



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, August 20, 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 Comment | Chair |
| 3) | 9:10 | Approve the minutes of TAC meeting on Thursday, July 16, 2026
(Attachment A pg. 04) | Chair |
| | | <i>Action: Decision on minutes</i> | |
| 4) | 9:15 | STIP Administrative Amendments (Attachment B1 pg. 14)
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. 16)
Full Amendments are brought to the TAC for approval before going to the Policy Board. Amendments are for projects 22946 Beta Drive SW Rail Crossing (Albany). | Staff
McGregor |
| | | <i>Action: Recommendation on Amendment</i> | |
| 6) | 9:40 | RTP Projects Outreach
Review of outreach strategies, including web mapping, public display/activity board at local libraries, and surveys. | Staff,
McGregor |
| | | <i>Action: Discussion</i> | |

Meeting facilities are accessible to persons with disabilities. If you will need any special accommodations, please contact Ashlyn Muzechenko at least 72 hours prior to the meeting. Ashlyn can be reached at 541-812-2002. TTY/TTD 711.

- | | | | |
|-----|-------|---|---|
| 7) | 9:50 | RTP Chapters 1 & 2 Draft Review (Draft Emailed)
Drafts emailed to members prior to meeting for comment. Group discussion at meeting.

<i>Action: Discussion</i> | Staff,
McGregor &
Epiaka |
| 8) | 10:10 | UPWP FY26 In-Kind Match Reporting (Attachment C pg. 18)
Review of final report of UPWP FY26 In-Kind Services and Match.

<i>Action: Information and Discussion</i> | Staff,
McGregor |
| 9) | 10:15 | Rural Transit Study Scope (Attachment D pg. 19)
Review of project scope for Task 540 for UPWP FY27. Review of proposal to increase budget of Rural Transit Study.

<i>Action: Discussion and Approval Recommendation</i> | Staff,
McGregor |
| 10) | 10:30 | Jurisdictional Updates/Other Business
<div style="display: flex; justify-content: space-between;"> <ul style="list-style-type: none"> • Staff • Benton County • Linn County • Tangent <ul style="list-style-type: none"> • Albany • Jefferson • Millersburg • ODOT </div> | Chair, All |
| 11) | 11:00 | Adjournment
Next regularly scheduled meeting: Thursday, September 17, 2026, and will be virtual only. | Chair |

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Upcoming RTP Schedule

Combined MPO	AAMPO + CAMPO Combined RTP 3 Month Schedule													
AAMPO	August					September					October			
CAMPO	3	10	17	24	31	3	10	17	24	31	5	12	19	26
Future Trends & Scenarios (3-4 total) w/ TAC								17						
Future Trends & Scenarios (3-4 total) w/ Policy Board									23					
Share future scenario results with the public and gather input on the preferred future scenario														
Review previous RTP projects w/ TAC								17				15		
Work with TAC to identify TSP projects for RTP								17				15		
Staff Setup of Interactive Web Map and deployment														

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, July 16, 2026
 Virtual via Microsoft Teams Technologies

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

Guests: There were no guests present.

Staff: AAMPO Planner Billy McGregor, CAMPO/Senior Planner Corum Ketchum, Planning Supervisor Justin Peterson, Assistant Planner Madeline Powell, Assistant Planner Justin Epiaka, Administrative Assistant Travis Overvig

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, Roll Call	Staff McGregor conducted a roll call and determined a quorum of members was present. The meeting was called to order at 9:03am by the Vice-Chair Chris Cerklewski. An Agenda Review was completed, and there were no changes.	The meeting was called to order at 9:03am by the Vice-Chair Chris Cerklewski.
2. Public Comments	There were no public comments received by the AAMPO TAC Members in attendance.	There were no public comments.

3. Approve minutes for June 18, 2026, AAMPO TAC Meeting. (Attachment A) Action: Decision on Minutes	The AAMPO TAC members in attendance agreed to approve the Technical Advisory Committee Meeting Minutes of June 18, 2026, meeting by consensus. James Feldmann moved to approve. Andrew Potts seconded. The minutes were approved with no objections or corrections. Gary Stockhoff of Benton County voted in favor. James Feldmann with ODOT voted in favor. Chris Cerklewski of Albany voted in favor. Andrew Potts of Millersburg voted in favor. There were no votes against.	The AAMPO TAC members in attendance approved of June 18, 2026, Technical Advisory Committee Meeting Minutes by consensus.																				
4. STIP Administrative Amendments (Attachment B) Action: Information	Staff McGregor shared Attachment B, detailing the two administrative amendments: 24-27-3828, project 23134 (Murder Creek bridge) and 24-27-3829, project 23140 (Truax Creek bridge). - The request for both is to shift the right of way phase from the 26th to the 27th - Staff McGregor shared that he has approved these for ODOT to keep their STIP moving, which they are redoing and may need additional STIP amendments in the future. <table><tr><th colspan="5">STIP Revisions</th></tr><tr><th>Row</th><th>Revision Type</th><th>Project Key Number/s & Name/s</th><th>Project Description</th><th>Revision Information</th></tr><tr><td>1</td><td>Administrative Amendment 24-27-3828</td><td>23134 Murder Creek (Nygren Road) bridge (Linn Co)</td><td>Rehab existing bridge to include installing erosion protection, add new pavement, replace bridge rail and other general maintenance needs to maintain bridge integrity.</td><td>Shift ROW phase from 2026 to 2027</td></tr><tr><td>2</td><td>Administrative Amendment 24-27-3829</td><td>23140 Truax Creek (Clover Ridge Road) bridge (Linn Co)</td><td>Replace the bridge to meet current standards.</td><td>Slip the RW phase to begin in FFY27.</td></tr></table>	STIP Revisions					Row	Revision Type	Project Key Number/s & Name/s	Project Description	Revision Information	1	Administrative Amendment 24-27-3828	23134 Murder Creek (Nygren Road) bridge (Linn Co)	Rehab existing bridge to include installing erosion protection, add new pavement, replace bridge rail and other general maintenance needs to maintain bridge integrity.	Shift ROW phase from 2026 to 2027	2	Administrative Amendment 24-27-3829	23140 Truax Creek (Clover Ridge Road) bridge (Linn Co)	Replace the bridge to meet current standards.	Slip the RW phase to begin in FFY27.	Staff McGregor shared Attachment B: STIP Administrative Amendments which have been approved for ODOT
STIP Revisions																						
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2	Administrative Amendment 24-27-3829	23140 Truax Creek (Clover Ridge Road) bridge (Linn Co)	Replace the bridge to meet current standards.	Slip the RW phase to begin in FFY27.																		
5. Old Salem/Salem Ave Update (Attachment C1) Action: Presentation and Information	Staff McGregor shared Attachment C, the final report on the Old Salem Rd/Salem Ave scoping study for Millersburg. - The comments provided to Kittleson and their scoping study at the last meeting have been implemented throughout. - The final report includes design standards review, existing conditions, recent developments and growth projections, needs	Staff McGregor shared Attachment C: Old Salem/Salem Ave Study, detailing the final report from Kittleson’s scoping study																				

	assessments for the corridor (with gaps and deficiencies with specific intersections at Morningstar), and more final reports. • There is a large focus on NE Transition Parkway and Conser Rd and then the final intersection at Century Dr. • Recommendations include cross-section improvements: - Near-term recommendations include realignment on buffer bike lanes and restriping/different road markings on Century Dr, as well as recommendations for the driveway, which is a Linn County road over on Frontage St. The near-term cost estimate is \$1.4 million. - Mid-Term recommendations include laying down wider path, wider sidewalks, and multimodal path. As well as an intersection suggestion for Conser Rd to restrict left-turns, with left-turn traffic being absorbed by Transition Parkway. - Long-term solutions for the corridor include wider right-of-way. For Morningstar, recommendation is for a roundabout at the intersection connecting with Love's driveway and then main north-south section of Old Salem Rd, with the realignment of Morningstar in the future. Further, for Conser Rd and Transition Parkway, the recommendation is for a roundabout for both. The long-term cost estimate is \$33.6 million. - Future studies recommendations include a speed study and speed limit reduction, concept-level corridor design, concept-level intersection designs, crossing evaluation, traffic growth monitoring at NE Transition Parkway and NE Conser Road, and a transportation study for future redevelopment. No comments from the TAC	
6. COVID Reserves (Attachment D)	Staff Peterson shared Attachment D, explaining that we are looking to revisit the lump sum that was received for COVID relief. • Peterson explained that some projects were completed quickly, however there are a couple projects that have been lingering: Tangent Drive and Jefferson Crossing.	Peterson detailed the COVID Reserves funding available for projects. Amendment to increase bus shelter funding from \$41k to \$55k with

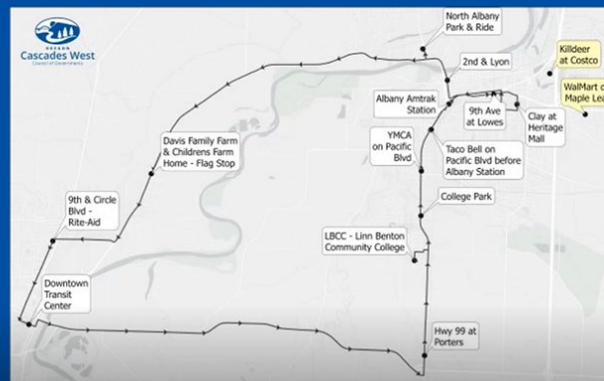
	• Currently, we are close to having an MOU completed with Tangent so that they can move forward with the engineering on Tangent Drive with the COVID funds and then they also have STBG funds for a portion of the construction. The challenge with construction is that the STBG allotment is not enough to do the full corridor. We will likely know more about the situation once engineering is completed. • The COVID funds will be focused on the engineering for the Tangent Drive project, having been previously switched from the original plan to use the funds for the Old Oak Dr project that was approved by the Tangent City Council and the AAMPO Policy Board. The goal is to spend these COVID funds down by June 30th 2027 at the very latest. • The original COVID-relief disbursement was \$960,000 with a 10% portion set aside for reserve funds (\$96,000). There is an additional \$14,000 in funds available that is currently unaccounted for, increasing the available funds to \$110,000. • Proposed Funding Plans: - Discussion with CED Director Matt Lehman is for a GIS database for multimodal data, looking for ways to house that data and maintain it long-term - Discussion with Loop, TAC, and Policy Board is to fund work for bus shelters. An analysis report of all the shelters on the Loop, such as their condition and utilization, which will be completed and presented in August. Options include moving current bus shelters to areas with higher utilization needs and/or purchasing and installing new bus shelters. The admin fee proposal of \$25,000 is for staff hours over the last 5 years, working on getting the MOU completed and coordinating with staff on projects. • Feldmann asked about the admin fee, given that the hours have already been spent, how will these funds be used moving forward. Peterson explained that the \$25,000 admin fee proposal would go into the COG's general transportation bucket of funds, which can be used for staff hours. Feldmann asked if the GIS database is also labor costs. Peterson explained that	additional \$14k in funds was approved unanimously by the TAC and will be sent to the Policy Board for review.
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	yes, that is correct. It would be funding for the GIS analyst to work on the database. • Feldmann shared that he'd love to see more infrastructure-related projects funded, ideally anything with the RTP or with local jurisdictions that could be done in a year. Cerklewski shared that he approves of the funding towards bus shelters, since funding for them is very limited. • Potts shared that Millersburg is still looking for funding for the Woods Rd multi-use path project coming up in 2027. This project is looking for roughly \$600,000 for construction and they were not able to receive the small city allotment grant (\$250,000) because they did not have the right-of-way acquired at the time. Other funding opportunities are limited at this time. Peterson asked if this project can be phased. Potts explained the project has already been phased into two parts to allow flexibility for grants. • Cerklewski explained the challenges with installing bus shelters, such as being ADA compliant and including that the last time they bought a bus shelter it was around \$20,000 to install. The benefits of funding bus shelters are that this is a project that can be completed within a year. Feldmann asked staff how many bus shelters we were proposing with \$41,000 in funds. Peterson explained that that will be part of the conversation with Candy and the goal will be to install a few priority shelters. Further, Cerklewski explained that there was research done and a list of places created that were worked on a few years ago that identified locations that needed bus shelters. Staff McGregor asked Cerklewski to send this data once found to Staff Powell so that they can add that information into their report for next month. • Peterson confirmed with the TAC that the discussion will be to move the extra \$14,000 towards the bus shelter funds, increasing it from \$41,000 to \$55,000.	
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	Stockhoff motioned to amend the Reserve Projects to include the additional \$14,000 to increase the bus shelter funding from \$41,000 to \$55,000. Feldmann seconded. Motion carried unanimously. Gary Stockhoff of Benton County voted in favor. James Feldmann with ODOT voted in favor. Chris Cerklewski of Albany voted in favor. Andrew Potts of Millersburg voted in favor. There were no votes against. <table><tr><th>Item</th><th>Budgeted</th><th>Status</th></tr><tr><td>Disbursement</td><td>\$ 960,000.00</td><td></td></tr><tr><td>Keep in reserves</td><td>\$ 96,000.00</td><td></td></tr><tr><td>Albany Queen Ave</td><td>\$ 350,000.00</td><td>Complete</td></tr><tr><td>Benton County Gibson Hill</td><td>\$ 150,000.00</td><td>Complete</td></tr><tr><td>Millersburg Woods Road</td><td>\$ 100,000.00</td><td>Complete</td></tr><tr><td>Tangent Drive - engineering</td><td>\$ 175,000.00</td><td>Pending</td></tr><tr><td>Jefferson Crossing</td><td>\$ 75,000.00</td><td>Pending</td></tr></table> <table><tr><td>Available Balance</td><td>\$ 360,000.00</td></tr><tr><td>Reserves</td><td>\$ 96,000.00</td></tr><tr><td>Project Allocations Remaining</td><td>\$ 250,000.00</td></tr></table> <table><tr><th colspan="2">Reserve Projects</th></tr><tr><td>GIS database - multimodal</td><td>\$30,000</td></tr><tr><td>Bus shelter purchases + install</td><td>\$41,000</td></tr><tr><td>Admin Fee Proposal</td><td>\$25,000</td></tr><tr><td>Total Reserve Projects</td><td>\$96,000</td></tr><tr><td>Balance</td><td>\$ -</td></tr></table>	Item	Budgeted	Status	Disbursement	\$ 960,000.00		Keep in reserves	\$ 96,000.00		Albany Queen Ave	\$ 350,000.00	Complete	Benton County Gibson Hill	\$ 150,000.00	Complete	Millersburg Woods Road	\$ 100,000.00	Complete	Tangent Drive - engineering	\$ 175,000.00	Pending	Jefferson Crossing	\$ 75,000.00	Pending	Available Balance	\$ 360,000.00	Reserves	\$ 96,000.00	Project Allocations Remaining	\$ 250,000.00	Reserve Projects		GIS database - multimodal	\$30,000	Bus shelter purchases + install	\$41,000	Admin Fee Proposal	\$25,000	Total Reserve Projects	\$96,000	Balance	\$ -	
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7. Loop Saturday Shopper Survey (Attachment E) Action: Discussion and Recommendation	Staff Powell shared Attachment E, the Loop Saturday Shopper Project & Survey. • Powell explained that this project started with the Loop TAC request to review the Saturday Shopper service in how it can better serve the community for weekend mobility. • The current Loop route includes 18 stops, has a run time of 85 minutes and reaches a population of 9,300.	Staff Powell shared the Saturday Shopper project and survey, detailing the different options offered to change the existing route to better serve community needs.																																										

- Proposed extensions include three options:
 - Option A - Add Winco: This option increases the runtime by 11 minutes; population/job reach by 1,300 and 6 SNAP retailers.
 - Option B - Add Walmart: This option increases the runtime by 16 minutes; population/job reach by 1,000/800 respectively and 4 SNAP retailers.
 - Option C - Add Winco + Walmart: This option increases the runtime by 19 minutes; population/job reach by 1,300 and 6 SNAP retailers.
- Possible reductions include:
 - Northern reduction that would shorten the route improving the runtime while still maintaining good coverage but would no longer go down Hwy 34 and Hwy 99.
 - Southern reduction would slightly increase runtime by 5 minutes and would serve the same amount of stops and population as the existing route though it would remove Hwy 20 completely from the shopper route.
 - Southern reduction/Add N. Albany scenario would still remove Hwy 20 but would add the N. Albany section of Hwy 20 that crosses the Willamette River.

Existing Saturday Route



Details	Existing
Name	Saturday
Length	30.31 miles
Stops	18 stops
Runtime	85 minutes
Population reach (<.25mi)	9300
SNAP retailers (<.25mi)	35

	What changes would the extensions bring to the route? Existing A B C <table><tr><th colspan="4">Details</th></tr><tr><th>Option</th><th>A</th><th>B</th><th>C</th></tr><tr><td>Length (miles)</td><td>+2.7</td><td>+3.89</td><td>+4.7</td></tr><tr><td>Stops</td><td>+1</td><td>+1</td><td>+2</td></tr><tr><td>Runtime (minutes)</td><td>+11</td><td>+16</td><td>+19</td></tr><tr><td colspan="4">Within .25 mile of stops* (5 min walk)</td></tr><tr><td>Population reach</td><td>+1,300</td><td>+1,000</td><td>+1,300</td></tr><tr><td>SNAP retailers</td><td>+6</td><td>+4</td><td>+6</td></tr><tr><td>Nursing Homes</td><td>+0</td><td>+0</td><td>+0</td></tr><tr><td>Jobs (work)</td><td>+1,300</td><td>+800</td><td>+1,300</td></tr></table> • The Saturday Shopper Survey was opened in mid-June and will close at the end of July and has received 19 responses at this time. The survey includes questions about rider travel patterns and route requests. The early themes from the surveys are that riders are seeking more access to major retailers on Saturdays, many are comfortable with slightly longer travel times if it means reaching additional destinations and that many people use the Shopper as a connector route. • Once the final survey results are in, they will be compiled and brought before the Loop, TAC, and Policy Board in August. No questions from the TAC	Details				Option	A	B	C	Length (miles)	+2.7	+3.89	+4.7	Stops	+1	+1	+2	Runtime (minutes)	+11	+16	+19	Within .25 mile of stops* (5 min walk)				Population reach	+1,300	+1,000	+1,300	SNAP retailers	+6	+4	+6	Nursing Homes	+0	+0	+0	Jobs (work)	+1,300	+800	+1,300	
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8. Title VI Survey Reminder Action: Informational	Staff McGregor shared that he would send out a Title VI survey to the AAMPO TAC members via email and for them to expect it within the next couple weeks.	McGregor shared that the Title VI survey will be emailed soon to TAC members.																																								
9. Jurisdictional Updates/Other Business • AAMPO	AAMPO Updates: Staff Peterson shared that we have kicked off our Safe Streets for All for Linn County and are hoping to have that contract signed to forward with the project. McGregor shared that the in-kind match forms will be	Jurisdictional Updates provided by the TAC and COG Staff																																								

• Albany • Benton County • Jefferson • Linn County • Millersburg • Tangent • ODOT	filled out either this month or in August and the TAC will see that update for the August meeting. Jurisdictional Updates: <u>Albany:</u> Chris Cerklewski shared that Albany's TSP process is starting. Other updates include a paving project on Hill St from 99 E down to Queens, which should take place in mid-August. Further, Albany did receive money in the last STBG round for preliminary designs for intersection improvements at Pacific and Queens which on started will be included in their TSP update. Cerklewski asked McGregor the timeframe for official requests for applications for the next round of STBG. McGregor shared that there will be a fillable pdf application form that will be due sometime in September. <u>Benton County:</u> Gary Stockhoff shared for Benton County that they are getting ready to launch their STIF project process for 27-29. They have an application for Albany transit for preservation of service in North Albany and LB Loop preservation. Further, they were successful in submitting their 5311 and 5310 applications. <u>Jefferson:</u> <u>Linn County:</u> <u>Millersburg:</u> Potts shared that Millersburg had their second TAC meeting for their TSP update and are happy with the progress made so far. The Transition Parkway project is going well and will wrap up soon and they are looking forward to continuing the work on the Woods multi-use path project. Further, they have sidewalk infill and crosswalk improvements throughout the city going on. <u>Tangent:</u> <u>ODOT:</u> James Feldmann with ODOT shared that the Albany TSP updates were received in June and the first kickoff meeting was July 7 and is hoping the RTP work will be ready for the Albany TSP by	
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	November. Feldmann asked McGregor if the Albany TSP will be completed by October. McGregor shared that the updates from the model are completed and that they are running the scenarios, and we should expect to hear back soon. Other updates include the Corvallis-to-Albany path and planned to meet with Benton County commissioners in July for a site visit that had to be rescheduled for August 21st and will push back recommendations on the path alignment to mid-September. Other Business: There was no other business shared with the AAMPO TAC members.	
10. Adjournment	The meeting was adjourned at 10:05am by Vice-Chair, Chris Cerklewski. The next AAMPO TAC Meeting is scheduled for Thursday, August 20, 2026.	The meeting was adjourned at 10:05am by 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: August 20, 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 22970.

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

STIP Revisions

Row	Revision Type	Project Key Number/s & Name/s	Project Description	Revision Information
1	Administrative Amendment 24-27-3850	22970 Enhanced Mobility S&ID - Linn County FFY26	Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit dependent populations in rural areas. State administration included.	Slip Other phase to federal fiscal year 2027.
2	Administrative Amendment 24-27-4049	21990 Enhanced Mobility S&ID - Linn Co FFY24	Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit dependent populations in rural areas. State administration included.	Advance the project to start in federal fiscal year 2025.
3	Administrative Amendment 24-27-4062	22958 Enhanced Mobility S&ID - Linn Co FFY25	Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit dependent populations in rural areas. State administration included.	Advance the project to start in federal fiscal year 2025.
4	Administrative Amendment 24-27-4043	21980 Enhanced Mobility S&ID - Linn Co FFY23	Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit dependent populations in rural areas. State administration included.	Advance the project to start in federal fiscal year 2025.

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: August 20, 2026 & August 26, 2026
To: AAMPO Technical Advisory Committee (TAC) & Policy Board
From: Billy McGregor, AAMPO Staff
Re: Statewide Transportation Improvement Program (STIP) Revisions

Action Requested

Decision regarding Full Amendments to projects 22946.

Public Comment period held from 8/12/26 to 8/26/26.

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

STIP Revisions

Row	Revision Type	Project Key Number/s & Name/s	Project Description	Revision Information
1	Full Amendment 24-27-3939	22946 Beta Drive SW Rail Crossing (Albany)	Complete design to install light and gates and improve humped crossing to standard to improve safety and reduce incidents at crossings.	Cancel project. Due to the ongoing maintenance fee discussion with Union Pacific Railroad (UPRR) it was determined by ODOT Rail that pursuing the project goals would not be beneficial at this time. The road authority is opposed to bearing the maintenance cost for railroad elements. Therefore ODOT will cancel the project and return funds to the SW Rail Crossing budget.

Name: Beta Drive SW Rail Crossing (Albany)					Key: 22946	
Description Complete design to install light and gates and improve humped crossing to standard to improve safety and reduce incidents at crossings.					Region: 2	
MPO: Albany Area MPO			Work Type: SAFETY, SAFETY			
Applicant: RAIL DIVISION			Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION			
Location(s)-						
Mileposts	Length	Route	Highway	ACT	County(s)	
				CASCADES WEST ACT	LINN	
Current Project Estimate						
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other
Year		2024	2027			
Total		\$795,729.00	\$192,603.00			\$988,332.00
Fund 1		YS40 \$795,729.00	YS40 \$192,603.00			
Match						
Footnote:						
Most Recent Approved Amendment						
Amendment No: 24-27-1216				Approval Date: 6/16/2024		
Requested Action: Slip the Right of Way phase to start in federal fiscal year 2027.						

Figure 1. Image snapshot taken from the Online STIP 24-27

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Date: August 20, 2026
To: AAMPO Technical Advisory Committee (TAC)
From: Billy Murphy McGregor, AAMPO Staff
Re: In-Kind Match FY26 Reporting

Purpose of Memo

Share out results of yearly In-Kind services totals and requirements.

Overall FY2026 Year End Totals

AAMPO TAC Meetings	\$	9,176.60
AAMPO Policy Board Meetings	\$	6,908.96
2 Linn-Benton Loop TAC Meetings (AAMPO Share)	\$	1,449.02
2 Linn-Benton Loop Board Meetings (AAMPO Share)	\$	1,736.02
Albany Transit Match	\$	4,000.00
Additional Match	\$	4,302.56
Total	\$	27,573.15

FY26 IN-KIND TOTAL: \$ 27,573.15

FY26 IN-KIND MATCH REQUIRED \$ 27,544.20

Explanation of Table

The majority of In-Kind services come from regular TAC and Policy board meetings, where member participation is counted, member jurisdiction staff (such as supporting agencies/departments/etc) is counted, as well as volunteer time from members of the public and interest groups.

Albany Transit match is counted each fiscal year for their pre-meeting preparation for Loop TAC and Board meetings. This match amount is only counted by AAMPO and is not split with CAMPO.

Additional match is primarily derived from two sources; 7 Old Salem Rd corridor study meetings and the member staff time dedicated to those, and estimation of member time spent reviewing RTP work materials prior to meetings featuring those topics.

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Date: August 20, 2026
To: AAMPO Technical Advisory Committee (TAC)
From: Billy Murphy McGregor, AAMPO Staff
Re: Rural Transit Study Memo

Purpose of Memo

The Albany Area MPO approved a special project to the FY27 UPWP to accomplish a research study and strategy document.

Additional Consideration

The Oregon Cascades West COG staff recommends an additional budget for internal work of + \$30,000. Costs would go to assistant planner support for project workload and potential need for contractor assistance.

Task 540: Small Urban Transit Feasibility Study

A multijurisdictional evaluation of existing conditions and possible transit implementation strategies for the near and long term.

- 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, 99 Vine, Independence-Monmouth Trolley Pilot).
- Pair recommended strategies with feasible funding sources for implementation.

Product: A strategy to implement transit solutions across the AAMPO region.

Schedule: Task is ongoing throughout the fiscal year, with deliverables being presented in May of 2027.

TASK 500: Special Projects	
Task Component	SFY27
510: Special Project Pool	\$102,172
520: RTP External Costs	\$27,073
530: Task 230 Equipment Costs	\$5,743
540: Small Urban Transit Feasibility Study	\$11,300
Total	\$134,063

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See following page for Draft Scope of Work.

OREGON CASCADES WEST COUNCIL OF GOVERNMENTS (OCWCOG) in its role as the Albany Area Metropolitan Planning Organization's (AAMPO) Administrative and Fiscal Agent will be the lead project manager for the work which will include managing project staff, work deliverables, schedule, and check-ins.

Task 1: Project Management and Kick-off

The OCWCOG/AAMPO will be responsible for tracking progress on work. OCWCOG/AAMPO, partners identified in Task 1 will meet to clarify the scope of the services.

OCWCOG/AAMPO Role:

- Act as the fiscal agent for the project on behalf of project partners (Albany, Benton County, Linn County, Jefferson*, Millersburg*, Tangent*, and the Oregon Department of Transportation (ODOT)).
- Managing the participation and timing of project meetings.
- Providing oversight of the deliverables listed in this scope.
- Providing timely payment of contractor invoices.
- Attendance at the project kickoff meeting.

*Primary partners for focus of project outcomes.

Schedule: Project kickoff meeting should occur on October 1, 2026.

Task 2: Conditions and Needs Assessment

Led by Albany, Benton County, Linn County, Jefferson, Millersburg, Tangent, and ODOT staff, this task will involve a kickoff meeting with stakeholders. The purpose of this meeting is to identify current and well-understood issues concerning transit reaching outlying and rural AAMPO members.

Additionally, OCWCOG will coordinate with each partner to summarize existing transit needs and future goals.

Coordination meetings including draft concept/needs identification and open houses could include others as needed.

OCWCOG/AAMPO Role:

- Coordinate with County and City staff/officials to obtain data to document existing conditions/needs.
- Provide a list of data desired/required to document existing conditions/needs.
- Provide guidance to partner staff to facilitate on-site observations.
- Facilitate meetings with regional stakeholders/partners.
- Provide a memo summary of the existing conditions.

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Schedule: AAMPO staff will work with jurisdictions to identify needs from beginning of October 2026 to end of January 2027 (four months).

Task 3: Plans Review

The OCWCOG/AAMPO will review existing documents and historical records relevant to the development of transit within the region including long range plans, transit plans, and other agency transit strategies. This task will involve meeting with transit agency staff in both the AAMPO region and surrounding areas. An important part of this task will be comparing the transit needs of each AAMPO member not currently being served by public transit routes and existing future transit plans.

Specific plans to be reviewed as needed include:

[Albany Area MPO RTP \(2023\)](#)

[Bicycle and Pedestrian Plan \(2023\)](#)

[City of Albany TSP \(2010\) and Amendments \(2011\)\(2013\)\(2015\)](#)

[City of Albany Transit Development Plan \(2018\)](#)

[City of Albany Transit Plan \(2022\)](#)

[City of Lebanon Transit Development Plan \(2017\)](#)

[City of Jefferson TSP \(2022\)](#)

[City of Millersburg Comprehensive Plan - Transportation Element \(1995\)](#)

[City of Millersburg Transportation System Plan \(2023\)](#)

[City of Tangent Draft TSP \(2026\)](#)

[County of Benton TSP \(2019\)](#)

[County of Linn County TSP \(2005\)](#)

[County of Marion County TSP \(2013\)](#)

OCWCOG/AAMPO Role:

- Review existing long-range plans (AAMPO RTP and Jefferson, Millersburg and Tangent TSPs).
- Facilitate online meetings with partners.
- Draft and final summary memo of partner needs.
- Identify strategies of interest for each of the primary partners.

Schedule: As needed throughout the project.

Task 4: Strategic Solutions

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Work with primary partners to review regional small transit provider strategies and meet with representatives from identified agencies. Work with primary partners to identify strategies that best suit their specific needs.

OCWCOG/AAMPO Role:

- Coordinate meetings with exemplar agencies exhibiting best practices in small transit management.
- Attendance at project team meeting to review strategic solutions with regional partners.
- Summary memo of the potential strategy applications for each primary partner need.

Schedule: AAMPO staff will work with assisting agencies from beginning of January 2027 to end of April 2027 (four months).

Task 5: Online and Onboard Surveys

Existing, and potential, riders along and connecting to the corridor will be engaged to determine how/if they currently utilize transit and their willingness to utilize transit to travel between different destinations and communities within the study area (AAMPO planning area). The AAMPO/OCWCOG staff will develop and distribute an online survey that will be posted on board local transit and distributed to the broader public.

OCWCOG/AAMPO Role:

Task 6: Public Engagement

The AAMPO/OCWCOG staff will present and answer technical details at public open meetings of the TAC and Policy Board. AAMPO/OCWCOG staff will be responsible for managing, advertising, hosting and facilitating the virtual open houses.

OCWCOG/AAMPO Role:

- Will provide support in advertising and hosting the public meetings as well as identifying key groups to invite or solicit feedback from.
- Will organize one round of community feedback using methods preferred by the partner.

Schedule: AAMPO staff will work to collect one round of community feedback per primary partner from beginning of April 2027 to end of May 2027 (two months/four meetings).

Task 7: Presentation of Findings

Contractor will develop a summary memo of the conceptual design process, public open houses, and any subsequential changes to the corridor concepts. This memo will include potential funding opportunities to pursue for more detailed design and construction. OCWCOG/AAMPO will provide a public input summary. The contractor will present this information to the AAMPO Policy Board, which can be attended virtually.

OCWCOG/AAMPO Role:

- Presentation to AAMPO TAC and Policy Board.
- Draft and final summary Memo and Presentation.
- Incorporate AAMPO Policy Board, TAC, and partner comments into the final memo.

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- Present draft final memo/results to primary partner public committees or city councils as requested.

Schedule: AAMPO/OCWCOG staff will draft and finish a final report from beginning of May 2027 to end of June 2027 (two months). Final Report to be delivered by June 30, 2027.