



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, May 21, 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, April 16, 2026 Chair
([Attachment A pg. 4](#))

Action: Decision on minutes
- 4) 9:15 Pavement Condition Presentation ([Attachment B pg. 13](#)) City of Albany
A presentation by City of Albany Public Works personnel on pavement conditions, repair strategy, and difficulties.

Action: Presentation
- 5) 9:55 FY2027 Special Projects ([Attachment C pg. 28](#)) All
Work proposal for special project development.

Action: Information and Discussion
- 6) 10:15 STBG Project Criteria, Draft ([Attachment D pg. 29](#)) All
Review and decision on revised 2027-2030 STBG Project Criteria.

Action: Discussion and Recommendation
- 7) 10:30 Jurisdictional Updates/Other Business Chair, All
 - Albany
 - Jefferson
 - Benton County
 - Linn County

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.

- Millersburg
- ODOT

- Tangent

8) 11:00 **Adjournment**

Next regularly scheduled meeting: Thursday, June 18, 2026, and will be virtual only.

Chair

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, April 16, 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	No
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, Justin Peterson, Justin Epiaka

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review	The meeting was called to order at 9:06am by the volunteer Chair Gary Stockhoff. An Agenda Review was completed, and there were no changes.	The meeting was called to order at 9:02am by Gary Stockhoff.
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 March 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 March 19, 2026, meeting by consensus. The minutes were approved with no objections and the only corrections being to the spelling of Daineal Malone's name.</p> <p>Gary Stockhoff of Benton County voted in favor. James Feldmann with ODOT voted in favor. Kyle Ward of Jefferson voted in favor. Andrew Potts of Millersburg voted in favor. Daineal Malone of Linn County voted in favor. There were no votes against.</p>	<p>The AAMPO TAC members in attendance approved of March 19, 2026, Technical Advisory Committee Meeting Minutes by consensus.</p>
<p>4. STIP Administrative Amendments (Attachment B1)</p> <p>Action: <i>Information</i></p>	<p>Billy McGregor presented the STIP Administrative Amendment and noted that it is a staff level administrative correction.</p> <p>McGregor explained that the amendment updates the budget for FY2027 AAMPO planning funds approved in the Unified Planning Work Program.</p> <p>Gary Stockhoff asked whether a motion was needed for the item. McGregor clarified that consensus was sufficient.</p> <p>The TAC members in attendance gave consensus on the administrative amendment.</p>	
<p>5. STIP Full Amendments (Attachment B2)</p> <p>Action: <i>Decision on Amendment.</i></p>	<p>Billy McGregor presented two STIP Full Amendments and noted that both had been posted for public outreach the previous week.</p> <p>McGregor explained that both amendments require TAC discussion and recommendation to the Policy Board.</p> <p>McGregor reviewed the first amendment for Project 23596, US20: Scenic Drive to North Albany Road, which would cancel the project due to estimated cost increases.</p> <p>He also reviewed the second amendment, for Project 24463, 5310 STBG Formula Gap Funding for Linn County, which would add a new</p>	

	<p>project and move funds from project keys 22013 and 22009 to support the transition of federal awards to the federal fiscal year.</p> <p>Gary Stockhoff asked whether the item required a formal vote.</p> <p>McGregor clarified that consensus was sufficient.</p> <p>There were no objections or concerns, the TAC members in attendance agreed by consensus to forward the STIP Full Amendments to the Policy Board for approval.</p>	
<p>6. RTP Draft Maps (Attachment C)</p> <p>Action: Information</p>	<p>Billy McGregor presented draft RTP maps for the 2050 Joint AAMPO-CAMPO Regional Transportation Plan and reviewed the current map list for TAC feedback.</p> <p>Discussion focused on which maps are most useful for regional planning and whether some of the environmental mapping should be removed from the RTP map set.</p> <p>Daineal Malone recommended removing maps related to stormwater basins, wetlands, protected riparian corridors, floodplain, and hydric soils, noting that this information is generally available through jurisdictional GIS resources and is less useful in a regional planning context.</p> <p>Chris Cerklewski noted that while those layers may be useful when evaluating individual projects, they are better considered on project basis rather than as regionwide RTP maps.</p> <p>McGregor noted that, unless explicitly required, staff’s recommendation is to reduce this map list and remove unnecessary map content.</p> <p>The TAC members in attendance agreed with removing map items 23 through 27 from the draft RTP map list.</p>	

	<p>McGregor noted that staff would carry that feedback forward and continue the discussion in the next round of draft maps.</p> <p>Staff also noted that the remaining map set will continue to be reviewed for consistency with Title VI and other applicable requirements.</p> <p>No formal action was taken.</p> <p>Staff will revise the draft map set and return with updated materials at a future meeting</p>	
<p>7. In-Kind Services Match (Attachment D)</p> <p>Action: Review/Information</p>	<p>Billy McGregor presented an update on the FY2027 in-kind services match requirement and explained that the required local match for FY2027 is projected at \$28,597, which is the highest it has been in recent years.</p> <p>McGregor noted that this increase is largely due to carryover funds and explained that staff expanded the in-kind estimate to include TAC meetings, Policy Board meetings, public participation, special project planning, and Regional Transportation Plan work outside regular meeting time.</p> <p>McGregor shared that meeting attendance will be especially important in FY2027 and noted that preparation time for presentations on regionally relevant topics may also count toward match requirements.</p> <p>He explained that participation by jurisdictional staff and project partners at AAMPO meetings, as well as certain public outreach and project related presentations, may be eligible to count as in-kind match.</p> <p>Daineal Malone asked whether project presentations, public outreach, and grant preparation for projects within the AAMPO boundary could potentially count toward match.</p>	

	<p>McGregor noted that some of those activities may qualify, particularly where they are connected to AAMPO planning work, though some situations may require further confirmation.</p> <p>James Feldmann noted some uncertainty about grant preparation counting unless there is a clear connection to AAMPO.</p> <p>McGregor also explained that ODOT's contribution toward match requirements is being reduced, from 10 percent in prior years to 5 percent currently, with the remaining share expected to shift to the MPO in a future fiscal year.</p> <p>Malone asked what would happen if the MPO did not meet the required match.</p> <p>McGregor explained that in that case, funds would need to be returned to ODOT, and any cash match needed would still need to be paid to ODOT.</p> <p>No formal action was taken</p>	
<p>8. Special Projects (Attachment E)</p> <p>Action: Information & Discussion</p>	<p>Billy McGregor introduced the discussion on FY2027 Special Projects and noted that AAMPO has an opportunity to use carryover funding from previous years on planning projects.</p> <p>McGregor shared that staff would like to identify and finalize potential projects before July 1 so they can be incorporated into the UPWP under Task 500.</p> <p>Discussion included a potential planning effort related to bicycle accommodations and circulation near Riverside Drive, Orleans Drive, and Highway 34.</p> <p>Daineal Malone noted that planned roadway changes in the area may require additional coordination with ODOT and could benefit from</p>	

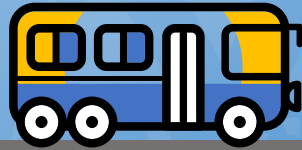
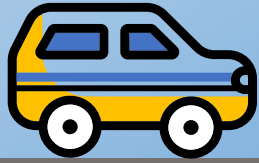
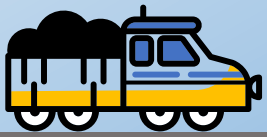
	<p>planning support, particularly to address bicycle access and intersection design.</p> <p>McGregor noted that the corridor’s relationship to the regional corridor approach in the RTP may support further consideration of that area.</p> <p>James Feldmann clarified that, rather than describing the idea as a gap analysis, the focus may be better framed as determining whether additional planning and design support is needed for the connection between existing projects in the North Albany area.</p> <p>McGregor noted that the special project selection process will be less formal than the STBG process and will not be based on criteria.</p> <p>As projects become more fully defined, staff will bring them forward for inclusion in the UPWP with Policy Board approval.</p> <p>Staff will continue refining the project scope and return with additional information prior to the July 1 deadline.</p>	
<p>9. Spring-Fall AAMPO Bike Count Locations (Attachment F)</p>	<p>Billy McGregor presented proposed spring-fall bike count locations for the AAMPO bike count program and reviewed both previously counted sites and new recommended locations identified with input from the Mid Valley Bike Club.</p> <p>McGregor explained that some proposed locations would be difficult to count with current equipment, particularly higher volume roadways and bridge crossings, while others such as Riverside Drive, North Albany Road, and Tangent Drive would be more feasible with the existing counters.</p> <p>He also noted that future equipment purchases, such as low resolution traffic counters, could expand AAMPO’s ability to count more complex locations.</p>	

	<p>Andrew Potts shared support for the proposed locations and agreed that the Talking Water Gardens path should be counted but recommended not doing so this year due to bridge construction activity.</p> <p>McGregor asked for feedback on preferred count locations and, with no additional recommendations, indicated that staff would likely attempt to count two locations this summer.</p> <p>He noted Riverside Drive as a likely priority to establish a before condition data point ahead of potential future changes, with Tangent Drive also identified as a likely location for a before and after count approach.</p> <p>Daineal Malone noted that Riverside counts would not affect the current grant application, and McGregor clarified that the purpose would instead be to support future monitoring and comparison after project implementation.</p> <p>No formal action was taken. Staff will proceed with bike count work and report back as data collection moves forward.</p>	
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<p>10. 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 had nothing to share.</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 that Linn County is working on several active projects.</p> <p>For the Clover Ridge Tracts Creek Bridge replacement project, the County is in the process of finalizing contracts with multiple consultants for environmental and geotechnical work. Malone also noted that the Waverly Cox Creek Bridge project was advertised on Tuesday with a bid opening scheduled for May 12.</p> <p>Malone shared that Linn County also has a meeting scheduled for the following week regarding the Tangent Drive project and is continuing to move forward with early engineering review, including consideration of right of way impacts.</p> <p>For the Goldfish Farm Road project from Highway 20 to the bridge, Malone noted that the project is at approximately 95 percent plans and has been submitted to the City of Albany for review.</p> <p>Malone also shared that ODOT reviewed the signing and striping plan for the intersection and provided comments, which are now being incorporated. Construction is still anticipated for the next construction season.</p> <p><i>Millersburg:</i> No updates.</p>	
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	<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.</p> <p>Feldmann also noted that the CWACT will meet the following week to discuss regional priorities and encouraged jurisdictions to weigh in, noting there are still open slots on the regional priority list and limited input so far from the Albany area and nearby communities.</p> <p>Other Business: There was no other business shared with the AAMPO TAC members.</p>	
11. Adjournment	The next AAMPO TAC Meeting is scheduled for Thursday, May 21, 2026.	The meeting was adjourned at 10:16am by the Vice-Chair, Chris Cerklewski.

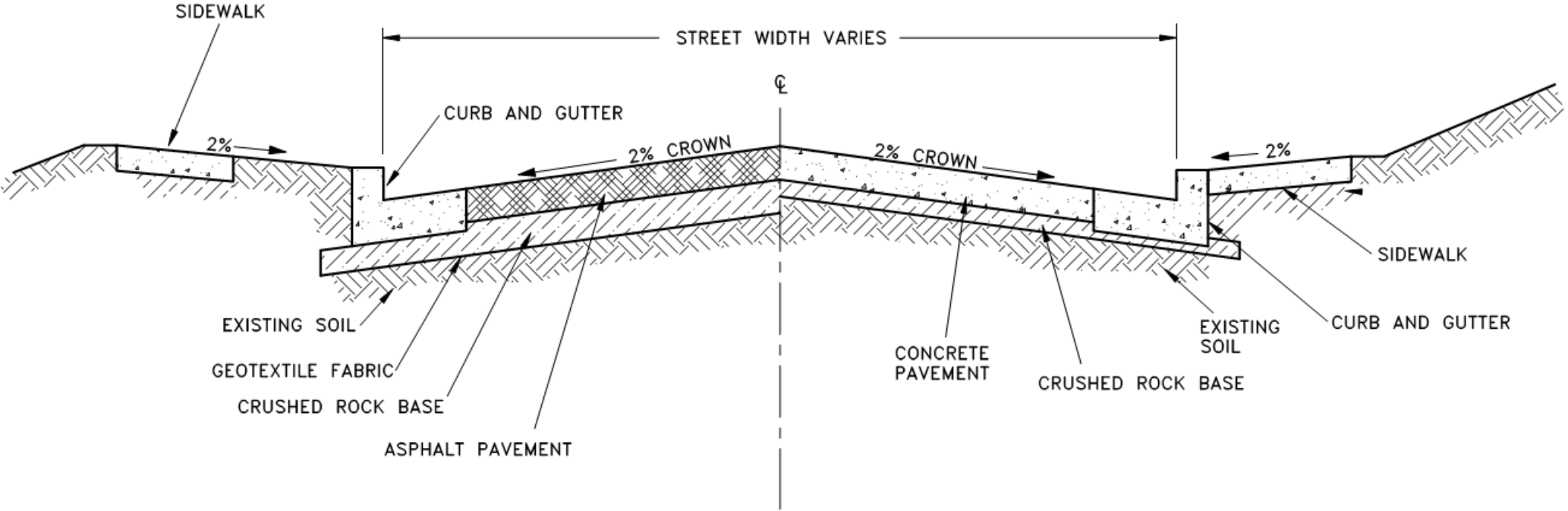
Pavement Condition and Maintenance Discussion



Pavement 101

AAMPO

May 2026



ASPHALT PAVEMENT

CONCRETE PAVEMENT



EFFECTIVE PAVEMENT MANAGEMENT

- Optimized Decision Making
- Making the Right Investment at the Right Time, Utilizing the Right Renewal Strategy
- Ensures Lowest Life Cycle Costs to Meet Defined Level of Service
- Provides Transparency and Accountability, and Helps to *Tell the Story*

Pavement Condition Index (PCI)

- Good Condition – (PCI 90)



Pavement Condition Indexes (PCI's)

- Fair Condition – (PCI 65)



Pavement Condition Indexes (PCI's)

- Poor Condition – (PCI 34)



Pavement Condition Indexes (PCI's)

- Poor Condition – (PCI 4)



Types of Pavement Failures



Alligator Cracking



Longitudinal Cracking



Transverse Cracking

Raveling



Potholes

Rutting



Surface Distortion



Pavement Rehabilitation Options



Crack Seal



Fog Seal

Pavement Rehabilitation Options



Spray-On Rejuvenator



Slurry Seal

Pavement Rehabilitation Options



Chip Seal



Grind and Overlay

Pavement Rehabilitation Options



Full Depth Reclamation

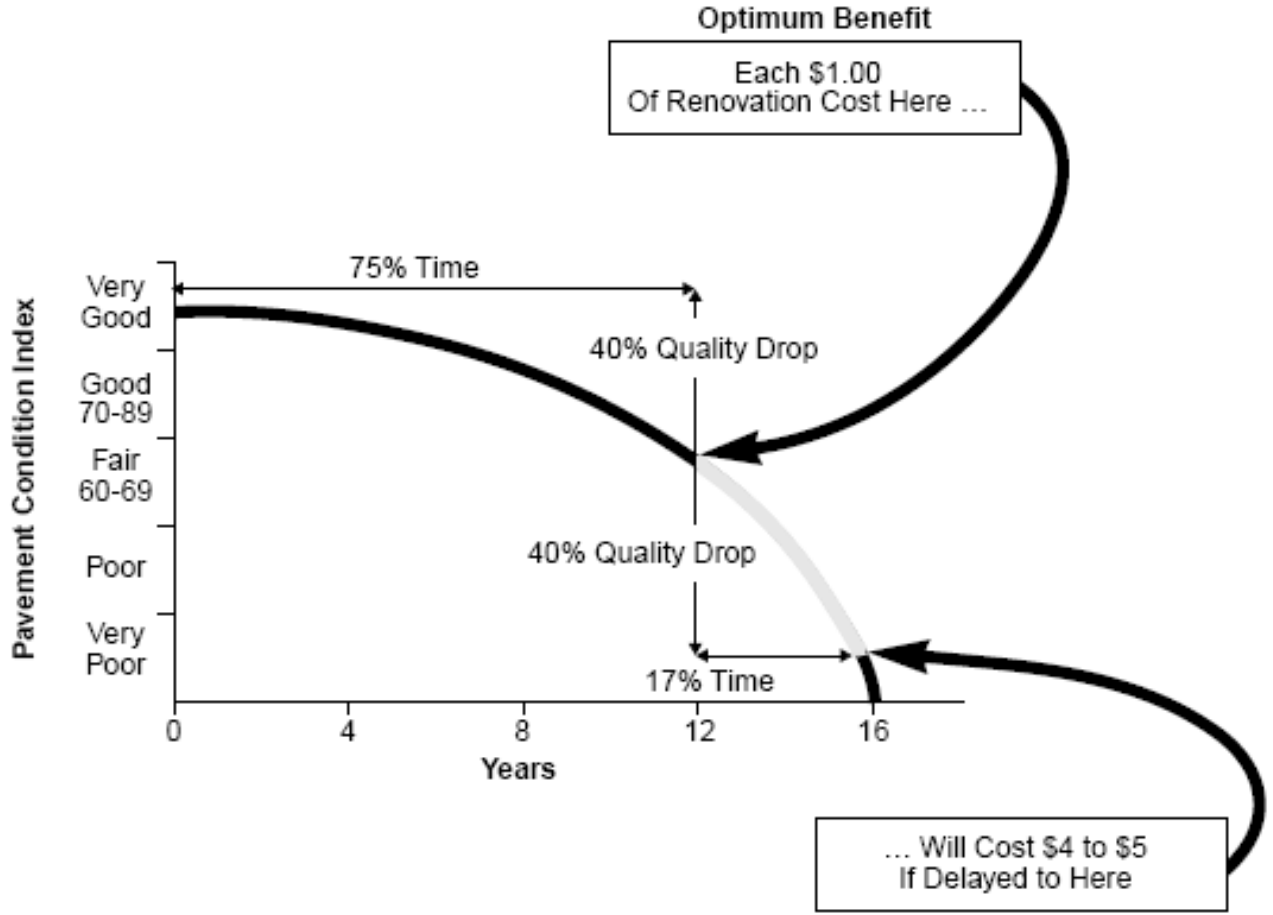


Reconstruction

Pavement Rehabilitation Options

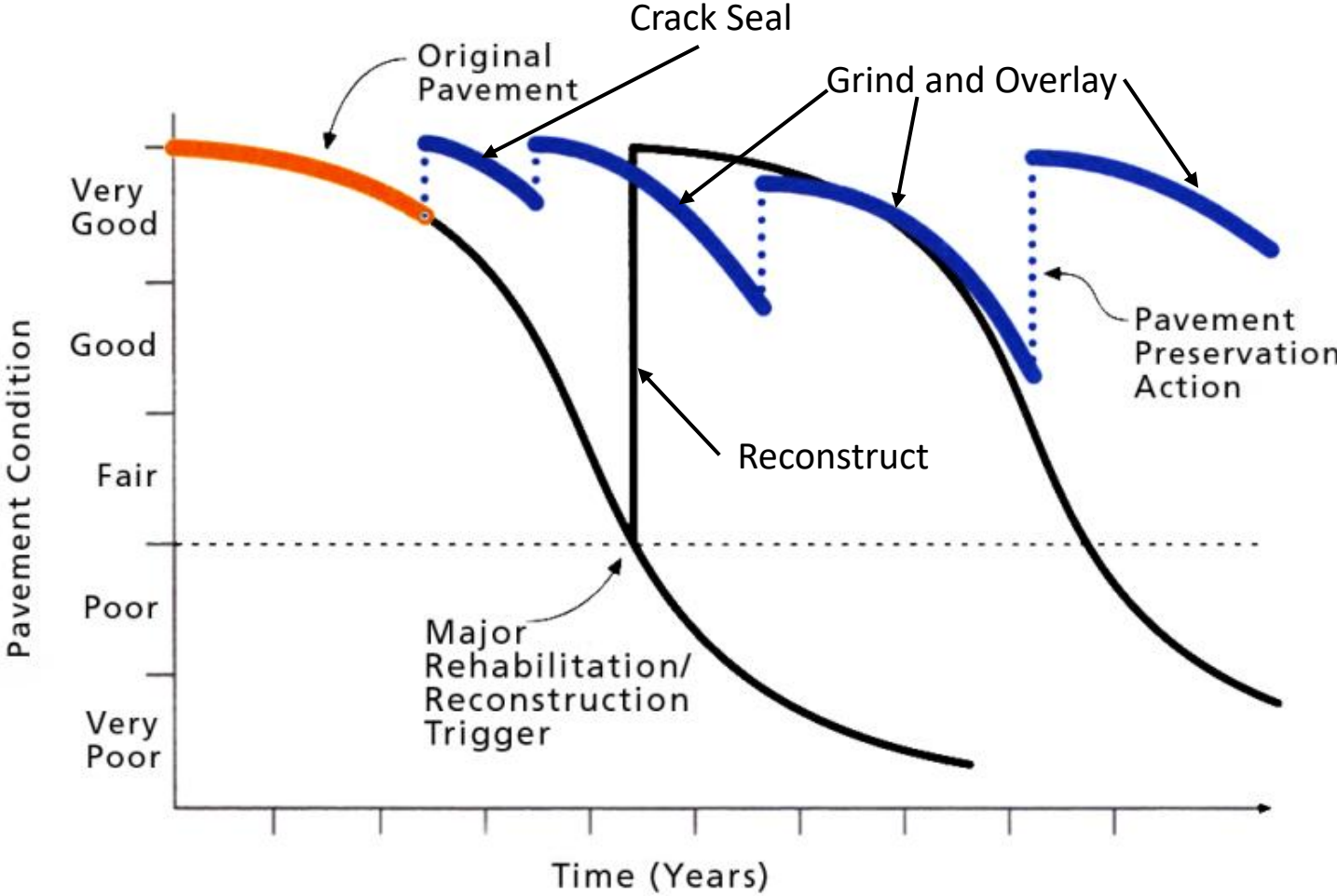
PCI	Treatment Option	Unit Cost
Good (100-80)	Crack Sealing	\$1.00 to \$1.50 per lin. Ft.
Good (100-80)	Fog Seal / Spray-On Rejuvenator	\$1.00 to \$4.00 per sq. yd.
Good (100-80)	Slurry Seal	\$4.00 to \$5.00 per sq. yd.
Fair (79-50)	Chip Seal	\$4.00 to \$5.00 per sq. yd.
Fair (79-50)	Grind and Overlay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

Pavement Renovation Economics



From the Local Agency Pavement Management Application Guide
Published by the Northwest Technology Transfer Center

Keeping the Good Pavements Good



From the Pavement Preservation: A Proactive Approach - Transportation

MEMORANDUM



Albany Area Metropolitan Planning Organization

City of Albany • City of Jefferson • City of Millersburg • City of Tangent • Linn County • Benton County • Oregon Department of Transportation

Date: May 21, 2026
To: AAMPO TAC & Policy Board
From: Billy McGregor, AAMPO Staff
Re: FY27 Special Project Proposal

Purpose

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

Action: *Information and Discussion.*

Project Suggestion

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

Recommended Projects Based on Member Priorities

FY27: Small Urban Transit Feasibility Study

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

FY28: Key Corridor Project Identification and Funding Readiness Assessment

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

Actionable Next Steps

- TAC recommends project/s to Policy Board or carry forward additional funds.
- Amend FY27 UPWP to list project/s if needed.
- PL funds may be used for planning activities related to SHF/STBG projects, but may not be used for construction. Approved activities can be found at <https://uscode.house.gov/view.xhtml?req=granuleid:USC-prelim-title23-section134&num=0&edition=prelim>

MEMORANDUM

Albany Area Metropolitan Planning Organization

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Date: May 21, 2026
To: AAMPO TAC & Policy Board
From: Billy McGregor, AAMPO Staff
Re: 2027-2030 STBG Project Scoring Criteria Draft

Purpose

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

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

Background

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

2027-2030 Information

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

Note: AAMPO Staff estimates that there will be some carryover from the 2024-2027 STBG cycle of approximately \$120,000 as well as a single year of unallocated funds (2027) of approximately \$805,000 based on conservative assumptions. Staff is using a yearly estimate of funds based on amount received for FY26, \$803,611. ODOT has indicated that AAMPO SHF funding from STBG exchange could be as high as \$8301,035 for 2027-2030.

MEMORANDUM

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Methodology

AAMPO staff reviewed with TAC members at the April 19, 2026 meeting issues and feedback collected from the 24-27 cycle and requested input regarding preferences for the 27-30 cycle management.

AAMPO staff made the following changes:

- More distinguishment between project categories (Modernization/Preservation).
- Changes to project type specific sub-categories, Project Readiness vs Pavement Condition, Community Impact vs Project Leverage.
- Some project criteria is now indicated as Y/N, some are on a scale of one or greater.

As clarification some subcategories may need further defining to describe intent:

- Project Readiness is meant to indicate by higher score that a project is more ready for construction. It might already have pre-accomplished scoping activities, it may not need right of way acquisition, have match funding already identified, or may need none or less permitting.
- Community Impact is meant to indicate that the project scoring is based on the improvements it brings to the health and livelihood of the community the project is located in, and that impacted community/communities know about the project and support it.
- Project Leverage is meant to indicate that a higher scored project will have higher impact, for example, it might be featured across multiple plans, completing the project might qualify another project for grant funding, or funding of project allows other projects to be initiated/continued/finished.

Scoring

As the TAC will need to complete scoring as a group later in calendar year 2026, these scoring criteria should be as usable to the body as possible. AAMPO staff plan to include fillable PDFs for each category of projects to be used for submissions after criteria is fully agreed upon and approved at the Policy Board level.

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Modernization

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

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

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

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

Preservation

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

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

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

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