



## 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 Meeting

Thursday, February 17, 2022

9:00 am to 11:00 am

Via Zoom by clicking [HERE](#)

Phone: 1-669-900-9128

Meeting ID: 840 3846 9814

Password: 2022

Contact: Catherine Rohan, [crohan@ocwcog.org](mailto:crohan@ocwcog.org)

### AGENDA

- |   |       |   |                            |
|---|-------|---|----------------------------|
| 1)  | 9:00  | Call to Order, Agenda Review, and Roll Call   | Chair,<br>Janelle<br>Booth |
| 2)  | 9:10  | Public Comments   | Chair                      |
| 3)  | 9:15  | Approve minutes of January 20, 2022 Meeting (Attachment A)  | Chair                      |
| <i>ACTION: Decision on minutes</i>  |       |   |                            |
| 4)  | 9:20  | <b>AAMPO SFY 2023 Unified Planning Work Program (UPWP) (Attachment B)</b><br>Staff have updated AAMPO's SFY 2023 UPWP based on input from state and federal partners.   | Catherine<br>Rohan         |
| <i>ACTION: Comment on updated draft</i>   |       |   |                            |
| 5)  | 9:35  | <b>AAMPO Regional Transportation Plan Scope (Attachment C)</b><br>Staff have refined the Regional Transportation Plan scope following review by the TAC and Policy.   | Catherine<br>Rohan         |
| <i>ACTION: Consensus to forward scope to Policy Board for final approval</i>                    |       |   |                            |
| 6)  | 9:50  | <b>Future Scenarios for Regional Transportation Plan Update (Attachment D)</b><br>Staff have incorporated feedback on future scenarios from the January TAC and Policy Board meetings. Staff have drafted three scenarios for the TAC to discuss and recommend to the Policy Board. | Catherine<br>Rohan         |
| <i>Action: Discussion and consensus to forward scenarios to Policy Board for final approval</i> |       |   |                            |
| 7)  | 10:20 | <b>Jurisdictional Updates/Other Business</b> <ul style="list-style-type: none"><li>• Linn, Benton, and Lincoln Coordinated Plans</li></ul>  | All                        |

**ATTENDANCE (FOR QUORUM PURPOSES)**

<b>TAC Members</b>	<b>Jurisdiction</b>	<b>Attendance</b>
Walt Perry	City of Jefferson	
Janelle Booth (Chair)	City of Millersburg	
Chris Cerklewski (Vice Chair)	City of Albany	
Joe Samaniego	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

*Meeting facilities are accessible to persons with disabilities. If you will need any special accommodations, please contact Emma Chavez at least 72 hours prior to the meeting. Emma can be reached at 541-924-8405.  
TTY/TTD 711*

**ALBANY METROPOLITAN PLANNING ORGANIZATION  
TAC REMOTE MEETING  
Thursday, January 20, 2022  
9:00 – 11:00 am**

**DRAFT MINUTES**

<b>TAC Members</b>	<b>Jurisdiction</b>	<b>Attendance</b>
Walt Perry	City of Jefferson	Yes
Janelle Booth	City of Millersburg	Yes
Chris Cerklewski	City of Albany	Yes
Joe Samaniego	City of Tangent	No
Daineal Malone	Linn County	Yes, 9:45 am
Gary Stockhoff	Benton County	Yes
James Feldmann	Oregon Department of Transportation	Yes

**Staff:** Catherine Rohan, Nick Meltzer, Jenny Glass, and Emma Chavez

<b>TOPIC</b>	<b>DISCUSSION</b>	<b>DECISION / CONCLUSION</b>
1. Call to Order, Agenda Review, and Roll Call		<b>Meeting called to order at 9:06 am by Chair Gary Stockhoff.</b>  <b>There were no changes to the agenda.</b>
2. Appointment TAC Board Chair and Vice Chair	After discussion, the TAC met consensus for Janelle Booth to serve as Chair and Chris Cerklewski to serve as Vice Chair.	<b>Consensus for Janelle Booth to serve as Chair and Chris Cerklewski as Vice Chair.</b>

3. Public Comment		<b>There were no public comments.</b>
4. Approve minutes of December 16, 2021		<b>Consensus to approve the December 16, 2021 meeting minutes as presented.</b>
5. Bicycle and Pedestrian Plan Update	<p>Staff Catherine Rohan gave an update on the status of the Bicycle and Pedestrian Plan.</p> <p>Rohan advised that the BPP is currently drafted and in InDesign. Staff is awaiting transit stop locations from the Albany Transit System (ATS) Staff as they work out their medium-term transit scenario. Once those are received, Staff will create maps and complete project prioritization. The aim is to have a draft by the next meeting and have it posted on the AAMPO website.</p> <p>Councilor Walt Perry asked how the new Safe Routes to School (SRTS) Grants will affect AAMPO jurisdictions. Rohan responded that the SRTS grant applications are currently open. They are separate from the BPP, though there is some overlap because jurisdictions can apply for the grants and projects would assist to get children to school. There are three different types of grant opportunities through SRTS and ODOT has a webpage and webinars available to the public. If jurisdictions would like to apply and need assistance, they may reach out to Staff.</p> <p>Councilor Perry then asked if it would tie in the School Districts' or just the cities. Rohan responded through the applications; the cities may get bonus points with buy-in from the school districts by attending stakeholder meetings and be a partner. Staff Nick Meltzer added that this can vary; for the infrastructure applications, it may be good to get buy-in from the school districts while the programmatic applications may need to be led by the school districts. Meltzer went on to note that the key connection to the BPP, those applications could reference the Plan as supporting document.</p>	

	<p>James Feldmann noted that the SRTS applications process is a two-step process, and the January deadline is step one of the processes. Rohan noted that the construction grants are a two-step process, and the project identification and education, it is only a one-step process. She added that Toledo has gone through the project identification process during the last grant cycle and now they are applying for the construction phase of the projects submitted last round.</p>	
<p>6. Draft Scope for 2043 Regional Transportation Plan Update</p>	<p>Meltzer reminded members that AAMPO is starting the process of updating its Regional Transportation Plan (RTP). During the last conversation of the RTP with the Board and TAC, there was general consensus that the local neighborhood projects should be covered on the local TSPs while the RTP should cover more regional type of projects. Staff will also develop a more detailed scope of work (SOW) which will require TAC review and recommendation of approval to the Board. Meltzer moved on to provide a review of the draft SOW.</p> <p>Meltzer noted that Staff is close to wrapping up the CAMPO RTP and AAMPO is following that same process. Some of the conversations that have been had about the current AAMPO RTP are that; the current RTP was rushed to be adopted to be compliant and identify projects. Members agreed that the current goals and objectives need to be updated, a regional view needs to be incorporations as well as the BPP.</p> <p>Staff is proposing for the AAMPO TAC to act as the Plan update TAC and the Board serve as the project Advisory Committee (PAC). This will allow for the Board to be in the know throughout the entire process. Historically, there have been other participants in those committees therefore staff is proposing targeted outreach to stakeholders.</p> <p>Three rounds of public engagement are proposed; 1. Gather input of drafted RTP goals, goal priorities, and metric priorities. Provide information about existing conditions and existing metrics, 2. Gather input on preferred future scenarios (informed by goals and metrics).</p>	<p><b>Consensus that draft SOW for RTP is moving in the right direction.</b></p>

	<p>Provide newly revised RTP goals, and 3. Gather input on system gaps/needs and draft projects. Provide information about draft plan and how to comment. Additionally, the SOW consists of the following eight tasks; 1. Update existing geographic and physical conditions of AAMPO, 2. Review and update RTP vision and Goals, 3. Determine Future Scenarios, 4. Identify Gaps in System + Future Projects, 5. Refine and Prioritize Future Projects + Financial Plan, 6. Albany Transit System Transit Development Plan, 7. Draft Report Review + Public Comment, and 8. Final report.</p> <p>Member Feedback:</p> <p>Chair Booth noted that there has been frustration that the CALM model was outdated but she is understanding it to be updated now. With that, she asked if this means AAMPO has updated information to work from. Meltzer confirmed that the model had been outdated and based on 2010 data. With the recent CAMPO RTP Update, Staff looked across both regions and used 2019 as the validation year for population, household location and employment, and also updated land uses. Staff also updated the 20-year projections for population and employment and completed validation test runs and those were calibrated. This was done in two different ways; one is through looking at traffic volumes, and the other was comparing the American Community survey data as secondary check for mode split. This ensured the model is predicting what the census collected for how people are traveling to work. Staff feels confident in how the model is now predicting. However, the model is a tool and not fully accurate.</p> <p>Chair Booth stated that the City of Millersburg just completed some planning studies using the American Community Survey and it's known that the populations for the city are not accurate. Meltzer stated the modeling team cares more as the region as whole but has been more flexible with the information provided by members and Staff.</p> <p>Chair Booth then advised that the cities Community Development Director has been trying to keep their Staff up to date on the climate</p>	
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	<p>change initiative and how it will impact the city. Booth shared that her understanding of the initiative will impact how projects are prioritized as well as funding received. With that, the local TSPs will need to be updated. She asked how that will affect the RTPs. Meltzer advised that staff is also keeping track of the rule making efforts. The requirements are still unknowns, but the understanding is that cities under 5,000 in urbanized areas will not have any requirements. He went on to note that there are State rules and Federal rules. With the RTP, there are a lot of federal requirements that need to be met. What CAMPO did for their RTP was acknowledge the federal requirements as well as add value to local jurisdiction.</p> <p>Chair Booth went on to ask if the climate change requirements will affect the RTP and is the timing right. Meltzer reiterated that there is a lot unknown at this time. Staff Jenny Glass asked if a DLCD representative could attend an AAMPO meeting to provide more details on the rulemaking. Meltzer responded that a rep may be invited once the rulemaking is finalized.</p> <p>Councilor Walt Perry asked if traffic pattern changes have been taken into consideration. Meltzer responded that there is effort in ensuring the model is as accurate as possible while acknowledging it is a tool to give an idea of what might happen, to track, and to monitor. He went on to note that CAMPO used the model to advise on the challenges that will occur year after year. Perry went on to ask if it is keeping in tune with county population flow. Meltzer responded that it is. It includes all roads in the AAMPO area. Staff Rohan added that the model covers everything within the Corvallis and AAMPO areas.</p> <p>Rohan moved on to review the draft scenarios with member. She noted that AAMPO may select a handful of scenarios, model them and compare them across different metrics. Based on that comparison, the preferred scenario would be picked to be used in the RTP. Rohan discussed the following sample scenarios; A) no build, B) trend, C) increase in transit service, D) increase in active transportation, E) more neighborhood commercial zones/nodes, and F) complete all</p>	
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	<p>road expansions in TSPs.</p> <p>Meltzer noted that AAMPO will want to narrow down the number of scenarios to the top priorities as there may not be enough time to test them all. AAMPO may also want to think about impacts of charging per miles driver which is something ODOT is considering. Meltzer then advised that CAMPO looked at the trend scenario, investment in active transportation infrastructure, and what the percentage of people working from home would be. They did not however, have time to test the freight or pricing and timing scenarios.</p> <p>Chris Cerklewski noted that the neighborhood commercial scenario is one that will require a lot of interphases with the city's community development department which usually ends up being a political decision. In the past, those usually have received community back lash and they did not occur. Cerklewski stated that AAMPO would like to test something like Scenario E, it would require an agreement of some sort.</p> <p>Perry stated that this would be true with the smaller jurisdiction of Tangent, Jefferson, and Millersburg. The ratios will be skewed. Old Salem Road will become a bottleneck of commercial traffic vs the residential traffic. Chair Booth noted that each of the communities have specifics, especially if talking about land use. The challenge will be to determine what is important for AAMPO as a whole in order to address the entire region.</p> <p>Chair Booth asked if Staff was asking for a decision today. Staff advised that they would like to know if the SOW is in the right direction and if it can be recommended to the Policy Board for approval.</p> <p>Meltzer asked if the future scenarios would avoid potential land use changes or is there interest if there is careful consideration to the final suggestions.</p> <p>Cerklewski stated that he would be concerned if a suggestion would</p>	
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	<p>be to retro fit into existing parts of town. He went on to note that he would like a scenario on increased transit utilization.</p> <p>Chair Booth would like climate change to be a scenario. Meltzer noted that Staff can look at the most recent version of the rules and assume that the small communities would have the same rules and see how it would relate to a scenario.</p> <p>Perry stated that scenario F seems like a counterbalance of A-E. He asked how one would complete a road expansion if you don't know it's necessary. Meltzer asked if having a scenario that would look at what the realistic funding opportunities are, look at what investments could be made and what outcomes would occur.</p> <p>Chair Booth asked if there is a preferred number of scenarios. Meltzer stated that AAMPO may want to look at three to four different scenarios with one of those being the trend scenario. He went on to note that thus far, there seems to be interest in combining transit and active transportation into one scenario which would make that the second scenario. AAMPO can then keep discussing what the preferred third and/or fourth scenarios could be.</p> <p>Staff will update the list with today's discussion and will bring it back to the TAC for final review. Meltzer asked if the TAC has any concerns on the SOW as it is currently presented.</p>	
7. Jurisdictional Updates/Other Business	<p>CAMPO Updates</p> <ul style="list-style-type: none"> <li>• Staff has submitted a draft Unified Planning Work Plan (UPWP) to the Federal Highway Administration (FHWA). Staff will keep the TAC updated on the review conclusion.</li> <li>• Meltzer advised that he will be on unpaid leave from February 18<sup>th</sup> through the last week of August. Jenny Glass and Emma Chavez will be filling in for Meltzer. Additionally, Emma has been reclassified to Operation Supervisor and there is currently a posting for an Administrative Assistant who will be</li> </ul>	

	<p>assisting with meeting logistics.</p> <p>Jurisdictional Updates</p> <ul style="list-style-type: none"> <li>• Benton County – With all the funds forthcoming, the Board of Commissioners has requested a projects list. One of the projects that will be submitted is the 53<sup>rd</sup> overpass, and the Highway 20 path. The plans for Gibson Hill are close to being completed and the county is preparing to rebuild Springhill Road in North Albany.</li> <li>• Jefferson – Continues to grow and will have to become more diligent as to traffic. Close to one hundred new apartment units have been build and two-hundred new homes will be built soon. This will create an influx of expediential proportions to the existing traffic paths. The city will hold a grand opening of its completed water plan this Wednesday.</li> </ul>	
8. Adjournment	Next meeting: Thursday, February 17 <sup>th</sup> at 9:00 am	<b>Meeting adjourned at 10:14 am.</b>

# Fiscal Year 2023 Unified Planning Work Program (UPWP)

July 1, 2022 – June 30, 2023



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

Submitted March XX, 2022

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

**RESOLUTION No. 22-01**

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

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

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

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

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

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

**Dated on this XX Day of March, 2022**

**APPROVED:**

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**Darrin Lane, Chair**

Albany Area MPO

**ATTESTED:**

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**Catherine Rohan, Transportation Planner**

Albany Area MPO

## ABOUT THE ALBANY AREA METROPOLITAN PLANNING ORGANIZATION

### Policy Board

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

### Technical Advisory Committee (TAC)

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

### TAC Ex-Officio Members

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

### Staff and Contact

Nicholas Meltzer	Transportation Manager
Catherine Rohan	Transportation Planner
Emma Chavez	Operations Supervisor

### Address

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## SECTION I: INTRODUCTION

### **What is a Metropolitan Planning Organization (MPO)?**

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

### **What is the Albany Area Metropolitan Planning Organization?**

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

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

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

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

### **What is the Purpose of this Document?**

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

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

## SECTION II: WORK PROGRAM OVERVIEW

### Funding Sources and Match Documentation

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

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

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

### Amendments

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

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

### Engagement and Process

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

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

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

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

### Federal Performance Based Planning Requirements

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

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

#### **Safety**

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

#### **Transit**

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

#### **Summary**

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

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

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

<sup>1</sup> As reported by ODOT's Oregon Transportation Safety Data Explorer Program

## SECTION III: AAMPO FY22 ACCOMPLISHMENTS

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

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

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

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

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

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

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

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

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

**Status of AAMPO and Regional Transportation Documents**

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

**Status of Regional Transportation Plan**

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

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

## SECTION IV – PLANNING TASKS

### Task 100 – Program Management

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

#### **110 – MPO Operation**

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

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

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

**Schedule:** Task is ongoing through the fiscal year

## 120 – MPO Administration

Activities under this item will include:

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

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

**Schedule:** Task is ongoing through the fiscal year

## 130 – Annual Document Review

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

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

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

**Schedule:** Completion expected in the 3rd quarter

## 140 – MPO Education and Training

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

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



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

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

### Task 200 – Long Range Transportation Planning

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

### **Task 210: AAMPO RTP**

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

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

**Schedule:** Completion predominantly in 1<sup>st</sup> and 2<sup>nd</sup> quarter, with final approval by 3<sup>rd</sup> quarter



**Task 220: Technical Assistance to Communities**

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

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

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

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

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

### Task 300 – Inter-Regional Transportation Planning

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

#### **Task 310 – CAMPO Coordination**

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

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

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

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

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

#### **Task 320 – Transit Planning Coordination and Assistance**

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

Additional activities will include:

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

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

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

### Task 330: Transit Workforce Study

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

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

**Schedule:** Expected to begin in the 1<sup>st</sup> quarter of FY23 and continue through the end of the 4th quarter

### Task 340: Travel Modeling and OHAS

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

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

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

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

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

### Task 400 – Transportation Programming

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

#### **410 – MTIP Amendments**

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

**Product:** Up to date FY21-24 MTIP document

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

#### **420 – FY 2024-2027 MTIP Development**

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

**Product:** 2024-2027 MTIP/STIP

**Schedule:** Project solicitation and drafting is planned to begin in May of 2022, with project refinement and public outreach to be conducted August through December of 2022. Draft MTIP should be submitted to ODOT in early 2023.

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

### Task 500 – Special Projects

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

#### **Task 510: Highway 20/34 Planning Study**

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

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

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

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

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

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

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

**Schedule:** *Ongoing, scoping for the OHAS began in October of 2021, final survey results are not expected until mid-2024*

#### **Task 530: Special Project Pool**

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

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

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

**Task 540: Albany Transit Facility Preliminary Design**

AAMPO has opted to use 5303 carry forward funds from previous fiscal years to assist the City of Albany with the preliminary engineering and design of the City's new Transit Operations Facility. Funds were originally intended to be spent in FY22, but Albany has indicated that the city is unlikely to need funds until FY23. To accommodate the updated schedule, the MPO intends to de-obligate then re-obligate the funds for the transit facility, so the City can access the funds in FY23.

**Product:** Preliminary engineering and design of Albany's new Transit Operations Facility

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

TASK 500: Special Projects	
Task Component	FY23
510: Hwy 20/34 Corridor Investment Strategy	\$50,000
520: OHAS Funding Set-Aside	\$75,000
530: Special Project Pool	\$54,189
540: Albany Transit Facility Preliminary Design	\$131,688
<b>Total</b>	<b>\$310,878</b>
<b>Percent of Effort</b>	<b>58%</b>

Task Schedule

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

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

## SECTION V: BUDGET SUMMARY

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

### FY23 Budget by Subtask

Task	FY23 Amount	FY22 Amount	Dollar Change	Percent Change
<b>TASK 100: Program Management</b>	<b>\$62,000</b>	<b>\$73,000</b>	<b>(\$11,000)</b>	<b>-18%</b>
110: MPO Operation	\$30,000			
120: MPO Administration	\$20,000			
130: Annual Document Review	\$6,000			
140: MPO Education and Training	\$6,000			
<b>TASK 200: Long Range Transportation Planning</b>	<b>\$85,000</b>	<b>\$75,000</b>	<b>\$10,000</b>	<b>12%</b>
210: RTP Update	\$75,000			
220: Technical Assistance to Communities	\$10,000			
<b>TASK 300: Inter-Regional Transportation Planning</b>	<b>\$50,000</b>	<b>\$206,688*</b>	<b>(\$156,688)</b>	<b>-313%</b>
310: CAMPO Coordination	\$10,000			
320: Transit Planning Coordination & Assistance	\$15,000			
330: Transit Workforce Study	\$15,000			
340: Travel Modeling and OHAS	\$10,000			
<b>TASK 400: Transportation Programming</b>	<b>\$24,000</b>	<b>\$22,171</b>	<b>\$1,829</b>	<b>8%</b>
410: TIP Amendments	\$12,000			
420: FY 2024-2027 STIP	\$12,000			
<b>TASK 500: Special Projects (new task in FY23)</b>	<b>\$310,877</b>	<b>N/A</b>	<b>\$310,877</b>	<b>100%</b>
510: Highway 20/34 Corridor Investment Strategy	\$50,000			
520: OHAS Funding Set-Aside	\$75,000			
530: Special Project Pool	\$54,189			
540: Albany Transit Facility Preliminary Design	\$131,688			
<b>TOTAL</b>	<b>\$531,877</b>	<b>\$376,859</b>	<b>\$155,019</b>	<b>29%</b>

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

FY23 Budget by Fund Source

<b>Task</b>	<b>Task Budget Total</b> (Personnel + Non-Payroll + Contracted Staff)	<b>PL Funds</b>	<b>FTA 5303</b> Funds	<b>PL Match</b> <b>Funds</b> (10.27% from ODOT)	<b>5303</b> <b>Match</b> (Funds and In-kind)
Task 100: Program Management	\$62,000	\$55,633	\$0	\$6,367	\$0
Task 200: Long Range Transportation Planning	\$85,000	\$76,271	\$0	\$8,730	\$0
Task 300: Inter-Regional Transportation Planning	\$50,000	\$0	\$44,865	\$0	\$5,135
Task 400: Transportation Programming	\$24,000	\$21,535	\$0	\$2,465	\$0
Task 500: Special Projects	\$310,877	\$98,815	\$180,134	\$11,310	\$20,617
<b>Total SFY23 Budget</b>	<b>\$531,877</b>	<b>\$252,25</b>	<b>\$224,999</b>	<b>\$28,872</b>	<b>\$25,752</b>

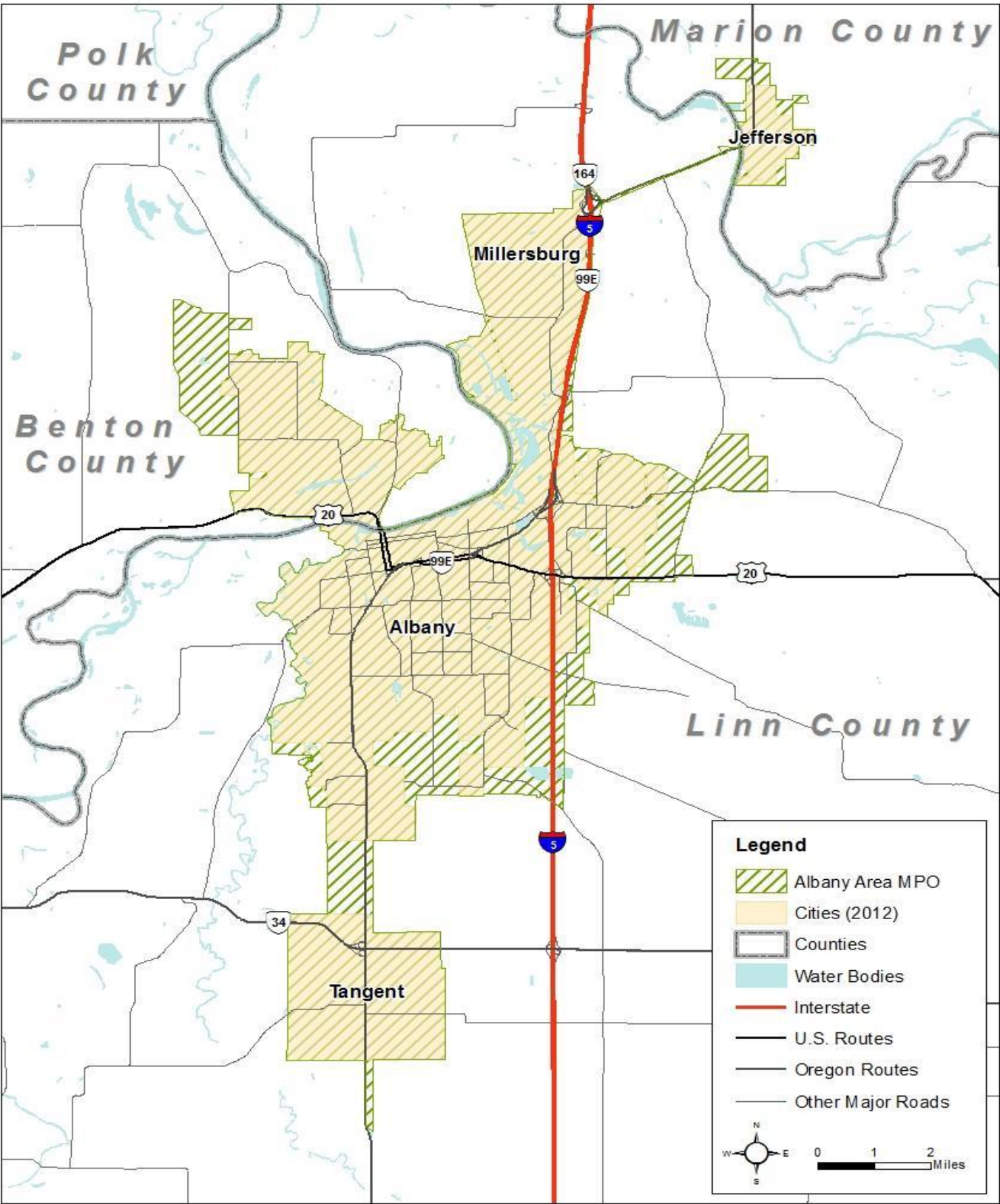


FY23 Expenses

Cost	Amount	Percent of Total Budget
<b>AAMPO Staff Payroll Expenses</b>	<b>\$200,000</b>	<b>62%</b>
<b>AAMPO Non-Payroll Expenses</b>	<b>\$71,000</b>	<b>22%</b>
Advertising	\$1,000	
Board/Comm/Meeting Expense	\$1,000	
Contract Expense (OCWCOG & External)*	\$35,599	
Copying	\$500	
Dues and Memberships	\$1,000	
Legal Expenses	\$,000	
Licenses and Fees	\$2,000	
Maintenance and Repair	\$1,000	
Overhead and Administration	\$16,448	
Postage	\$500	
Printing	\$500	
Rent	\$2,952	
Supplies	\$500	
Telephone	\$1,000	
Training	\$4,000	
Travel	\$2,000	
<b>Special Project Pool</b>	<b>\$54,189</b>	<b>17%</b>
<b>AAMPO Tasks Sub-total</b>	<b>\$325,189</b>	<b>100%</b>
<b>Other Expenses (paid for with carry forward funds)</b>		
Albany Transit Facility Design	\$131,688	
OHAS AAMPO Participation	\$ 75,000	
<b>Total</b>	<b>\$531,877</b>	

\*Contract expenses includes part time work from the COG Assistant Transportation Planner and GIS Specialist, in addition to external contact expenses.

APPENDIX A: AAMPO PLANNING AREA AND INTER-REGIONAL MAP



## APPENDIX B: OTHER TRANSPORTATION PLANNING ACTIVITIES IN THE MPO AREA

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

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

## APPENDIX C: GLOSSARY OF ACRONYMS

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

## APPENDIX D: FHWA AND FTA JOINT PLANNING EMPHASIS AREAS

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

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

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

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

## APPENDIX E: SUMMARY OF COMMENTS

See comment tracker following this page

DRAFT

## **AAMPO RTP Draft Scope of Work**

2/10/2022

### Introduction

This document outlines the update process for the Albany Area MPO's Regional Transportation Plan (RTP). AAMPO's first RTP was adopted in 2018. Federal regulations require RTPs be updated every 5 years – meaning AAMPO will need to adopt a new RTP by May 2023.

The 2018 RTP was completed mostly to identify projects and keep AAMPO in compliance with federal regulations. The vision and goals identified in the 2018 RTP are fairly generic. AAMPO plans to review the vision and goals portion for the new RTP to ensure they accurately reflect the region's desires and priorities.

While the new goals and objectives will be all encompassing, AAMPO plans to take a corridor level approach to project identification in the RTP, examining key roadways that link and span communities within and outside of AAMPO's planning area. AAMPO's members expressed a desire to focus on corridors in the RTP as the State of Oregon's requirements for city and county Transportation System Plans (TSPs) include a more detailed focus on local and neighborhood streets, hence the RTP can better serve MPO members by looking at regional connections.

<b>Jurisdiction</b>	<b>Last TSP update</b>
Jefferson	Early 2022
Millersburg	2016
Albany	2010
Tangent	2010
Linn County	2018
Benton County	2019
Marion County	2005

Using the Corvallis- Albany-Lebanon-Model (CALM), a transportation demand model maintained by ODOT, AAMPO will model multiple future scenarios and elect to pursue the future scenario most agreeable to the MPO. Projects and policies that move the MPO in the direction of the preferred future scenario will be included in the RTP. AAMPO will be doing the majority of the work in-house with technical assistance from Plangineering.

### Technical Advisory Committee

The AAMPO Technical Advisory Committee will act as the plan update Technical Advisory Committee, and meetings will be incorporated into standing monthly meetings. These meetings are open to the general public and we welcome input by other stakeholders or the general public.

### Project Advisory Committee

The AAMPO Policy Board will be serving as the Project Advisory Committee. These meetings are open to the general public and we welcome attendance and input by interested parties.



### Stakeholder and Public Engagement

Input from the outside stakeholders and members of the public will lead to a successful planning effort. As part of the first step in that process, this scope of work outlines the tasks, schedule, and opportunities for targeted public input.

AAMPO is planning for three rounds of public engagement during the RTP update process. Additional detail in public engagement is located on page 6.

Round 1: Gather input of drafted RTP goals, goal priorities, and metric priorities. Provide information about existing conditions and existing metrics.

Round 2: Gather input on preferred future scenarios (informed by goals and metrics). Provide newly revised RTP goals.

Round 3: Gather input on system gaps/needs and draft projects. Provide information about draft plan and how to comment.

### Task Outline

Note that some tasks will be completed synchronously, even though they are presented in numerical order below.

#### Task 1: Update Existing Conditions of AAMPO + Verify Future Model Year Inputs

*Feb 2022 – April 2022*

The RTP update depends on quality inputs related to both existing and expected future conditions. Conditions include number and location of households, amount and location of employment, the status of the transportation system, and other demographics data. Task 1 includes gathering and mapping current condition data and working with city staff to verify that 2043 household and employment growth locations and levels used as CALM model inputs for future year 2043 are reasonable. AAMPO will work with ODOT's Transportation Planning and Analysis Unit (TPAU) city staff to fine tune the model, if needed.

Task 1 will also include an inventory of existing plans (state, county, and city plans), with an explanation of how existing plans relate to the RTP (modeled after tables 1 and 2 in the 2022 CAMPO RTP).

1.1 Update existing system data and maps (determine if additional maps are needed + update demographic maps w/ 2015-2019 American Community Survey data)

1.2 Validate 2043 house hold and employment growth locations and levels used as CALM model inputs for future year 2043 with cities.

1.3 Conduct an existing plan inventory: State, County, and City plans + how they relate to RTP (modeled after table in CAMPO RTP)

1.4 Compile existing conditions and future modeling assumptions for TAC and Policy Board review

## Task 2: Review and Update RTP Goals and Objectives + Review Performance Measures

*Feb 2022 - Jun 2022*

The goals, policies, and objectives identified in the 2018 RTP are fairly generic, as the RTP was completed in part to keep AAMPO in compliance with federal regulations. AAMPO committee members have expressed desire to review and update the RTP goals and objectives to ensure they accurately reflect the region's desired and priorities. Task 2 includes a review of goals and objectives in existing TSPs, AAMPO's 2018 RTP, and other MPO RTPs. Task 2 also includes a review of state performance measures adopted by the MPO.

2.1 Review goals and objectives from existing RTP, TSPs, and other regional transportation plans. Note the CAMPO RTP contains goals and objectives, no vision, the AAMPO RTP will likely be the same.

2.2 Review state performance measures (measure progress towards targets w/ metrics). AAMPO previously adopted state performance measures. Crosswalk state performance measures and targets with Climate Friendly and Equitable Communities performance measures if available/applicable. Note that state performance measure targets will be updated by in 2022

2.2 Draft goals and objectives for RTP

2.3 Share draft vision and goals with TAC and Policy Board, incorporate feedback. Share information about performance measures with TAC and Policy Board.

2.5 Solicit public input and feedback on draft vision and goals, may include prioritization (public engagement #1)

2.6 Continue to craft vision and goals, incorporating public feedback and TAC and Policy Board input until complete.

## Task 3: Determine Future Scenarios, Model Future Scenarios, and select Preferred Future Scenario

*Feb 2022 – Aug 2022*

Task 3 includes identifying future scenarios the MPO is interested in modeling, running those scenarios, comparing modeled future scenarios across metrics (such as vehicle miles traveled and congestion) and then selecting a preferred future scenario for the MPO to pursue. Projects included in the RTP will help advance the MPO towards the selected preferred future scenario.

3.1 Discuss future trends + discuss and define 3-4 future scenarios the MPO wishes to explore with the TAC and Policy Board

3.2 List technical assumptions to be used in future year trend scenario model + other future scenarios (w/ help from TPAU)

3.3 Run future scenario models + generate metrics (TPAU)

3.4 Compare future scenario outputs with metrics (State/MPO adopted metrics + any local MPO measures, may be related to CFEC)

3.5 Share future scenario results with the public and gather input on the preferred future scenario (public engagement #2)

3.6 Share future scenario findings and public preferences with TAC and Policy Board, determine AAMPO future preferred scenario

#### Task 4: Identify System Gaps + Future Projects

*Aug 2022 – Nov 2022*

Task 4 includes determining where transportation and land use gaps are based on the outputs of the preferred future scenario. Identification of gaps will help inform RTP project selection. Projects from existing (city and county TSPs, ODOT plans, etc.) plans that support the preferred future scenario will be cross referenced with identified gaps.

4.1 Identify system wide deficiencies (related to future preferred scenario)

4.2 Identify draft list of projects to meet future transportation demands/move MPO towards preferred future scenario

4.3 Map projects from existing plans that support preferred future scenario

4.4 Share identified gaps and draft projects with the TAC and Policy Board, solicit input to identify additional needs and potential solutions/projects

4.5 Share identified gaps and draft projects with the public and solicit input to identify additional needs and potential solutions/projects (public engagement #3)

#### Task 5: Refine and Prioritize Future Projects + Financial Plan

*Nov 2022 – Jan 2023*

Task 5 includes refining a list of projects to meet the future transportation demand using public input, transportation model outputs, and discussions with the TAC and Policy Board. This task will also develop project ranking criteria and rank projects with the amount of available funding for the next 10 and 20 years to create a financially constrained project list.

5.1 Refine future project list

5.2 Collect cost information for RTP projects and other strategies

5.3 Estimate future funding

5.4 Develop project ranking criteria (may not be needed if project total is less than estimated future funding amount)

5.5 Prepare financially constrained 10 and 20-year project lists

5.6 Present financially constrained project list to TAC and Policy Board

Task 6: Draft Report Review + Public Comment

*Jan 2023 – Mar 2023*

Task 6 includes compiling all information and data into a draft report to be reviewed by the public, TAC and Policy Board. The draft plan will be posted online with a video walk through and comment/input form.

6.1 Compile all information and data into a draft

6.2 Post draft for review by public, state and federal partners, and other stakeholders

6.3 Walk through draft plan with TAC and Policy Board

6.4 Address comments and prepare final draft

6.5 Summarize public comment info for Policy Board

Task 7: Final Report

*Apr 2023*

Strive for a final report by April 2022, Policy Board approval is needed by May 2023.

## Public Engagement

AAMPO is planning for three rounds of public engagement during the RTP update process.

Round 1: Gather input of drafted RTP goals, goal priorities, and metric priorities. Provide information about existing conditions and existing metrics.

Round 2: Gather input on preferred future scenarios (informed by goals and metrics). Provide newly revised RTP goals.

Round 3: Gather input on system gaps/needs and draft projects. Provide information about draft plan and how to comment.

Public engagement for the RTP will likely be a mix of in-person and virtual engagement. Staff will rely on community partners, social media posts, and physical promotions to generate interest in the anticipated three rounds of engagement and associated surveys. Staff plan to host webinars with Q&As during each round of engagement, webinar recordings will be made available on the AAMPO RTP website afterwards.

Community partners:

- City and County staff
- Libraries
- GAPS & Jefferson School District
- Chambers of Commerce
- Linn-Benton Community College
- Linn-Benton Hispanic Advisory Committee
- Community centered non-profits such as Boys and Girls Club, DevNW, etc.

Social media posts:

- Paid, location targeted promotions and ads via Facebook
- Postings to Facebook community group pages

Physical promotions:

- Tables at Albany farmers' market + other planned events
- Signs/posters at frequently visited sites (libraries, downtown, transit centers, etc.)
- Direct mailing – may be targeted to areas with larger lower income/non-white/senior and youth populations

# 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:** February 10, 2022  
**To:** AAMPO TAC  
**From:** Catherine Rohan, AAMPO Transportation Planner  
**Re:** **Regional Transportation Plan: Future model scenarios**

### Request

Agreement to forward selected future model scenarios for AAMPO's regional transportation plan (RTP) to the Policy Board for final approval.

### Background

Project selection in the RTP will be guided in part by the MPO's preferred future scenario for 2043. The MPO will select a preferred future scenario after comparing model output metrics (such as vehicle miles traveled and hours of peak traffic congestions) across multiple future model scenarios.

The AAMPO TAC and Policy Board had a preliminary discussion about future model scenarios at their January 2022 meetings. Feedback from the meetings included the following:

- Difficulty in modeling neighborhood commercial scenario due to political nature of model inputs
- Interest in a scenario that increases transit
- Interest in a scenario that increases walking and bicycling
- Potential to combine increased transit and walk/bike scenarios
- Interest in a scenario that reflects Climate Friendly and Equitable Community Rulemaking efforts
- Interest in a scenario that completed all road expansions identified in TSPs, to be used as a measure against other scenarios

### Suggested Future Model Scenarios

The following are the three suggested future model scenarios staff suggest the MPO pursue in the RTP. Note that assumptions in the Trend Scenario, as the baseline scenario, are also included in the Increased Transit + Increased Walking and Bicycling Scenario and the State and Federal Policies Scenario.

Final assumptions for each scenario may vary slightly depending on modeling capabilities.

1. *Trend Scenario:* This scenario serves as the baseline to measure outcomes against and assumes nominal transit investment over 20 years
  - *Assumptions:*
    - i. No significant capacity projects (i.e. highway widening)
    - ii. Projects currently funded on the MPO's MTIP are included
    - iii. Conditions based on adopted land use plans are included

2. *Increased Transit + Increased Walking and Biking Scenario:* This scenario would increase transit and the attractiveness of walking and bicycling
  - Assumptions
    - i. Transit will expand geographically, at a minimum, to the long term scenario identified in [Albany Transit System's Transit Development Plan](#)
    - ii. Transit headways will be comparable to the bus rapid transit currently running in [Eugene](#) (bus arrives ~ 10 minutes along key routes)
    - iii. Walking and bicycling will become more attractive by provision of safer and more comfortable infrastructure
3. *State and Federal Policies Scenario:* This scenario focuses on changes that align with trends in state and federal policies, including DLCD's [Climate Friendly and Equitable Community Rulemaking](#) effort which focuses on meeting our State's climate pollution reduction goals. This scenario will model increased barriers to single occupancy vehicle use, such as road usage fees/taxes and parking fees.
  - Assumptions
    - i. Assumptions will be finalized with TPAU and Tara Weidner, ODOT's Integrated Transportation Analysis Engineer