



## 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

**Policy Board Meeting**  
**Wednesday, May 27, 2026**  
**2:30 pm to 4:30 pm**

**HYBRID MEETING**  
**In Person at Albany OCWCOG Office**  
**Albany Upstairs Conference Room**  
**1400 Queen Avenue SE, Albany OR 97322**

*or*

**Virtually via Teams by Clicking [HERE](#)**

Meeting ID: 270 714 726 493 9

Passcode: wV7nH2cS

**Mobile One Click Number**

**[+1 872 242 8088](#)**

Phone Conference ID: 515 662 179#

**Contact:** Billy McGregor, [bmcgregor@ocwcog.org](mailto:bmcgregor@ocwcog.org)

## AGENDA

- |    |      |                                                                                                                                                                                                                                          |                                           |
|----|------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|
| 1) | 2:30 | <b>Call to Order, Agenda Review, and Roll Call</b>                                                                                                                                                                                       | <b>Chair,<br/>Commissioner<br/>Malone</b> |
| 2) | 2:35 | <b>Public Comments (<a href="#">Attachment A1 pg. 04</a>)</b><br>Presentation of bike path proposal by LBCC student.                                                                                                                     | <b>Chair</b>                              |
| 3) | 2:45 | <b>Approve minutes of Policy Board Meeting on Wednesday,<br/>April 22, 2026. (<a href="#">Attachment A2 pg. 08</a>)</b><br><br><i>Action: Decision on minutes</i>                                                                        | <b>Chair</b>                              |
| 4) | 2:50 | <b>Pavement Condition Presentation (<a href="#">Attachment B pg. 17</a>)</b><br>A presentation by City of Albany Public Works personnel on<br>pavement conditions, repair strategy, and difficulties.<br><br><i>Action: Presentation</i> | <b>City of Albany</b>                     |
| 5) | 3:15 | <b>FY2027 Special Projects (<a href="#">Attachment C pg. 32</a>)</b><br>Work proposal for special project development.<br><br><i>Action: Information and Discussion</i>                                                                  | <b>Staff<br/>McGregor, All</b>            |

- 6) 3:45 **STBG Project Criteria, Draft (Attachment D pg. 33)**  
 Review and decision on revised 2027-2030 STBG Project Criteria.

Staff  
 McGregor, All

**Action:** Recommendation from TAC for Approval or Revision

- 7) 4:15 **Jurisdictional Updates/Other Business**
- Staff
  - Benton County
  - Linn County
  - Tangent
  - Albany
  - Jefferson
  - Millersburg
  - ODOT

All

- 8) 4:30 **Adjournment**  
 Next Meeting: Wednesday, June 24, 2026.

Chair

### Joint RTP Schedule

Combined MPO	AAMPO + CAMPO Combined RTP 3 Month Schedule												
	May				June					July			
AAMPO	4	11	18	25	1	8	15	22	29	6	13	20	27
CAMPO													
Future Trends & Scenarios (3-4 total) w/ TAC						18							
Future Trends & Scenarios (3-4 total) w/ Policy Board							24						
Share existing conditions and future growth assumptions w/ TAC						18		25					
Share existing conditions and future growth assumptions w/ PB							24			8			
Solicit public input and feedback on vision and goals, should include prioritization	Web Survey, Posting at Library, News Ad												
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							24	25					
Work with TAC to identify TSP projects for RTP							24	25			16		30
Staff Setup of Interactive Web Map													

## ATTENDANCE (FOR QUORUM PURPOSES)

<b>Board Members</b>	<b>Jurisdiction</b>	<b>Attendance</b>
Mayor David Watkins	City of Jefferson	
Mayor Scott Cowan	City of Millersburg	
Councilor Carolyn McLeod	City of Albany	
Councilor Greg Jones	City of Tangent	
Commissioner Roger Nyquist	Linn County	
Commissioner Pat Malone	Benton County	
Darrin Lane	Citizen Representative	
Christine Hildebrant	Oregon Department of Transportation	
<b>Alternates</b>	<b>Jurisdiction</b>	<b>Attendance</b>
Kyle Ward	City of Jefferson	
Andrew Potts	City of Millersburg	
Councilor Michael Thomson	City of Albany	
Joe Samaniego	City of Tangent	
Amy Ramsdell	Linn County	
Gary Stockhoff	Benton County	
James Feldmann	Oregon Department of Transportation	

**Quorum Requirement:** MPO business may be conducted provided a quorum of the Policy Board is in attendance. A quorum consists of at least four members of the Policy Board or their alternates. The Policy Board members may participate telephonically or by other means of electronic communication as provided in Section 6.D (Special or Emergency Meetings).  
 – AAMPO Policy Board Bylaws, Section 6: Meeting, Subsection E: Quorum

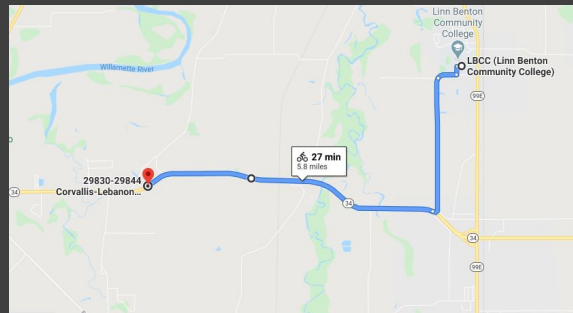
## Research Question

What are the materials, labor and logistics of building a complete bike path from the Benton county-line to LBCC.

## Introduction

Given that the goal of this project was to determine the materials, cost, and labor required to construct a bike path leading from LBCC to Benton County, meeting with contractors became necessary to obtain a general and professional evaluation of costs. After meeting with three contractors across the greater Albany area licensed to operate in the Linn and Benton counties, estimates were obtained for the rough costs of labor, construction, planning and materials involved in the generation of the bike path illustrated in the figure below. From the estimates received from 3 separate contractors, the average net cost of the project runs approximately \$990,000, as illustrated in the table to the right.

## Planned Bike Path Route



# PATH TO SUCCESS

Colton Blaser, Steven Nelson, Cody Edwards, Luke

Wiebe, Jonah Tappan, Daniel Breithaupt (Right to left, top to bottom.)

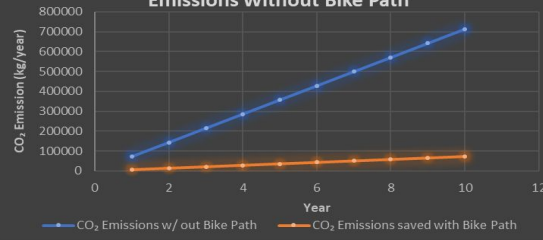
## Labor

The estimated time to complete the construction of the bike path, from planning, engineering, site development to final paving, is estimated to take approximately 8-10 months, according to the contracting companies interviewed, largely influencing the cost of labor.

## Bike Path vs. No Bike Path

The average CO<sub>2</sub> emissions per year on the stretch of hwy. is 71,704.62 kg per year. By creating this bike path we could save %10 of that approximately 7170.5 kg CO<sub>2</sub> per year.

CO<sub>2</sub> Emissions Saved Per Year w/ Bike Path Vs. Emissions Without Bike Path



## Conclusion

A bike path is a fun and safe way to get exercise and commute from/ to work or school. With a total CO<sub>2</sub> emissions savings of approximately 71,704.64 kg over 10 years, the bike path is an environmentally green solution to commuting and distanced transportation. With an average cost of \$990,000 this is a cheap and effective method to increase the physical health and mental wellbeing of the

## Attachment A1



## Bid Cost Evaluation

	Cost (\$)
Knife River Corp.	\$8,200
Maintenance Cost	\$101,999
Asphalt Net Cost	\$511,000
Concrete Cost	\$330,000
Equipment/ Labor Cost	\$45,030
Land Surveying	\$996,229
Total Cost	

	Cost (\$)
Holderman Paving, LLC.	\$5,000
Maintenance Cost	\$97,520
Asphalt Net Cost	\$482,574
Concrete Cost	\$350,000
Equipment/Labor Cost	\$40,000
Land Surveying	\$975,094.08
Total Cost	

	Cost (\$)
Albany PWD-ENG.	\$4,800
Maintenance Cost	\$104,944.05
Asphalt Net Cost	\$473,094.24
Concrete Cost	\$380,000.00
Equipment/Labor Cost	\$35,000.00
Land/Surveying Cost	\$997,838.29
Total Cost	

	Cost (\$)
Average Cost (\$)	\$989,720.46

## Unit Analysis

SAND 9656m X 3.7m X .11m = 3930 m<sup>3</sup> of sand X (1.56 ton / 1 m<sup>3</sup>) X (\$ / ton Sand) = \$29,475 of Sand

Asphalt 9656m X 3.7m X .08m = 2858 m<sup>3</sup> of Asphalt X (2.5 ton / 1 m<sup>3</sup>) X (\$150 / ton Asphalt) = \$720,300 of Asphalt

Aggregate base/ Gravel 9656m X 3.7m X (0.06+0.23) m = 10361(m<sup>3</sup>) of Aggregate X (1.68 ton / 1 m<sup>3</sup>) X (\$50 / ton Aggregate) = \$1,295,100 of Aggregate

Estimated

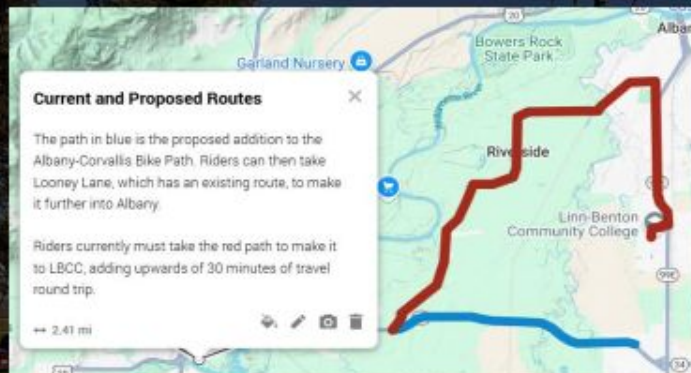
Total material cost

\$29475+\$720300+\$1295100 = \$2,044,875

# LBCC-Corvallis Bike Path Benefits

**Research Question:** How does an LBCC-Corvallis Bike Path affect the surrounding community?

Blake Lovell, Braedy Vogt, Liam Kinnett,  
Jesus Moreno, Jay Gelsomino, Noah Eddy  
PH 212 Winter 2025



## Streamlined Transportation

A new path will save people a half hour round trip. The current route forces bikers to take a winding country road or risk the highway. A new path would give students and citizens more travel options.

## Encouraging Exercise

According to the National Institute of Health there is a relationship between the proximity to bike paths and the frequency at which people exercise.

Variable	Full Sample, %		Connect2 Users, %	
	1-Year Follow-Up	2-Year Follow-Up	1-Year Follow-Up	2-Year Follow-Up
Use for any purpose	32	38	100	100
Walking for recreation	27	33	84	85
Cycling for recreation	12	15	37	39

This is data that was collected by the NIH from an experiment that took place between 2010-2012 in the UK.

## City Air Quality

There is a defined relationship between one's proximity to roadways and the prevalence of asthma. These two images illustrate the relationship between proximity to roadways and the prevalence of asthma in Oregon.



## Personal Testimony



"After experiencing riding on both the existing bike path and the highway, I can personally attest to the lack of safety when riding on the highway."

-Blake L, Student

"The current route is dangerous. Trucks speed at 60 MPH only inches away from the shoulder. A new path would minimize this safety hazard."

-Liam K, Student



## Conclusion

A bike path from Corvallis to Linn-Benton would provide safe and efficient transportation for the public, encourage exercise, and reduce CO2 emissions by at least 1062 tons per year.

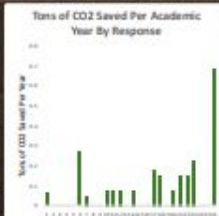
## Future research

- Meet with city officials to propose construction
- Continue to collect data from the existing poll



## Reduced Footprint

Using factors like car type and stated bike usage, we calculated that our 26 survey respondents would save a total of 2.3 tons of CO2 each year. Extrapolating this data to all of LBCC yields 1062 tons yearly.



Trips	mi	g reactant	g reactant	mol reactant	mol product	L product
week	trip	mi	g reactant	g reactant	mol reactant	mol product

# LBCC-Corvallis Bike Path Costs

Research Question: What are the costs and construction requirements of an LBCC-Corvallis bike path?

## Bid Evaluation

ITEM	QUANTITY	UNIT PRICE	BID TOTAL
TOTAL LABOR	1	\$ 138,362.60	\$ 138,362.60
8" BASE ROCK	9,700	\$ 46.12	\$ 447,364.00
4" ASPHALT PAVING	5,280	\$ 119.93	\$ 633,230.40
1" SHOULDER ROCK	1,000	\$ 71.56	\$ 71,560.00
JERSEY BARRIERS	147	\$ 1,200.00	\$ 176,400.00
<b>BID TOTAL</b>			<b>\$ 1,466,917.00</b>

This bid was done by Knife River, providing us with a rough estimate for our material needs

Our project team provided additional expense for concrete jersey barrier that should be provided on each bridge

## Proposed Construction

The path will run along Highways 34's existing right of way, spanning 4 miles and crossing 2 waterways.

Asphalt: 4" x 10' x 21,120' =  
2607 Cubic Yards

Aggregate: 8" x 10' x 21,120' =  
5215 Cubic Yards

## Completed bike path visual



This is visual of what the bike path could like with the dimensions described. The visual was made using Streetmix.

## Concrete barriers

To cross over Lake Creek and the Calapooia River we decided to merge the bike path with existing bridges and improve biker safety through installation of Concrete Jersey Barriers. According to ODOT, these barriers must be placed with a 2 ft offset from the road, so we had enough room to merge our bike path into our existing bridges. This brought costs down for our project, improved biker safety, and provided a sustainable solution for our problem.



## Conclusion

Construction of a 4-mile-long bike path would cost \$1,466,917 and provide connectivity from Corvallis to Linn Benton. The path requires a total of 2607 cubic yards of asphalt and 5215 cubic yards of aggregate. Merging the path with existing bridges over waterways will tremendously cut down of costs and labor time.

## Future research

- Conduct soil tests to determine composition and structural stability
- Evaluate stormwater treatment in the area
- Evaluate money saved by merging bike path over bridges
- Meet with city officials to propose construction



# Bike Path Project

Sam Mireles, Bridget Kishpaugh,  
Maite Garcia-Gonzalez, Theo Miller

Physics 212 Winter 2026



**Research Question:** What materials are required to build a bike path?

## WHY IS THIS IMPORTANT?

The application of bike paths helps in creating transportation infrastructure that lasts longer than roadways because the force of bikes is substantially less than cars. Potholes are common on many roadways in Corvallis. They are caused by the force of cars driving water into the roadbed, eventually eroding parts of it. Asphalt sinks into the eroded parts of the roadbed under the impact of car tires, causing a pothole. Bikes create less of a downward force on the road, and the speed of travel creates less stopping friction, reducing overall damage on the asphalt.

Friction is another important factor for the safety of bicyclists along a bike path. It helps the bike stay upright and allows the rider to cruise at a faster speed safely. More friction allows better braking and maneuverability. Creating an asphalt path gives bikers a relatively high coefficient of friction (0.65) compared to gravel or dirt with a coefficient of friction of 0.35. This factor combined with slower speeds creates a safer method of transportation compared to motor travel.

Surface type	Coefficient of Friction	Surface type	Coefficient of Friction
Gravel and dirt road	0.35	Wet concrete	0.60
Wet, grassy field	0.20	Snow	0.20-0.25
Dry asphaltic concrete	0.65	Ice	0.10-0.15
Wet asphaltic concrete	0.50	Loose moist dirt	0.60-0.65
Dry concrete	0.75		

## DATA COLLECTED

The proposed path section will be a tier-1 Shared use side path. A tier-1 bike path is separated from the main roadway by a natural or artificial barrier. The path will be 8' wide and require 10" depth of aggregate and 4" asphalt. It will be approximately 6 miles in length.

Asphalts main composition is a mixture of crushed stone, gravel, sand, and bitumen. For this path, it would be applied as hot-mix from an asphalt paving machine.

Aggregate is a mix of sand, gravel, and crushed stone. It forms the base for many foundations in construction.

## DATA ANALYSIS

For the construction of the proposed path, a total of 83,000 ft<sup>3</sup> of aggregate is needed and 210,000 ft<sup>3</sup> of asphalt is needed.

Volume calculation: Length x Width x Thickness  
L = 31,680ft ; W= 8ft; T=1.167ft

Total cost for these materials ranges from about 715,000 to 1.5 million dollars.

Cost Ranges for Aggregate	
Amount Needed: 83,000 cubic feet	
Cost per cubic foot	\$1.11 - 3.70
Low Estimate	\$93,130
Medium Estimate	\$200,115
High Estimate	\$307,100

Cost Ranges for Asphalt	
Amount Needed: 210,000 cubic feet	
Cost per cubic foot	\$2.96 - 5.93
Low Estimate	\$621,600
Medium Estimate	\$933,450
High Estimate	\$1,245,300



**Binding Agent**  
\*Bitumen is a hydrocarbon byproduct from petroleum and is used as a binder for various construction applications.



## Visual Representation of Pothole Creation



## CONCLUSION:

Our research question asked about the materials that are required to build a bike path from Corvallis to the Linn Benton Community College.

The distance from Corvallis to LBCC is about 10 miles, with 4 miles of bike path already existing. This left approximately 6 miles of path to build to complete the cycleway. Adhering to ODOT tier-1 bike path standards, the proposed design has an 8 foot width with a structural composition of 4" of hot-mix asphalt and 10" of aggregate base.

These material specifications provide the necessary structural integrity to endure the regional climate while also giving students and residents access to a safe, cost-effective transportation link.

**ALBANY METROPOLITAN PLANNING ORGANIZATION  
POLICY BOARD VIRTUAL MEETING  
Wednesday, April 22, 2026  
2:30pm – 4:30 pm**

**Virtual Via Microsoft Teams Technologies**

<b>Board Members</b>	<b>Jurisdiction</b>	<b>Attendance</b>
David Watkins	City of Jefferson	No
Scott Cowan	City of Millersburg	No
Councilor Carolyn McLeod	City of Albany	No
Councilor Greg Jones	City of Tangent	No
Commissioner Roger Nyquist	Linn County	No
Commissioner Pat Malone	Benton County	Yes
Darrin Lane	Citizen Representative	Yes
Christine Hildebrant	Oregon Department of Transportation	Yes
<b>Alternates</b>	<b>Jurisdiction</b>	<b>Attendance</b>
Kyle Ward	City of Jefferson	No
Andrew Potts	City of Millersburg	Yes
Councilor Michael Thomson	City of Albany	No
Joe Samaniego	City of Tangent	No
Amy Ramsdell	Linn County	Yes
Gary Stockhoff	Benton County	Yes
James Feldmann	Oregon Department of Transportation	Yes

**Guests:** Steve Harvey.

**Staff Present:** AAMPO Planner Billy McGregor, Planning Supervisor Justin Peterson, and Assistant Planner Justin Epiaka.

TOPIC	DISCUSSION	DECISION / CONCLUSION
<p>1. Call to Order, Agenda Review, and Roll Call</p>	<p>The April AAMPO Policy Board meeting was called to order at 2:31pm by the stand-in Chair, Gary Stockhoff.</p> <p>There were no changes to the meeting agenda.</p> <p>AAMPO Planner Billy McGregor conducted roll call for the meeting.</p>	<p><b>The meeting was called to order at 2:31pm by the Chair, Gary Stockhoff.</b></p>
<p>2. Public Comments</p>	<p>There were no public comments provided to the AAMPO Policy Board members and guests present.</p>	<p><b>There were no public comments.</b></p>
<p>3. Approve minutes of the AAMPO Policy Board Meeting on Wednesday, March 25, 2026 (Attachment A)</p> <p><b>Action:</b> Decision on Minutes</p>	<p>The AAMPO Policy Board members approved of the minutes of the March 25, 2026, Policy Board Meeting, by consensus with no corrections.</p> <p>There were no votes against.</p>	<p><b>The AAMPO Policy Board members approved of the Policy Boards Meeting Minutes on Wednesday, March 25, 2026, by consensus with no corrections.</b></p>
<p>4. STIP Full Amendments (Attachment B)</p> <p><b>Action:</b> Decision on Amendment</p>	<p>Billy McGregor presented the STIP Full Amendments and noted that the item had previously been reviewed by the TAC.</p> <p>McGregor shared a minor packet amendment to clarify the action requested and noted that the public comment period for the amendments ran from April 8 through April 22. He also shared that one public comment had been received on the amendments.</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>McGregor also reviewed the second amendment for Project 24463, 5310 STBG Formula Gap Funding for Linn County, which would add a new project and move funds from project keys 22013 and 22009 to support the transition of federal awards to the federal fiscal year.</p>	<p><b>The AAMPO Policy Board approved both STIP Full Amendments by consensus.</b></p>

	<p>Commissioner Malone asked if there were any objections to the two amendments.</p> <p>There were no objections and the Policy Board approved both amendments by consensus.</p> <p>McGregor noted that staff would forward the updates to ODOT.</p>	
<p>5. RTP Draft Maps (Attachment C)</p> <p><i>Action: Information</i></p>	<p>Billy McGregor presented draft maps for the 2050 AAMPO-CAMPO Joint RTP and noted that the maps had already been reviewed by both AAMPO and CAMPO TACs.</p> <p>McGregor explained that the draft maps are being used to shape the existing conditions section of the RTP and to gather feedback on the overall direction of the mapping effort.</p> <p>McGregor noted that the current draft maps display both MPO areas together as part of the joint planning effort. He shared that feedback received so far has included concerns about the current color palette and the use of separate legend breaks for AAMPO and CAMPO.</p> <p>McGregor explained that staff have already begun revising the maps to use a more consistent color approach and to explore using the same data breaks for both regions. He also noted that staff are continuing to review whether limited English proficiency data will still need to be included based on updated Title VI emphasis area guidance.</p> <p>Commissioner Malone suggested that several of the environmental and resource related maps later in the list may be better handled through links to other information sources rather than inclusion in the RTP itself. He noted that maps directly related to transportation, such as crash maps, are more important to the document than items such as wetlands or floodplains.</p> <p>Commissioner Malone also reiterated prior discussion about simplifying the mapped comparisons between AAMPO and CAMPO by using more commonality between the two legends where possible.</p> <p>McGregor noted that staff had been using ESRI's recommended natural</p>	<p><b>Review of current planning work.</b></p>

	<p>breaks to avoid introducing bias into how the data is displayed but confirmed that staff will continue refining the draft maps and bring back an updated map packet at a future meeting.</p> <p>No formal action was taken. The item was presented for information and discussion.</p>	
<p>6. FY2027 In-Kind Services Match</p> <p><b>Action:</b> Review/ Information</p>	<p>Billy McGregor presented an update on the FY2027 in-kind services match requirement and noted that the required match for the upcoming fiscal year is projected at \$28,597, which is significantly higher than the current fiscal year.</p> <p>McGregor explained that the increase is largely due to carryover funds from prior years, which create additional opportunities for planning projects but also raise the local match requirement.</p> <p>McGregor reviewed the estimated sources of in-kind match, including TAC meetings, Policy Board meetings, Albany Transit staff time, public participation, special project planning, and RTP related work. He noted that staff currently estimate AAMPO will be able to meet approximately \$28,935 in in-kind match through these combined efforts. McGregor also emphasized that meeting attendance, defining Task 500 special projects, and presentations by TAC members or project partners on regionally relevant topics will be important strategies for meeting the requirement.</p> <p>Commissioner Malone asked what the match requirement was for the current fiscal year. McGregor responded that the current year's match is approximately \$19,000 and noted that even that amount had been considered high.</p> <p>Commissioner Malone asked whether the FY2027 estimate was realistic, and McGregor stated that he believes it is, noting that staff intend to account for all eligible time and service contributed to AAMPO.</p> <p>Commissioner Malone noted that while the high match requirement is a challenge, it also reflects conservative budgeting and available funds for</p>	<p><b>Presentation.</b></p>

	<p>planning work. He encouraged staff to continue updating the Board on progress toward the match target and suggested that future meeting materials continue to remind members that attendance supports AAMPO's in-kind match. McGregor agreed and noted that staff will continue tracking and reporting on match progress.</p> <p>Darrin Lane also expressed appreciation for McGregor's work and noted that staff at the COG are doing a strong job.</p> <p>No formal action was taken. The item was presented for information and discussion</p>	
<p>7. FY2027 Special Projects</p> <p><b>Action:</b> Information &amp; Discussion</p>	<p>Billy McGregor presented the FY2027 Special Projects discussion and noted that approximately \$68,000 is available within Task 500 for planning level special projects.</p> <p>McGregor explained that these funds are intended for planning work rather than construction and referenced the Old Salem Road scoping project as an example of an appropriate use of these funds. He noted that staff are seeking project ideas over the next two to three months so a project can be approved and included in the FY2027 work program.</p> <p>McGregor shared that a previously discussed idea related to the Corvallis to Albany Multimodal Path in North Albany is no longer being pursued in the same way.</p> <p>James Feldmann explained that the county's need is primarily for design and construction funding rather than planning funds, and that discussions with local partners had led to the conclusion that the remaining gap could likely be addressed by extending the limits of an existing project rather than creating a separate AAMPO planning project.</p> <p>McGregor noted that AAMPO may still consider planning efforts tied to regional corridor needs, including locations just outside the formal MPO boundary if they are part of the RTP corridor framework.</p> <p>Amy Ramsdell confirmed that the available funds are planning dollars and noted that the more immediate need in some cases is construction funding.</p>	<p><b>No formal action needed.</b></p>

	<p>McGregor noted that if jurisdictions have projects with both planning and construction components, staff may be able to consider a planning portion through the special projects process and a construction portion through STBG.</p> <p>James Feldmann asked whether the special project funds could be transferred to a local jurisdiction or whether the work would need to be delivered directly by AAMPO. McGregor noted that he did not yet have an answer and would look into that, as it could affect what types of projects are feasible.</p> <p>Amy Ramsdell also asked whether these funds could be used as match for federal grants. McGregor noted that he did not believe so but agreed to confirm that question as well.</p> <p>McGregor concluded by asking Board members to bring forward planning project ideas for consideration and noted that staff would continue working with partners and seek clarification on funding eligibility questions before returning with next steps.</p> <p>No formal action was taken.</p>	
<p>8. 2026 Bike Count Locations (Attachment F)</p>	<p>Commissioner Malone introduced Attachment F, noting that it was included in the packet but not listed on the meeting agenda.</p> <p>Billy McGregor reviewed the bike count locations previously counted within the AAMPO region, including two locations on the Dave Clark Path and two locations on the Periwinkle Bike Path. He then reviewed recommended locations for future counts and explained that staff had coordinated with the Mid Valley Bike Club to identify useful on-road count locations.</p> <p>McGregor noted that Bryant and Riverside Drive had emerged as a leading location for future counting because it is feasible to install counters there with existing equipment and because the location may help establish before and after data related to possible future bicycle and roadway improvements. He also noted that North Albany Road remains another strong candidate, particularly because of related multimodal project activity in that area.</p> <p>McGregor explained that some suggested locations would be more difficult</p>	<p><b>Discussion with Policy Board, and recommendations from members on future work sites.</b></p>

	<p>or less safe to count using current equipment and may require different technology in the future.</p> <p>Commissioner Malone suggested that future lists should better sort and prioritize locations, including moving less feasible locations lower in the list. He also noted interest in continuing to explore lower resolution camera-based count equipment that could be pole mounted and used in a wider range of settings.</p> <p>Steve Harvey shared that the large number of suggested locations reflects broad interest from the bicycle community and noted that future prioritization could focus on locations where count data would be most useful for transportation planning, safety, and tracking RTP related investments.</p> <p>McGregor agreed that before and after count data is especially useful and noted that Riverside Drive and North Albany Road are the strongest current candidates for that purpose.</p> <p>Amy Ramsdell expressed support for prioritizing Riverside Drive because of the value of collecting before and after data.</p> <p>McGregor confirmed that staff will prioritize Riverside Drive for this year's count work and may look at North Albany in the future season. He also noted that staff are not currently proposing to purchase additional count equipment before July 1, though staff will continue evaluating options and may revisit that discussion in the future.</p> <p>No formal action was taken.</p>	
<p>9. Jurisdictional Updates/Other Business</p>	<p><b>AAMPO Staff Updates:</b></p> <p>Billy McGregor shared that staff are continuing work on several regional projects, including the Tangent TSP, the Millersburg TSP, and the Old Salem Road scoping study with Kittelson, Linn County, Millersburg, and participation from the City of Albany. McGregor noted that the kickoff for the Old Salem Road scoping study had taken place and went well.</p>	<p><b>Staff and Board Member updates.</b></p>

**Jurisdictional Updates:**

Benton County: Commissioner Pat Malone shared that he recently toured the new courthouse on 2nd Avenue and noted that there appears to be a required path along the frontage of the site, which may connect to future multimodal planning in the area. Commissioner Malone also shared that he attended the ribbon cutting for the Linn-Benton Community College mobility hub and noted that the project is now complete.

Linn County: Amy Ramsdell thanked staff for coordinating a recent meeting regarding the Tangent Drive project and noted that Linn County continues to move forward with the Riverside Drive BUILD grant effort. Ramsdell also shared that Linn County has received 43 signatures in support of the future roundabout project at Knox Butte and Scrael Hill, which she noted is unusual and encouraging public support for the project.

Tangent: There were no members from Tangent present to provide an update.

Albany: There were no members from Albany present to provide an update.

Jefferson: There were no members from Jefferson present to provide an update.

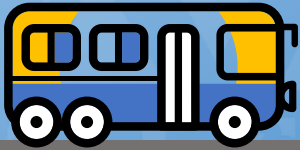
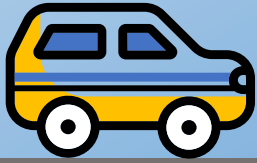
Millersburg: Andrew Potts shared that Millersburg is continuing work on its TSP update. He also noted that Transition Parkway is expected to open to traffic in June, with paving scheduled for the following month. Potts added that the Woods Road multi-use path project is moving closer to the 90 percent design milestone and that the city will also be seeking construction funding for that project.

ODOT: Christine Hildebrant shared that the Van Buren Bridge project continues to make solid progress and remains ahead of the December 31 completion date, with completion now anticipated later this summer. She also noted that the ribbon cutting is scheduled for May 6 at Riverfront Park.

James Feldmann added that the Cascades West ACT would be meeting the following day and noted that the region still has room for additional projects on its priority list.

	<p><b>Other Business:</b></p> <p>Commissioner Malone highlighted upcoming public involvement opportunities related to the Corvallis to Albany Path and the North Benton County Community Pathways project.</p> <p>James Feldmann shared that the April 28 in-person open house for the North Benton County Community Pathways project will be held at Letitia Carson Elementary School from 4:00 p.m. to 6:00 p.m. He also noted that open houses for the Corvallis to Albany Path will be held on May 16 at the Albany and Corvallis Farmers Markets, with online open house options available as well</p>	
10. Adjournment	The next AAMPO Policy Board Meeting is scheduled for Wednesday, May 27, 2025.	<b>The meeting was adjourned at 3:40pm by the Chair, Commissioner Pat Malone.</b>

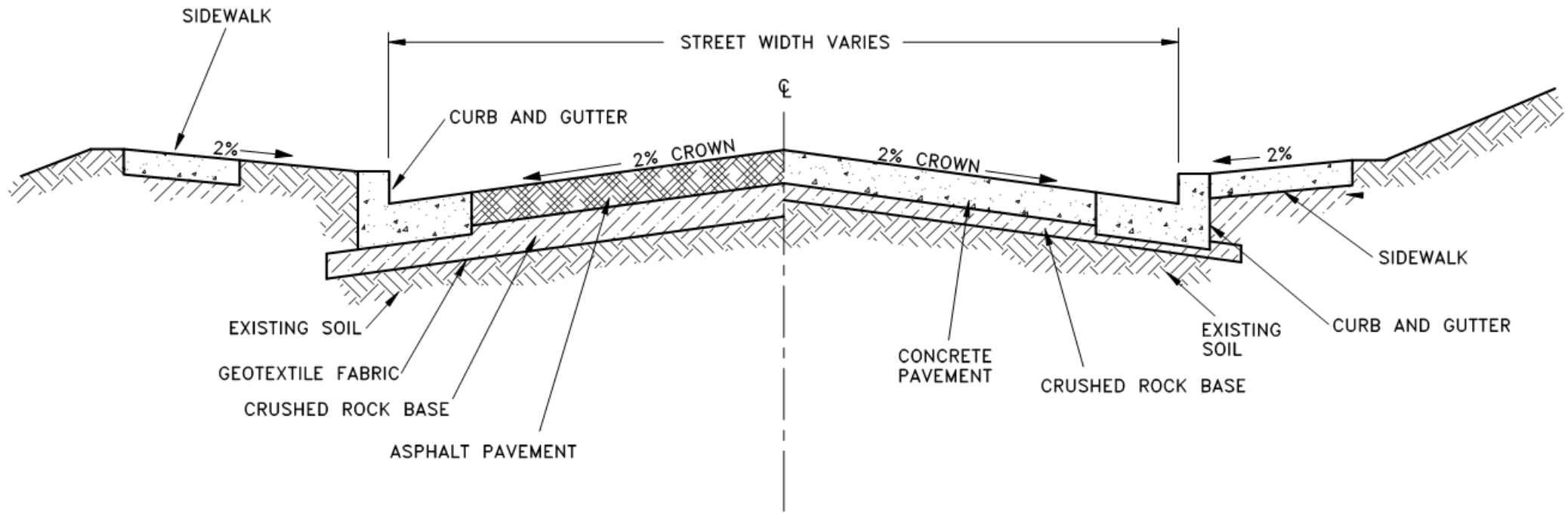
# Pavement Condition and Maintenance Discussion



## 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

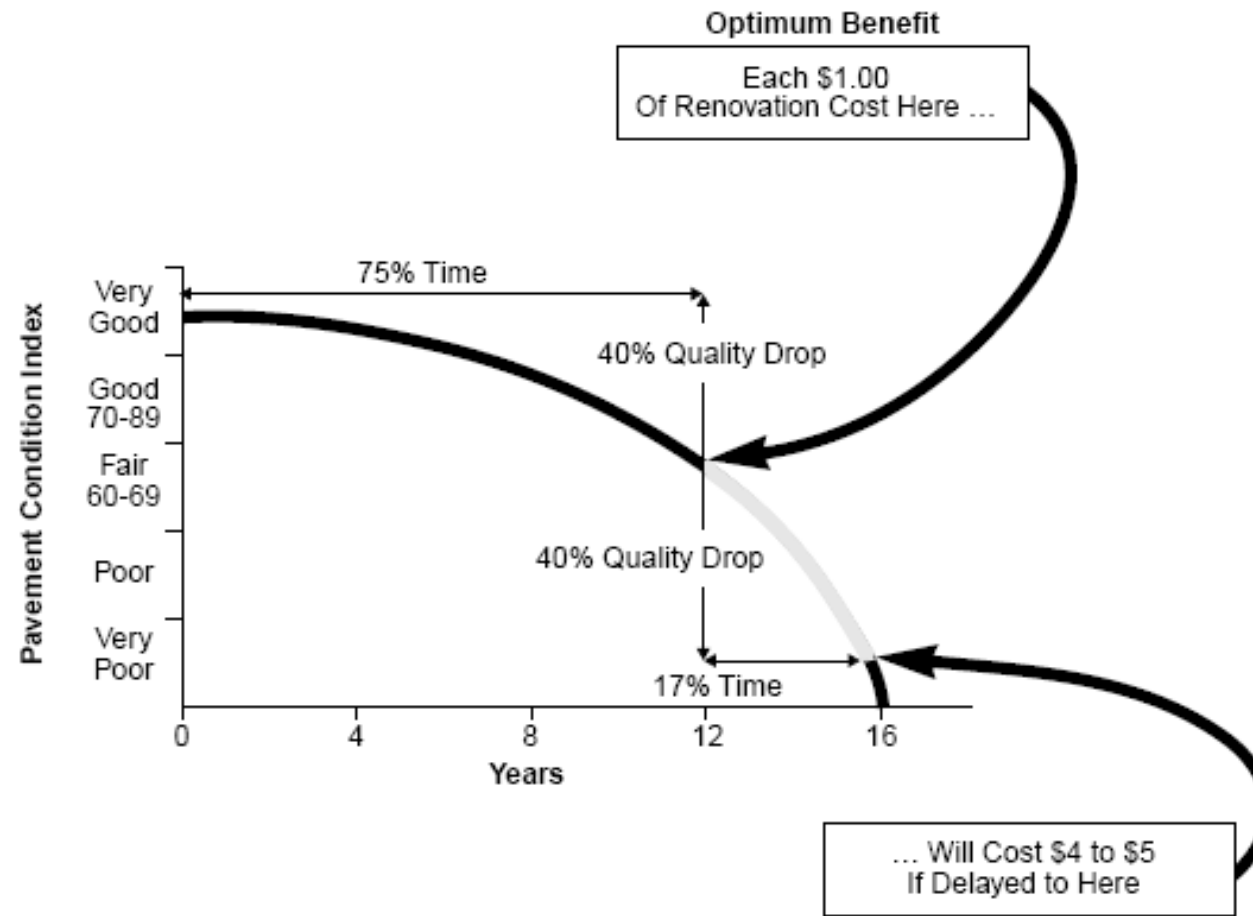


Reconstruction

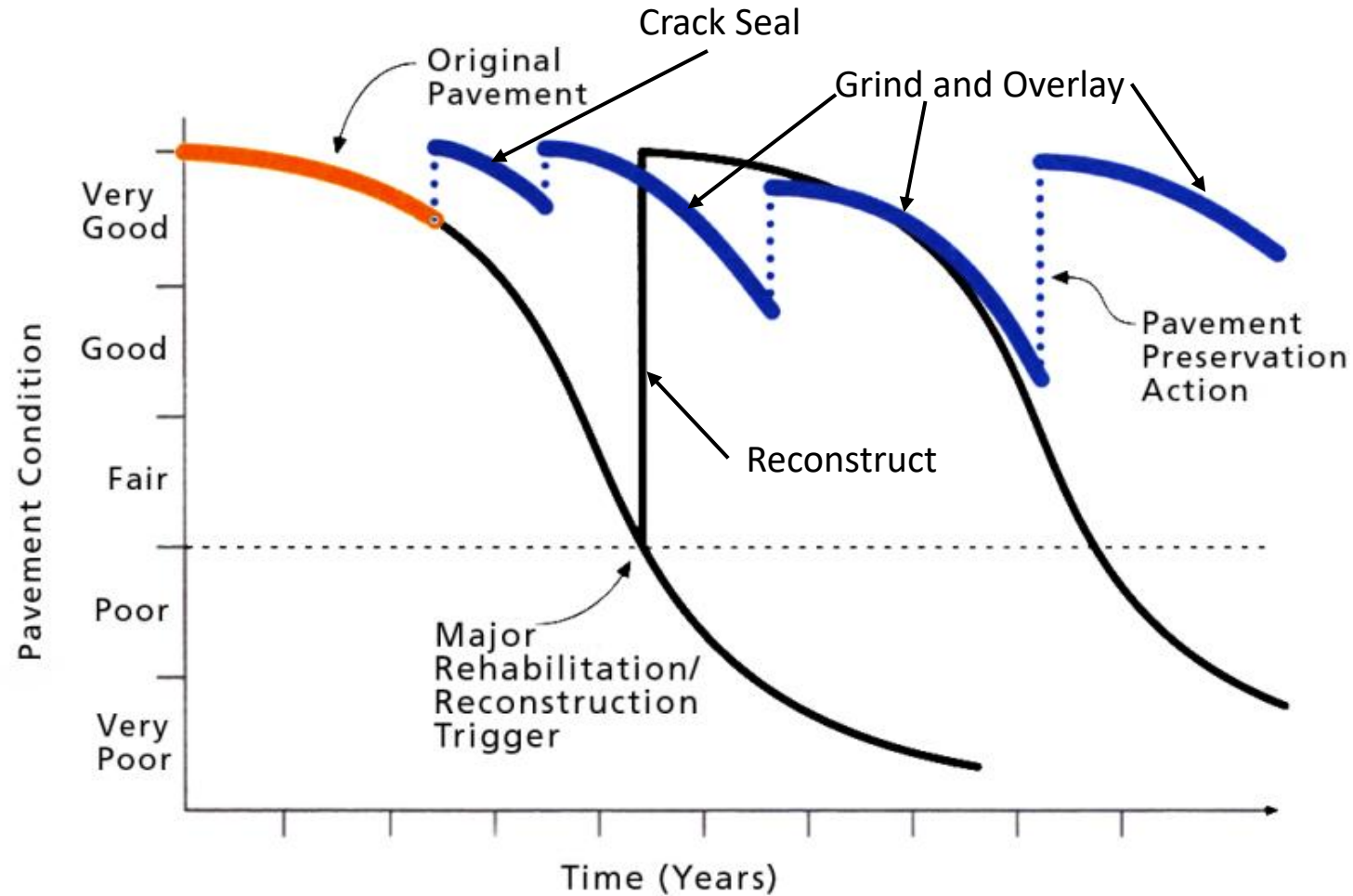
# Pavement Rehabilitation Options

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



# 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 27, 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

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



**Date:** May 27, 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
<b>Total</b>	<b>\$ 2,415,000</b>

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 \$831,035 for 2027-2030.

# MEMORANDUM

## Albany Area Metropolitan Planning Organization

City of Albany • City of Jefferson • City of Millersburg • City of Tangent • Linn County •  
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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.

# MEMORANDUM

## Albany Area Metropolitan Planning Organization

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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