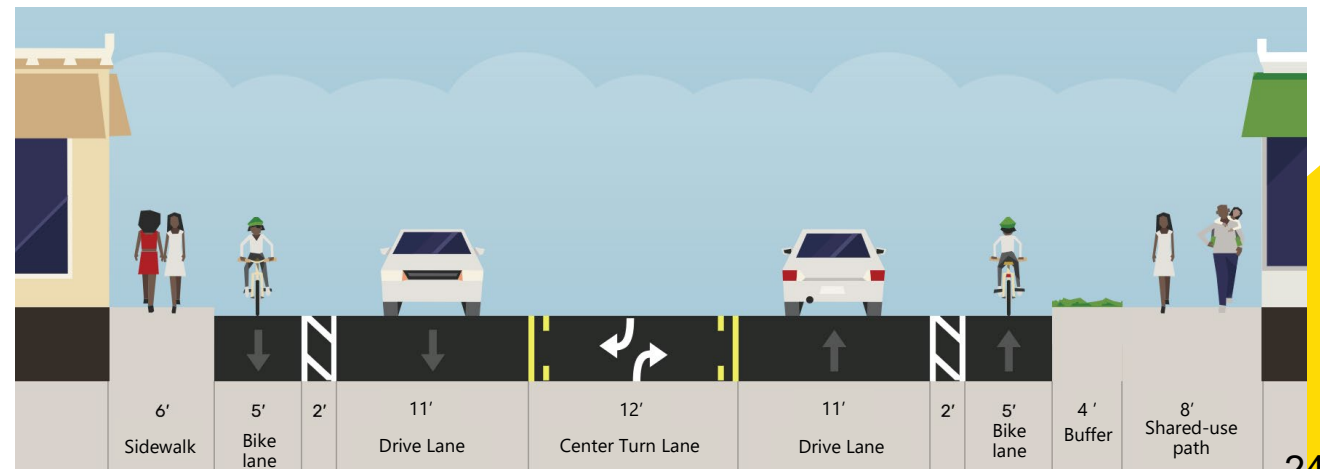
Less constrained areas:

- Construct 12-ft wide shared-use path on west side
- Construct sidewalk on east side
- Do not narrow roadway between curbs



More constrained areas (where houses are present on west side)

- Construct 8-ft wide shared-use path on east side
- Keep both bike lanes
- Do not narrow roadway between curbs



Path Examples



Intersection Recommendations

Key Intersections of Consideration

- Morningstar Road
 - Crash history; anticipated future development
- Conser Road
 - Focus area for future changes to traffic operations
- Transition Parkway
 - New alignment and development planned
 - Transition Parkway to be connected to Conser Road west of Old Salem Road
 - Future changes to traffic operations
- Century Drive
 - Crash history

Intersection Recommendations

NE Morningstar Road

Background:

- Road to be realigned if significant development occurs

Recommendation

- If significant development occurs, consider constructing a roundabout to:
 - Improve safety
 - Improve future traffic operations
 - Serve as a “gateway feature” to Millersburg
 - Slow traffic



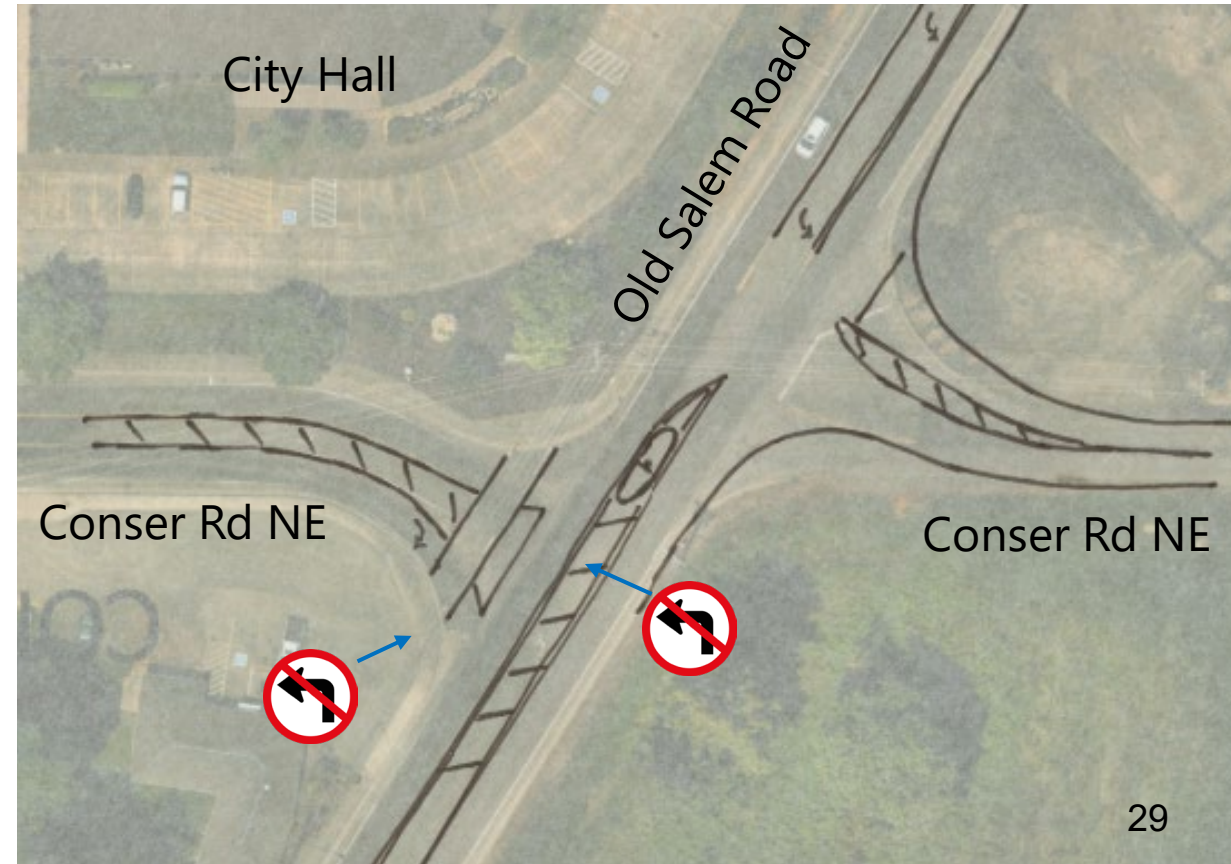
Intersection Recommendations

NE Transition Parkway

- Construct a single-lane roundabout to slow speeds, serve as a gateway treatment, and improve future traffic operations
- Monitor traffic growth and add additional lanes to the roundabout if needed

NE Conser Road (to occur concurrently)

- Realign west leg to shift further north ~ 10 feet to reduce conflicts between turning vehicles and simplify intersection geometry
- Restrict left turns in out of east leg
- Monitor traffic growth and construct a roundabout, if needed



Intersection Recommendations

Century Drive

Provide signage and striping to improve curve visibility and to slow cars down

Consider consolidating driveways



Improve striping and signage to increase stop sign visibility and to slow down cars down

Stripe right-turn lane

Next Steps

Upcoming Steps

- June: Finalize Recommendations and Report
- Present at Albany Area MPO Technical Advisory Committee Meeting
 - June 18th, 9am – 11am
 - Public comments welcome!
- Additional Comments:
 - Reach out to Billy McGregor or Andrew Potts
 - bmcgregor@ocwcog.org
 - andrew.potts@millersburgoregon.gov

Questions/Discussion

Albany Area Metropolitan Planning Organization

FFY 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted by the AAMPO Policy Board on **June 24th, 2026**



Prepared By:

Albany Area Metropolitan Planning Organization
1400 Queen Ave SE, Suite 205, Albany, OR 97322
<http://www.ocwcog.org/aampo/>

ALBANY AREA MPO MEMBERSHIP

Policy Board

Carolyn McLeod, City of Albany
Pat Malone, Benton County
Darrin Lane, Chair, Citizen Representative
David Watkins, City of Jefferson
Roger Nyquist, Linn County
Scott Cowan, City of Millersburg
Christine Hildebrant, Oregon Department of Transportation
Greg Jones, City of Tangent

Technical Advisory Committee (TAC)

Chris Cerklewski, Chair, City of Albany
Gary Stockhoff, Benton County
Kyle Ward, City of Jefferson
Daineal Malone, Linn County
Andrew Potts, City of Millersburg
James Feldmann, Oregon Department of Transportation
Joe Samaniego, City of Tangent

Staff

Matthew Lehman, AAMPO Director
Justin Peterson, AAMPO Supervisor
Billy McGregor, AAMPO Planner
Travis Overvig, Administrative Assistant

Development of this document was made possible with funding from the Federal Highway Administration, the Federal Transit Administration, the Oregon Department of Transportation, and the support and involvement of AAMPO jurisdictions and stakeholders.

TITLE VI NOTICE

ALBANY AREA MPO'S TITLE VI NOTICE TO PUBLIC ALBANY AREA MPO'S TÍTULO VI COMUNICACIÓN PÚBLICA

Title VI of the Civil Rights Act of 1964 states:

“No person in the United States shall, on the grounds 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 Albany Area MPO is committed to complying with the requirements of Title VI in all of its programs and activities. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the Albany Area MPO. A complainant may also file a complaint directly with the Federal Transit Administration by addressing the complaint to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor - TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

For more information about the Albany Area MPO's Title VI / Non-Discrimination Program, including procedures for filing a complaint, contact AAMPO Staff by:

Phone: (541) 967-4548

Email: bmcgregor@ocwcog.org

Visiting: 1400 Queen Ave SE, Suite 205, Albany OR 97322

If information is needed in another language, contact 547-924-8405

Si se necesita información en otro idioma de contacto 541-924-8405

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ADOPTING RESOLUTION

Albany Area Metropolitan Planning Organization Policy Board

Resolution Number 2027-02

FOR THE PURPOSE OF ADOPTING THE ALBANY AREA MPO FFY 2027 – 2030 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)

WHEREAS, the U.S. Department of Commerce, Bureau of Census has declared that the City of Albany, City of Millersburg, City of Tangent, City of Jefferson and adjoining areas of Linn, Benton and Marion Counties form an Urbanized Area named the Albany Urbanized Area; and,

WHEREAS, the Albany Area Metropolitan Planning Organization (AAMPO) Area has been designated by the State of Oregon as the official Metropolitan Planning Organization (MPO) of the urbanized area; and,

WHEREAS, among the major requirements of the Metropolitan Transportation Planning Process is the development of a MTIP that enumerates priority transportation projects in the MPO area consistent with an adopted Metropolitan Transportation Plan; and,

WHEREAS, AAMPO has developed a MTIP for FFY 2027 – 2030 in coordination with ODOT and the local transit agency to comply with all applicable federal and state requirements; and,

WHEREAS, the public has been notified and afforded reasonable opportunities to review and comment on projects included in the FFY 2027 – 2030 MTIP and will be afforded additional opportunities for review and comment as the document is amended.

NOW, THEREFORE, BE IT RESOLVED, that the AAMPO Policy Board approves the AAMPO FFY 2027 – 2030 Metropolitan Transportation Improvement Program.

PASSED AND APPROVED THIS 24th DAY OF JUNE 2026, BY THE ALBANY AREA METROPOLITAN PLANNING ORGANIZATION.

APPROVED:

By:

Patrick Malone, Chair
Benton County

ATTESTED:

By:

Matt Lehman
Cascades West Council of Governments and the Albany Area MPO

INTRODUCTION

The Albany Area Metropolitan Planning Organization (AAMPO) serves as the metropolitan planning organization (MPO) for the Albany Urbanized Area. Federal transportation legislation requires the formation of MPOs for all urbanized areas with a population of 50,000 or more. AAMPO was formed after the 2010 Census, which determined that the Albany Urbanized Area had reached a population of 56,997. AAMPO membership includes the cities of Albany, Jefferson, Millersburg and Tangent, as well as Linn and Benton Counties and the Oregon Department of Transportation. A map of the AAMPO area is included as Appendix B.

MPOs are regional transportation policy-making bodies established for the purpose of conducting continuing, cooperative and comprehensive (3-C) transportation planning in urbanized areas. In accordance with federal regulations, key work products of an MPO include development of: an annual Unified Planning Work Program (UPWP), an annual list of obligated projects, a bi-annual 4-year Transportation Improvement Program (TIP) and a long-range Metropolitan Transportation Plan (MTP) commonly called a Regional Transportation Plan (RTP) or Long Range Transportation Plan (LRTP). AAMPO must also demonstrate compliance with Title VI and other Non-discrimination requirements and facilitate an effective Public Involvement Plan.

TRANSPORTATION IMPROVEMENT PROGRAM OVERVIEW

The Metropolitan Transportation Improvement Plan (MTIP, or simply TIP) is the formal programming mechanism by which the MPO allocates funding to surface transportation projects identified within RTP – the MPO’s long-range planning and visioning document. The TIP must identify all capital and non-capital surface transportation projects within the MPO planning area that are proposed for federal funding during fiscal years covered by the TIP. The TIP must also include any ‘regionally significant’ projects, whether or not they are proposed for federal funding.

The AAMPO TIP also serves as the programming mechanism for AAMPO 5307 transit funds and satisfies federal requirements that all recipients of FTA 5307 Urban Transit funds prepare a Program of Projects (POP) describing how those funds will be spent.

Federal requirements for the TIP are outlined in 23 CFR 450 and 49 U.S.C. 5303(j) and include the following:

Time Period (23 CFR 450.326): The TIP must cover a period of not less than four years and must be updated at least every four years. Beyond the four-year period, projects in outlying years are considered informational only.

Public Involvement and Comment (23 CFR 450.326): Reasonable opportunity for public comment, including web-based and electronic formats, must be provided for public comment prior to approval of the TIP.

Projects (23 CFR 450.326): The TIP must include all federally funded projects (including pedestrian walkways, bicycle facilities and transportation enhancement projects) to be funded under Title 23 and the Federal Transit Act and regionally significant projects requiring an action by FHWA regardless of funding source. Projects in the TIP must be consistent with the metropolitan transportation plan.

Financial Constraint (23 CFR 450.326): The TIP must be consistent with funding that is expected to be available during the programming period, and the funds must be further financially constrained by year. The TIP should include a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources. The actual amount of federal funds received by an MPO area may vary as the result of Congressional actions, so the TIP represents best estimates. Programmed projects may need to be delayed or phased over two or more years if less funding is received than originally forecast. The scheduling of projects listed may also change due to delays in funding, project changes and other unforeseen circumstances.

TIP and Statewide Transportation Improvement Program (STIP) Relationship (23 CFR 450.328): The frequency and cycle for updating the TIP must be compatible with processes for developing Oregon's Statewide Transportation Improvement Program (STIP). The STIP is a listing of transportation projects and programs that shows prioritization, funding, and scheduling of transportation projects and programs over four years. It includes projects on Oregon's interstate, federal, state, city, and county transportation systems. The STIP covers highway, passenger rail, public transit, bicycle and pedestrian projects, and includes projects in the National Parks, National Forests, and Indian tribal lands in Oregon.

The current TIP expires when FHWA and FTA approval of the current STIP expires. After approval of the TIP by the Policy Board and the Governor, the TIP must be included without modification directly or by reference in the STIP. The portion of the STIP in the metropolitan planning area shall be developed by AAMPO in cooperation with ODOT STIP coordinators.

TIP DEVELOPMENT

The 2027-2030 TIP serves as the mechanism to focus and prioritize the short-term schedule and funding programming for the improvements identified in the long-term RTP. The TIP and RTP for AAMPO are consistent, which is required by 23 CFR 450.236. The TIP provides the mechanism by which the implementation of the RTP is monitored, managed, and reviewed.

The TIP was developed in cooperation with the state and transit operators and in accordance with AAMPO's adopted policies and procedures. These include the IGA establishing the Albany Area MPO,

the Policy on Allocation of Surface Transportation Block Grant Program Funds, and the AAMPO Public Participation Plan (PPP).

Reasonable opportunity for public involvement was provided in adherence with the adopted AAMPO Public Participation Plan. All TAC and Policy Board meetings are open to the public, with email notification of all meetings provided to local media, to the AAMPO Interested Parties email list, and posted on the MPO webpage. All meetings agendas include time for public comment.

Following adoption of the TIP by the Policy Board, the approved TIP is sent to the Governor for approval and incorporated in the STIP. Copies of the TIP are provided to FHWA, FTA, and made available to the general public on the AAMPO webpage. No additional action is required for the funding of these projects up to the dollar amounts programmed in the TIP. If additional funds become available or if a project experiences an unexpected delay, the Policy Board may select other projects from the TIP to take advantage of the additional funds or to replace a delayed project. The TIP may also be periodically amended to add, remove, or make adjustments to projects. The amendment process is described below.

REVISIONS TO THE TIP

A TIP revision is a change that is made between full updates of the TIP. There are several types of TIP revisions, some of which require action by either the AAMPO TAC and/or Policy Board, and some of which are technical corrections completed by staff. All TIP revisions should be submitted to MPO staff to determine the appropriate revision procedure.

There are three types of MTIP revisions processed by the MPO: **full amendments, administrative amendments, and adjustments**. Full amendments require the greatest level of scrutiny including communicating basic project information to the Policy Board and the provision of a public comment period. Administrative amendments are largely handled by the Technical Advisory Committee (TAC). Adjustments are small changes that AAMPO staff has the authority to approve, the TAC is informed of adjustments as appropriate.

The TIP change Amendment Matrices for Local, State, and Federal can be found in Appendix D.

Full Amendment

Full amendments require the greatest level of scrutiny and are brought to the Policy Board for discussion and approval. The TAC makes a recommendation to the Policy Board regarding approval of the amendment and also determines what level public outreach is necessary. At a minimum, the item will be reviewed by the TAC and placed on the next Policy Board agenda, which comes with notification requirements. Additional items for consideration include provision of a public comment period (two weeks), holding a public meeting, and any other actions deemed advisable by the TAC.

All AAMPO Policy Board meetings are advertised via AAMPO's website and an interested parties email list a week in advance of the meeting, with the invitation for members of the public to attend and provide comment. Additional outreach beyond inclusion in the agenda shall include a public comment period (typically two weeks), may involve the holding of a public meeting for the specific amendment, or any other actions deemed advisable by the TAC. After the TAC has made their recommendation and the outreach has been completed, the amendment is brought to the Policy Board for approval.

Administrative Amendment

Administrative amendments are less significant changes than full amendments, but still require a level of scrutiny. Staff approves administrative amendments on behalf of the MPO, and informs the TAC. It is expected that with a planning project, both the TAC and Policy Board have been made aware of the grant proposal prior to submission and have had an opportunity to comment; therefore the project has preliminarily been approved.

The primary goal of incorporating staff level authority into the MTIP process is to minimize delays and improve approval turn-around times. Administrative amendments help ensure minor project changes move forward more quickly than otherwise possible.

PERFORMANCE MEASURES

Title 23 of U.S. Code § 450.324-336 contains federal regulations applicable to the Transportation Improvement Program. The following is selected high points of these regulations:

- The MPO, in cooperation with the state(s) and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area.
- The TIP shall be updated at least every four years and approved by the MPO Policy Board and the Governor. The frequency and cycle for updating the TIP must be compatible with the Statewide Transportation Improvement Program (STIP) development and approval process.
- The MPO shall provide all interested parties with a reasonable opportunity to comment on the proposed TIP prior to approval. The TIP shall be published or made readily available by the MPO for public review including electronically accessible formats.
- The TIP shall include capital and non-capital surface transportation projects within the boundaries of the metropolitan planning area proposed for funding, under 23 USC, and 49 USC, Chapter 53.
- The TIP shall include, for each project or phase, sufficient descriptive material, estimated total project cost, the amount of federal funds and identification of responsible agency to carry out the project.
- Each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan.
- The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources that are reasonably expected to be available. Only projects for which funds can reasonably be expected to be available may be included.
- An MPO may revise the TIP at any time under procedures agreed to by the cooperating parties consistent with the procedures established. After approval by the MPO and the Governor, the TIP shall be included without change, directly or by reference, in the STIP.
- The State and the MPO shall certify at least every 4 years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements. A self-certification should be included with the submittal of the entire proposed TIP to the FHWA and FTA.

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

TABLE 1: OREGON DEPARTMENT OF TRANSPORTATION PERFORMANCE MANAGEMENT TARGETS

Safety					
Base Period	Fatalities (People, Statewide)	Fatality Rate (People per 100 Million VMT)	Serious Injury (People, Statewide)	Serious Injury Rate (People per 100 Million VMT)	Non-motorized Fatalities and Serious Injuries (People, Statewide)
2026 Baseline*	558	1.56	2,602	7.22	315
2013-2017	357	0.94	1,491	4.42	234
2014-2018**	350	0.89	1,461	4.33	229
2015-2019	343	0.83	1,432	4.24	225
2016-2020	328	0.78	1,368	4.06	215
2017-2021	306	0.73	1,274	3.78	200
2018-2022	444	1.46	1,722	4.980	254
2019-2023	488	1.37	1,783	4.99	259

*Most recent baseline available from the 2026 ODOT TSAP
 **2014-2018 is the first period that targets must be established for the HSIP Program.
 The federal performance areas and targets addressing safety are contained in the [Oregon Transportation Safety Action Plan](#).

TABLE 1: OREGON DEPARTMENT OF TRANSPORTATION OTHER PERFORMANCE MANAGEMENT TARGETS

Pavement Condition			
Performance Measure	2022 Performance Baseline	2025 Performance Target ¹	
1. Percentage of pavements of Interstate System in Good condition	57.7%	30%	
2. Percentage of pavements of Interstate System in Poor condition	.2%	2.5%	
3. Percentage of pavements of the non-Interstate NHS in Good condition	33.5%	<u>2-Year</u> 20%	<u>4-Year</u> 20%

¹ Two (2) and four (4) year performance targets are equal unless otherwise indicated.

4. Percentage of pavements of the non-Interstate NHS in Poor condition	2.9%	<u>2-Year</u> 10%	<u>4-Year</u> 10%
Bridge Condition			
Performance Measure	2022 Performance Baseline	2025 Performance Target	
5. Percentage NHS bridges classified as in Good condition	13.5%	10%	
6. Percentage of NHS bridges classified as in Poor condition	1.8%	3%	
National Highway System Performance			
Performance Measure	2022 Performance Baseline	2025 Performance Target	
7. Percent of the person-miles traveled on the Interstate that are reliable (Interstate Travel Time Reliability measure)	87.4%	78%	
8. Percent of person-miles traveled on the non-Interstate NHS that are reliable (Non-Interstate Travel Time Reliability measure)	91.2%	78%	
Freight Movement on Interstate System			
Performance Measure	2022 Performance Baseline	2025 Performance Target	
9. Truck Travel Time Reliability (TTTR) Index (Freight Reliability measure)	1.31	1.45	

FINANCIAL PLAN

Federal regulations require that the TIP be fiscally constrained, meaning that a ‘reasonable anticipated funding source’ be identified for all projects and project phases included in the TIP. The TIP must also include a financial plan illustrating how the approved TIP can be implemented, describing resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommending any additional financing strategies for needed projects and programs.

Each project programmed in the fiscally constrained TIP has an identified funding source or combination of sources reasonably expected to be available during the planning period. All project cost estimates have been developed in cooperation with the local jurisdictions and other affected agencies. They are consistent with the Regional Transportation Plan project list and financial plan.

AAMPO member jurisdictions responsible for implementing projects listed in the TIP have demonstrated their capacity to implement those projects and to finance the operations, maintenance, and capital replacement activities required to maintain the system of transportation facilities within the MPO area.

SURFACE TRANSPORTATION BLOCK GRANT (STBG)

The Surface Transportation Block Grant Program (STBG) is a flexible federal funding source that may be used for a broad range of transportation program and projects. As a discretionary funding source, priorities for the use of STBG dollars are established by the Albany Area MPO and awarded at the MPOs discretion, based upon adopted criteria.

For MPOs with fewer than 200,000 population, such as AAMPO, annual allocations of STBG funds are received from ODOT based on an established process, with the option to fund exchange dollars. Funds are allocated to the data and distributed to cities, counties, and small MPOs on a formula basis as established in a cooperative agreement between ODOT, League of Oregon Cities (LOC), and Association of Oregon Counties (AOC). Local agencies may exchange Federal STBG funds for state dollars at a rate of 94 cents in state funds for every one dollar of federal funds.

For the purposes of the FFY 2027 – 2030 TIP it was assumed that this funding level would not exceed the estimates provided by ODOT over the four-year period, resulting in a total of \$2,493,105 over the FFY 2027 – 2030 time period. However, because STBG funds are allocated to AAMPO on an annual basis, actual funding levels may shift from year to year. Funds will be made available by ODOT during calendar years 2027, 2028, 2029, and 2030.

AAMPO STBG funded projects are programmed into the Capital Improvement Programs (CIPs) of MPO jurisdictions, which are typically prepared and updated annually. In addition to STBG funds, transportation projects listed in the CIPs are typically funded with state gas tax revenues, Street SDCs, and other local sources. Maintenance projects make up 100% of allocated STBG funds and all will utilize the state Fund Exchange program.

TABLE 3: ANTICIPATED FFY 2027 – 2030 STBG ALLOCATIONS

FFY of Allocation	Anticipated STBG Allocation
FFY 2027*	\$831,035
FFY 2028	\$831,035
FFY 2029	\$831,035
FFY 2030	\$831,035
Total	\$2,493,105

*programmed during development of the FFY 24 – 27 TIP

STBG PROJECT SELECTION PROCESS

In 2026, AAMPO selected recipients for the 2027 – 2030 STBG funds through a public selection process. A request for projects was sent to a list of member jurisdictions with an application developed by the MPO in spring 2026. The applications were evaluated by the TAC based on a jointly created *Application Instructions* that was created with the Corvallis Area MPO. “The following criteria will be used for STBG project evaluation as part of the FFY2027-2030 Metropolitan Transportation Improvement Program (MTIP) process. Projects will be sorted into Preservation and Modernization, and then combined into one overall funding list. All applicants will be given the opportunity to present projects to the TAC and Policy Board. **Applicants for funding must demonstrate how well their proposed project meets the evaluation criteria identified below.**”

Criteria used to evaluate and prioritize projects include pavement condition, bicycle/pedestrian/transit improvements, Safety, project leverage, project readiness, and community impact. Once projects were evaluated by the TAC, a recommendation was made to the Policy Board for final approval.

TABLE 4: FFY 2027 – 2030 STBG CRITERIA

Modernization			Preservation		
Project Readiness			Pavement Condition		
0-10	Scoping study/design/plans have been completed	10	Y/N	Fair PCI 55-69	30
Y/N	Project within existing ROW	10	Y/N	Poor PCI 40-54	15
Y/N	Match funding identified	5	Y/N	Good PCI 70-84	5
Y/N	No extensive permitting required (Env., Utility, etc)	5			
Multimodal Improvement			Multimodal Improvement		
0-10	Improves/Creates bicycle facilities	10	0-10	Improves/Creates bicycle facilities	10
0-10	Improves/Creates pedestrian facilities	10	0-10	Improves/Creates pedestrian facilities	10
0-5	Upgrades to transit facilities	5	Y/N	Project is on transit route	5
Safety			Safety Improvement		
0-20	Addresses documented safety issue and/or identified high crash location	20	0-20	Addresses documented safety issue and/or identified high crash location	20
Community Impact			Project Leverage		
0-10	Project identifies benefits to vulnerable road users	10	0-10	Funding this project will leverage larger opportunities to increase overall project impact	10
Y/N	Project has support of community(ies)	5	Y/N	Project is identified in a local plan	5
Y/N	Improves freight operations	5	Y/N	Project is located on a freight route	5
Y/N	Located on an MPO priority corridor	5	Y/N	Located on an MPO priority corridor	5

PUBLIC INVOLVEMENT IN STBG PROCESS

AAMPO held an open application period for Surface Transportation Block Grant (STBG) funding in fall 2026. At the close of the application period project proposals were scored by the Technical Advisory Committee (TAC) using AAMPO’s approved evaluation criteria. Following this, a bi-lingual comment period served as the first form of public engagement.

As part of the comment period, bi-lingual info on project proposals and online input surveys were posted to the AAMPO website. Then, a flyer requesting input was distributed through key partners, the AAMPO interested parties list, and posted in the newspaper. The flyer brought members of the public to a landing page outlining the MTIP process, project maps, project costs, and information on how to provide comment. The comment period was held open from November 18 through December 20, 2022. At the close of the comment period, the AAMPO TAC reviewed public input before recommending projects to the Policy Board for final approval.

A total of 0 surveys were received during the public comment period. A summary of comments can be found in Appendix C.

TABLE 5: ANTICIPATED FFY 2024 – 2027 STBG PROJECTS

Project Information			Funding		
Year	Applicant	Project Name	Federal Funds	Local Match	Total
FFY '27	Albany Area MPO	FY27 AAMPO STBG Reserve	\$952,507	\$97,822	\$1,050,330

FEDERAL TRANSIT ADMINISTRATION FUNDS

The City of Albany is the Direct Recipient of FTA 5307 funds allocated to the Albany Area MPO and receives additional federal funds, including FTA 5310 funds, through the State of Oregon, the Linn County Special Transportation Fund program, or regional partners. These funds support operational and capital costs of the Albany Transit System, Linn-Benton Loop, and Albany Call-A-Ride. Projects listed in the TIP were developed in consultation with Albany Transit System staff.

The TIP includes conservative assumptions for revenue and expenditures based on recent trends. These assumptions include limited service enhancements, relatively flat revenue, little increase in available local match, and regular capital expenses. The City of Albany programs vehicle replacements approximately every four years to account for regular replacement requirements and to leverage the 5307 funds available.

A key factor in the City of Albany’s ability to access additional federal 5307 and 5310 revenues is availability of local match. The match requirements for FTA 5307 funds are 20% for capital costs and

50% for operations. The projects programmed in this FFY 2027 – 2030 TIP reflect a conservative estimate on reasonably anticipated matching funds from the City of Albany General Fund. However, with the recent addition of funds from the Statewide Transportation Improvement Funds (STIF), both competitive grants and formula funds are now available to be used as match.

Each year, the City of Albany, as the operator of the Albany Transit System submits a financial statement and signed assurances and certifications to the FTA. Please contact ATS for copies of the certificates and assurances. ATS can be contacted at the **Albany Transit Center 112 Tenth Ave, SE, Albany, OR 97322 or by phone at (541) 917-7667.**

LIST OF PROJECTS

Federally funded and regionally- significant projects programmed in the AAMPO planning area are shown in Table 3: AAMPO FFY 27-30 TIP – Listing of Surface Transportation Projects and Table 4: AAMPO FFY 27-30 TIP – Listing of Public Transportation Projects. Projects include general descriptions and are listed by agency and year. Below are descriptions of information included in the tables.

Key number is the project number, assigned by ODOT, by which the project is known in the STIP. A project which covers several years may have a different key number for each year.

Project name is prepared based on ODOT conventions and is the name by which the project is known in the State Transportation Improvement Program (STIP).

Description provides a general summary of the project.

Phase/FFY describes the stage of the project and the year the money for that stage is expected to be obligated. The table below provides a summary of phases.

Federal Total indicates the amount of federal funding that is programmed.

State Total indicates the amount of state funding that is programmed.

Local Total indicates the amount of local funding that is programmed.

Total Current Estimate indicates the cost estimate of the project including all funding sources.

Legend			
Funding Sources			Phase
5303: Transit funds for Planning, Research and Training	IOF: Immediate Opportunity Fund	State Hwy: State Hwy Fund State Highway Fund	Abbreviations Cap: Capital
5307: Transit funds Urban Operations Support	MS40: STP /STBGP Railway - Highway Hazard Elimination	STIP: State Transportation Improvement Program	CN: Construction
5309: Transit funds Capital and Operating Assistance	NHS: National Highway System	STF: Special Transportation Fund (Transit)	PE: Preliminary Engineering
5310: Transit funds Elderly and Disabled Services	NREC—TR: State Parks Recreational Trails Program	STO: Special Transportation Operating Program (Transit)	PLN: Planning
HBRR - Highway Bridge Rehabilitation and Replacement	OTIA: Oregon Transportation Investment Act	STBG: Surface Transportation Block Grant program	PM: Preventative Maintenance
HSIP: Highway Safety Improvement Program	SPWF: Special Public Works Fund	STP: Surface Transportation Program	ROW: Right of Way Acquisition
	SRTS: Safe Routes to Schools		UR: Utility Relocation

AAMPO FFY 27 – 30 TIP – LISTING OF SURFACE TRANSPORTATION PROJECTS

Project Key#	Project Name	Project Description	Work Phase by Year	Federal Amount	State Amount	Local Amount	Total Current Estimate
18850	Corvallis to Albany Trail: Scenic Dr. - Springhill	Complete NEPA and right of way purchase, construct off-highway multiuse path.	CN 2027	\$2,370,777.47	\$15,881.20	\$427,679.64	\$2,814,338.31
21185	Queen Avenue Rail Crossing (Albany)	Upgrade existing railroad warning devices to improve pedestrian safety.	UR 2027 RW 2027 CN 2027 OT 2027	\$1,970,999.99	\$219,000.01	\$0.00	\$2,190,000.00
22946	Beta Drive SW Rail Crossing (Albany)	Complete design to install light and gates and improve humped crossing to standard to improve safety and reduce incidents at crossings.	PE 2024 RW 2027	\$988,332.00	\$0.00	\$0.00	\$988,332.00
23134	Murder Creek (Nygren Road) bridge (Linn Co)	Rehab existing bridge to include installing erosion protection, add new pavement, replace bridge rail and other general maintenance needs to maintain bridge integrity.	PE 2025 RW 2026 CN 2027	\$877,110.75	\$0.00	\$100,389.25	\$977,500.00
23140	Traux Creek (Clover Ridge Road) bridge (Linn Co)	Replace the bridge to meet current standards.	PE 2024 RW 2026 CN 2027	\$2,811,779.28	\$0.00	\$321,820.72	\$3,133,600.00
24158	Knox Butte Rd E at Scrael Hill Rd NE (Linn County)	Construct a roundabout at the intersection of Knox Butte Rd and Scrael Hill Rd NE to reduce the number and severity of intersection crashes.	PE 2027 RW 2028 CN 2029	\$7,178,400.00	\$0.00	\$797,600.00	\$7,976,000.00
24214	Linn County intersection signing & striping upgrades (2030)	Install signs, striping and other devices at various intersections throughout Linn County to reduce crashes and increase safety.	PE 2027 CN 2028	\$1,121,400.00	\$0.00	\$124,600.00	\$1,246,000.00
24236	Geary Street - Queen Avenue Safety Improvements (Albany)	Design for future construction project to develop safety improvements at the Queen Avenue-Geary Street intersection to enhance safety for pedestrians and bicyclists who use the 1.5 mile Periwinkle Path to travel between South Albany and businesses and services located north of Queen Avenue.	PE 2027	\$420,026.13	\$0.00	\$48,073.87	\$468,100.00
24239	Corvallis to Albany Path Refinement (Albany)	Project refinement for future construction of a shared use path along US20 between N Albany Road and First Avenue in Albany. This facilitates biking and walking between downtown, north Albany and Corvallis via the future Corvallis-Albany path.	PL 2027	\$420,026.13	\$0.00	\$48,073.87	\$468,100.00
24240	Second Street Multiuse Path (Jefferson)	Project refinement for future construction of a shared use path for the Second Street Student Link to connect the students of Jefferson Middle and High Schools to the center of the city.	PL 2027	\$400,464.99	\$0.00	\$45,835.01	\$446,300.00

AAMPO FFY 27 – 30 TIP – LISTING OF MPO PROJECTS

Project Key#	Current STIP Year	Project Name	Project Description	Federal Amount	State Amount	Local Amount	Total Current Estimate
22872	2027	Albany area MPO planning SFY28	Planning funds for projects identified in state fiscal year 2028 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).	\$280,820.36	\$11,403.57	\$20,737.58	\$312,961.51
24047	2028	Albany area MPO planning SFY29	Planning funds for projects identified in state fiscal year 2029 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).	\$233,197.77	\$9,533.65	\$16,652.67	\$259,384.09
24057	2029	Albany area MPO planning SFY30	Planning funds for projects identified in state fiscal year 2030 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).	\$233,197.77	\$9,533.65	\$16,652.67	\$259,384.09

24067	2030	Albany area MPO planning SFY31	Planning funds for projects identified in state fiscal year 2031 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).	\$233,197.77	\$9,533.65	\$16,652.67	\$259,384.09
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AAMPO FFY 27 – 30 TIP – LISTING OF PUBLIC TRANSPORTATION PROJECTS

Project Key#	Project Name	FFY Allocated	Applicant	Project Description	Fund Code	Federal Amount	State Amount	Local Amount	Total Current Estimate
23268	AAMPO Loop Operations FFY27 (5307)	2027	CITY OF ALBANY	Albany Area MPO (5307) funds for loop operations projects to improve traffic flow.	5307	\$208,800.00	\$0.00	\$208,800.00	\$417,600.00
23269	AAMPO Loop Preventative Maintenance FFY27 (5307)	2027	CITY OF ALBANY	Funds (5307) for loop operations projects to improve traffic flow.	5307	\$32,000.00	\$0.00	\$8,000.00	\$40,000.00
23270	ATS Paratransit 50/50 Operations FFY27 (5307)	2027	CITY OF ALBANY	Funds (5307) used to operate Albany Transit System and paratransit for access to health, employment, shopping, and recreation for the community.	5307	\$620,000.00	\$0.00	\$620,000.00	\$1,240,000.00
23271	ATS Preventative Maintenance FFY27 (5307)	2027	CITY OF ALBANY	Funds (5307) used for regular maintenance and repair of ATS buses to ensure vehicle reliability, longevity, and passenger safety.	5307	\$115,000.00	\$0.00	\$28,750.00	\$143,750.00
23272	ATS 1% for safety improvements FFY27 (5307)	2027	CITY OF ALBANY	Funds (5307) used to improve safety.	5307	\$18,500.00	\$0.00	\$18,500.00	\$37,000.00
23273	ATS first 20% ADA paratransit operating funds FFY27 (5307)	2027	CITY OF ALBANY	Funds (5307) used for ADA complimentary paratransit service for equal access for seniors and disabled throughout the community.	5307	\$310,000.00	\$0.00	\$77,500.00	\$387,500.00
23274	ATS paratransit capital set aside FFY27 (5307)	2027	CITY OF ALBANY	Funds for Albany Transit System to purchase capital equipment to promote alternative forms of transportation.	5307	\$146,000.00	\$0.00	\$36,500.00	\$182,500.00
22982	Enhanced Mobility Program (5310) - Linn County FY27	2027	ODOT TRANSIT SECTION	Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.	5310	\$178,717.00	\$0.00	\$44,679.00	\$223,396.00
23033	Enhanced Mobility E&D (5310) - Linn County FY27	2026	ODOT TRANSIT SECTION	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.	5310	\$414,432.00	\$0.00	\$47,434.00	\$461,866.00
23796	Oregon Transportation Network - Linn Co FFY27	2027	ODOT TRANSIT SECTION	Urbanized public transit capital funding for federal fiscal year 2027. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	5310	\$226,696.00	\$0.00	\$25,946.00	\$252,642.00

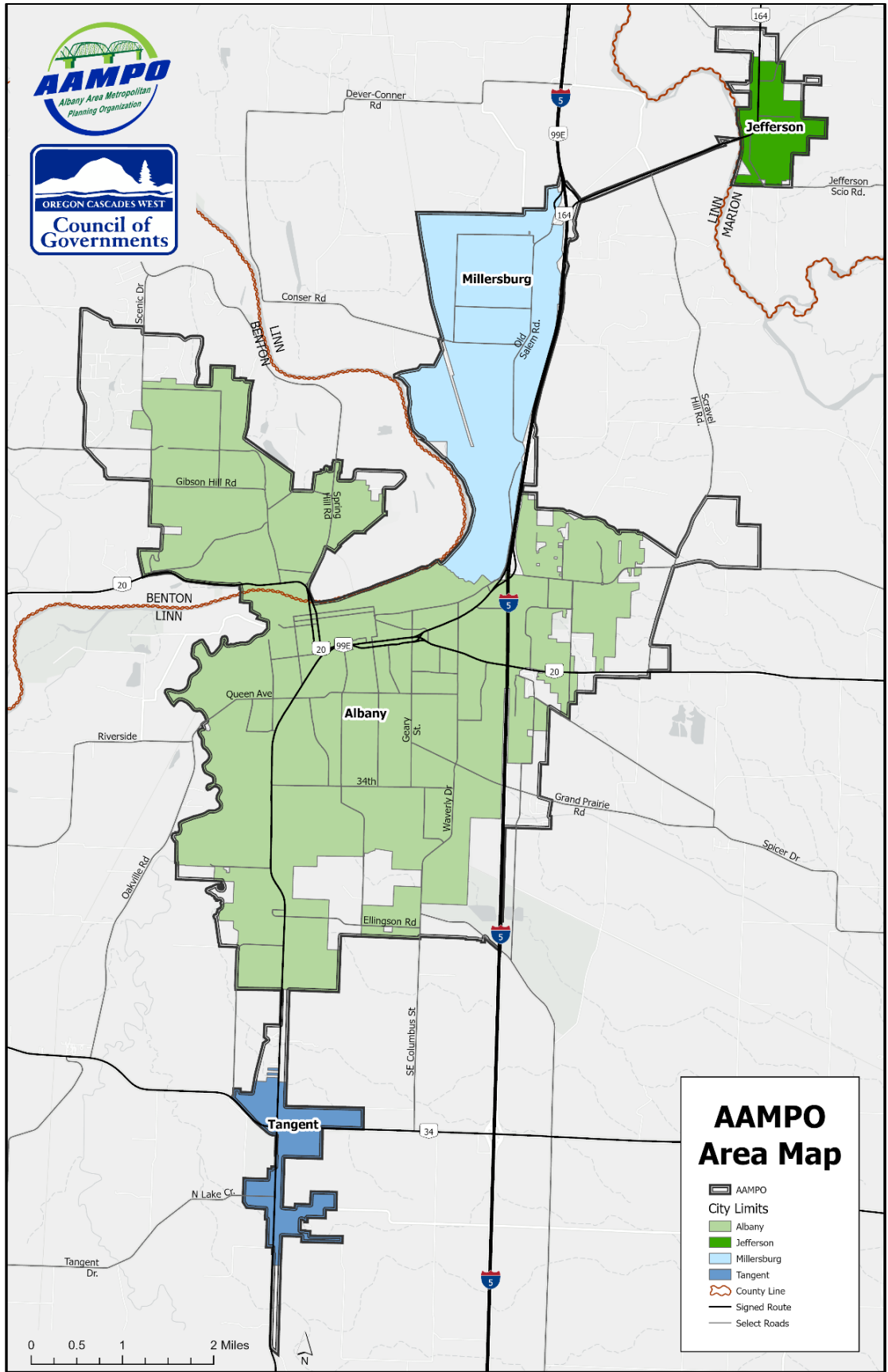
23947	Enhanced Mobility S&ID - Linn County FFY28	2028	ODOT TRANSIT SECTION	Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas. State administration included.	5310	\$191,765.00	\$0.00	\$43,147.00	\$234,912.00
23948	Enhanced Mobility S&ID - Linn County FFY29	2029	ODOT TRANSIT SECTION	Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas. State administration included.	5310	\$193,683.00	\$0.00	\$43,579.00	\$237,262.00
23949	Enhanced Mobility S&ID - Linn County FFY30	2030	ODOT TRANSIT SECTION	Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas. State administration included.	5310	\$195,619.00	\$0.00	\$44,014.00	\$239,633.00
23976	Oregon Transportation Network - Linn County FFY28	2028	ODOT TRANSIT SECTION	Urbanized public transit capital funding for federal fiscal year 2028. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	5310	\$9,800.00	\$0.00	\$1,122.00	\$10,922.00
23977	Oregon Transportation Network - Linn County FFY29	2029	ODOT TRANSIT SECTION	Urbanized public transit capital funding for federal fiscal year 2028. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	5310	\$9,800.00	\$0.00	\$1,122.00	\$10,922.00
23978	Oregon Transportation Network - Linn County FFY30	2030	ODOT TRANSIT SECTION	Urbanized public transit capital funding for federal fiscal year 2030. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	5310	\$9,800.00	\$0.00	\$1,122.00	\$10,922.00
23979	Oregon Transportation Network - LTD FFY28	2028	ODOT TRANSIT SECTION	Urbanized public transit capital funding for federal fiscal year 2028. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	5310	\$544,520.00	\$0.00	\$62,323.00	\$606,843.00
24463	5310 STBG Formula Gap Funding - Linn County	2027	ODOT	Public transit funding for funding the gap to transition federal awards to a federal fiscal year. Projects are an extension of the formula funding awarded in the 2025-27 call for projects.	5310	\$24,676.00	\$0.00	\$2,824.00	\$27,500.00

APPENDIX A: STATUS OF FFY 24 – 27 TIP PROJECTS

Key Number	Project Name	Phase Status	Federal Total	State Total	Local Total
21175	Salem Ave street improvement (Albany)	CANCELED	\$0.00	\$0.00	\$0.00
21731	OR164: Jefferson (Santiam River) Bridge	APPROVED TO COMMENCE	\$6,359,332.59	\$728,085.84	\$0.00
22723	I-5 (NW OR) & OR569 (Eugene) wrong way driving treatments	APPROVED TO COMMENCE	\$1,894,721.00	\$0.00	\$0.00
22742	US20: from US101 to the Idaho border	APPROVED TO COMMENCE	\$7,453,350.00	\$31,700.00	\$1,831,637.50
22946	Beta Drive SW Rail Crossing (Albany)	APPROVED TO COMMENCE	\$988,332.00	\$0.00	\$0.00
23134	Murder Creek (Nygren Road) bridge (Linn Co)	APPROVED TO COMMENCE	\$877,110.75	\$0.00	\$100,389.25
23140	Truax Creek (Clover Ridge Road) bridge (Linn Co)	APPROVED TO COMMENCE	\$2,811,779.28	\$0.00	\$321,820.72
23143	Cox Creek (Waverly) Dr bridge (city of Millersburg)	APPROVED TO COMMENCE	\$4,339,188.46	\$0.00	\$496,639.54
23285	STBG allocation FFY25-27 - Albany Area MPO	CANCELED	\$0.00	\$0.00	\$0.00
23467	Tangent Drive Modernization (Albany)	CANCELED	\$0.00	\$0.00	\$0.00
23469	Albany Avenue Reconstruction (Albany)	CANCELED	\$0.00	\$0.00	\$0.00
23493	Corvallis to Albany Multiuse Path Planning Study	APPROVED TO COMMENCE	\$1,500,734.00	\$0.00	\$171,766.00
23528	City of Albany electric equipment purchase	APPROVED TO COMMENCE	\$739,082.41	\$0.00	\$120,237.59
23596	US20: Scenic Drive to North Albany Road (Albany)	CANCELED	\$0.00	\$0.00	\$0.00
23673	CWCOG Transportation Options FFY24 - FFY27	APPROVED TO COMMENCE	\$623,424.65	\$19,994.78	\$38,519.23
23695	Transportation Safety Action Plan for Benton County, Oregon	APPROVED TO COMMENCE	\$320,000.00	\$0.00	\$80,000.00
23806	Linn County Oregon Multijurisdictional Safety Action Plan	APPROVED TO COMMENCE	\$320,308.00	\$0.00	\$80,077.00
23818	Public EV charging stations (city of Albany)	APPROVED TO COMMENCE	\$1,848,960.00	\$0.00	\$462,240.00
23850	IOF: Transition Parkway (Project Delorean) Millersburg	APPROVED TO COMMENCE	\$0.00	\$990,135.00	\$990,133.00
23851	IOF: Transition Parkway (Project Timberlab) Millersburg	APPROVED TO COMMENCE	\$0.00	\$1,000,000.00	\$1,113,918.00
23956	Northwest Oregon ADA curb ramp design, phase 1	APPROVED TO COMMENCE	\$23,458,740.22	\$2,684,957.78	\$0.00
24374	3rd Avenue: Calapooia River Bridge (Albany)	APPROVED TO COMMENCE	\$1,471,572.00	\$0.00	\$168,428.00
20934	FY20 ATS operations	APPROVED TO COMMENCE	\$334,750.00	\$0.00	\$334,750.00
20940	FY20 ATS preventative maintenance	APPROVED TO COMMENCE	\$52,000.00	\$0.00	\$13,000.00
20942	FY20 ATS ADA paratransit	APPROVED TO COMMENCE	\$56,976.00	\$0.00	\$56,976.00
20943	FY20 first 20% ATS ADA paratransit operating funds	APPROVED TO COMMENCE	\$195,880.00	\$0.00	\$48,970.00
20948	FY20 ATS Preventative Maintenance	APPROVED TO COMMENCE	\$100,000.00	\$0.00	\$25,000.00
20949	FY20 ATS ADA paratransit preventative maint	APPROVED TO COMMENCE	\$25,000.00	\$0.00	\$6,250.00
20956	FY21 loop operations (AAMPO)	APPROVED TO COMMENCE	\$157,600.00	\$0.00	\$157,600.00
20957	FY21 Loop Preventative Maintenance (AAMPO)	APPROVED TO COMMENCE	\$52,000.00	\$0.00	\$13,000.00
20958	FY21 ATS operations	APPROVED TO COMMENCE	\$344,792.00	\$0.00	\$344,792.00
20959	FY21 ATS Preventative Maintenance	APPROVED TO COMMENCE	\$52,000.00	\$0.00	\$13,000.00
20960	FY21 ATS ADA Paratransit	APPROVED TO COMMENCE	\$65,560.00	\$0.00	\$65,560.00
20961	FY21 first 20% ATS ADA Paratransit Operations	APPROVED TO COMMENCE	\$201,760.00	\$0.00	\$50,440.00
20962	FY21 ATS Preventative Maintenance	APPROVED TO COMMENCE	\$100,000.00	\$0.00	\$25,000.00
20963	FY21 ATS ADA Paratransit Preventative Maintenance	APPROVED TO COMMENCE	\$25,000.00	\$0.00	\$6,250.00
20968	FY21 ATS 1% for safety improvements	APPROVED TO COMMENCE	\$10,088.00	\$0.00	\$2,522.00
21971	Enhanced Mobility Program - Linn County FFY22	APPROVED TO COMMENCE	\$171,944.00	\$0.00	\$39,825.00
21980	Enhanced Mobility S&ID - Linn Co FFY23	APPROVED TO COMMENCE	\$178,145.00	\$0.00	\$40,083.00
21990	Enhanced Mobility S&ID - Linn Co FFY24	APPROVED TO COMMENCE	\$190,000.00	\$0.00	\$42,750.00
22024	Oregon Transportation Network - Linn Co FFY22	APPROVED TO COMMENCE	\$311,602.00	\$0.00	\$35,665.00
22040	Oregon Transportation Network - city of Albany FFY23	APPROVED TO COMMENCE	\$5,217.00	\$0.00	\$0.00
22053	Oregon Transportation Network - Linn Co FFY24	APPROVED TO COMMENCE	\$40,980.00	\$0.00	\$4,689.00
22215	AAMPO Loop Operations FFY22 (5307)	APPROVED TO COMMENCE	\$179,655.00	\$0.00	\$179,655.00
22216	FY22 Loop Preventative Maintenance (AAMPO)	APPROVED TO COMMENCE	\$26,400.00	\$0.00	\$6,600.00
22219	AAMPO Loop Operations FFY23 (5307)	APPROVED TO COMMENCE	\$188,640.00	\$0.00	\$188,640.00
22220	FY23 Loop Preventative Maintenance (AAMPO)	APPROVED TO COMMENCE	\$26,400.00	\$0.00	\$6,600.00
22226	Bus Barn Capital - Set aside	APPROVED TO COMMENCE	\$2,723,760.00	\$0.00	\$680,940.00
22226	Bus Barn Capital - Set aside	APPROVED TO COMMENCE	\$408,560.00	\$0.00	\$102,140.00
22230	FY22 ATS/PT Operations	APPROVED TO COMMENCE	\$336,100.00	\$0.00	\$336,100.00

22231	FY22 ATS/PT Preventative Maintenance	APPROVED TO COMMENCE	\$80,000.00	\$0.00	\$20,000.00
22232	FY22 ATS 1% for Safety Improvements	APPROVED TO COMMENCE	\$10,000.00	\$0.00	\$2,500.00
22233	FY22 First 20% ATS ADA Paratransit Operations	APPROVED TO COMMENCE	\$200,000.00	\$0.00	\$50,000.00
22234	FY22 ATS Capital Bus Replacement in FY24	APPROVED TO COMMENCE	\$140,000.00	\$0.00	\$35,000.00
22235	FY22 Paratransit Capital Van 3 Replacement	APPROVED TO COMMENCE	\$45,000.00	\$0.00	\$5,000.00
22236	FY23 ATS/PT Operations	APPROVED TO COMMENCE	\$349,800.00	\$0.00	\$349,800.00
22237	FY23 ATS/PT Preventative Maintenance	APPROVED TO COMMENCE	\$90,000.00	\$0.00	\$22,500.00
22238	FY23 ATS 1% for Safety Improvements	APPROVED TO COMMENCE	\$14,600.00	\$0.00	\$3,650.00
22239	FY23 First 20% ATS ADA Paratransit Operations	APPROVED TO COMMENCE	\$255,000.00	\$0.00	\$63,750.00
22240	FY23 ATS Capital Bus Replacement in FY24	APPROVED TO COMMENCE	\$140,000.00	\$0.00	\$35,000.00
22241	FY23 Paratransit Capital Van 4 Replacement FY24	APPROVED TO COMMENCE	\$45,000.00	\$0.00	\$5,000.00
22250	FY24 ATS Capital Replace Eldorado in FY24	APPROVED TO COMMENCE	\$150,000.00	\$0.00	\$37,500.00
22251	FY24 Paratransit Capital 1/2 Para Bus	APPROVED TO COMMENCE	\$49,500.00	\$0.00	\$5,500.00
22651	Enhanced Mobility Program (5310) Linn Co FFY20	APPROVED TO COMMENCE	\$105,984.00	\$0.00	\$0.00
22958	Enhanced Mobility S&ID - Linn County FFY25	APPROVED TO COMMENCE	\$335,026.00	\$0.00	\$75,381.00
22970	Enhanced Mobility S&ID - Linn County FFY26	APPROVED TO COMMENCE	\$200,000.00	\$0.00	\$45,000.00
23003	Enhanced Mobility E&D (5310) - Linn County FY25	CANCELED	\$0.00	\$0.00	\$0.00
23020	Enhanced Mobility E&D (5310) - Linn County FY26	CANCELED	\$0.00	\$0.00	\$0.00
23192	AAMPO Loop Operations FFY24 (5307)	APPROVED TO COMMENCE	\$182,000.00	\$0.00	\$182,000.00
23193	AAMPO Loop Preventative Maintenance FFY24 (5307)	APPROVED TO COMMENCE	\$26,000.00	\$0.00	\$6,500.00
23194	ATS Paratransit 50/50 Operations FFY24 (5307)	APPROVED TO COMMENCE	\$530,000.00	\$0.00	\$530,000.00
23195	ATS Preventative Maintenance FFY24 (5307)	APPROVED TO COMMENCE	\$100,000.00	\$0.00	\$25,000.00
23196	ATS 1% for safety improvements FFY24 (5307)	APPROVED TO COMMENCE	\$15,000.00	\$0.00	\$3,750.00
23197	ATS first 20% ADA paratransit operating funds FFY24 (5307)	APPROVED TO COMMENCE	\$266,000.00	\$0.00	\$66,500.00
23198	ATS paratransit capital set aside FFY24 (5307)	APPROVED TO COMMENCE	\$212,700.00	\$0.00	\$53,175.00
23243	AAMPO Loop Operations FFY25 (5307)	APPROVED TO COMMENCE	\$190,400.00	\$0.00	\$190,400.00
23244	AAMPO Loop Preventative Maintenance FFY25 (5307)	APPROVED TO COMMENCE	\$28,000.00	\$0.00	\$7,000.00
23248	ATS Paratransit 50/50 Operations FFY25 (5307)	APPROVED TO COMMENCE	\$560,000.00	\$0.00	\$560,000.00
23249	ATS Preventative Maintenance FFY25 (5307)	APPROVED TO COMMENCE	\$105,000.00	\$0.00	\$26,250.00
23255	ATS 1% for security services FFY25 (5307)	APPROVED TO COMMENCE	\$17,000.00	\$0.00	\$17,000.00
23256	ATS first 20% ADA paratransit operating funds FFY25 (5307)	APPROVED TO COMMENCE	\$300,000.00	\$0.00	\$75,000.00
23257	ATS paratransit capital set aside FFY25 (5307)	APPROVED TO COMMENCE	\$191,000.00	\$0.00	\$47,750.00
23259	AAMPO Loop Operations FFY26 (5307)	APPROVED TO COMMENCE	\$199,300.00	\$0.00	\$199,300.00
23260	AAMPO Loop Preventative Maintenance FFY26 (5307)	APPROVED TO COMMENCE	\$30,000.00	\$0.00	\$7,500.00
23261	ATS Paratransit 50/50 Operations FFY26 (5307)	APPROVED TO COMMENCE	\$590,000.00	\$0.00	\$590,000.00
23262	ATS Preventative Maintenance FFY26 (5307)	APPROVED TO COMMENCE	\$110,000.00	\$0.00	\$27,500.00
23263	ATS 1% for security services FFY26 (5307)	APPROVED TO COMMENCE	\$18,000.00	\$0.00	\$18,000.00
23264	ATS first 20% ADA paratransit operating funds FFY26 (5307)	APPROVED TO COMMENCE	\$300,000.00	\$0.00	\$75,000.00
23265	ATS paratransit capital set aside FFY26 (5307)	APPROVED TO COMMENCE	\$168,800.00	\$0.00	\$42,200.00

APPENDIX B: AAMPO PLANNING AREA MAPS



APPENDIX C: SUMMARY OF PUBLIC COMMENTS

No public comments were submitted during the November 18 to December 20, 2022 period.

APPENDIX D: AAMPO MTIP AMENDMENT POLICY

AAMPO MTIP Revision Policy

Note that this revision policy, below, is aligned with ODOT and FHWA's amendment matrix.

Purpose and Background

The purpose of this document is to describe the process by which revisions to projects programmed in the Albany Area Metropolitan Planning Organization (AAMPO) Metropolitan Transportation Improvement Program (MTIP) and the Statewide Transportation Improvement Program (STIP) take place.

While the text in the AAMPO MTIP changes very little during the life of the document, the projects programmed within the MTIP are regularly amended, revised, split, canceled, etc. These projects include infrastructure construction projects, capital purchases, plan development, engineering activities, outreach programs, and others. Incorporating revisions into the MTIP and the Statewide Transportation Improvement Program (STIP) is essential to project delivery and must be completed before revising intergovernmental agreements (IGAs) and executing fund transfers.

Project revisions must be approved by the MPO before they can be incorporated into the MTIP and the STIP. The MTIP is maintained by AAMPO and cross-referenced to match the STIP, which is maintained by the Oregon Department of Transportation (ODOT). ODOT, FTA, and FHWA have a separate policy agreement on how STIP revisions take place.

Types of Revisions

There are two types of MTIP revisions processed by the MPO: **full amendments and administrative/technical amendment**. Full amendments require the greatest level of scrutiny including communicating basic project information to the Policy Board and the provision of a public comment period. Administrative amendments are small changes that AAMPO staff has the authority to approve, the TAC is informed of adjustments as appropriate. A full description of the procedures associated with the three types of MTIP revisions is included later in this document.

The table below (APPENDIX E: AAMPO-ODOT-FTA-FHWA AMENDMENT MATRIX) lists a number of potential MTIP actions and illustrates whether they require a full amendment, administrative amendment, or an adjustment.

APPENDIX E: AAMPO-ODOT-FTA-FHWA AMENDMENT MATRIX

This matrix is for information only and outlines protocols for amending the Statewide Transportation Improvement Program would be a full or administrative amendment. AAMPO’s TIP amendment processes differ from these, as allowed, and is shown below.

AAMPO-ODOT-FTA-FHWA Amendment Matrix

Full Amendments	
1	Adding/Canceling a federally funded, regionally significant, or state/locally funded projects which will potentially be federalized. If project does not meet this criteria, see Administrative #1. For WFL or planning projects, see Administrative #7 & #8.
2	Major change in total project scope. Major scope change may include changes like: <ul style="list-style-type: none"> • Increase in project location greater than 1 mile • Project modifications that result in NEPA re-evaluation • Change affects air quality conformity • Adding capacity per FHWA Standards • Adding or deleting scope from the project that is outside of the current approved intent of the project
3	Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> • Total project cost increase/decrease (all phases, any type of funding increase/decrease): <ul style="list-style-type: none"> - Projects under \$1M – increase/decrease 50% and over - Projects \$1M to \$5M – increase/decrease 30% and over - Projects \$5M and over – increase/decrease 20% and over
4	Adding an emergency relief permanent repair project that involves substantial change in function, location, and capacity. **See note below for temporary emergency repair projects.
Administrative/Technical Amendments	
1	Any project changes that do not meet the STIP amendment criteria in the Full Amendments section above.
2	Advancing or slipping an approved project/phase within the current STIP (if slipping outside current STIP, project must be canceled in the current STIP).
3	Adding or canceling any phase of an approved project. See Full Amendment #3 for fiscal constraint thresholds.
4	Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.
5	Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
6	Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)
7	Adding or modifying metropolitan planning projects (UPWP) funded under 23 U.S.C. 104(d) and 49 CFR 5305(d) or State Planning and Research (SPR) projects funded under 23 U.S.C. 505 and 49 U.S.C. 5303(e) or Surface Transportation Block Grant Program funds.
8	Adding Western Federal Lands, Recreational Trail, and Local Bridge projects where the projects are selected through a committee and involves public comment.

**Temporary emergency repair (ER) projects are not added to the STIP.

Amendment Definition: An amendment is a change to project information and costs. For financial changes, this applies to unobligated phases or phases which have been obligated and have additional financial change within the same federal fiscal year.

Public Comment Notes: For public comment, project updates need to be provided at a public meeting. Requirements are the project needs to be listed as part of the agenda and allow for the public to comment on the changes. If project covers is in multiple ACTs, then project needs to be presented to both.

APPENDIX F: MPO FUNDING SOURCES

The following is an illustrative but non-exhaustive list of funding sources for MPO transportation projects. Funds that may be received by AAMPO planning area are not limited to those in this list.

Federal Highway Administration

The FAST Act, as with prior federal transportation funding bills, contains several major programs for roadway, safety, and multimodal projects, including the: National Highway Performance Program (NHPP); Surface Transportation Block Grant Program (STBGP); Congestion Mitigation and Air Quality Improvement Program (CMAQ); Highway Safety Improvement Program (HSIP); Railway-Highway Crossings (set-aside from HSIP); Metropolitan Planning; and Transportation Alternatives (TA). Some of these major programs contain sub-programs. A brief description of several federal aid highway funding programs is provided below. Many, but not all, of these programs are administered by the Federal Highway Administration.

National Highway Performance Program

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. NHPP funds are primarily used to fund upgrade and improvement projects on the Interstate system and U.S. numbered routes (the NHS system). The NHS became the new focus of the Federal Aid Program following the completion of the Interstate Highway System.

Surface Transportation Block Grant (STBG)

The Surface Transportation Block Grant (STBG) (formerly STP) provides funds for a broad range of transportation uses and may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intra-city and intercity bus terminals and facilities. A percentage of the STBGP funds allocated to the state of Oregon are distributed to small MPOs, cities, and counties on a formula basis by the Oregon Transportation Commission. STBG funds are available for a period of three years after the last day of the fiscal year for which the funds were authorized. Thus the funds are available for obligation for up to four years. The standard local match required is 20%. Oregon's required match is 10.27% because of Oregon's large share of publicly owned lands.

Metropolitan Planning Organization STBG Funds (STBG) –ODOT distributes a portion of its STBGP funds to small Metropolitan Planning Organization (MPO) areas and non-MPO cities through a cooperative process. MPOs with 200,000 or more population receive these funds directly from the US DOT whereas the smaller MPOs share is distributed through the state DOT. The funds are primarily used for reconstruction or rehabilitation of roadways functionally classified as urban collectors or higher. These funds may also be used for planning, transportation enhancement, transit, bridge, or safety activities. Oregon MPOs, in cooperation with ODOT, identify priority projects for funding under the STBGP Program.

Surface Transportation Program-State (STP-S) funds primarily provide funding for reconstruction or rehabilitation of roadways on the State Highway System. These funds may also be used for planning, enhancement, transit, bridge, or safety activities.

STBGP Set Aside (formerly TAP) – The FAST Act establishes the former Transportation Alternatives Program (TAP) as a STBGP Set Aside. This set-aside provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. These funds are available to MPOs under 200,000 through statewide competitive processes.

Highway Safety Program (HSIP)

The intent of the Highway Safety Improvement Program (HSIP) is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP supports projects that improve the safety of road infrastructure by correcting hazardous road locations, such as dangerous intersections, or making road improvements such as adding rumble strips. The major focus of this program is to target spot improvements of high accident areas. Each State must have a Strategic Highway Safety Plan (SHSP).

Railway-Highway Crossings Program

A sub-program of the Highway Safety Improvement Program (HSIP), this program funds safety improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings.

Metropolitan Planning

Metropolitan Planning funds are available for MPOs to carry out the metropolitan transportation planning process required by 23 U.S.C. 134, including development of metropolitan area transportation plans and transportation improvement programs. Under 23 U.S.C. 134, MPOs are responsible for developing, in cooperation with the State and affected transit operators, a long-range transportation plan and a metropolitan transportation improvement program (MTIP) for the area.

Statewide Planning and Research (SPR)

SPR funds may be used for engineering and economic surveys and investigations, planning of future highway programs and local public transportation systems, and planning for financing of such programs and systems including metropolitan and statewide planning; development and implementation of management systems; studies of the economy, safety, and convenience of highway usage and the desirable regulation and equitable taxation thereof; research, development, and technology transfer activities necessary in connection with the planning, design, construction, and maintenance of highways, public transportation, and intermodal transportation systems; and study, research, and training on engineering standards and construction materials for the above systems, including evaluation and accreditation of inspection and testing and the regulation and taxation of their use.

Emergency Relief Program (ER)

The ER program assists state and local governments with the expense of repairing serious damage to federal-aid and federal lands highways resulting from natural disasters or catastrophic failures. ER funds can be used only for emergency repairs to restore essential highway traffic, to minimize damage resulting from a natural disaster or catastrophic failure, or to protect the remaining facility and make permanent repairs.

Federal Transit Administration

The Federal Transit Administration carries out the federal mandate to improve public transportation systems. It is the principal source of federal assistance to help urban areas (and, to some extent, non-urban areas) plan, develop, and improve comprehensive public transportation systems. The funding programs administered by the FTA include, but are not limited to, the following:

Section 5303

Transit Section 5303 funds are part of the Transit Planning and Research Program. These funds are allocated among the following programs: Metropolitan Transit Planning, Rural Transportation Assistance Program, and Statewide Planning, Research, and Training. The Metropolitan planning funds are allocated to states under a formula apportionment on behalf of MPOs based on a state formula cooperatively developed with MPOs and approved by the FTA.

Section 5307

These funds are allocated to urbanized areas by statutory formula for capital improvements and operation of transit systems. The funds may be used for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. For capital projects, the match rate is 80% federal, 20% state or local. Capital funds are used for transit maintenance (e.g., replacing buses), as well as other projects. For operating assistance, the match rate is 50% federal, 50% state or local.

Section 5339

Funds for the Section 5339 provide capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. The basic matching ratio for capital projects is

80% federal, the same as for highway projects in the FHWA program. This program was established by the MAP-21 federal transportation bill to replace 5309 funding.

Section 5310

The Section 5310 program provides funding for transportation services for the elderly and persons with disabilities. This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. The funds may go to private, nonprofit organizations or to public bodies that coordinate service. Funds may be used for capital costs or for capital costs of contracting for services. In Oregon, Section 5310 funds are allocated to local Special Transportation Fund agencies who typically award funds on a competitive annual or biennial basis. MAP-21 established a formula for distribution among large urban, small urban, and rural areas.

Section 5311

Provides funding to states to distribute to transit providers in small towns and rural areas (defined as areas outside urbanized areas of 50,000 or more). The funds can be used for planning, administration, capital and operation improvements, and other costs associated with the provision of transit services.

Section 5311(f)

Federal Program 5311(f) provides assistance to support intercity bus transportation. Intercity service is regularly scheduled bus service for the general public which operates with limited stops over fixed routes connecting two or more urban areas not in close proximity.

State of Oregon

Oregon/State Highway Fund (SHF)

This fund consists primarily of user fees, such as the state gas tax, license fees, and weight-mile tax. Nearly one-third of the fund is transferred to cities and counties throughout the state for street and highway improvements. Most of the remaining portion of the fund is available to the state for maintenance, state construction, and matching of federal aid funds. 1% of state highway construction funds are required by law to be used for bicycle facilities. Priorities for use of the State Highway Fund are established by the OTC. Generally, the state provides the entire 8% match required on interstate projects and half of the 12% match required on federal highway-related projects.

Oregon Transportation Investment Act (OTIA)

This fund was initiated by the Oregon state legislature in 2001-2002 to fund highway infrastructure. To date, a total of three acts (OTIA I, II and III) have resulted in the issuance of bonds to secure revenue for projects approved by the Oregon Transportation Commission.

Transportation and Growth Management (TGM)

The TGM program is a partnership between ODOT and the Oregon Department of Land Conservation and Development (DLCD). The program helps governments across Oregon with skills and resources to plan long-term, sustainable growth in their transportation systems in line with other planning for changing demographics and land uses.

Special Public Works Fund (SPWF)

The State of Oregon allocates a portion of state lottery revenues for economic development. The Oregon Economic Development Department provides grants and loans through the SPWF program to construct, improve and repair infrastructure in commercial/industrial areas to support local economic development and create new jobs. The SPWF provides a maximum grant of \$500,000 for projects that will help create or retain a minimum of 50 jobs. SPWF projects will be programmed as awards are made.

Immediate Opportunity Fund (IOF)

This fund is intended to support economic development in Oregon by providing road improvements where they will assure job development opportunities by influencing the location or retention of a firm or economic development. The fund may be used only when other sources of funding are unavailable or insufficient, and is restricted to job retention and committed job creation opportunities. To be eligible, a project must require an immediate commitment of road construction funds to address an actual transportation problem. The applicant must show that the location decision of a firm or development depends on those transportation improvements, and the jobs created by the development must be “primary” jobs such as manufacturing, distribution, or service jobs.

Traffic Control Projects

The State of Oregon maintains a policy of sharing installation, maintenance, and operational costs for traffic signals and luminaire units at intersections between state highways and city streets or county roads. Intersections involving a state highway and a city street (or county road), which are included on the statewide priority list are eligible to participate in the cost sharing policy. ODOT establishes a statewide priority list for traffic signal installations on the State Highway System, based on warrants outlined in the Manual for Uniform Traffic Control Devices (MUTCD). Local agencies are responsible for coordinating the statewide signal priority list with local road requirements.

State Special Transportation Funds (STF)

ODOT's Rail and Public Transit Division administers a discretionary grant program derived from state cigarette tax revenues that provides supplementary support for elderly and disabled transportation. A competitive process has been established for awarding STF funds. STF funds are programmed through STF agencies on an annual basis.

Special City Allotment

ODOT sets aside \$1 million to distribute to cities with populations less than 5,000. Projects to improve safety or increase capacity on local roads are reviewed annually and ranked on a statewide basis by a committee of regional representatives. Projects are eligible for a maximum of \$50,000 each. Cities within the MPO that have a population of less than 5,000 remain eligible for these funds.

Local Funding Programs

In addition to the funding sources listed above, AAMPO jurisdictions receive transportation revenue from many sources including: Oregon gas tax and vehicle registration revenues; systems development charges; and franchise fees. These revenues are used for local projects and provide the necessary match for federally funded projects. Transit services are partially supported through farebox revenue, group pass programs, advertising, and funding partnerships.

Systems Development Charges (SDCs)

Systems Development Charges are fees paid by land developers intended to reflect the increased capital costs incurred by a jurisdiction or utility as a result of a development. Development charges are calculated to include the costs of impacts on adjacent areas or services, such as parks and recreation use or traffic congestion. The SDC typically varies by the type of development (residential, commercial, industrial, etc.). Street SDCs are collected by the City of Albany.

Franchise Fees

Cities may collect franchise fees from local utility companies that utilize public right-of ways for the conveyance of their services, and in turn use those fees to help fund roadway maintenance and improvement needs.

APPENDIX G: AAMPO SELF-CERTIFICATION LINK

Copy and Paste from previous cycle Self Cert form, very few/no changes should have occurred.

This document will be available after the Policy Board approval of the draft MTIP.

APPENDIX H: TRANSPORTATION PLANNING ACRONYMS & TERMS

3-C: Continuing, comprehensive and cooperative planning process
5303: Transit funds for Planning, Research and Training
5307: Transit funds Urban Operations Support
5309: Transit funds Capital and Operating Assistance
5310: Transit funds Elderly and Disabled Services
AAMPO: Albany Area MPO
ACT: Area Commission on Transportation (see CWACT and MWACT)
ATS: Albany Transit Service
Cap: Capital
CAMPO: Corvallis Area MPO
CFR: Code of Federal Regulations
CN: Construction
CWACT: Cascades West Area Commission on Transportation
DLCD: Department of Land Conservation and Development
FAST Act: Fixing America’s Surface Transportation Act. Federal transportation bill funding the Federal aid highway program between 2015 and 2020.
FFY: Federal Fiscal Year from Oct 1 to Sept 31
FY: State Fiscal Year from July 1 to June 30
FHWA: Federal Highway Administration
FTA: Federal Transit Administration
GIS: Geographic Information Systems
HB 2001: Oregon House Bill 2001
HBRR - Highway Bridge Rehabilitation and Replacement
HSIP: Highway Safety Improvement Program
IOF: Immediate Opportunity Fund
ITS: Intelligent Transportation Systems
LOS: Level of Service
MAP-21: Moving Ahead for Progress in the 21st Century. Federal transportation bill funding the Federal aid highway program between 2012 and 2015
MWACT: Mid-Willamette Area Commission on Transportation
NHS: National Highway System
NREC—TR: State Parks Recreational Trails Program
OCWCOG: Oregon Cascades West Council of Governments
ODOT: Oregon Department of Transportation
OTC: Oregon Transportation Commission
OTIA: Oregon Transportation Investment Act
PE: Preliminary Engineering
PL Funds: Public Law 112, Federal Planning Funds
PLN: Planning

PM: Preventative Maintenance
POP: Program of Projects, required of recipients of federal 5307 funds
RTP: Regional Transportation Plan
ROW: Right of Way Acquisition
SPR: State Planning and Research
SPWF: Special Public Works Fund
SRTS: Safe Routes to Schools
State Hwy: State Hwy Fund State Highway Fund
STIP: State Transportation Improvement Program
STF: Special Transportation Fund (Transit)
STO: Special Transportation Operating Program (Transit)
STBGP: Surface Transportation Block Grant Program
STP: Surface Transportation Program
TAC: Technical Advisory Committee
TAZ: Transportation Analysis Zone
TDM: Transportation Demand/Rideshare Program
TE: Transportation Enhancement
TIP: Transportation Improvement Program
TO: Transportation Options
TPAU: Transportation Planning Analysis Unit (ODOT)
UPWP: Unified Planning Work Program
UR: Utility Relocation
USDOT: U.S. Department of Transportation

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: June 18th, 2026 & June 24th, 2026
To: AAMPO Technical Advisory Committee (TAC) & Policy Board
From: Billy Murphy McGregor, AAMPO Staff
Re: Climate Friendly Area Growth Assumptions for the CALM model

Purpose of Memo

This memorandum provides an update on the Corvallis-Albany-Lebanon Model (CALM) transportation planning model used by planners, developers and in the development of the Regional Transportation Plan (RTP). In this memo, TAC members are asked to review the assumptions made by AAMPO and ODOT's Transportation Planning and Analysis Unit (TPAU) as it relates to locations within the planning area. In accordance with the Climate Friendly and Equitable Communities¹ transportation policy (OAR 660-012), eligible communities are asked to evaluate the intersection of housing, employment and transportation.

The initial results of this analysis provide forecasts for population and employment change in the MPO planning area, with special emphasis on the Climate Friendly Areas that were nominated by local jurisdictions.

Action: Discussion.

- Do these areas align with local assumptions on housing, population and employment growth (RE: location)?
- Which of the three growth scenarios for household and employment growth seems the most realistic?
 - Which one should be selected for the model?
 - Should multiple scenarios be evaluated? If so which ones?
- Are there specific areas that planners have overlooked, or seem unrealistic?
- What questions do you have for the modeling team at ODOT?

Background

The Climate-Friendly and Equitable Communities (CFEC) program reduces climate pollution from transportation and promotes equitable planning outcomes. The program applies to communities within metropolitan regions with populations over 50,000 people including Corvallis and Albany. Cities of 10,000 or less have worked with the State to determine which CFEC regulations make sense for their community.

In developing the 2050 RTP, planners at CAMPO, AAMPO, and ODOT's TPAU reviewed observed land use trends to answer the following questions:

- Given current land use and transportation patterns, where is employment growth likely?
 - Where are people (households or HH) likely to live?

¹ More information available here: <https://www.oregon.gov/lcd/cl/pages/cfec.aspx>

MEMORANDUM

Albany Area Metropolitan Planning Organization

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- Per CFEC requirements, how much of this growth in employment and housing is likely to concentrate in designated Climate Friendly Areas (CFAs)?

Planners made assumptions based on their informed opinion, and modeled three scenarios that expect a low, medium and high concentration of growth within the CFAs.

Local jurisdictions and members of the TAC are asked for their opinion on these draft maps in order to better inform the assumptions that undergird the CALM planning model.

Data

The maps that are attached to this memo were produced by taking the assumed growth in households (HH) and employment by 2050 (based on population projects from ODOT) and allocated those households and employers into the Climate Friendly Areas designated by the jurisdictions. In Corvallis, planners assumed 10%, 25%, or 50% of the growth would occur in the designated areas. In Philomath those assumptions were 5%, 10%, or 25% allocations into the CFA. This information is displayed in Table 1. The data that informed employment distributions were not available as of the meeting deadline.

Table 1 – Household (HH) Growth by 2050 in CFA Areas

Albany	Pop_Growth	HH_Growth_Approx	HH_Growth_Approx			HH_Growth_Approx		
	13,377	6,500	Low %	Medium %	High %	Low #	Medium #	High #
- CFA (1) Primary		65	1.0%	2.0%	5.0%	56	113	282
- CFA A		65	1.0%	2.0%	5.0%	56	113	282
- CFA B (East)		325	5.0%	10.0%	25.0%	282	563	1,408
- CFA C (North)		65	1.0%	2.0%	5.0%	56	113	282
- CFA D		65	1.0%	2.0%	5.0%	56	113	282
- CFA E		65	1.0%	2.0%	5.0%	56	113	282
- CFA F		65	1.0%	2.0%	5.0%	56	113	282
- Non-CFA (East of I5)		2,860	44.0%	39.0%	22.0%	2,478	2,196	1,239
- Non-CFA (North Albany)		2,925	45.0%	39.0%	23.0%	2,534	2,196	1,295
Linn Co	733	350						
Millersburg	5,087	2,500						
Tangent	268	150						
Jefferson	1,072	500						

Action: Discussion.

- Do these areas align with local assumptions on housing, population and employment growth (RE: location)?

MEMORANDUM

Albany Area Metropolitan Planning Organization

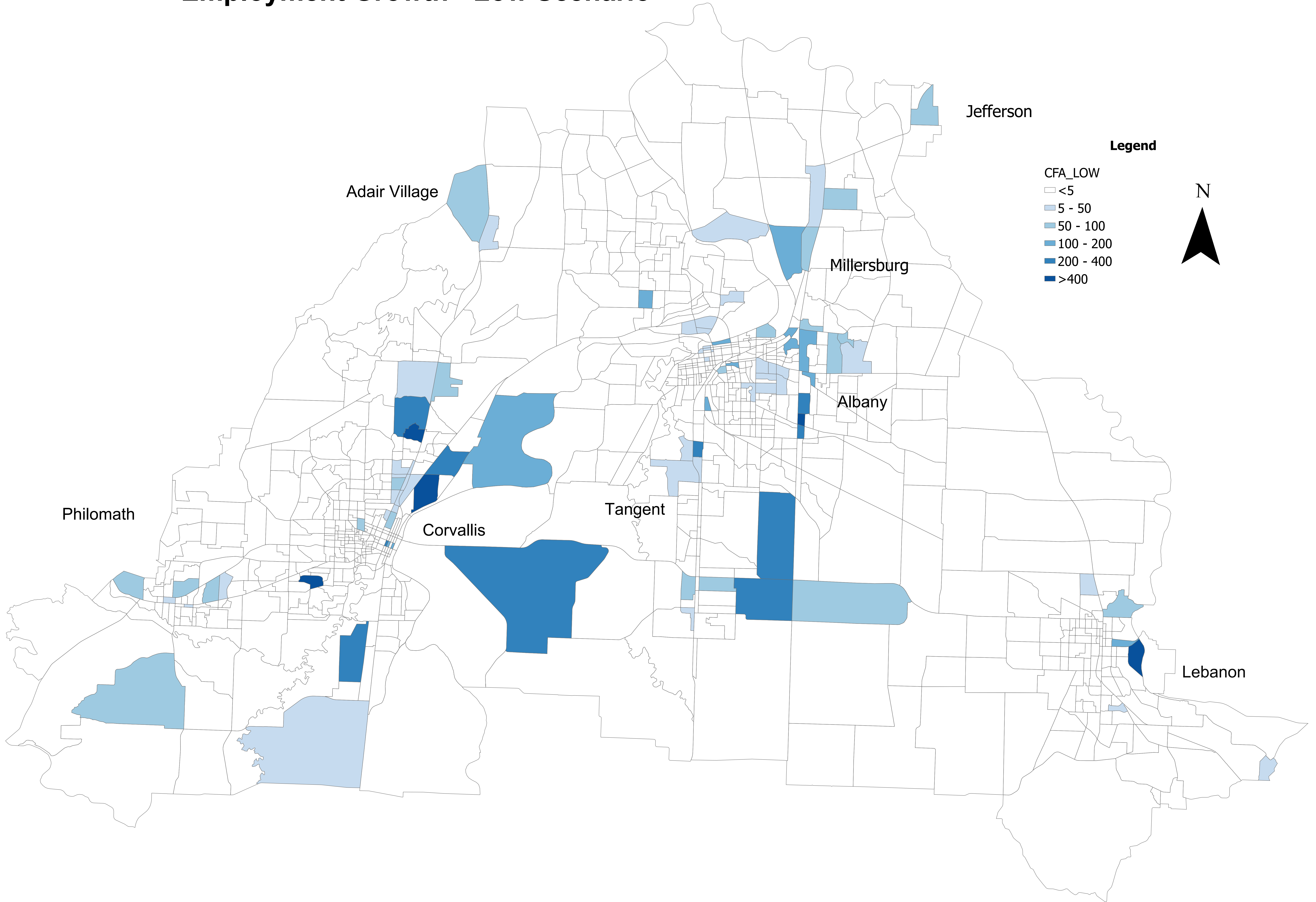
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- Which of the three growth scenarios for household and employment growth seems the most realistic?
 - Which one should be selected for the model?
 - Should multiple scenarios be evaluated? If so which ones?
- Are there specific areas that planners have overlooked, or seem unrealistic?
- What questions do you have for the modeling team at ODOT?

Please review the maps on the next page. Note some of the maps are printed slightly skewed due to an error in Adobe processing.

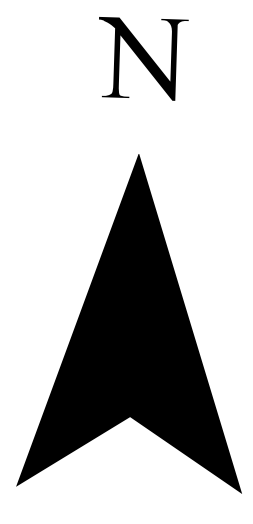
Employment Growth - Low Scenario



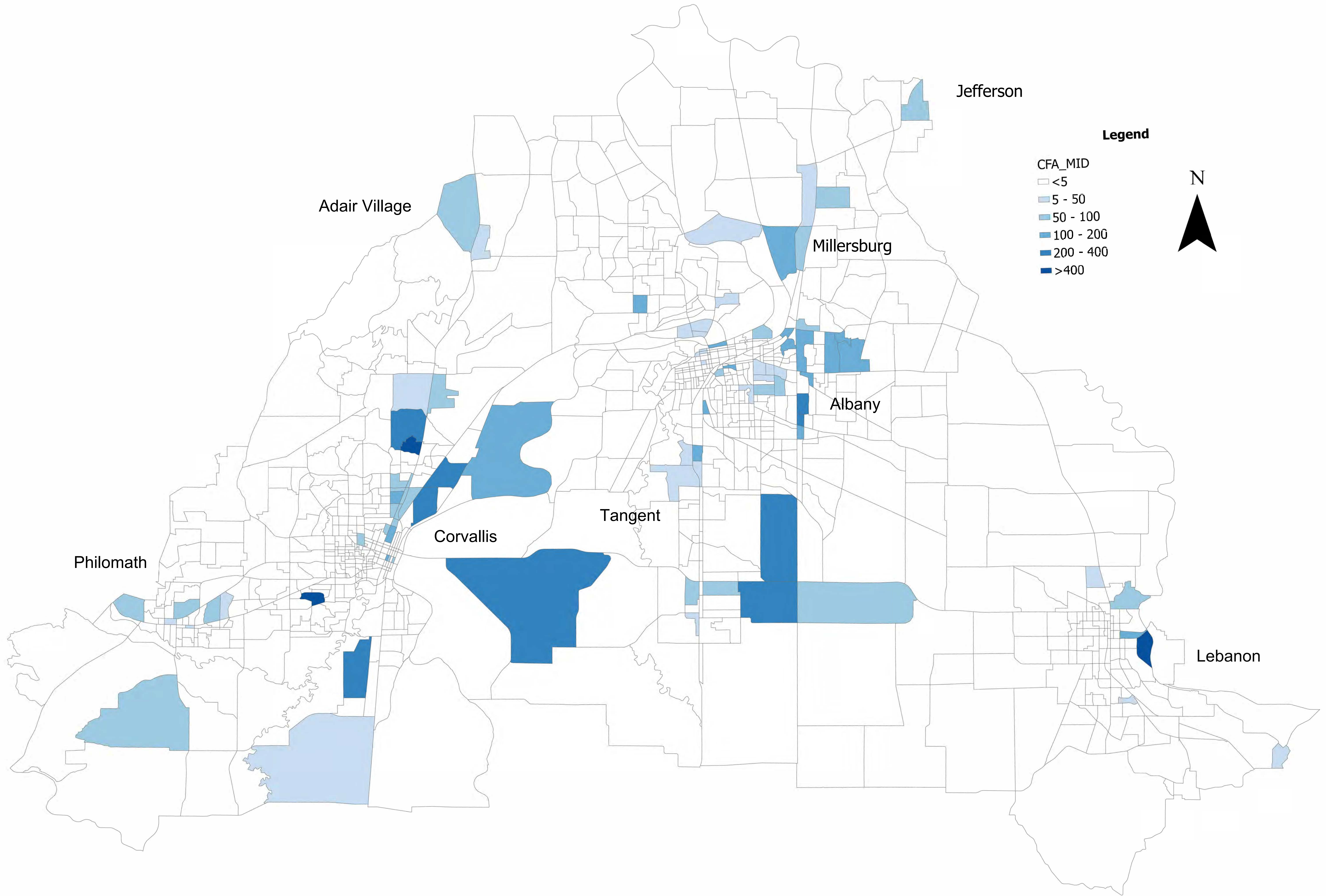
Legend

CFA_LOW

- <5
- 5 - 50
- 50 - 100
- 100 - 200
- 200 - 400
- >400



Employment Growth - Medium Scenario



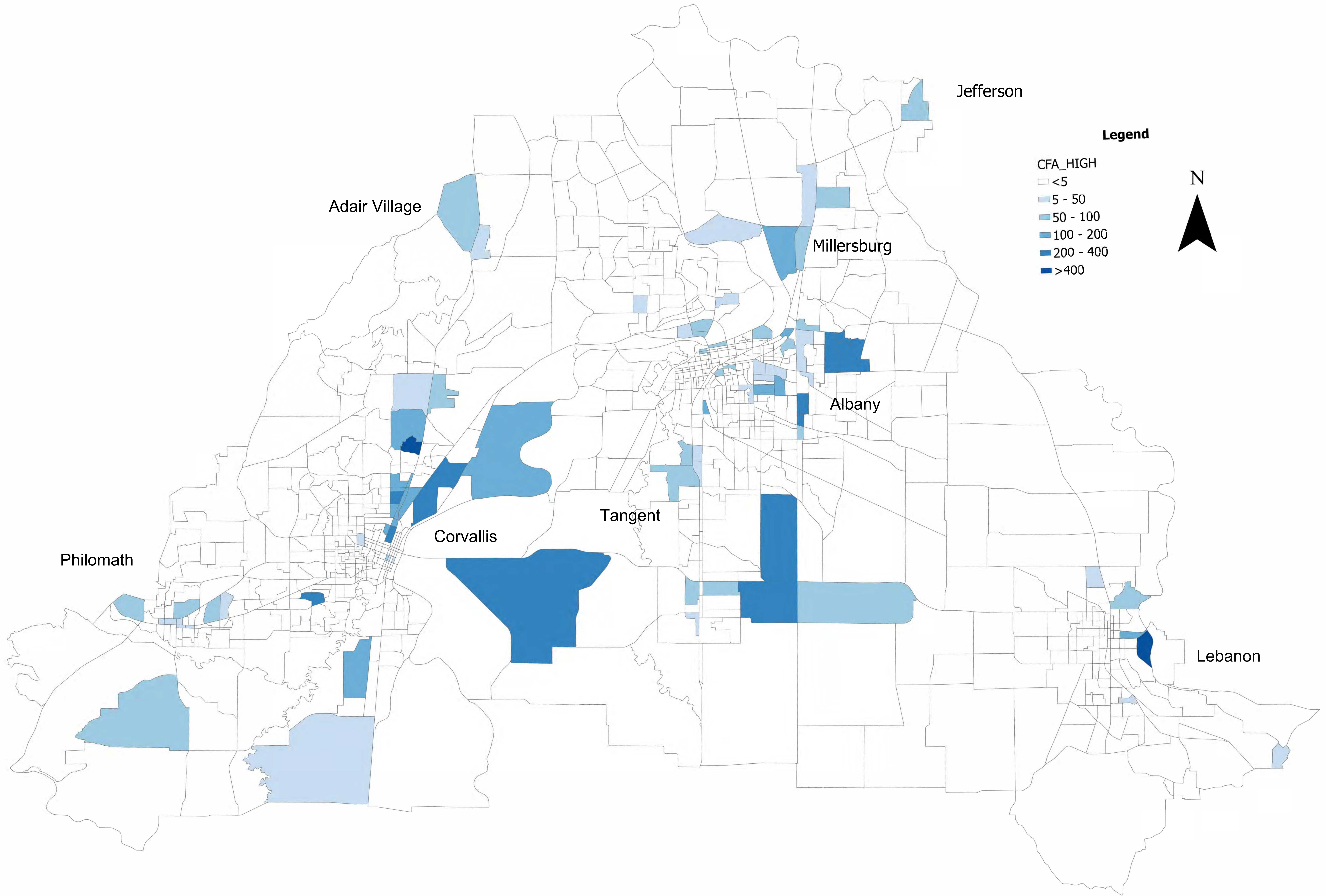
Legend

CFA_MID

- <5
- 5 - 50
- 50 - 100
- 100 - 200
- 200 - 400
- >400



Employment Growth - High Scenario



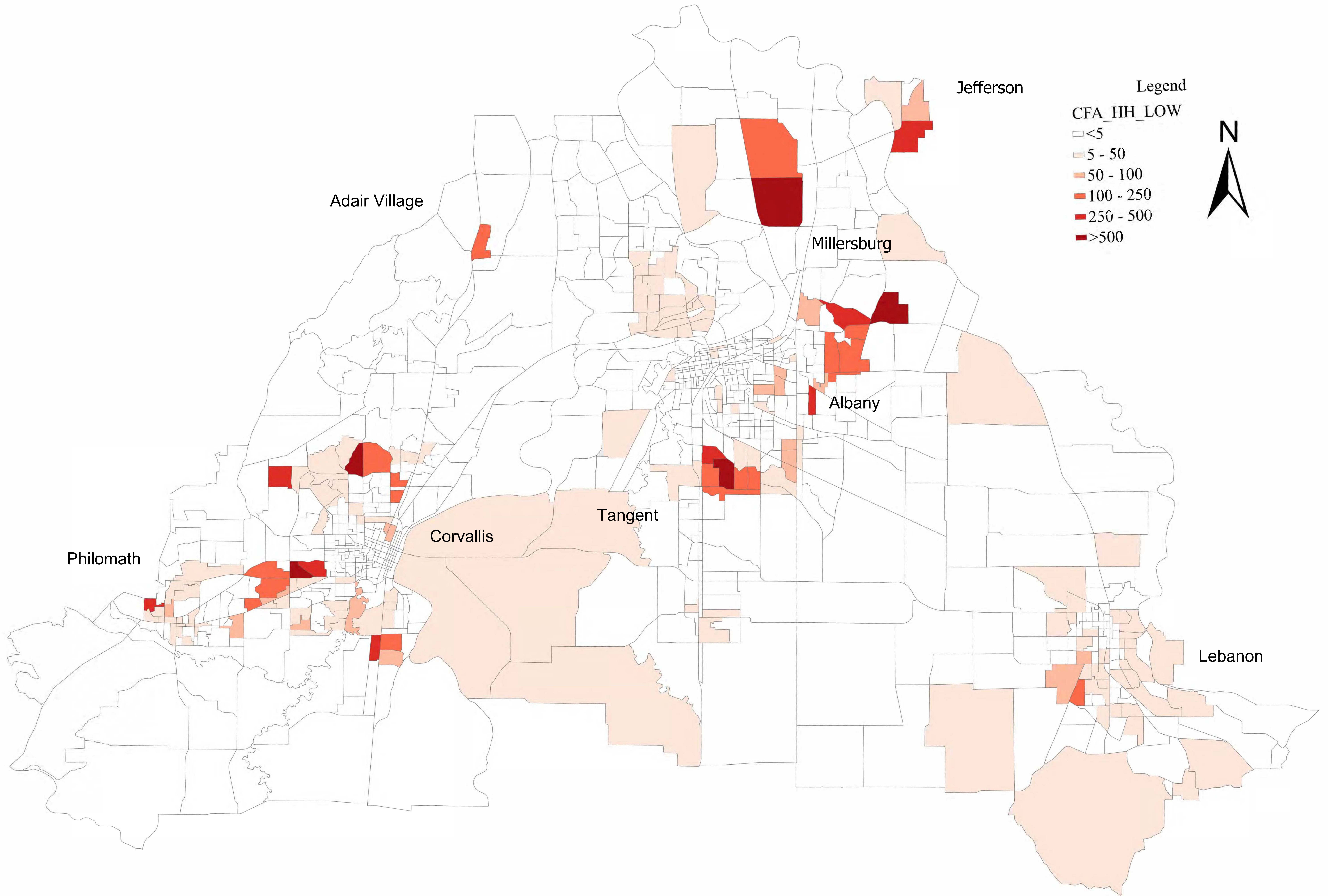
Legend

CFA_HIGH

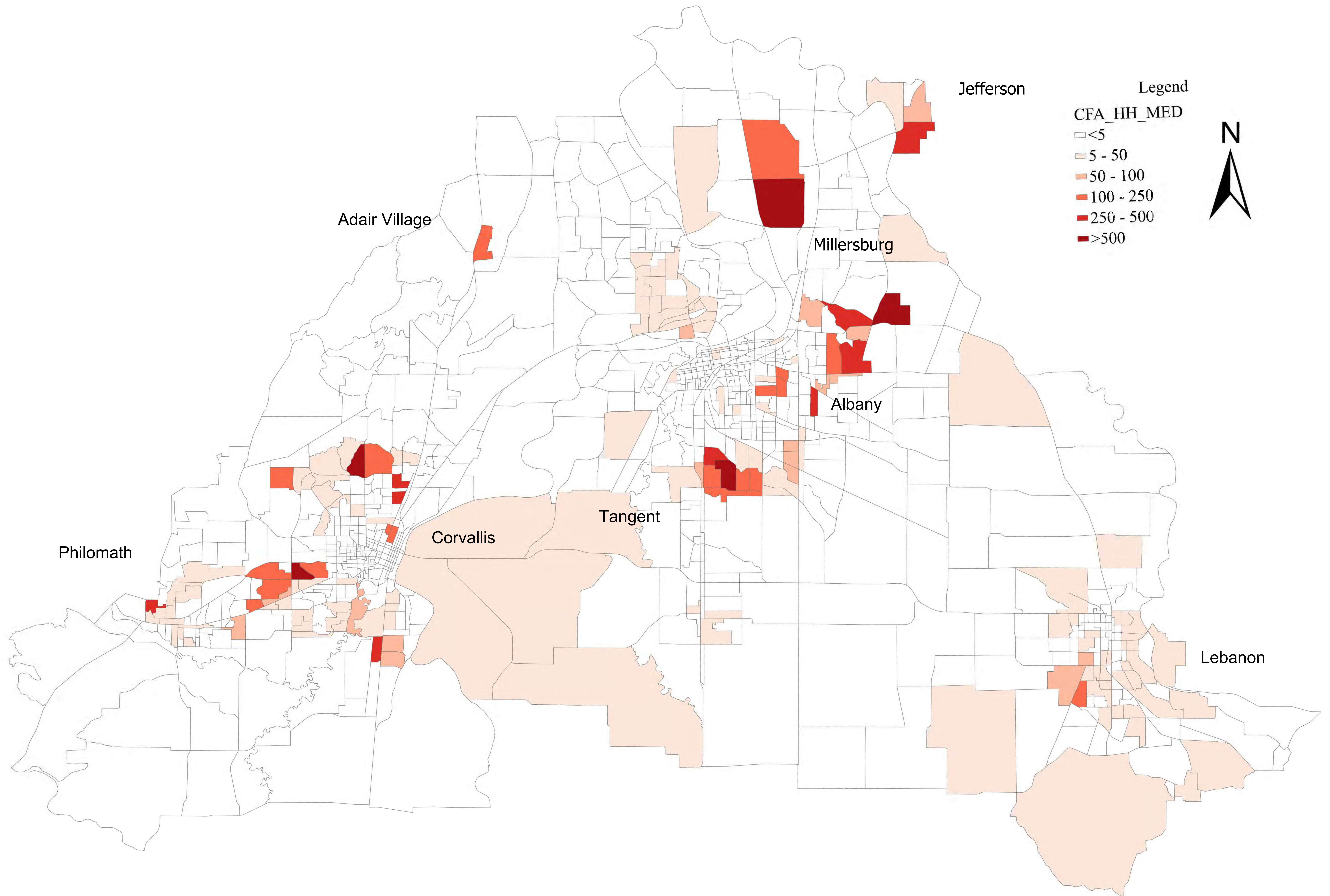
- <5
- 5 - 50
- 50 - 100
- 100 - 200
- 200 - 400
- >400



Household Growth - Low Scenario



Household Growth - Medium Scenario



Household Growth - High Scenario

