



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, April 16, 2026

9:00 am to 11:00 am

VIRTUAL MEETING:

Via Teams by clicking [HERE](#)

Meeting ID: 294 464 589 587 8

Passcode: 8kV6Rt3U

Mobile One Click Number

[+1 872 242 8088](#)

Phone Conference ID: 193 067 353#

Contact: Billy McGregor, bmcgregor@ocwcog.org

AGENDA

- | | | | |
|----|------|---|------------------------|
| 1) | 9:00 | Call to Order, Agenda Review | Chair, Joe Samaniego |
| 2) | 9:05 | Public Comments | Chair |
| 3) | 9:10 | Approve the minutes of TAC meeting on Wednesday, March 19, 2026
(Attachment A pg. 4) | Chair |
| | | <i>Action: Decision on minutes</i> | |
| 4) | 9:15 | STIP Administrative Amendments (Attachment B1 pg. 10)
Administrative Amendments are the lowest level of STIP amendment and require TAC notification of changes. | Staff
McGregor, All |
| | | <i>Action: Information</i> | |
| 5) | 9:20 | STIP Full Amendments (Attachment B2 pg. 12)
Full Amendments are brought to the TAC for approval before going to the Policy Board. Amendments are for projects 22958 (Linn County Transit) and 23956 (State Project). | Staff
McGregor |
| | | <i>Action: Decision on Amendment</i> | |
| 6) | 9:25 | RTP Draft Maps (Attachment C pg. 14)
A preview of maps to be included in the 2050 AAMPO-CAMPO Joint RTP. | Staff
McGregor, All |
| | | <i>Action: Information</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.

- 7) 9:35 **FY2027 In-Kind Services Match (Attachment D pg. 24)** **Staff**
 Update of projected FY27 In-Kind Match requirements and services. **McGregor, All**
Action: Review/Information
- 8) 9:55 **FY2027 Special Projects (Attachment E pg. 25)** **All**
 Review of two recommended projects to be funded by Task 500.
Action: Information and Discussion
- 9) 10:15 **Spring-Fall AAMPO Bike Count Locations (Attachment F pg. 26)** **All**
 Review and request for recommendations of prospective AAMPO bike count locations.
Action: Information and Discussion
- 10) 10:30 **Jurisdictional Updates/Other Business** **Chair, All**
 • Albany • Benton County
 • Jefferson • Linn County
 • Millersburg • Tangent
 • ODOT
- 11) 11:00 **Adjournment** **Chair**
 Next regularly scheduled meeting: Thursday, May 21, 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, March 19, 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	Yes
Gary Stockhoff	Benton County	Yes
James Feldmann	Oregon Department of Transportation	Yes

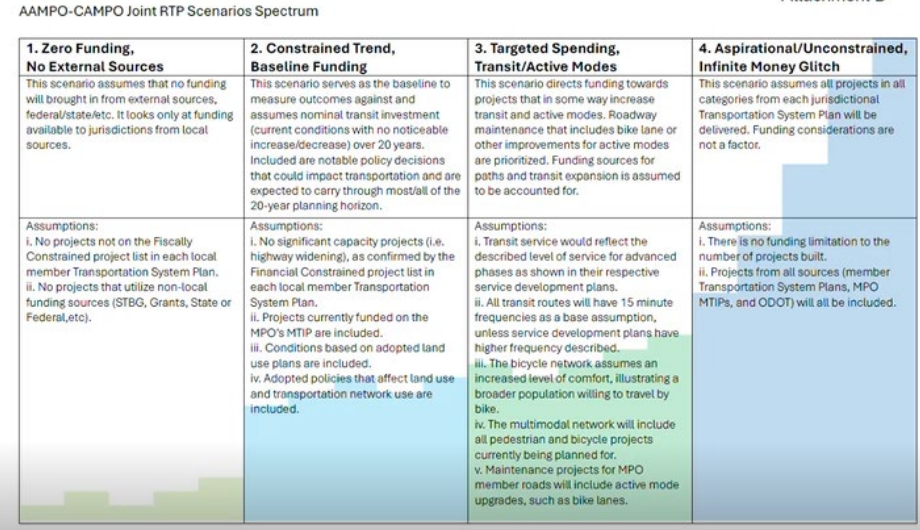
Guests: There were no guests present.

Staff: AAMPO Planner Billy McGregor

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 9:02am by the Chair Joe Samaniego.
2. Public Comments	There were no public comments received by the AAMPO TAC Members in attendance.	There were no public comments.

<p>3. Approve minutes for February 19, 2026, AAMPO TAC Meeting. (Attachment A)</p> <p>Action: <i>Decision on Minutes</i></p>	<p>The AAMPO TAC members in attendance agreed to approve the Technical Advisory Committee Meeting Minutes of February 19, 2026, meeting by consensus. The minutes were approved with no objections or corrections.</p> <p>Gary Stockhoff of Benton County voted in favor. James Feldmann with ODOT voted in favor. Kyle Ward of Jefferson voted in favor. Chris Cerklewski of Albany voted in favor. Andrew Potts of Millersburg voted in favor. Joe Samaniego of Tangent voted in favor. Daniel Malone of Linn County voted in favor. There were no votes against.</p>	<p>The AAMPO TAC members in attendance approved of February 19, 2026, Technical Advisory Committee Meeting Minutes by consensus.</p>
<p>4. Work Plan Draft Comments (Attachment B)</p> <p>Action: <i>Review and Recommendation for Policy Board</i></p>	<p>McGregor shared attachment b, which is page 14 in the meeting agenda packet for the TAC's review.</p> <p>This attachment covers the work plan, and it's Draft Comments.</p> <p>McGregor and TAC members reviewed comments sent ahead of the meeting.</p> <p>Danial Malone added a comment to the work plan on page 45, for the list, Linn County submitted two of the projects that were listed as Albany. (Old Salem Road, and Tangent Drive).</p> <p>McGregor noted he will make those updates, and verified it was correctly listed on the reconciliation document.</p> <p>The AAMPO TAC members in attendance agreed to forward the Draft Work plan with comments to the Policy Board for approval pending the end of the public comment period.</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.</p>	<p>The AAMPO TAC members in attendance agreed to forward the Draft Work plan with comments to the Policy Board for approval pending the end of the public comment period.</p>

	<p>Daniel Malone of Linn County voted in favor. There were no votes against.</p>																																																													
<p>5. STBG Project Updates (Attachment C1) Action: Review and Discussion</p>	<p>McGregor shared a presentation for the recently completed, current, and pending projects that are approved via AAMPO STBG funds.</p> <p>Staff are expecting to receive around \$800,000 per year for STBG funds for projects in the AAMPO region.</p> <table border="1" data-bbox="617 469 1409 1390"> <thead> <tr> <th>Applicant</th> <th>STBG Cycle</th> <th>Project</th> <th>Description</th> <th>Status</th> <th>Amount Funded</th> </tr> </thead> <tbody> <tr> <td>City of Albany</td> <td>24-27</td> <td>Pacific Blvd/Queen Ave Scoping Study</td> <td>Rescoping of older TSP project. This proposed scoping study would re-evaluate the intersection using current standards and identify which of the improvements are still required.</td> <td>Policy Board Approved</td> <td>\$98,703</td> </tr> <tr> <td>City of Millersburg</td> <td>24-27</td> <td>Millersburg TSP Update</td> <td>Comprehensive update of the Millersburg TSP with consideration to the rapid growth and development.</td> <td>Policy Board Approved</td> <td>\$90,000</td> </tr> <tr> <td>City of Tangent</td> <td>21-24</td> <td>Tangent Dr Modernization</td> <td>Design and construct the modernization of Tangent Dr from the intersection of State Highway 99E to Meadow Wood St. Project will include wider travel lanes bike lanes to increase overall safety.</td> <td>Policy Board Approved</td> <td>\$884,750</td> </tr> <tr> <td>City of Albany</td> <td>18-21</td> <td>Salem Ave Street Improvement</td> <td>Repave SE Salem Ave from city limits west to rail crossing. Remove curb returns and replace to ADA standards.</td> <td>MOU Signed/ Pending Invoice</td> <td>\$650,000</td> </tr> <tr> <td>Linn County</td> <td>21-24</td> <td>Goldfish Farm Road Modernization</td> <td>Intersection of Goldfish Farm Road with Highway 20 and continues north for -1, 700 feet to the bridge crossing at Cox Creek. The existing road widened to 60 feet for the first 940 feet to include two 12 ft wide travel lanes, 12 ft wide center lane, two 5 ft wide bike lanes, curb, gutter, and two</td> <td>Pending Second Payment</td> <td>\$1,218,600</td> </tr> <tr> <td></td> <td></td> <td></td> <td>wide bike lanes, curb, gutter, and two six-foot-wide sidewalks on both sides of the road. 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<p>6. STBG Application/Criteria Discussion (Attachment C2)</p>	<p>McGregor shared attachment C2 referring to the STBG Application/Criteria discussion, more specifically the attachment is the 24-27 Application Instructions.</p> <p>The AAMPO TAC members reviewed the previous project criteria, all of staff's recommended changes to the criteria and discussed.</p> <p>Staff will draft constrained partial scoring to match both MPOs for the scoring of STBG projects this upcoming cycle.</p> <p>Project solicitations will begin towards the end of this calendar year, so folks will have 4-6 months to prepare with voting in November or December.</p>													
<p>7. RTP Scenarios (Attachment D)</p> <p>Action: Discussion and Recommendation</p>	<p>McGregor shared the draft scenarios with the AAMPO TAC Members.</p> <p>The following are the scenarios the TAC discussed for possible recommendation to the Policy Board for approval:</p> <p style="text-align: right;">Attachment D</p>  <p style="text-align: center;">AAMPO-CAMPO Joint RTP Scenarios Spectrum</p> <table border="1" data-bbox="619 844 1533 1339"> <thead> <tr> <th data-bbox="630 852 850 885">1. Zero Funding, No External Sources</th> <th data-bbox="850 852 1071 885">2. Constrained Trend, Baseline Funding</th> <th data-bbox="1071 852 1291 885">3. Targeted Spending, Transit/Active Modes</th> <th data-bbox="1291 852 1522 885">4. 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	<p>The AAMPO TAC members in attendance agreed to forward the RTP Scenarios to the Policy Board for approval.</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. Daniel Malone of Linn County voted in favor. There were no votes against.</p>	
<p>8. Mobility Hubs Update</p> <p>Action: Informational</p>	<p>McGregor shared the Mobility Hub will have a ribbon cutting event coming up soon for the LBCC site.</p> <p>Construction has been officially completed for this site as well.</p> <p>More information on the Ribbon Cutting will be going out soon.</p>	
<p>9. 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: <i>Albany:</i> Chris Cerklewski shared there is an upcoming TSP update that is starting now. The city also has movement happening with the railroad crossing on the Queen Ave project. The Railroad agreed to drop their requirement for this project only that was requiring the city to pay for all improvements at that crossing. A meeting with ODOT is set to happen soon, and design work will begin shortly after.</p> <p><i>Benton County:</i> Gary Stockhoff shared for Benton County, The Corvallis Mobility hub, with the agreement with Corvallis, COG, and OSU is expired. There were several items in that agreement that ODOT was questioning, and the IGA now needs to be figured out along with getting permits cleared with the city. Part of the funding for that is Benton County STIF funding. OSU is trying to figure out their funding piece.</p>	

	<p><i>Jefferson:</i> Kyle Ward for Jefferson shared there were no updates at this time.</p> <p><i>Linn County:</i> Daineal Malone shared the Goldfish Farm Bridge project is complete. Also, the city of Albany will be installing a sewer line this year on the bridge south. The county will do modernization of that portion in 2027 as well. They are also in the design phase and selecting consultants for environmental work for Clover Ridge Bridge. For Cox Cree and Waverly, there were delays due to flood plain permits. Advisement is going out on April 14th, and bid opening on May 12th, construction will follow.</p> <p><i>Millersburg:</i> Andrew Potts shared the city's Transportation System Plan is being updated right now with their first TAC meeting happening at the end of March. They are also moving from 60% design to 90% design, which will help get people and bikes off a narrow road. Grant Funding will also be applied for in the new year. Construction is continuing in the park for Transition Parkway. Both portions of the Road and Park will hopefully be completed this summer.</p> <p><i>Tangent:</i> Joe Samiengo shared March 30th will be a meeting to wrap up the TSP updated for Tangent.</p> <p><i>ODOT:</i> James Feldmann with ODOT shared on the AAMPO Planning side, the Corvallis to Albany Path has an open house at the Farmers market on April 16th. The draft STIF is out for public comments as well.</p> <p>Other Business: There was no other business shared with the AAMPO TAC members.</p>	
10. Adjournment	The next AAMPO TAC Meeting is scheduled for Thursday, April 16, 2026.	The meeting was adjourned at 10:45am by the Vice-Chair, Chris Cerklewski.

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: April 16, 2026
To: AAMPO Technical Advisory Committee (TAC)
From: Billy McGregor, AAMPO Staff
Re: Statewide Transportation Improvement Program (STIP) Revisions

Action Requested

Decision regarding Administrative Amendment to project 22870.

Overview

The purpose of this memorandum is to provide an update on recent revisions to the Statewide Transportation Improvement Program (STIP) relevant to the Albany Area Metropolitan Planning Organization (AAMPO). A summary table of recent revisions can be found on the following page.

Background on the STIP and MTIP

The STIP is the Oregon Department of Transportation's capital improvement plan for state and federally-funded transportation projects. The current STIP (FY2024-2027) went into effect October 1, 2023 and expires September 30, 2027. AAMPO acts as the regional coordinator to the STIP helping ensure that revisions and other adjustments are processed appropriately. AAMPO also maintains a Metropolitan Transportation Improvement Program (MTIP) which is consistent with the STIP.

Revision Types

There are three types of STIP and MTIP revisions processed by AAMPO, listed below. Additional details on STIP and MTIP amendments can be found in the AAMPO MTIP policy [HERE](#).

- **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.
- **Administrative Amendment:** Require less scrutiny and are usually familiar to local staff members. For administrative amendments AAMPO staff has the authority to approve the amendment. Amendments are brought to the TAC for review and discussion. The Policy Board is notified of Administrative Amendments at their next regularly scheduled meeting.

STIP Revisions

Row	Revision Type	Project Key Number/s & Name/s	Project Description	Revision Information
1	Administrative Amendment 24-27-3610	22870 Albany area MPO planning SFY27	Planning funds for projects identified in state fiscal year 2027 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).	Increase funding by \$92,886.11 to match the annual workplan.

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Date: April 16, 2026
To: AAMPO Technical Advisory Committee (TAC)
From: Billy McGregor, AAMPO Staff
Re: Statewide Transportation Improvement Program (STIP) Revisions

Action Requested

Decision regarding Full Amendments to projects 23596.

Public Comment period held from 4/8/26 to 4/22/26.

Overview

The purpose of this memorandum is to provide an update on recent revisions to the Statewide Transportation Improvement Program (STIP) relevant to the Albany Area Metropolitan Planning Organization (AAMPO). A summary table of recent revisions can be found on the following page.

Background on the STIP and MTIP

The STIP is the Oregon Department of Transportation's capital improvement plan for state and federally-funded transportation projects. The current STIP (FY2024-2027) went into effect October 1, 2023 and expires September 30, 2027. AAMPO acts as the regional coordinator to the STIP helping ensure that revisions and other adjustments are processed appropriately. AAMPO also maintains a Metropolitan Transportation Improvement Program (MTIP) which is consistent with the STIP.

Revision Types

There are three types of STIP and MTIP revisions processed by AAMPO, listed below. Additional details on STIP and MTIP amendments can be found in the AAMPO MTIP policy [HERE](#).

- **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.
- **Administrative Amendment:** Require less scrutiny and are usually familiar to local staff members. For administrative amendments AAMPO staff has the authority to approve the amendment. Amendments are brought to the TAC for review and discussion. The Policy Board is notified of Administrative Amendments at their next regularly scheduled meeting.

STIP Revisions

Row	Revision Type	Project Key Number/s & Name/s	Project Description	Revision Information
1	Full Amendment 24-27-3566	23596 US20: Scenic Drive to North Albany Road (Albany)	Complete design through design acceptance (DAP) for future construction to add center two way left turn lane to improve safety.	Cancel the project due to estimated cost increase.
1	Full Amendment 24-27-3624	24463 5310 STBG Formula Gap Funding - Linn County	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.	Add new project, moving funds from project keys 22013 and 22009.

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Date: April 8th, 2026
To: AAMPO and CAMPO Technical Advisory Committees (TACs) & Policy Boards
From: Billy McGregor, AAMPO Staff; Corum Ketchum, CAMPO Staff
Re: RTP Draft Maps Update

Overview

The Regional Transportation Plan (RTP) includes numerous maps describing various conditions found within the MPO regions. These are meant to show community population profiles, transit and freight inventories, notable and priority corridors, crash data and concentrations, and a variety of others. A more complete list of maps is available on the final page of this memo.

Presented in this memo are the current draft maps as built for the 2050 Joint AAMPO-CAMPO RTP. This is not a complete presentation of all maps to be included in the final RTP, and only includes work completed thus far.

Action: *Discussion.*

Discussion questions:

- What do these maps reveal about the current planning environment?
 - What do member jurisdictions think is worth highlighting from this visual data?
 - What other information would be helpful or impactful for local planning?
 - Reviewing the list of maps on the final page, what other data would be helpful to display geospatially (in a map)?
 - Should the MPOs display information jointly as provided, in order to provide regional context, or should these maps produced and displayed for each planning area separately to show greater detail?
-

Data Sources and Draft Maps

There are several primary data sources the MPO uses to build these maps. For population profiles the American Community Survey (ACS) is used extensively, with the 5-year 2024 data set being the base for this RTP update. The crash data provided is compiled by Oregon Department of Transportation (ODOT). The MPO boundaries are set as reported during the decennial Federal Aid Urban Boundary process.

Beginning on the following page are draft maps showing information for both MPO planning areas. Each MPO is assigned its own color scale to highlight where within each planning area different populations are concentrated. The maps within this memo are concerning vulnerable road users and safety incidents.

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Figure 1 - Percentage of Population with Disabilities by Block Group (2024)

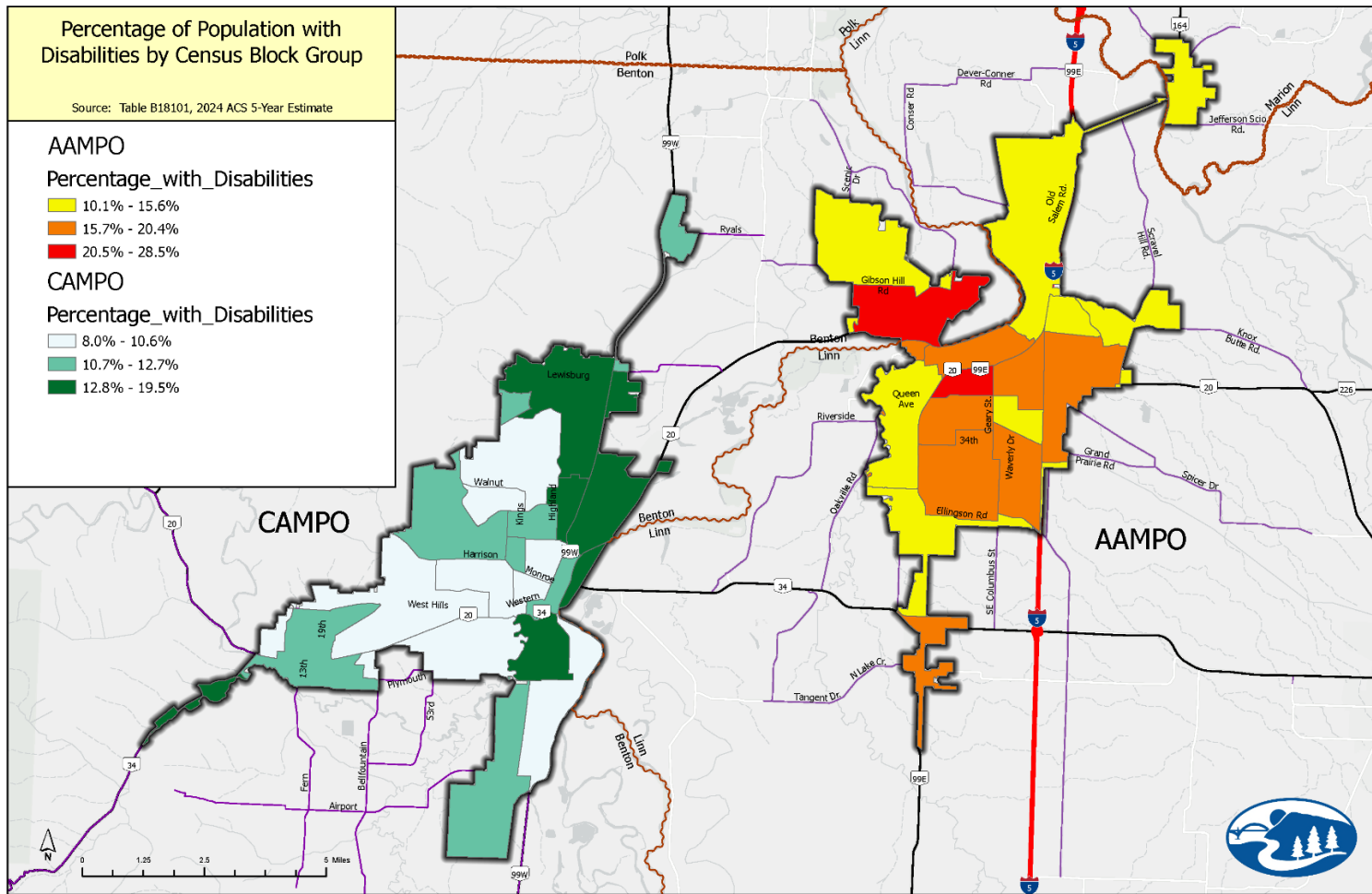


Figure 1 shows where community members with disabilities live, grouped by block group rather than Census tract for anonymity. The map uses a different color scale for each MPO planning area in order to highlight the unique distributions within each MPO.

For CAMPO, people with disabilities tend to live in the less urbanized portions of the MPO, at the north and west ends of the planning area, as well as the neighborhoods immediately south of downtown Corvallis.

In AAMPO, the population is most concentrated in North Albany and south of downtown.

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Figure 2- Percentage of Population with Limited English Proficiency by Block Group (2024)

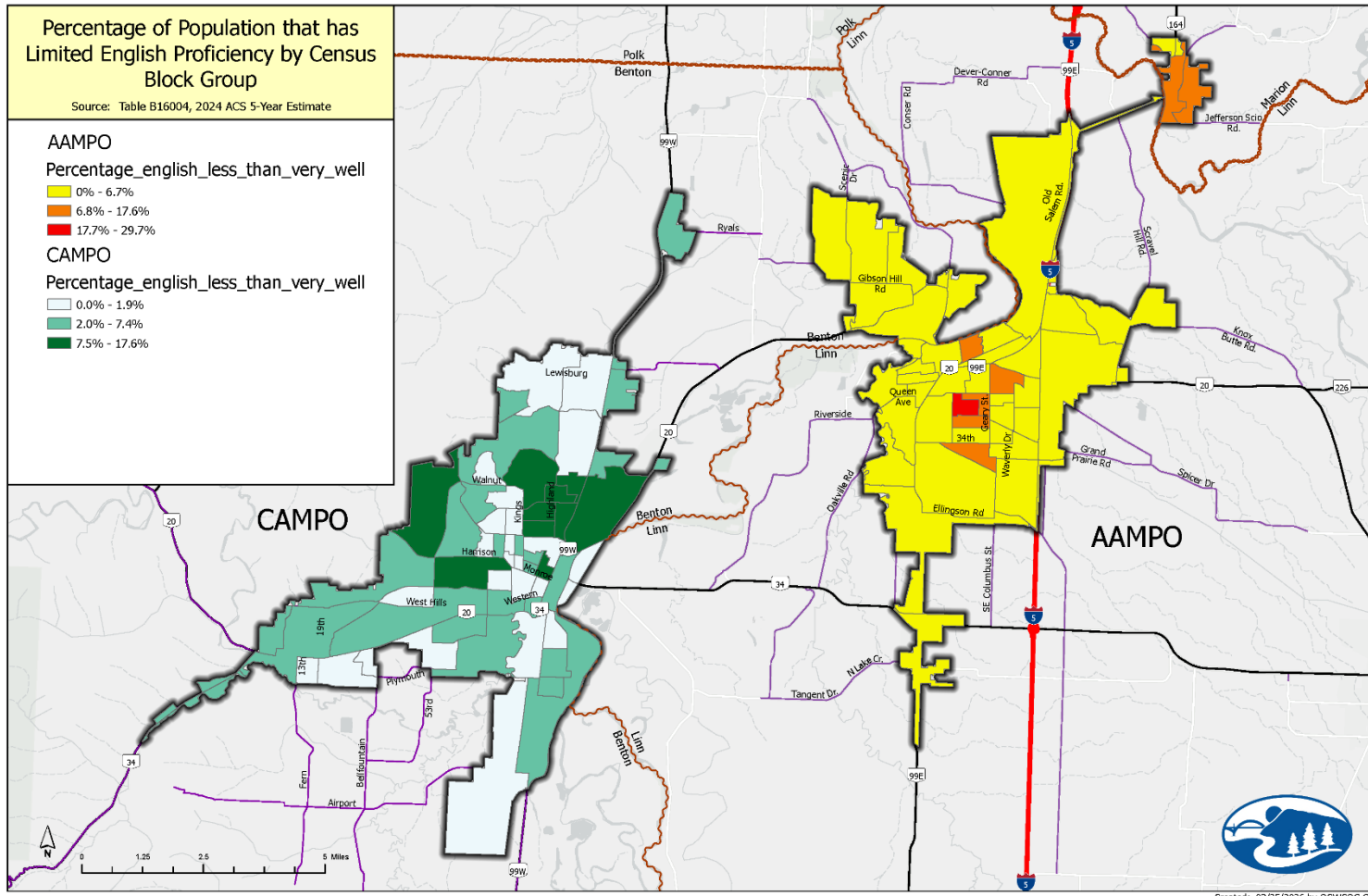


Figure 2 shows where people who self-identify as speaking English “less than very well”. This statistic defines “Limited English Proficiency” or LEP populations. In CAMPO, this population is clustered in the center band of Corvallis, north of Oregon State University.

Within AAMPO, this population is clustered in the center of Albany, with pockets near downtown and retail centers, as well as within Jefferson.

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Figure 3 - Percentage of Population Identifying as None-White by Block Group (2024)

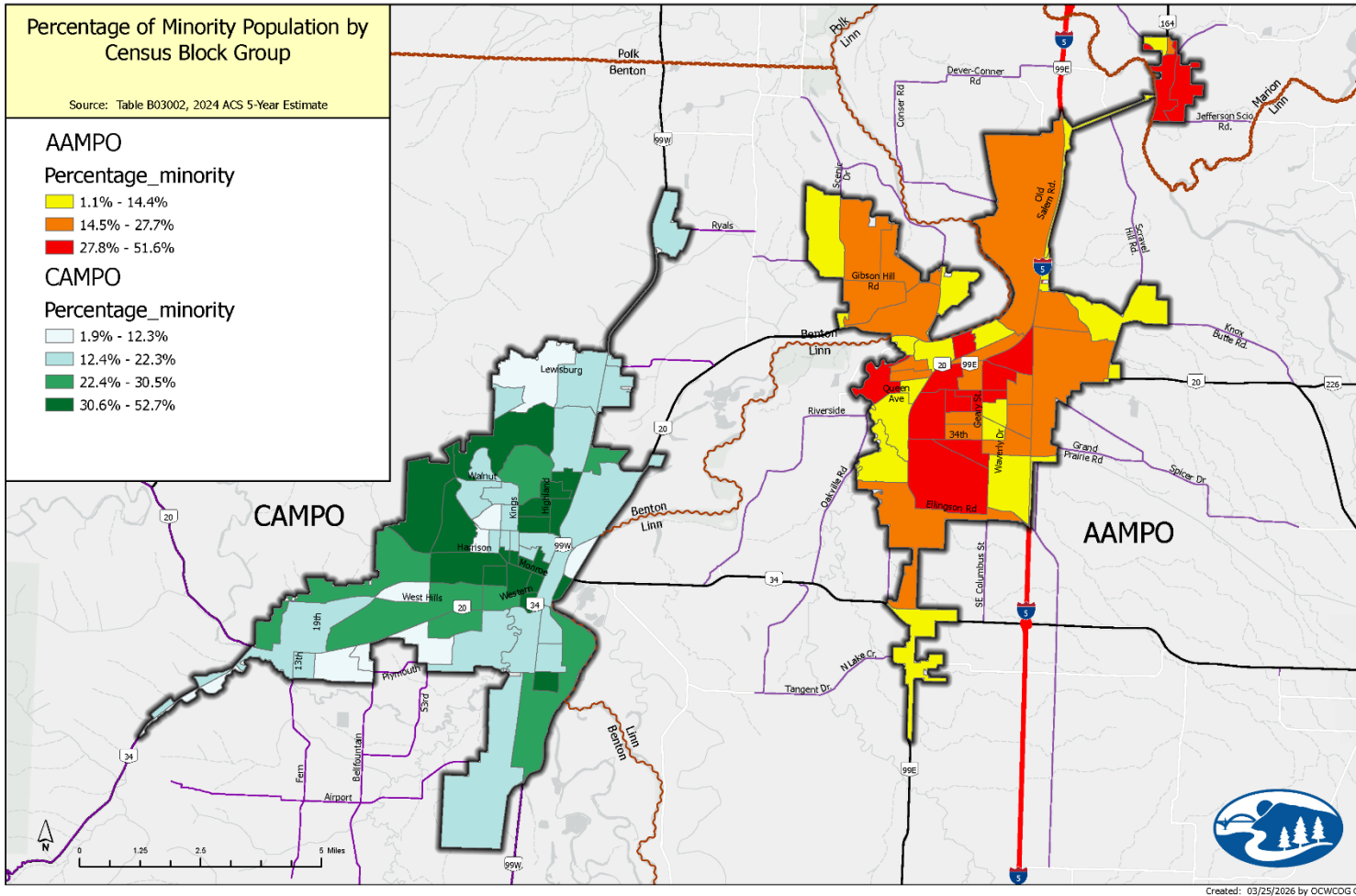


Figure 3 shows where people who do not identify as white or Caucasian live.

In CAMPO, this population tends to live within the urban core of Corvallis, around OSU, as well as the neighborhoods in the west and north of the city.

In AAMPO, this population tends to live in the urban/suburban neighborhoods within central Albany, as well as in Jefferson.

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Figure 4 - Population Density by Block Group (2024)

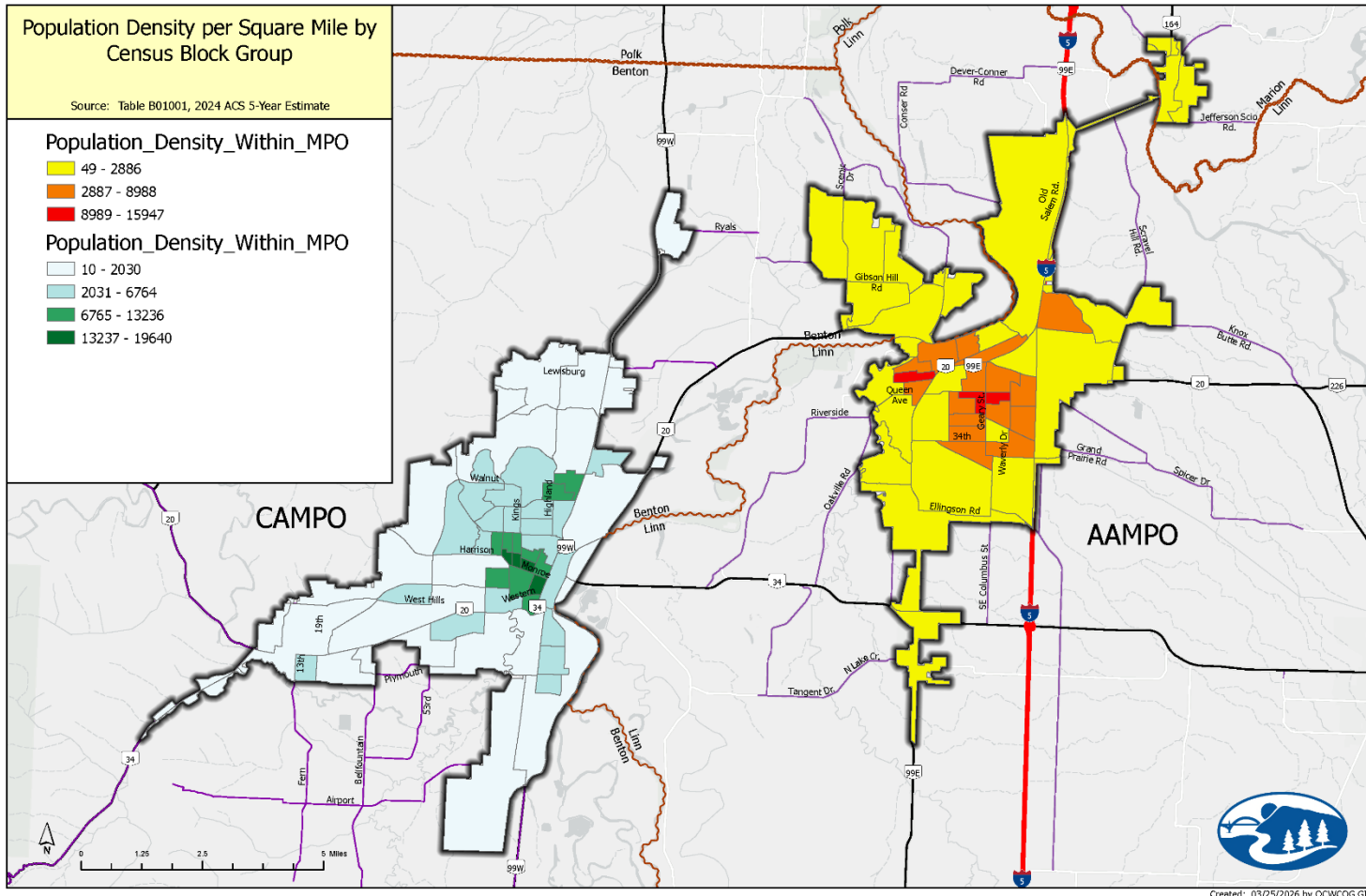


Figure 4 shows population density in the region. Unsurprisingly, population density is at its highest within the urban cores of AAMPO and CAMPO.

In CAMPO, this tends to be just west of downtown and north of OSU. Of note is a pocket of development along 9th street, which aligns with Corvallis Climate Friendly and Equitable Communities planning.

In AAMPO, people live the most densely within central Albany, where there are many apartment complexes and other styles of dense housing, as well as northeast Albany, which is rapidly developing.

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Figure 5- Percentage of Population Living Below the Federal Poverty Level by Block Group

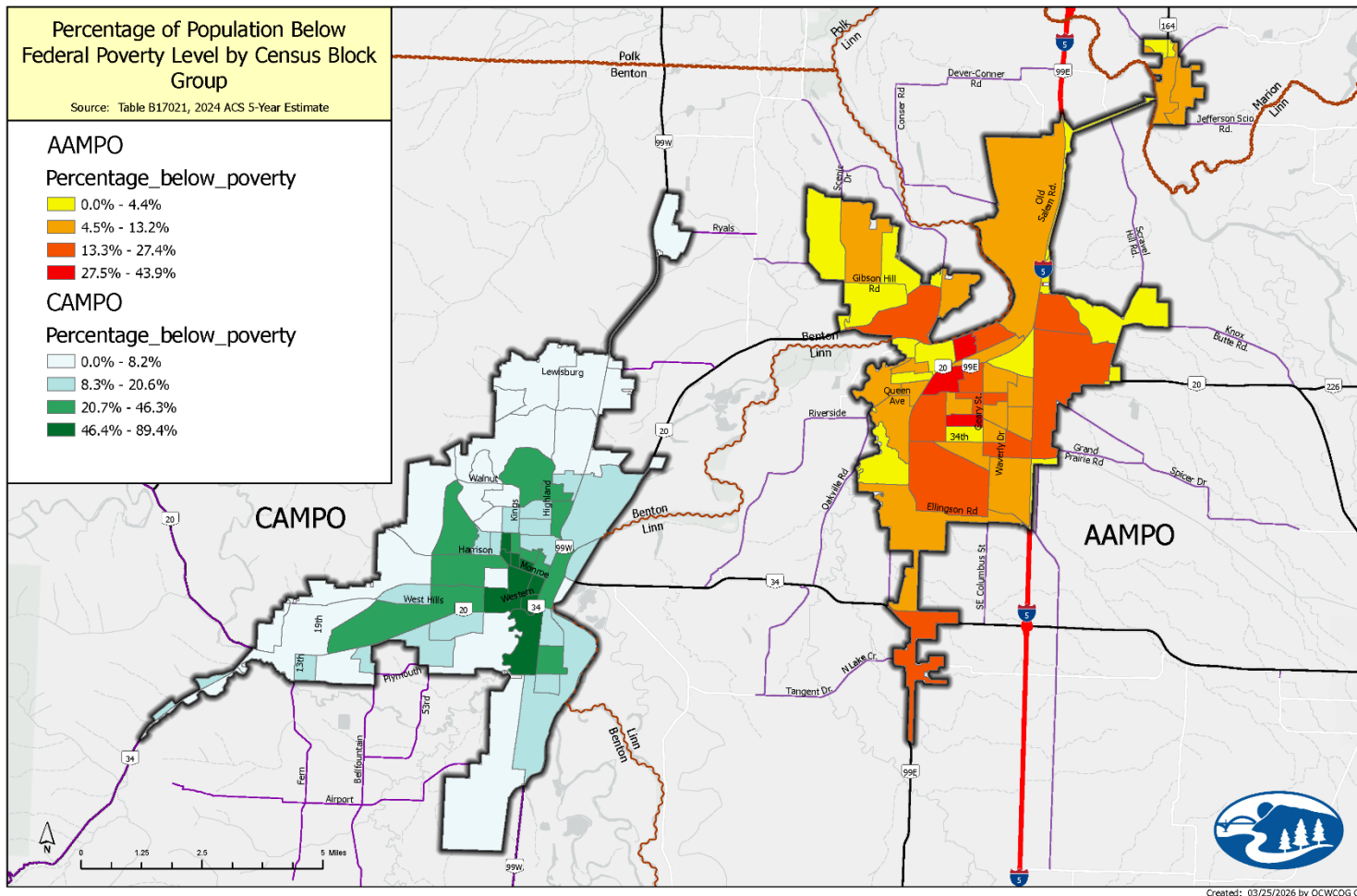


Figure 5 shows where people who earn less than the federal poverty level (roughly \$15,000 per year) live.

For CAMPO, this population is clustered around OSU, aligning with where students are likely living.

In AAMPO, this population is evenly distributed across the planning area, but more concentrated in the historic urban core.

(2024)

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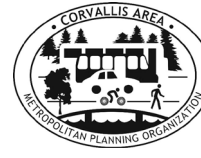


Figure 6 - Percentage of Population Aged 65 and Older by Block Group (2024)

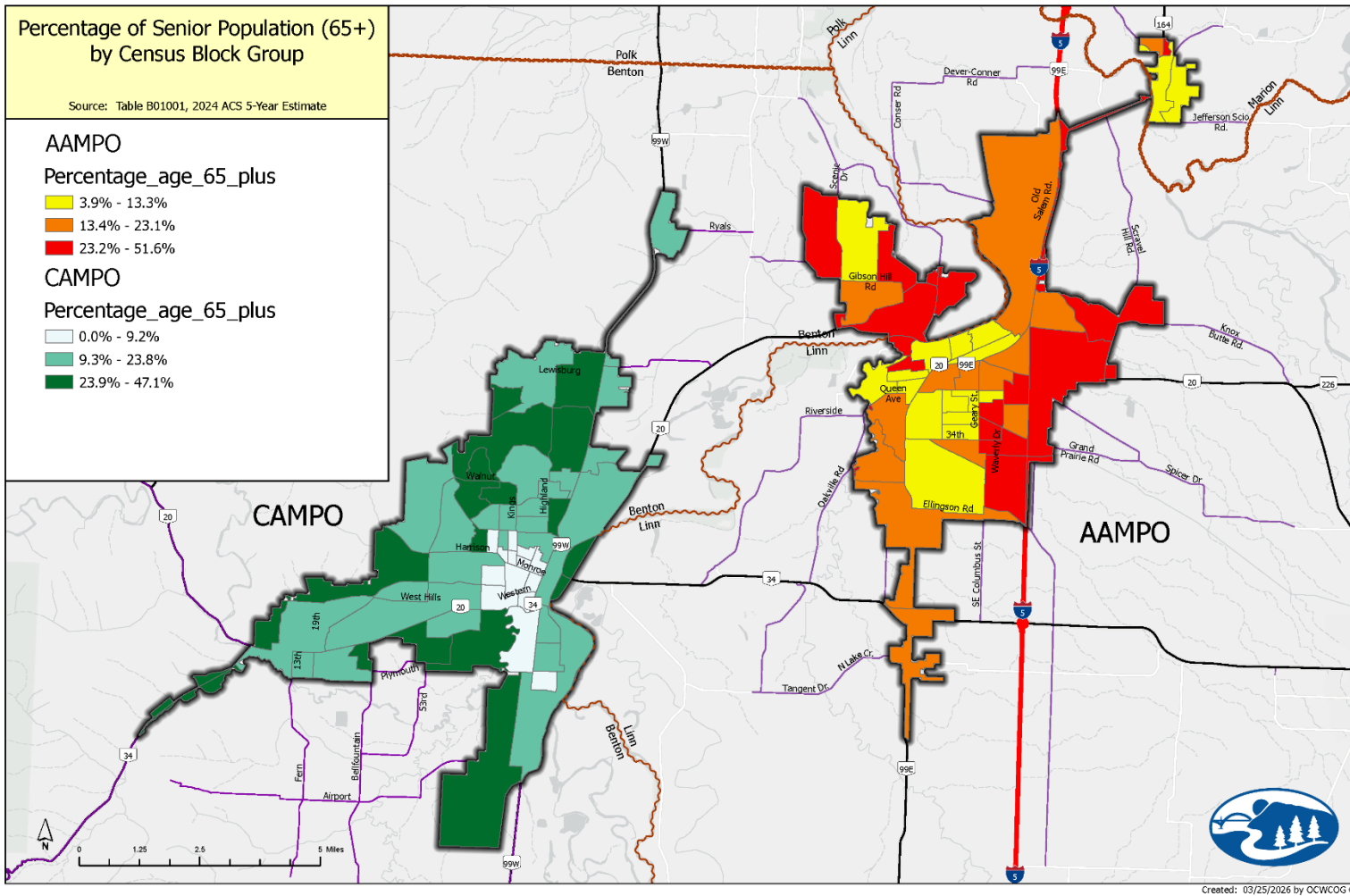


Figure 6 shows where older adults (over age 65) live in the planning areas.

A common theme is that these populations tend to live farther away from the urban cores of AAMPO and CAMPO, where single family housing or the occasional retirement center are located.

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Figure 7 - Severe and Fatal Injury Crashes (2019 - 2023)

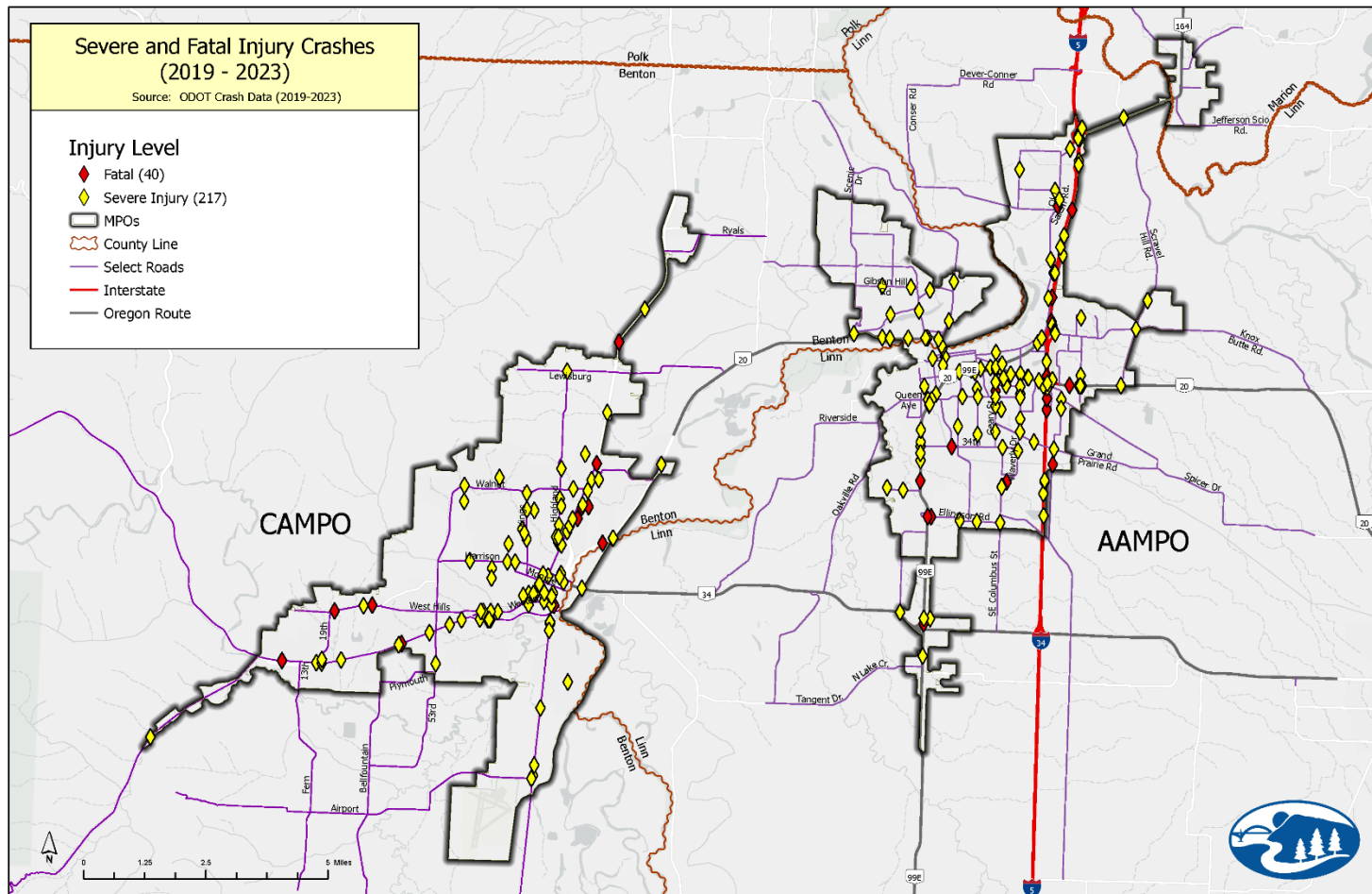


Figure 7 displays incidences of traffic violence, or in other words, places where severe and fatal injury crashes have occurred. This information will be studied in more detail as part of the RTP process, and these findings have been incorporated into recent transportation safety action plan (TSAP) updates in the region.

At a high level, within CAMPO incidents tend to occur downtown, along 99W (9th street) and Highway 20/34 (Philomath Blvd or Main Street).

In AAMPO, incidents occur on Interstate 5, and along major arterials, such as the Pacific Highway couplet.

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Figure 8 - Vehicle Crashes Heat Map (2019-2023)

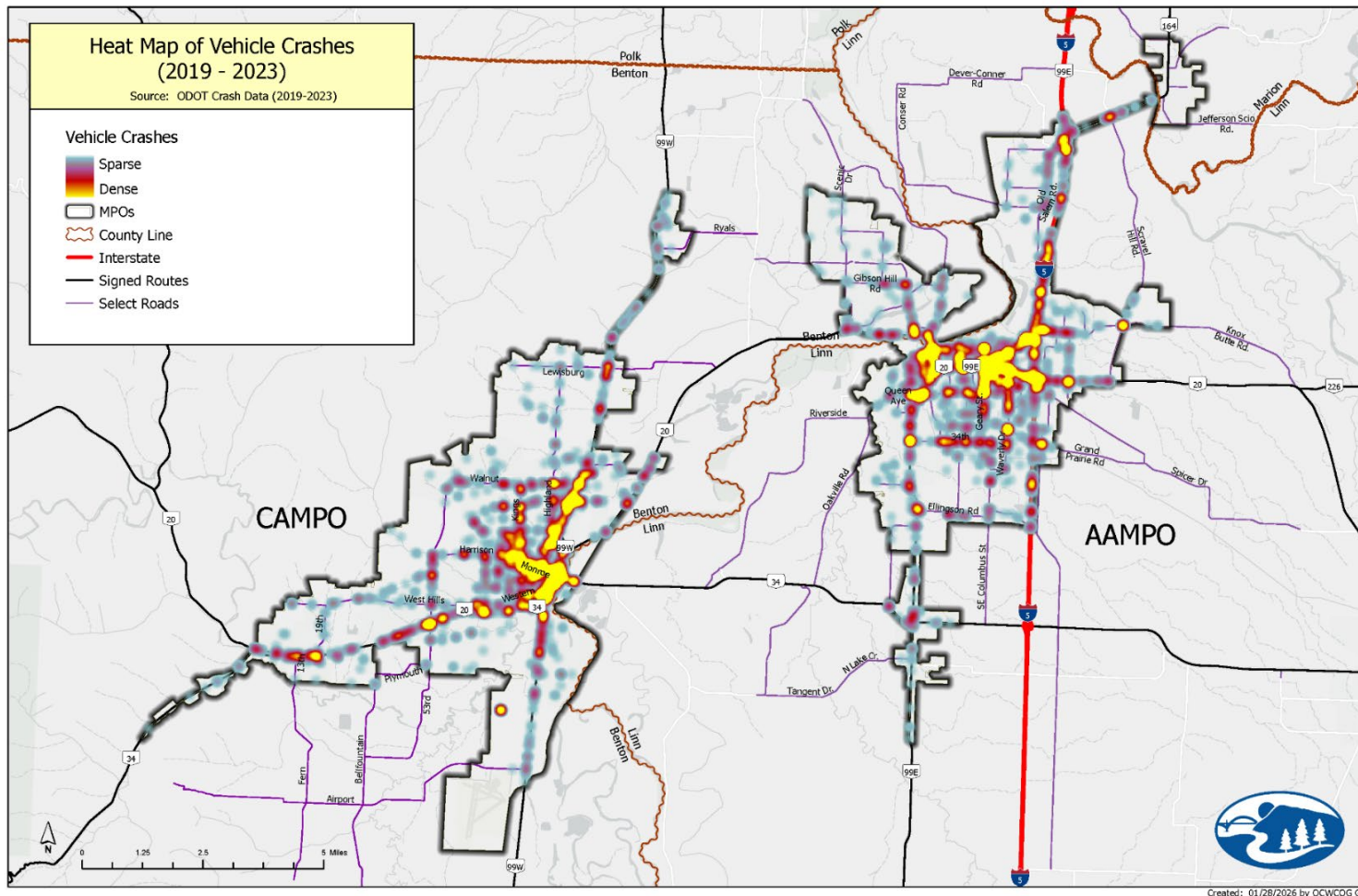


Figure 8 compliments the previous map by highlighting the most problematic parts of the transportation system from a traffic violence perspective.

This map confirms CAMPO’s most dangerous locations as in/around downtown (99W , 9th street, Monroe Ave) and HWY20/34 (Philomath Blvd) as well as where that road crosses major intersections, and leaves Philomath heading East.

In AAMPO, the heat map shows Interstate 5, the Pacific Highway couplet, and the areas around downtown, particularly the Lyons bridge and where Highway 20 meets 99E

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The RTP will include an extensive amount of geospatial information, including but not limited to the following:

Draft List of RTP Maps to be included:

1. MPO Planning Areas
2. Joint MPO Planning Area
3. Population Density (Draft provided)
4. Population Living Below the Poverty Line (Draft provided)
5. Minority Population (Draft provided)
6. Senior Population (Draft provided)
7. Persons with Disabilities (Draft provided)
8. Limited English Proficiency (LEP) Population (Draft provided)
9. Functional Road Classification
10. Regional Transit Facilities
11. Transit Walkshed 1/4 mile
12. Sidewalk Rating
13. Bicycle Level of Traffic Stress
14. Fatal and Serious Injury Crashes (Draft provided)
15. Vehicle Crashes and Hot-Spots (Draft provided)
16. Fatal and Serious Injury Crashes Involving People Walking
17. Fatal and Serious Injury Crashes Involving People Riding Bikes
18. Freight Facilities (Developed with PB and TAC)
19. Regional Corridors (Developed with PB and TAC)
20. Primary Local Corridors
21. Secondary Local Corridors
22. Corridor Projects
23. Stormwater Basins
24. Wetlands
25. Protected Riparian Corridors
26. Floodplain
27. Hydric Soils
28. Wildlife Strike Heat Map

Action: Discussion. See discussion questions on the first page of this memo.

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Date: April 16, 2026
To: AAMPO TAC & Policy Board
From: Billy McGregor, AAMPO Staff
Re: FY27 In-Kind Services Review

Purpose

This memorandum gives an abridged breakdown of information presented in the AAMPO UPWP for FY27 concerning the amounts due for Local Match based on In-Kind Services provided by AAMPO members.

Action: *Information Only.* Additional information found in the AAMPO FY27 UPWP Appendix E.

Overall Breakdown of In-Kind Services, Estimate

Item	Amount
9 TAC Meetings	\$12,000
9 Policy Board Meetings	\$3,280
Albany Transit Match	\$4,000
Public Participation	\$655
Special Project Planning	\$4,000
Regional Transportation Plan Work	\$5,000
Total	\$28,935
In-kind match need for SFY 2027	\$28,597

Key Takeaways

The amount required for Local Match this upcoming Fiscal Year is the highest it has been in the last ten years at **\$28,597**. AAMPO staff projects that there will need to be additional services provided by participating member staff and board members in order to meet the required amount.

MPO staff can assume some of this additional services will be provided by work outside of meetings on the Joint RTP, as well as work on as yet undefined projects funded by Task 500 funds similar to the FY26 Salem Ave Scoping Project.

Actionable Next Steps

- Meeting attendance will be of high importance in FY27.
- Define special project details to utilize Task 500 funds ahead of July 1, 2026 start date of FY27.
- TAC members are asked to find applicable information to present to the MPO technical and policy groups, of which preparation time can be counted.

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Date: April 16, 2026
To: AAMPO TAC & Policy Board
From: Billy McGregor, AAMPO Staff
Re: FY27 Special Project Recommendations

Purpose

This memorandum reviews two recommendations for special project exploration for FY27 utilizing Task 500 funding.

Action: *Information Only.*

Project Suggestions

Project suggestions include:

- Corvallis to Albany Multimodal Path gap analysis in North Albany.
- Support Planning Studies that are approved for STBG funds.

Key Takeaways

- The additional funds available within Task 500 are approximately \$68,000.
- Money must be spent in full within FY27 (July 1, 2026 – June 30, 2027).

Actionable Next Steps

- Members provide project request to TAC.
- TAC recommends project/s to Policy Board.
- Amend FY27 UPWP to list project/s.

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Date: April 16, 2026
To: AAMPO TAC & Policy Board
From: Billy McGregor, AAMPO Staff
Re: 2026 Bike Count Locations

Purpose

Review of proposed and past bike count locations within the AAMPO region. New count location suggestions provided by members of the Mid Valley Bike Club.

Action: *Information Only.*

Locations Previously Counted

Locations of Bike Count Location Map in green.

- Dave Clark Path at Monteith Park
- Dave Clark Path at Hill St
- Periwinkle Bike Path at 21st
- Periwinkle Bike Path at Grand Prairie

Recommended Locations

Locations listed by priority, approximately. Locations of Bike Count Location Map in yellow.

1. Either or both Willamette River crossings, depending upon ability of the equipment to be installed.
2. Springhill Drive (near bike lanes)
3. Bryant & Riverside Drive (or Queen and Oak if it has to be in UA)
4. North Albany Road (perhaps near Hickory)
5. Old Salem Road (perhaps done by Linn County? Near I-5 over pass)
6. Knox Butte Drive (east of fairgrounds)
7. Tangent Drive & Hwy 99
8. Path to Talking Water Park (unsure of location; perhaps near Millersburg)
9. Hwy 64, south of Talbot in Jefferson

Task 500 Tie-In

For harder to count locations AAMPO staff would recommend consideration of advancing FY27 Task 530: Task 230 Equipment Costs to FY26 for the purchase of Telraam low resolution traffic counters. The specific use cases that would prompt advanced consideration of this equipment purchase prior to July 1, 2026 would be for Willamette River crossings, Old Salem Rd near I-5, and Highway 64 in Jefferson.

Telraam equipment details on page following Bike Count Location Map.

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Figure 1. Bike Count Location Map



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Overview of Telraam Equipment

Cost: The S2 Outdoor sensor costs approximately 750 Euros or \$900 per unit, and 25 Euros or \$30 per unit for the cell connection and dashboard (per month). Solar panels and batteries sold separately, an estimated additional cost of ~\$200.

Privacy concerns: The S2 Outdoor sensor takes low-resolution pictures that are unable to make out facial features or license plate characters. It also does not save information on the device, or record information about any individual user's habits. The footage is deleted after processing and is not stored by the company.

Maintenance and installation: The S2 Outdoor unit must be installed at least ~10 feet above the roadway or path (on a tree or utility pole). The unit utilizes a moderately sized solar panel and an onboard battery for power, limiting the need for additional connections to infrastructure. A photo of installation provided by the makers of the device is provided.

Coverage: The unit in this example is able to identify the mode choice of all travelers within view, including cars, bikes, pedestrians, buses, trucks, etc.

Some Considerations: These units would require coordination with city Public Works to install. Units have an ongoing monthly cost and due to this longer deployment cycles may maximize return on investment.

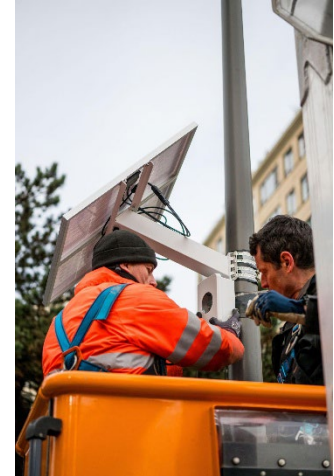


Image 1 - S2 Outdoor Installation