



Corvallis Area Metropolitan Planning Organization

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Albany Area Metropolitan Planning Organization

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Joint Policy Board Meeting
Wednesday, August 26, 2026
2:30 pm to 5:00 pm

HYBRID MEETING: IN PERSON AT THE ALBANY UPSTAIRS CONFERENCE ROOM
1400 Queen Ave SE, Albany, Oregon 97322

Or

Via Microsoft Teams by clicking [HERE](#)

Meeting ID: 270 714 726 493 9

Passcode: wV7nH2cS

Mobile 1 Click Number

[+1 872 242 8088](#)

Phone Conference ID: 515 662 179#

Contact: Corum Ketchum, CAMPO or Billy McGregor, AAMPO

AGENDA

- | | | | |
|----|------|--|--|
| 1) | 2:30 | Welcome, Agenda Review, and Roll Call | AAMPO Chair,
Pat Malone

CAMPO Chair,
Jan Napack |
| 2) | 2:35 | Public Comments | Chairs |
| 3) | 2:40 | Approve minutes of July 22, 2026, AAMPO Board Meeting (Attachment A1 pg. 06)

Approve minutes of July 08, 2026, CAMPO Board Meeting (Attachment A2 pg. 15)

<i>Action: Decision on minutes</i> | Chairs |
| 4) | 2:45 | STIP Amendments (Attachment B1, pg. 21 and Attachment B2, pg. 26)

<i>Action: Discussion and Decision</i> | Staff,
McGregor and
Ketchum |
| 5) | 2:55 | CWACTION Priority Projects (Presentation)
Capital Investment Plan: CWACTION Candidate Projects <ul style="list-style-type: none">• US20: OR229 (Toledo)• US101: Abbey St – US20 Urban Upgrades (Newport)• US20/OR34: 53rd St - 26th St Multimodal Upgrades (Corvallis)• I-5: Old Salem Rd - Century Dr (Linn County)• I-5: Knox Butte Rd – US 20 (Albany)
<i>Action: Presentation and Discussion</i> | ODOT, James
Feldmann |

- | | | | |
|-----|------|--|-----------------------------------|
| 6) | 3:25 | RTP Projects Outreach
Review of outreach strategies, including web mapping, public display/activity board at local libraries, and surveys.

Action: <i>Discussion and recommendations for outreach</i> | Staff,
McGregor and
Ketchum |
| 7) | 3:45 | STBG Call for Projects FY27-30 (Attachment C1 pg. 28 , C2 pg. 30 , Attachment C3 pg. 38 , and C4 pg. 39) Staff will share the application materials for the Surface Transportation Block Grant/State Highway Funds the MPOs distribute.

Action: <i>Information only</i> | Staff,
McGregor and
Ketchum |
| 8) | 4:00 | AAMPO: Approval for COVID Reserve Funds (Attachment D1 pg. 46)
CAMPO: Call for Small Dollar ARPA Projects (Attachment D2 pg. 47)
The MPO has leftover funds from its 2021-2022 American Rescue Plan Act allocation. The TAC has been notified of the opportunity and staff are soliciting projects.

AAMPO Action: <i>Discussion and Decision</i>
CAMPO Action: <i>Information only</i> | Staff,
McGregor and
Ketchum |
| 9) | 4:10 | UPWP FY26 In-Kind Match Reporting (Attachment E pg. 49)
Review of final report of UPWP FY26 In-Kind Services and Match, as well as addressing the increasing cost of Local Match.

Action: <i>Information and Discussion</i> | Staff,
McGregor and
Ketchum |
| 10) | 4:30 | Other Business <ul style="list-style-type: none"> • ODOT Project Updates/CIP • Member Discussions • Jurisdictional Updates | All |
| 11) | 5:00 | Adjournment
<i>The next meeting of the Albany Area MPO is scheduled for <u>Wednesday, September 23rd at 2:30 PM.</u></i>

<i>The next meeting of the Corvallis Area MPO is scheduled for <u>Wednesday, September 9th at 3:30 PM.</u></i>

<i>The next Super Joint Meeting consisting of AAMPO, CAMPO and their respective Technical Advisory Committees is scheduled for <u>Wednesday, December 10th at 3:30 PM.</u></i> | Chairs |

RTP Upcoming Work 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	24					
Future Trends & Scenarios (3-4 total) w/ Policy Board							9		23					
Share future scenario results with the public and gather input on the preferred future scenario														
Review previous RTP projects w/ TAC								17	24		14	15		
Work with TAC to identify TSP projects for RTP								17	24		14	15		
Staff Setup of Interactive Web Map and deployment														

AAMPO ATTENDANCE (FOR QUORUM PURPOSES)

Board Members	Jurisdiction	Attendance
Mayor David Watkins	City of Jefferson	
Mayor Scott Cowan	City of Millersburg	
Mayor Alex Johnson II	City of Albany	
Councilor Greg Jones	City of Tangent	
Commissioner Roger Nyquist	Linn County	
Commissioner Pat Malone	Benton County	
Darrin Lane	Citizen Representative	
Christine Hildebrandt	Oregon Department of Transportation	
Alternates	Jurisdiction	Attendance
Kyle Ward	City of Jefferson	
Andrew Potts	City of Millersburg	
Michael Thomson	City of Albany	
Joe Samaniego	City of Tangent	
Daineal Malone	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

CAMPO AAMPO ATTENDANCE (FOR QUORUM PURPOSES)

Board Members	Jurisdiction	Attendance
Councilor John Wilson	City of Adair Village	
Councilor Jan Napack	City of Corvallis	
Councilor Rich Saalsaa	City of Philomath	
Commissioner Pat Malone	Benton County	
Christine Hildebrant	Oregon Department of Transportation	
Alternates	Jurisdiction	Attendance
Pat Hare	City of Adair Village	
Rory Rowan	City of Corvallis	
Chris Workman	City of Philomath	
Gary Stockhoff	Benton County	
James Feldmann	Oregon Department of Transportation	

Quorum Requirement: MPO business may be conducted provided a quorum of the Parties attends. A quorum consists of at least seventy-five percent of the Parties on the Policy Board. The Policy Board members may participate telephonically or by other means of electronic communication, provided the meeting is called to order at a public noticed meeting place where the public can attend, hear, understand and/or read the comments of the members participating by telephonic or electronic means and the members so participating can fully hear, understand, and/or read the comments of the other members participating in the meeting.

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

Virtual Via Microsoft Teams Technologies

Board Members	Jurisdiction	Attendance
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	No
Christine Hildebrandt	Oregon Department of Transportation	No
Alternates	Jurisdiction	Attendance
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	No
Gary Stockhoff	Benton County	No
James Feldmann	Oregon Department of Transportation	Yes

Guests:

Staff Present: AAMPO Planner Billy McGregor, CAMPO Planner Corum Ketchum, Planning Supervisor Justin Peterson, Assistant Planner Madeline Powell, and Executive Assistant Ashlyn Muzechenko

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, and Roll Call	The July AAMPO Policy Board meeting was called to order at 2:31pm by the Chair, Pat Malone. There were no changes to the meeting agenda. Administrative Assistant Travis Overvig conducted roll call for the meeting. The AAMPO Policy Board does not have quorum, having only 3 members present.	The meeting was called to order at 2:31pm by Chair, Pat Malone.
2. Public Comments	There were no public comments provided to the AAMPO Policy Board members and guests present.	There were no public comments.
3. Approve minutes of the AAMPO Policy Board Meeting on Wednesday, June 24, 2026 (Attachment A) <i>Action: Decision on Minutes</i>	The AAMPO Policy Board members were not able to approve of the minutes of the June 24, 2026, Policy Board Meeting, due to lack of quorum.	The AAMPO Policy Board was not able to approve the June 24 meeting minutes due to lack of quorum.
4. ODOT Multimodal Inventory Update <i>Action: Presentation and Discussion</i>	Guest Conley presented on the ODOT Multimodal Inventory project. This project requires rigorous bicycle/pedestrian data. One of the first goals was to build on existing data and processes that produce a standardized MPO-level data set and are documenting all of these methods for data production. There are final data web maps for Albany and Millersburg and draft data web maps for Jefferson and Tangent. Ultimately the data will have a merged dataset and indicate paved walking paths, bicycle and pedestrian crossings, and bike lanes.	Guest Conley presented the ODOT Multimodal Inventory project to the Policy Board.

Conley shared that they are looking to deliver full datasets to AAMPO with the plan to use these datasets for long-term management needs. It would be up to the jurisdictions to keep the data up-to-date and share with ODOT.

Project Data Layers



VEHICULAR + FREIGHT FACILITIES

- Roadways
- Freight Routes
- Freight Terminals



BICYCLE + PEDESTRIAN FACILITIES

- Bicycle Routes
- Pedestrian Routes
- Pedestrian and Bicycle Crossings



TRANSIT FACILITIES

- Transit Lines
- Transit Supportive Facilities (Stops)
- Transit Priority Infrastructure



OTHER RELEVANT DATA

- Key Destinations*
- Crashes
- Intersection Points

Bold = Update existing jurisdiction data
Italic = Develop using AI
 * = Jurisdictions to populate during TSP

[Multimodal InventoryData Attributes One-Pager](#)

Multimodal Inventory Project

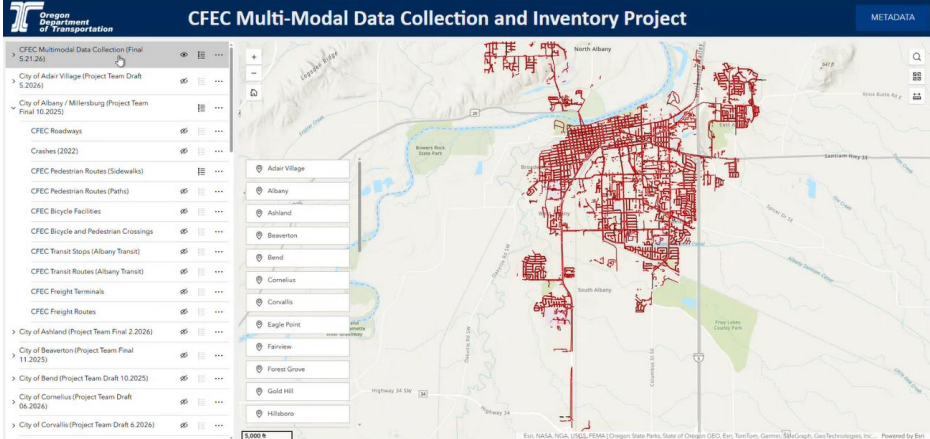


Data Use Cases

Core purpose: produce data for TSPs.

Data can also support a range of planning needs:

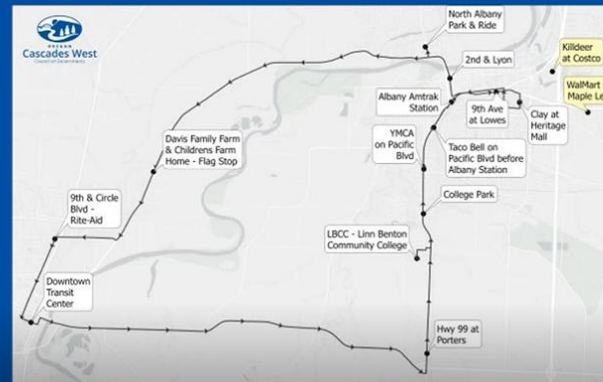
- Continue to improve & build local datasets for longer-term use
- Regional planning using a standardized dataset
- Active transportation planning including level of traffic stress for walking / biking
- Safe routes to school planning
- Performance tracking and reporting on topics like connectivity, LTS, safety
- Pedestrian crossing gaps analysis and infill planning

		
5. COVID Reserves (Attachment C) Action: Discussion and Approval	This agenda item was not discussed due to lack of quorum.	

6. Old Salem/Salem Ave Update (Attachment D) Action: <i>Presentation and Information</i>	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 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.	
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7. Loop Saturday Shopper Survey (Attachment E) Action: <i>Information and Discussion</i>	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. Proposed extensions include three options: • <u>Option A - Add Winco</u>: This option increases the runtime by 11 minutes; population/job reach by 1,300 and 6 SNAP retailers. • <u>Option B - Add Walmart</u>: This option increases the runtime by 16 minutes; population/job reach by 1,000/800 respectively and 4 SNAP retailers. • <u>Option C - Add Winco + Walmart</u>: 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.	
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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?



Details	A	B	C
Option			
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

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.	
8. Title VI Survey Reminder <i>Action: Information</i>	Staff McGregor shared that he would send out a Title VI survey to the AAMPO Board members via email and for them to expect it within the next couple weeks.	
9. Jurisdictional Updates/Other Business	AAMPO Staff Updates: Staff Ketchum shared that there will be updates from Director Lehman on the OSU Mobility Hub. No further updates. Jurisdictional Updates: <i>Albany</i> – No representative present. <i>Benton County</i> – No updates provided. <i>Jefferson</i> – No representative present.	

	<i>Linn County</i> – No representative present. <i>Millersburg</i> – Potts shared that Millersburg has no new updates but is continuing with their current projects and finishing up their TSP. <i>Tangent</i> – No representative present. <i>ODOT</i> – Feldmann shared that Cascade West ACT will meet in August. ODOT is working on resolving current alignment challenges with the overpass to cross the highway. They are currently looking at two options, and both have challenges they are working to resolve. Other Business: There was no other business to share with the AAMPO Policy Board members and guests present.	
10. Adjournment	The next AAMPO Policy Board Meeting is scheduled for Wednesday, August 26, 2026.	The meeting was adjourned at 3:49pm by the Chair, Commissioner Pat Malone.

**CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD MEETING
Wednesday, July 08, 2026
3:30 pm – 4:30 pm**

Virtual Via Microsoft Teams Technologies

Board Members	Jurisdiction	Attendance
Councilor John Wilson	City of Adair Village	Yes
Councilor Jan Napack	City of Corvallis	Yes
Councilor Rich Saalsaa	City of Philomath	Yes
Commissioner Pat Malone	Benton County	Yes
Christine Hildebrant	Oregon Department of Transportation	No
Alternates	Jurisdiction	Attendance
Pat Hare	City of Adair Village	No
Rory Rowan	City of Corvallis	No
Chris Workman	City of Philomath	No
Gary Stockhoff	Benton County	Yes
James Feldmann	Oregon Department of Transportation	Yes

Guests: Robert Upson, Steve Harvey, David Rabinowitz

CAMPO Staff: Senior Planner Corum Ketchum, AAMPO Planner Billy McGregor, Executive Dir. Matt Lehman, CED Planner Justin Epiaka, and Administrative Assistant Travis Overvig

TOPIC	DISCUSSION	DECISION
1. Call to Order and Agenda Review	The Chair, Councilor Napack, called the July CAMPO Policy Board meeting to order at 3:xxpm. There were no changes to the meeting agenda or attachments.	The meeting was called to order at 3:34pm by the Chair, Councilor Napack.
2. Public Comments	Guest Steve Harvey shared appreciation for the STBG evaluation criteria for new and existing project improvements to bicycle, pedestrian, and transit.	
3. Approve Minutes of	Councilor Wilson motioned to approve June 10, 2026, CAMPO Policy Board meeting minutes with corrections, Councilor Saalsaa seconded. The motion passed unanimously.	The CAMPO Policy Board

June 10, 2026, CAMPO Policy Board Meeting. (Attachment A) Action: Approval of Minutes	Councilor Napack of Corvallis voted in favor. Councilor John Wilson of Adair Village voted in favor. Councilor Rich Saalsaa of Philomath voted in favor. Commissioner Malone of Benton County voted in favor. James Feldmann from ODOT voted in favor. There were no votes against.	minutes from June 10, 2026, were approved.							
4. STIP Amendments (Attachments B) Action: Approval	Staff Ketchum shared Attachment B the STIP Amendment Ketchum explained that most STIP Amendments are minor staff adjustments while other times there are major changes in project locations. In the case of Amendment #24-27-3803, the City of Corvallis initiated an amendment to remove a location from the project and will be performing this improvement in a separate project. One full amendment is being submitted for approval: Amendment #24-27-3803: City of Corvallis Signal Improvements (2027) This amendment removes one location from the project. The City of Corvallis initiated this change as the intersection will be addressed by a separate project. <table><tr><td>24-27-3803</td><td>22698</td><td>City of Corvallis Signal Improvements (2027)</td><td>Modify the existing traffic signals at 7 locations within the city to reduce traffic congestion and accidents. Intersections are: Circle Boulevard/9th Street, Circle Boulevard/Kings Boulevard, Harrison Boulevard/29th Street/Arnold Way, Harrison Boulevard/5th Street, Harrison Boulevard/9th Street, Van Buren Avenue/9th Street, and Western Boulevard/35th Street.</td><td>Remove Buchanan Avenue/9th Street location</td><td>Major Change in Scope</td><td>Full Amendment</td></tr></table> Chair Napack motioned to approve STIP Amendment #24-27-3803. Councilor Saalsaa seconded. The motion passed unanimously. Councilor Napack of Corvallis voted in favor. Councilor John Wilson of Adair Village voted in favor.	24-27-3803	22698	City of Corvallis Signal Improvements (2027)	Modify the existing traffic signals at 7 locations within the city to reduce traffic congestion and accidents. Intersections are: Circle Boulevard/9th Street, Circle Boulevard/Kings Boulevard, Harrison Boulevard/29th Street/Arnold Way, Harrison Boulevard/5th Street, Harrison Boulevard/9th Street, Van Buren Avenue/9th Street, and Western Boulevard/35th Street.	Remove Buchanan Avenue/9th Street location	Major Change in Scope	Full Amendment	STIP Amendment #24-27-3803 was approved unanimously by the CAMPO Board
24-27-3803	22698	City of Corvallis Signal Improvements (2027)	Modify the existing traffic signals at 7 locations within the city to reduce traffic congestion and accidents. Intersections are: Circle Boulevard/9th Street, Circle Boulevard/Kings Boulevard, Harrison Boulevard/29th Street/Arnold Way, Harrison Boulevard/5th Street, Harrison Boulevard/9th Street, Van Buren Avenue/9th Street, and Western Boulevard/35th Street.	Remove Buchanan Avenue/9th Street location	Major Change in Scope	Full Amendment			

	Councilor Rich Saalsaa of Philomath voted in favor. Commissioner Malone of Benton County voted in favor. James Feldmann from ODOT voted in favor. There were no votes against.																																																				
5. STBG Criteria Update (Attachment C1 and C2) Action: Approval	Staff Ketchum shared Attachment C the STBG Criteria Update - Ketchum explained that the CAMPO Policy Board and TAC have been discussing changes to the criteria that will be used to evaluate the next round of Surface Transportation Block Grant (STBG) Grant Projects. - Every year we expect to receive the most recent estimate of \$825,000 of SHF funding to improve our local street network. This process was last completed four years ago in 2022, which was our last round of STBG project selections. - The previous Scoring Criteria used during the 2022 cycle was reviewed by the CAMPO TAC and the main recommendation for improvement was to add a new set of approval criteria for project planning. Staff Ketchum created the Table 4 – Planning Criteria and was approved by the TAC who recommended the Policy Board adopt this new round of scoring criteria for the STBG process. <i>Table 4 - Planning Criteria</i> <table border="1"> <thead> <tr> <th colspan="3">Demonstrated Need</th> </tr> </thead> <tbody> <tr> <td>Y/N</td> <td>Project is identified in an existing plan</td> <td>10</td> </tr> <tr> <td>0-10</td> <td>Applicant has provided crash data, congestion data, multimodal deficiencies, equity needs, etc., showing the planning effort is justified</td> <td>10</td> </tr> <tr> <td>Y/N</td> <td>Applicant has identified funding sources for implementation/construction</td> <td>5</td> </tr> <tr> <td>Y/N</td> <td>Project will identify linkages to land use and transportation</td> <td>5</td> </tr> <tr> <th colspan="3">Multimodal Improvement</th> </tr> <tr> <td>0-10</td> <td>Improves/Creates Bicycle Facilities</td> <td>10</td> </tr> <tr> <td>0-10</td> <td>Improves/Creates Pedestrian Facilities</td> <td>10</td> </tr> <tr> <td>0-5</td> <td>Improves Transit Facilities or Access</td> <td>5</td> </tr> <tr> <th colspan="3">Safety</th> </tr> <tr> <td>0-20</td> <td>Addresses documented safety issue and/or identified high crash location</td> <td>20</td> </tr> <tr> <th colspan="3">MPO Priority Alignment</th> </tr> <tr> <td>0-10</td> <td>Project identifies benefits to vulnerable road users</td> <td>10</td> </tr> <tr> <td>Y/N</td> <td>Project demonstrates the support of multiple communities, jurisdictions, institutions, and/or neighbors through letters of commitment, governing board resolutions or similar</td> <td>5</td> </tr> <tr> <td>Y/N</td> <td>Improves freight operations or access</td> <td>5</td> </tr> <tr> <td>Y/N</td> <td>Located on an MPO Priority Corridor</td> <td>5</td> </tr> <tr> <td colspan="2">Total Possible</td> <td>100</td> </tr> </tbody> </table> Councilor Saalsaa motioned to approve the new STBG Scoring Criteria draft that includes the Planning Criteria section as outlined above. Councilor Wilson seconded. The motion passed unanimously.	Demonstrated Need			Y/N	Project is identified in an existing plan	10	0-10	Applicant has provided crash data, congestion data, multimodal deficiencies, equity needs, etc., showing the planning effort is justified	10	Y/N	Applicant has identified funding sources for implementation/construction	5	Y/N	Project will identify linkages to land use and transportation	5	Multimodal Improvement			0-10	Improves/Creates Bicycle Facilities	10	0-10	Improves/Creates Pedestrian Facilities	10	0-5	Improves Transit Facilities or Access	5	Safety			0-20	Addresses documented safety issue and/or identified high crash location	20	MPO Priority Alignment			0-10	Project identifies benefits to vulnerable road users	10	Y/N	Project demonstrates the support of multiple communities, jurisdictions, institutions, and/or neighbors through letters of commitment, governing board resolutions or similar	5	Y/N	Improves freight operations or access	5	Y/N	Located on an MPO Priority Corridor	5	Total Possible		100	STBG Criteria Draft with new Planning Criteria included passed unanimously by the CAMPO Board
Demonstrated Need																																																					
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	- Feldmann asked how funding allocations would be handled and how funding for projects has been allocated historically to different jurisdictions. - Staff Ketchum explained that the TAC, being the committee that votes and selects the projects for recommendation for the Policy Board, has historically worked cooperatively to allocate funds across jurisdictions. Councilor Napack of Corvallis voted in favor. Councilor John Wilson of Adair Village voted in favor. Councilor Rich Saalsaa of Philomath voted in favor. Commissioner Malone of Benton County voted in favor. James Feldmann from ODOT voted in favor. There were no votes against.	
6. DRAFT 27-30 MTIP For Approval	Staff Ketchum shared the DRAFT 27-30 MTIP for approval. The DRAFT 27-30 MTIP is not included as an attachment in the agenda packet and is instead included on the CAMPO website: https://corvallisareampo.org/planning-programming/tip/ - Ketchum explained that we go through this approval cycle every three years, where we list all the transportation projects happening in our region that are financially constrained. - Since most of the CAMPO planning and coordination is done with ODOT, we do not originate many projects out of this plan. Our plan tends to be a small part of the larger Statewide Transportation Improvement Program (STIP). ODOT is looking to approve the STIP in October and are asking MPO's to have their individual MTIP's approved before then. - Feldmann shared that the STBG list of active projects does not include the Benton County 53rd and Country Club project. The project is currently in progress and may not have been included due to being part of a prior cycle. - Stockhoff explained that the project was likely part of the 2021 cycle and that Benton County is waiting on the power company to relocate a power pole before the project can be completed. Councilor Saalsaa motioned to approve the FY27-30 MTIP Resolution 27-02. Chair Napack seconded. The motion passed unanimously. Councilor Napack of Corvallis voted in favor. Councilor John Wilson of Adair Village voted in favor. Councilor Rich Saalsaa of Philomath voted in favor. Commissioner Malone of Benton County voted in favor. James Feldmann from ODOT voted in favor. There were no votes against.	FY27-30 MTIP Resolution 27-02 was approved via unanimous consensus by the CAMPO Policy Board

7. Jurisdictional and other CAMPO Updates:	Other Business: Staff Ketchum shared that the COG has received two competitive grants from the state in the last calendar year. • One is for the Innovative Mobility Program (IMP) which is a transportation program run by the state which looks to increase the share of people making transportation trips by modes other than single occupancy vehicles. • The second grant received is for the Oregon Safe Routes to School group to hire a Safe Routes to School Coordinator, having reached out to jurisdictions across Linn, Benton, and Lincoln Counties and have received back interest from 2 school districts, one in Halsey and the other in Santiam Canyon. • Chair Napack asked who to contact with the IMP projects. Staff Lehman explained that this conversation should be had with OCWCOG Planning Supervisor Justin Peterson. Jurisdictional Updates: <i>Adair Village:</i> Councilor Wilson shared the Adair City Council have allowed the City Administrator and Council to enter into negotiations with ODOT for the Adair Frontage Road with a portion to be gated for pedestrian and bicycle use-only. Any additional traffic improvements in the Adair Village area would likely be to include 1-2 roundabouts. <i>Corvallis:</i> Chair Napack shared that the Corvallis City Council is looking how far north to extend the downtown tax increment funding district, and if including the North Riverfront Park can aid with funding for Corvallis. This is a plan originally proposed back in 2007. Chair Napack touched on looking for funding for much-needed improvements to many older civic facilities in Corvallis, including City Hall, Municipal Court, and Police Station. <i>Philomath:</i> No updates from Councilor Saalsaa <i>ODOT:</i> Feldmann shared that the Van Buren Bridge is open and the bike path underneath the bridge will open roughly the second week of August. Chair Napack asked about the two open houses for the multi-modal path. Feldmann shared that they are focusing on two options to cross the highway, either a bridge over the highway near Bonneville Power Administration or doing at at-grade crossing at Rainwater. In order to get the speeds and comfort level where they need to be they are looking at adding a roundabout at Rainwater or an over-crossing to the west. The Benton County Commissioners have requested to do a site visit which will take place at the end of the month.	Staff and the CAMPO Policy Board shared Other Business and Jurisdictional Updates.

	<i>Benton County:</i> Commissioner Malone shared that they had a presentation from an ODOT representative on 7/07 who gave a presentation on where to relocate historic parts from the old Van Buren Bridge. There was some discussion about relating the downtown Corvallis urban renewal/tax increment financing expansion to construct an interpretive center to house the artifacts near the bridge. Guest Steve Harvey shared that the Mid-Valley Bike Club's annual covered bridge bike tour is coming up on August 9th. The shortest route is 23 miles and is a great event for families and individuals looking to get out for a bike ride.	
8. Adjournment	The Next CAMPO Policy Board Meeting is scheduled for Wednesday, August 12, 2026	The meeting was adjourned at 4:20pm by Chair Napack

MEMORANDUM

Corvallis Area Metropolitan Planning Organization

City of Adair Village • City of Corvallis • City of Philomath • Benton County • Oregon Department of Transportation



Date: August 26th, 2026
To: CAMPO Technical Advisory Committee and Policy Board
From: Corum Ketchum, CAMPO Staff
Re: Statewide Transportation Improvement Program (STIP) Amendments

Overview

The purpose of this memorandum is to provide an update on recent and ongoing amendments to the Statewide Transportation Program (STIP) relevant to the Corvallis Area Metropolitan Planning Organization (CAMPO). A summary table of amendments can be found on the final page.

There are no full amendments for consideration for the Policy Board. The projects listed in the table are largely adjustments being made to accommodate the changeover between the FY24-27 and the FY27-30 STIP. Staff have worked with ODOT to process these amendments according to ODOT and Oregon Transportation Commission deadlines. Local providers have been consulted where necessary to maintain the timely delivery of funds for projects.

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. CAMPO acts as the regional coordinator to the STIP, helping ensure that amendments and other adjustments are processed appropriately. CAMPO also maintains a Metropolitan Transportation Improvement Program (MTIP) which is consistent with the STIP.

Amendment Types

There are two types of STIP and MTIP amendments processed by CAMPO:

- **Full Amendments:** Require the greatest level of scrutiny including communicating project information to the Policy Board. The Technical Advisory Committee (TAC) determines if significant 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.
- **Adjustment:** For minor changes, CAMPO staff have the authority to approve adjustments. Adjustments do not require committee approval or public notice. This includes

Additional details on STIP and MTIP amendments can be found in the CAMPO MTIP policy [HERE](#).

Additional project information is available on the ODOT Transportation Project Tracker by searching for the key number (the five digit code shown in the table) or key words from the project title:

<https://gis.odot.state.or.us/tpt/>

Action Requested

Technical Advisory Committee

- Amendment #24-27-4085 – Information only.
- Amendment #24-27-4058 – Information only.
- Amendment #24-27-4046 – Information only.
- Amendment #24-27-4033 – Information only.
- Amendment #24-27-3988 – Information only.
- Amendment #24-27-3987 – Information only.
- Amendment #24-27-3981 – Information only.
- Amendment #24-27-3980 – Information only.
- Amendment #24-27-3977 – Information only.
- Amendment #24-27-3976 – Information only.
- Amendment #24-27-3975 – Information only.
- Amendment #24-27-3974 – Information only.

Policy Board

- Amendment #24-27-4085 – Information only.
- Amendment #24-27-4058 – Information only.
- Amendment #24-27-4046 – Information only.
- Amendment #24-27-4033 – Information only.
- Amendment #24-27-3988 – Information only.
- Amendment #24-27-3987 – Information only.
- Amendment #24-27-3981 – Information only.
- Amendment #24-27-3980 – Information only.
- Amendment #24-27-3977 – Information only.
- Amendment #24-27-3976 – Information only.
- Amendment #24-27-3975 – Information only.
- Amendment #24-27-3974 – Information only.

Table 1 - STIP Amendments

Amendment	Key	Project Name	Project Description	Requested Action	Change Category	Amendment Type
24-27-4085	23846	Astoria-Cottage Grove curb ramps	Construct curb ramps along various sections of US101B MPs 0.18-0.22, US30 MPs 97.89-99.15, US20 MPs 0.69-2.92, OR99 MPs 14.84-15.15, OR99W MPs 23.28-23.86 and 80.95, OR126B S A St MPs 1.57-2.46 and Main St MPs 1.57-2.49, and OR569 MP 13.00 in Northwest Oregon to meet compliance with the Americans with Disabilities Act (ADA) standards. Bicycle and pedestrian safety upgrades at OR99 between Harrison Ave and E. Main St in Cottage Grove to include four enhanced crossings with striping, lighting, curb extensions and pedestrian refuge island. The segment will be restriped to add buffered bike lanes and narrow travel lanes to slow drivers and improve safety. Extend the shared use path at US20 and Conifer Blvd, providing a continuous path of travel to the public.	Update scope to include extension of shared use path at US20/Conifer, update description (no MP updated needed). Increase CN with \$40K - \$20K from CWCOG and \$20K from Benton County.	SINGLE PROJECT ADJUSTMENT	Adjustment
24-27-4058	22948	Enhanced Mobility S&ID - Benton County 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 to FFY25. Project obligated 9/17/25.	SINGLE PROJECT ADJUSTMENT	Adjustment

24-27-4046	21984	Enhanced Mobility S&ID - Benton County FFY24	Enhanced mobility small urban program funding to improve transportation services to the special needs, seniors, and other transit-dependent populations in rural areas. State administration included.	Advance to FFY25. Project obligated 7/2/25.	SINGLE PROJECT ADJUSTMENT	Adjustment
24-27-4033	21975	Enhanced Mobility S&ID - Benton County FFY23	Enhanced mobility small urban program funding to improve transportation services to the special needs, seniors, and other transit-dependent populations in rural areas. State administration included.	Advance to FFY25. Project obligated 5/14/25.	SINGLE PROJECT ADJUSTMENT	Adjustment
24-27-3988	23451	Dr. Martin Luther King Jr. Park Trail Rehabilitation	Rehabilitate existing trails and construct new trail segments at Dr. Martin Luther King Jr. Park for enhanced accessibility, various difficulty levels, and circulation to points of interest.	Slip the project to FFY27 per J. Bellefeuille.	SLIP	Adjustment
24-27-3987	23029	Northwest Oregon 2024-2027 ADA curb ramps, phase 2	Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.	On K23029, increase ROW by \$930K split from K23031 and CN by \$14.5M split from K23076 + program savings. Slip K23031 to FFY27. 8/13/26 OTC approval.	SPLIT	Adjustment
24-27-3981	23258	Loop Preventative Maintenance (CAMPO) FFY26 (5307)	Funds (5307) for loop operations projects to improve traffic flow.	Slip OTH to FFY27 per J. Babbit (ATS).	SLIP	Adjustment

24-27-3980	23237	Loop Operations (CAMPO) FFY26 (5307)	Corvallis Area MPO (5307) funds used for loop operations projects to improve traffic flow.	Slip OTH to FFY27 per J. Babbit (ATS).	SLIP	Adjustment
24-27-3977	24353	Corvallis Transit - 1% Safety and Security FFY2025	FTA grant program 5307 funds for safety and security. Lighting at bus stops and shelters.	Slip OTH to FFY27 per P. Cogswell (CTS).	SLIP	Adjustment
24-27-3976	24352	Corvallis Transit - Paratransit Operations - FFY24	FTA grant program 5307 funds for paratransit operations to ensure continued provision of service. Project helps fulfill ADA paratransit requirements.	Slip OTH to FFY27 per P. Cogswell (CTS).	SLIP	Adjustment
24-27-3975	24351	Corvallis Transit - Preventive Maintenance FFY2025	FTA grant program 5307 funds for preventive maintenance to ensure continued upkeep of service.	Slip OTH to FFY27 per P. Cogswell (CTS).	SLIP	Adjustment
24-27-3974	24350	Corvallis Transit - Fixed Route Operations FFY2025	FTA grant program 5307 funds for fixed route operations of Corvallis Transit System to improve traffic flow.	Slip OTH to FFY27 per P. Cogswell (CTS).	SLIP	Adjustment

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.

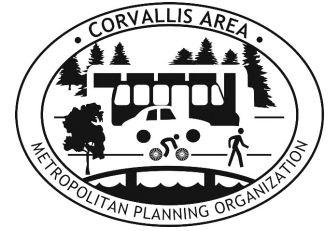
Name: Beta Drive SW Rail Crossing (Albany)					Key: 22946	
Description Complete design to install light and gates and improve humped crossing to standard to improve safety and reduce incidents at crossings.					Region: 2	
MPO: Albany Area MPO			Work Type: SAFETY, SAFETY			
Applicant: RAIL DIVISION			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

MEMORANDUM

Corvallis Area Metropolitan Planning Organization

City of Adair Village • City of Corvallis • City of Philomath • Benton County • Oregon Department of Transportation



Attachment D2 Adopted STBG-SHF Evaluation Criteria

Table 1 - Modernization Criteria

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		
0-10	Improves/Creates Bicycle Facilities	10
0-10	Improves/Creates Pedestrian Facilities	10
0-5	Improves Transit Facilities or Access	5
Safety		
0-20	Addresses documented safety issue and/or identified high crash location	20
MPO Priority Alignment		
0-10	Project identifies benefits to vulnerable road users	10
Y/N	Project has support of multiple jurisdictions	5
Y/N	Improves freight operations or access	5
Y/N	Located on an MPO Priority Corridor	5
Total Possible		100

Table 2 - Preservation Criteria

Pavement Condition		
Y/N	Fair PCI 55-69 (30)	30
Y/N	Poor PCI 40-54 (15)	
Y/N	Good PCI 70-84 (5)	
Multimodal Improvement		
0-10	Improves/Creates Bicycle Facilities	10
0-10	Improves/Creates Pedestrian Facilities	10
Y/N	Project is on Transit Route	5
Safety		
0-20	Addresses documented safety issue and/or identified high crash location	20
Project Leverage, Readiness and MPO Priority Alignment		
0-10	Funding this project will leverage larger opportunities to increase overall project impact through outside funding, "dig once" project sequencing, or other shared costs with other projects (like mobilization costs for road crews)	10
Y/N	Project is identified in a local plan	5
Y/N	Project is on Freight Route	5
Y/N	Located on an MPO Priority Corridor	5
Total Possible		100

MEMORANDUM

Corvallis Area Metropolitan Planning Organization

City of Adair Village • City of Corvallis • City of Philomath • Benton County • Oregon Department of Transportation

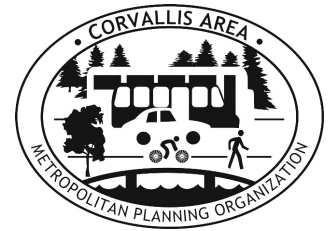


Table 3 - Planning Criteria

Demonstrated Need		
Y/N	Project is identified in an existing plan	10
0-10	Applicant has provided crash data, congestion data, multimodal deficiencies, equity needs, etc., showing the planning effort is justified	10
Y/N	Applicant has identified funding sources for implementation/construction	5
Y/N	Project will identify linkages to land use and transportation	5
Multimodal Improvement		
0-10	Improves/Creates Bicycle Facilities	10
0-10	Improves/Creates Pedestrian Facilities	10
0-5	Improves Transit Facilities or Access	5
Safety		
0-20	Addresses documented safety issue and/or identified high crash location	20
MPO Priority Alignment		
0-10	Project identifies benefits to vulnerable road users	10
Y/N	Project demonstrates the support of multiple communities, jurisdictions, institutions, and/or neighbors through letters of commitment, governing board resolutions or similar	5
Y/N	Improves freight operations or access	5
Y/N	Located on an MPO Priority Corridor	5
Total Possible		100

Application for Corvallis Area MPO FFY 2027 – 2030 Surface Transportation Block Grant (STBG) Funds

APPLICATIONS DUE BY 5:00 PM September 30, 2026

Submit to Corum Ketchum(cketchum@ocwcog.org)

Applicant Information

Sponsoring Organization(s):

Contact Person & Title:

Contact Email:

Contact Phone Number:

Project Information

Please provide sufficient detail to facilitate project evaluation and selection according to the Application Criteria for STBG Projects as approved by the AAMPO Policy Board (5/27/2026).

1. Project Name:
2. Please include any reference to this project in adopted planning documents. Include document name, date, project name (if different), ID number (if available), and page number.
3. Project Delivery: Please describe how the applicant intends to deliver the project and if the applicant intends to contract with another entity for project delivery.

4. Project Type: Modernization Preservation Planning

5. Project Description: Describe the project and all phases, including those not proposed for AAMPO STBG funds. Describe the type of work, project location, termini and length.
6. What is the Federal Functional Classification (for roadway projects)? Please reference, <https://geo.maps.arcgis.com/apps/webappviewer/index.html?id=a242614007a0467bbf07bd10f112d313>
7. What is the project target date/year?
8. Project Readiness: Have any Scoping Study/Design/Planning activities been completed? If so describe that work.
9. Project Readiness: Is the project within existing right of way, Yes/No?
10. Estimated Total Project Cost:
11. Total STBG Funding Request:
12. Project Readiness: Describe the permitting required for project to start. Note any permitting specific to this project.
13. Project Readiness: Outline funding anticipated from other funding sources, including match.
14. If the STBG funding request extends over multiple federal fiscal years, please outline the proposed project costs by federal fiscal year and project phase.

15. Pavement Condition: Describe the pavement condition of the affected area, or general condition if a non-roadway facility. Include PCI information if applying as a Preservation project.
16. Multimodal improvement: Please describe how this project benefits active road users, which includes people biking, walking, or rolling.
17. Multimodal improvement: Please describe any benefits this project has to transit users, the transit system, or individual transit stops (if any).
18. Safety Improvement: Will the project address a known safety issue? Please describe and include relevant safety data such as crash data.
19. Community Impact: Please describe how this project benefits vulnerable road users.
20. Community Impact: Describe any existing project support from communities/stakeholders. Include letters of support as an attachment.
21. Project Leverage: Will funding this project leverage larger opportunities to increase project impact? If so describe them and their goal outcomes.
22. Is this project on a designated Freight Route?
23. Is this project located on an MPO Priority Corridor (see the attached map)?

24. Please list which MPO and Joint MPO goals this project supports and a short description on how this project furthers or supports those goals

25. Demonstrated Need: Describe the planning need for the project (Planning projects only).

MPO Reference Material

Attached is are the MPO Priority Corridors (Figure 1), draft joint RTP goals (Table 1) and draft CAMPO RTP goals (Table 2).

Figure 1 - MPO Priority Corridors

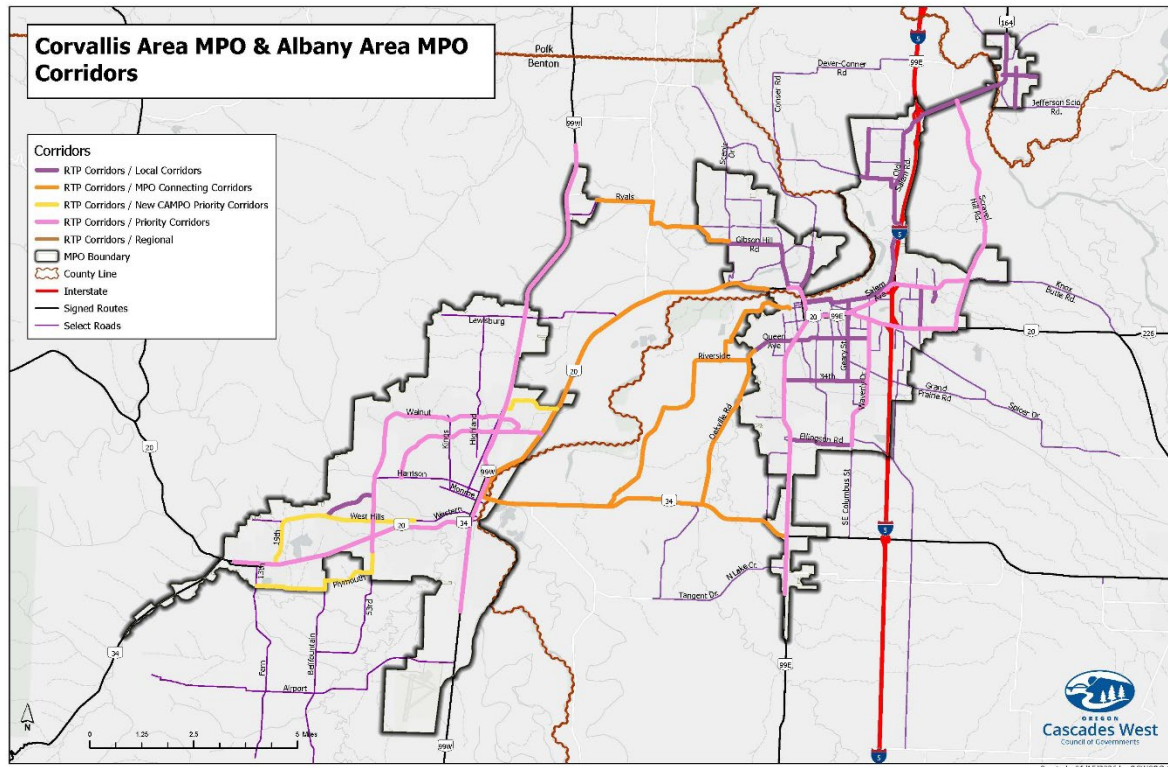


Table 1 - Joint MPO RTP Goals

Safety, Health, and Usability	Improve interjurisdictional networks that support active transportation modes (walk, bike, rolling, transit, etc) and are accessible for a variety of users of different abilities.
Infrastructure Resiliency	Provide multimodal options so that in the event of a shutdown or loss, the system can maintain connectivity.
Economic Mobility	Provide multiple options for regional transit and transportation users to access, distributing peak traffic volumes across multiple modes ensuring cost and congestion savings for network users of all types.

Table 2 - CAMPO Draft RTP Goals

Goals and Objectives
Goal 1 – Balanced Multi-Modal System: Fund and support a balanced multi-modal accessible regional transportation system (including transit, highway, bicycle, pedestrian, and accessible transportation) that meets existing needs and prepares for future demand. Objectives: • Align MTIP project evaluation criteria with federal performance measures and local priorities to assist in funding a balanced, multi-modal transportation system. • Pursue state and federal grant opportunities to assist in implementation of RTP projects. • Provide a forum for MPO partners to collaborate as an organized collective and plan for the future needs of the regional transportation system. • Maintain knowledge on national transportation trends and innovative best practices. • Inventory and address gaps in sidewalks, paths and bicycle routes to improve non-motorized Connectivity.
Goal 2 – Reliability and Efficiency: Manage and operate the regional transportation system in a way that is enables people and goods to safely and reliably reach their destinations by a variety of travel modes. Objectives: • Prioritize intelligent transportation systems (ITS) and travel demand management (TDM) strategies before expanding the existing roadway system in order to limit new maintenance costs on the system. • Prioritize ITS investments that allow for modular upgrades, simple retiming, and easy upgrades in order to decrease the lifecycle costs of new, rapidly changing technologies. • Evaluate options for increasing transit system capacity, to replace or delay the need for roadway network expansion in order to reduce the costs of maintaining the transportation system. • Support programmatic approaches to reduce reliance on single occupancy vehicles through Transportation Options investments (e.g. bike/scooter share), commute trip reduction programs, and other TDM strategies (e.g. flexible work schedules, telework). • Support freight movement on major truck routes by balancing multi-modal needs in line with state and federal performance measures. • Support increased automation in vehicles only as a means to further local and regional goals. • Identify other low-cost ways to improve the transportation system that do not involve capital construction
Goal 3 – Safety: Prioritize safety of all people traveling on the region’s transportation system, especially vulnerable road users, including those using active transportation. Objectives: • Monitor regional crash data to track trends, in comparison with federal performance measures. • Examine crash data to better understand causes of fatal and serious injury crashes, and potential countermeasures. • Educate member agencies on FHWA’s Proven Safety Countermeasures, to identify new solutions for reducing fatal and serious injuries on the transportation system, for all modes. • Include safety as prioritization criteria in MTIP project funding selection.

- Support increased automation in vehicles as a means to reduce the number of fatal and serious injury crashes.
- Support local safety initiatives by convening regional stakeholders, identifying safety projects in key planning documents, and assisting in the capital funding process.
- Understand the unique safety needs faced by older adults, people using mobility devices, young drivers, school aged children, and active transportation users by providing a mix of TDM strategies and infrastructure investment, including speed setting strategies that balance an orderly traffic flow with all-modes safety.

Goal 4 – Climate Adaptation Prioritize policies, projects and actions that seek to minimize the impacts of climate change, support climate adaptation, and improve the resilience of the regional transportation system in the face of manmade and natural disasters.

Objectives:

- Track performance measures identified in CAMPO’s 2020 Report “Reducing Reliance on Single Occupancy Vehicle Trips,” which strives to reduce vehicle miles traveled and greenhouse gas emissions in the CAMPO region.
- Promote travel demand management and the use of active modes of travel (walking, rolling, bicycling, and transit) to reduce environmental impacts from transportation.
- Support implementation of local agency policies and projects that reduce climate impacts related to transportation.
- Consider the climate impact of regional transportation policies, plans and projects.
- Improve the resilience of the region’s transportation system by planning for the protection of regionally critical facilities from catastrophic events and natural disasters.

Goal 5 – Healthy & Active Living Promote public health through transportation policies and investments supporting active modes of travel (walking, rolling, biking, and taking transit).

Objectives:

- Collaborate with public health partners to educate the public on the connection between transportation and health.
- Support local and regional programs and events that lead to increased walking, bicycling and transit use (such as Safe Route to School and Corvallis Open Streets).
- Support electric vehicle (e.g. passenger cars, transit, freight) adoption to reduce Greenhouse Gas (GHG) Emissions in the CAMPO region.
- Support regional programs, plans and projects (such as Safe Routes to School) that make Walking, rolling, and bicycling more comfortable and safer for students traveling to and from school.
- Promote electric assist bicycles (i.e. e-bikes) as a reliable alternative to the automobile, and encourage broad adoption.
- Continue to partner with the Albany Area MPO and local jurisdictions to conduct active transportation counts along local and regionally significant routes.

Goal 6 – Transportation Access: Prioritize equity in regional transportation decision making in order to eliminate barriers related to access, safety, affordability and health outcomes experienced by people of color, low-income people, older adults, people with disabilities and other historically marginalized communities.

Objectives:

- Maintain data in CAMPO's Title VI and Non-Discrimination Plan to understand the changing demographics of the region.
- Collaborate with community organizations representing traditionally underserved populations to share information, and obtain input on transportation projects and programs.
- Document the history of the CAMPO region as it pertains to traditionally underserved populations, as well as tribal nations.
- Evaluate and consider the impact of transportation policies, plans and projects on people of color, low-income people, older adults, people with disabilities and other historically marginalized communities.
- Explore evaluation tools that measure accessibility to jobs and services for low income and marginalized groups.

Goal 7 – Economic Vitality: Promote the region's economic vitality through transportation policies and investments that connect people with jobs and services while connecting businesses with employees, goods and customers.

Objectives:

- Ensure job and commercial centers are easily accessible via all modes of transportation.
- Collaborate with economic development staff to understand the economic impacts of transportation plans and projects.
- Explore alternative delivery methods for first/last-mile city deliveries, including cargo bikes and personal delivery vehicles.
- Support freight movement on major truck routes by balancing multi-modal needs in line with state and federal performance measures.
- Consider additional metrics for regional transportation performance, including access to jobs, Housing and Transportation Cost Index (i.e. H+T Index), etc.

Goal 8 – Land Use Coordination Work with member jurisdictions to coordinate land use and transportation decision making processes to promote development patterns that support transit ridership, encourage physical activity, and decrease reliance on single occupancy vehicles.

Objectives:

- Examine the impacts of land use policies, such as adding commercial centers, and increasing population/employment density to support high-capacity transit.
- Encourage policies that support mixed use neighborhoods, and transit-oriented development.
- Collaborate with the Albany Area MPO to investigate inter-regional housing, employment and travel demands, and their impact on the transportation system.

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 26, 2026
To: AAMPO Policy Board
From: Billy Murphy McGregor, AAMPO Staff
Re: STBG Criteria

Table 1. Modernization Criteria

Project Readiness		
0-10	Scoping study/design/plans have been 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
Bicycle/ Pedestrian/ Transit		
0-10	Improves/Creates bicycle facilities	10
0-10	Improves/Creates pedestrian facilities	10
0-5	Upgrades to transit facilities	5
Safety		
0-20	Addresses documented safety issue and/or identified high crash location	20
Inter-community Impact		
0-10	Project identifies benefits to multiple communities	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

Table 2. Preservation Criteria

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		
0-10	Improves/Creates bicycle facilities	10
0-10	Improves/Creates pedestrian facilities	10
Y/N	Project is on transit route	5
Safety Improvement		
0-20	Addresses documented safety issue and/or identified high crash location	20
Project Leverage		
0-10	Funding this project will leverage other 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

Application for Albany Area MPO FFY 2027 – 2030 Surface Transportation Block Grant (STBG) Funds

APPLICATIONS DUE BY 5:00 PM September 30, 2026

Submit to Billy McGregor (bmcgregor@ocwcog.org)

Applicant Information

Sponsoring Organization(s):

Contact Person & Title:

Contact Email:

Contact Phone Number:

Project Information

Please provide sufficient detail to facilitate project evaluation and selection according to the Application Criteria for STBG Projects as approved by the AAMPO Policy Board (5/27/2026).

1. Project Name:
2. Please include any reference to this project in adopted planning documents. Include document name, date, project name (if different), ID number (if available), and page number.
3. Project Delivery: Please describe how the applicant intends to deliver the project and if the applicant intends to contract with another entity for project delivery.

4. Project Type: Modernization Preservation Planning

5. Project Description: Describe the project and all phases, including those not proposed for AAMPO STBG funds. Describe the type of work, project location, termini and length.
6. What is the Federal Functional Classification (for roadway projects)? Please reference, <https://geo.maps.arcgis.com/apps/webappviewer/index.html?id=a242614007a0467bbf07bd10f112d313>
7. What is the project target date/year?
8. Project Readiness: Have any Scoping Study/Design/Planning activities been completed? If so describe that work.
9. Project Readiness: Is the project within existing right of way, Yes/No?
10. Estimated Total Project Cost:
11. Total STBG Funding Request:
12. Project Readiness: Describe the permitting required for project to start. Note any permitting specific to this project.
13. Project Readiness: Outline funding anticipated from other funding sources, including match.
14. If the STBG funding request extends over multiple federal fiscal years, please outline the proposed project costs by federal fiscal year and project phase.

15. Pavement Condition: Describe the pavement condition of the affected area, or general condition if a non-roadway facility. Include PCI information if applying as a Preservation project.
16. Multimodal improvement: Please describe how this project benefits active road users, which includes people biking, walking, or rolling.
17. Multimodal improvement: Please describe any benefits this project has to transit users, the transit system, or individual transit stops (if any).
18. Safety Improvement: Will the project address a known safety issue? Please describe and include relevant safety data such as crash data.
19. Community Impact: Please describe how this project benefits vulnerable road users.
20. Community Impact: Describe any existing project support from communities/stakeholders. Include letters of support as an attachment.
21. Project Leverage: Will funding this project leverage larger opportunities to increase project impact? If so describe them and their goal outcomes.
22. Is this project on a designated Freight Route?
23. Is this project located on an MPO Priority Corridor (see the attached map)?

24. Please list which MPO and Joint MPO goals this project supports and a short description on how this project furthers or supports those goals

25. Demonstrated Need: Describe the planning need for the project (Planning projects only).

MPO Reference Material

Attached are the MPO Priority Corridors (Figure 1), draft joint RTP goals (Table 1) and draft AAMPO RTP goals (Table 2).

Figure 1 - MPO Priority Corridors

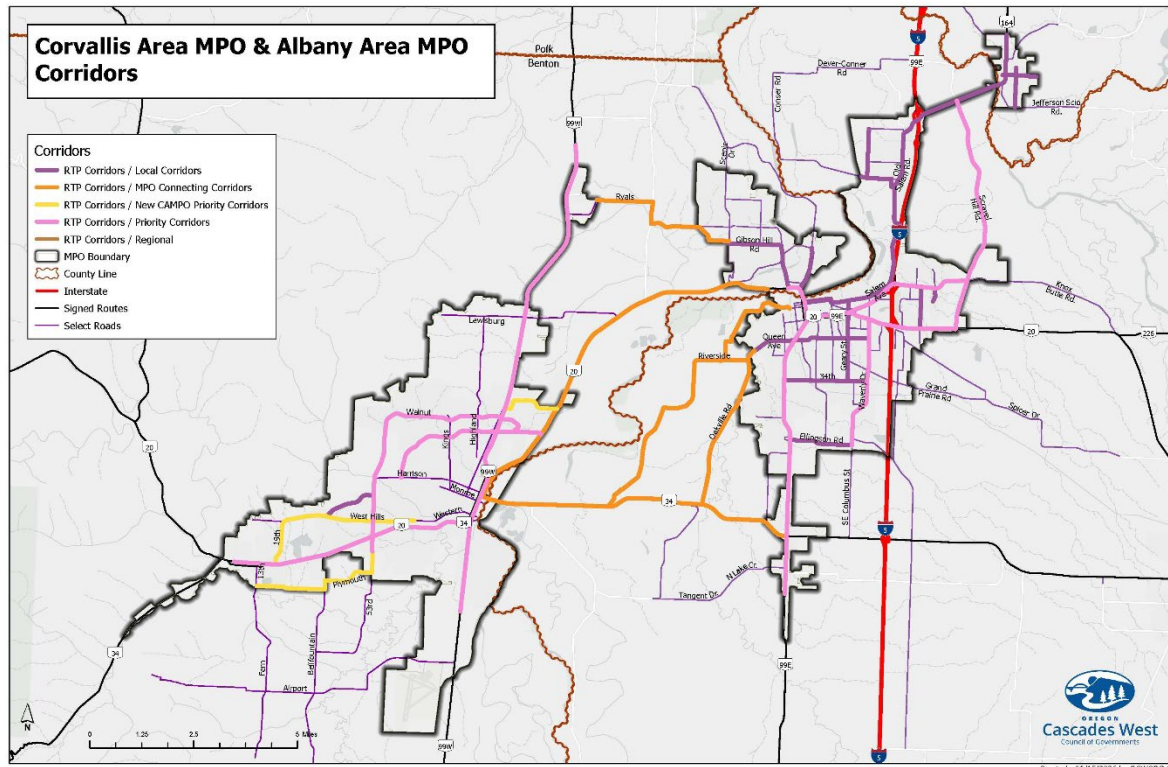


Table 1 - Joint MPO RTP Goals

Safety, Health, and Usability	Improve interjurisdictional networks that support active transportation modes (walk, bike, rolling, transit, etc) and are accessible for a variety of users of different abilities.
Infrastructure Resiliency	Provide multimodal options so that in the event of a shutdown or loss, the system can maintain connectivity.
Economic Mobility	Provide multiple options for regional transit and transportation users to access, distributing peak traffic volumes across multiple modes ensuring cost and congestion savings for network users of all types.

Table 2 - AAMPO Draft RTP Goals

AAMPO Goals and Objectives
Goal 1 – Transportation Equity: Provide an equitable transportation system that ensures mobility for all members of the community. Objectives: • Support implementation of standards to meet the requirements set forth in the Americans with Disabilities Act (ADA). • Support a complete pedestrian and bicycle network throughout the MPO area. • Promote equitable access to underserved, disenfranchised, and vulnerable populations in the transportation system. • Identify areas that could support additional transit service, and work with transit providers to improve the coverage, quality, and frequency of services.
Goal 2 – Safety: Support a safe and comfortable transportation system for all travel modes. Objectives: • Support design solutions that balance reducing congestion with improved safety for people walking and biking. • Support the identification of truck routes to reduce commercial vehicle and neighborhood conflicts. • Promote the installation of enhanced pedestrian crossings to improve safety of underserved and vulnerable populations. • Promote projects that improve safety for all users and identify opportunities for including system management solutions. • Help implement streetscape projects that enhance the comfort and aesthetics of the surrounding environment, promoting safe active transportation modes.
Goal 3 – Balanced Multi-Modal System: Ensure the transportation system meets existing and future needs through wholistic, context sensitive multimodal solutions. Objectives: • Promote the addition of streets or roads, as identified in AAMPO Member plans, to increase connectivity between isolated areas. • Educate the region on the benefits of mixed-use development and reducing trip length through improved land use. • Promote Complete Street design principles, the use of ODOT's Blueprint for Urban Design, and FHWA's Safe Systems approach, for use in street design. • Improve multimodal connectivity across physical and natural barriers (i.e. I-5/OR-34, Willamette River, Railroads, etc.). • Identify regional corridors of significance that are important to multimodal travel in the region.
Goal 4 – Regional Collaboration: Partner with local and state agencies on regional transportation issues. Objectives: • Collaborate with the Corvallis Area MPO to investigate inter-regional housing, employment and travel demands, and their impact on the transportation system.

- Pursue grants and collaboration with other agencies to efficiently fund transportation improvements and programs.
- Support statewide and regional transit opportunities, including high-speed rail and passenger rail. Coordinate with agencies external to the AAMPO region as appropriate.
- Coordinate transit services, facilities, and improvements with local jurisdictions within AAMPO.

Goal 5 – Economic Vitality: Ensure the transportation system supports a prosperous local and regional economy that leverages strengths to compete globally.

Objectives:

- Support a freight system provides for the efficient movement of goods within and connecting to the AAMPO region.
- Identify transportation improvements that will enhance access to employment.
- Support reduced system lifecycle costs through asset-based planning and preventative maintenance.
- Consider the increased cost of long commutes by populations that are unable to afford housing in more urban areas.
- Improve the resilience of the region’s transportation system by planning for the protection of regionally critical facilities from catastrophic events and natural disasters.

Goal 6 – Healthy & Active Living: Plan and design a transportation system to enhance livability and supports positive environmental health outcomes.

Objectives:

- Encourage minimized impacts to the scenic, natural and cultural resources within the region from transportation related projects.
- Help maintain roadway and intersection operations while considering environmental and land use impacts.
- Improve health and wellness of the general population by increasing active transportation choices and access to health care and related facilities.
- Support lifecycle reduction of total air contaminants and toxins by transportation projects.
- Support access to public spaces and encourage active transportation and social interaction.

Goal 7 – Reliability and Efficiency: Provide an efficient transportation system that facilitates the local and regional multimodal movement of people and goods.

Objectives:

- Support programmatic approaches for increased user transportation options, commute reduction, and travel demand management.
- Promote projects that support a comfortable and inviting downtown to promote regional tourism.
- Support connectivity between the various communities within the member region and nearby.
- Minimize conflicts between active transportation users and vehicles along high volume and/or highspeed corridors, especially corridors with a multimodal focus.
- Help maintain a minimum level of freight and/or motor vehicle travel efficiency and by which land use amendments and development proposals can be evaluated.

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 26, 2026
To: AAMPO Policy Board
From: Billy Murphy McGregor, AAMPO Staff
Re: COVID Reserves

Purpose of Memo

The Albany Area MPO received approximately \$960,000 in COVID relief funds from the Oregon Department of Transportation in 2021. The funds were/are flexible in use towards transportation projects within the MPO. AAMPO staff, in coordination with the AAMPO TAC, developed the list of projects seen below, with approval of the Policy Board. As part of the funding allocation about **10%** was set aside as reserves. OCWCOG staff is aiming to have all COVID funds spent down by June 30, 2027.

Item	Budgeted	Status
Disbursement	\$ 960,000.00	
Keep in reserves	\$ 110,000.00	
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 Second St Student Link, Study	\$ 75,000.00	Pending

Available Balance	\$ 360,000.00
Reserves	\$ 110,000.00
Project Allocations Remaining	\$ 250,000.00

Reserve Projects	
GIS database - multimodal	\$30,000
Bus shelter purchases + install	\$55,000
Admin Fee (2.6%)	\$25,000
Total Reserve Projects	\$110,000
Balance	\$ -

Action Requested

The AAMPO TAC reviewed the COVID Reserve Project funding request from OCWCOG staff. They agreed to apply \$14,000 of remaining project funds towards bus shelter purchase + install bringing the total up to \$55,000.

AAMPO Staff are requesting an approval decision for COVID Reserve funds use, in part or full, from the AAMPO Policy Board.

MEMORANDUM

Corvallis Area Metropolitan Planning Organization

City of Adair Village • City of Corvallis • City of Philomath • Benton County • Oregon Department of Transportation



Date: August 27th, 2026
To: CAMPO Technical Advisory Committee (TAC) & Policy Board
From: Corum Ketchum, CAMPO Staff
Re: Funding Criteria for Remaining American Rescue Plan Act Funds

Purpose of Memo

This memorandum provides draft criteria for allocating leftover funds from CAMPO's America Rescue Plan Act (ARPA) allocations. There is about \$20,000 left over for funding after work being done to support multimodal connectivity in northeast Corvallis, the ADA Conifer Ramps, and OCWCOG 2.5% Administrative fee. The draft rubric is attached as **Table 1**.

Staff requests TAC direction on finalizing the criteria to guide selection of low-cost projects using the remaining ARPA funds.

Action: *Discussion and recommendations for criteria.*

- Does the criterion elevate the right kinds of projects?
- Is the criterion reasonable given the scope and scale of available funds?
- Does the TAC want to review projects at a future work session or would it prefer that staff do a desktop review using the attached rubric?

Background

At the July 30th, 2026, TAC meeting the TAC requested that the MPO provide objective criteria to use to solicit low-dollar projects from member jurisdictions. It is anticipated that funding totals available for projects will be around \$20,000 dollars.

Scoring Rubric Development

The rubric attached as Exhibit A on the following page was developed based on the conversation with the TAC and the recently adopted criteria that will be used to adopt and rank Surface Transportation Block Grant/State Highway Fund projects. The goal of the rubric is to surface projects that can be delivered within the available timeframe while supporting MPO goals.

Projects are proposed to be graded across four (4) criteria that are in alignment with what was recently adopted:

Project readiness (45 total points)

How quickly can the project be implemented, and is it part of an already adopted plan?

Multimodal Improvement (25 points)

Does the project improve active transportation facilities? Does it provide benefits to transit users?

Safety (20 points)

Does the project address a known safety issue?

MPO Priority Alignment (15 points)

Does the project align with the draft goals, objectives, and priority project locations as adopted in previous meetings?

MEMORANDUM

Corvallis Area Metropolitan Planning Organization

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Table 1 - Remaining ARPA Funds Draft Rubric

Project Readiness		
Y/N	Project is identified in an existing plan	10
Y/N	Project can be completed by June 30 2027	25
Y/N	Match funding identified	5
Multimodal Improvement		
0-20	Improve or Creates Bicycle or Pedestrian Facilities	20
0-5	Improves Transit Facilities or Access	5
Safety		
0-20	Addresses documented safety issue and/or identified high crash location	20
MPO Priority Alignment		
Y/N	Project supports MPO goals/objectives (as listed in the draft Joint RTP)	10
Y/N	Located on an MPO Priority Corridor	5
Total Possible		100

Action: *Discussion and recommendations for criteria.*

- Does the criterion elevate the right kinds of projects?
- Is the criterion reasonable given the scope and scale of available funds?
- Does the TAC want to review projects at a future work session or would it prefer that staff do a desktop review using the attached rubric?

Next steps: Staff will follow TAC direction on modifying the criteria and receive input on to what level of process the MPO members would like given the low dollar amount. Staff will then solicit projects at or before the next meeting of the Technical Advisory Committee.

MEMORANDUM

Albany Area Metropolitan Planning Organization & Corvallis Area Metropolitan Planning Organization

City of Adair Village • City of Albany • City of Corvallis • City of Jefferson • City of Millersburg • City of Philomath
• City of Tangent • Linn County • Benton County • Oregon Department of Transportation



Date: August 26, 2025
To: AAMPO and CAMPO Technical Advisory Committees (TACs) & Policy Boards
From: Billy McGregor, AAMPO Staff; Updated by Corum Ketchum, CAMPO Staff
Re: In-Kind Match Report FY26

Overview

Every year the MPOs must report our total Match received from members. Over the last several years the MPOs have seen an increase in Local Match requirement.

FY2026 In-Kind Totals

Table 1. AAMPO FY26 In-Kind Breakdown

Item	Amount
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

Table 2. CAMPO FY26 In-Kind Breakdown

Item	Amount
8 TAC Meetings	\$3,150.00
11 PB Meetings	\$3,813.53
Public Participation at meetings	\$2,316.09
Additional Tasks	\$7,400.00
CAMPO Linn Benton Loop	\$3,185.03
Total	\$19,864.65

FY26 In-Kind Total: \$19,864.65

FY26 In-Kind Match Required: \$18,415.78

MEMORANDUM

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Local Match History

Albany Area MPO Agreement No. PR27(204) #000			22870	5/27/2026
FUND TYPE	FEDERAL	STATE	LOCAL	TOTAL
FY 2027 PL (#22870)	170,133.63	9,736.28	9,736.28	189,606.18
FY 2025 PL Saving (Move from #21862 to #22870)	21,585.78	2,470.59	0	24,056.37
FY 2027 5303 Funding (#22870)	61,514.17	0	7,040.57	68,554.74
FY 2025 5303 Funding (Move from #21862 to #22870)	104,801.98	0	11,995.06	116,797.04
Albany Area Total	362,569.21	12,206.87	28,771.91	403,547.98

Albany Area MPO Agreement No. PR26(204)			22858	1/7/2026
FUND TYPE	FEDERAL	STATE	LOCAL	TOTAL
FY 2026 PL (#22858)	169,474.86	9,698.58	9,698.58	205,122.02
FY 2024 PL Saving (Move from #21851 to #22858)	13,040.91	\$3,254.68	0	45.59
FY 2026 5303 Funding (#22858)	141,721.16		16,220.62	157,941.78
Albany Area Total	324,236.93	12,953.26	25,919.20	372,171.13

Albany Area MPO Agreement No. PR25(204)			21862	5/30/2024
FUND TYPE	FEDERAL	STATE	LOCAL	TOTAL
FY 2025 PL (#21862)	155,888.32	17,842.12	0	173,730.44
FY 2023 PL Saving (Move from #21841 to #21862)	13,214.41	1,512.45	0	14,726.86
FY 2025 5303 Funding (#21862)	57,853.09		6,621.55	64,474.64
FY 2023 5303 Saving (Move from #21841 to #21862)	95,659.31		10,948.64	106,607.95
Albany Area Total	322,615.13	19,354.56	17,570.18	359,539.88

Albany Area MPO Agreement No. PR24(204)			21851	3/28/2023
FUND TYPE	FEDERAL	STATE	LOCAL	TOTAL
FY 2024 PL (#21851)	159,124.19	18,212.48	0	177,336.67
FY 2022 PL Saving (Move from #20600 to #21851)	14,803.21	1,694.29	0	16,497.50
FY 2024 5303 Funding (#21851)	55,148.34		6,311.97	61,460.31
FY 2022 5303 Saving (Move from #20600 to #21851)	0.49		0.06	0.55
Albany Area Total	233,221.81	19,906.77	6,312.03	259,440.61

Albany Area MPO Agreement No. PR23(204)			21841	
FUND TYPE	FEDERAL	STATE	LOCAL	TOTAL
FY 2023 PL (#21841)	140,751.98	16,109.69	0	156,861.67
FY 2021 PL Saving (Move from #20599 to #21841)	111,502.35	12,761.94	0	124,264.29
FY 2023 5303 Funding (#21841)	43,030.49		4,925.03	47,955.52
FY 2021 5303 Saving (Move from #20599 to #21841)	63,805.13		7,302.78	71,107.91
Albany Area Total	359,089.95	28,871.64	12,227.81	400,189.40

Albany Area MPO Agreement No. PR22(204)			20603	
FUND TYPE	FEDERAL	STATE	LOCAL	TOTAL
FY 2022 PL (#20603)	140,751.98	16,109.69	0	156,861.67
FY2020 PL	16,156.00	1,849.13	0	18,005.13
FY 2022 5303 Funding (#20603)	43,030.49		4,925.03	47,955.52
FY2020 5303	20,409.00		2,335.90	22,744.90
Albany Area Total	220,347.47	17,958.82	7,260.93	245,567.23

MEMORANDUM

Albany Area Metropolitan Planning Organization & Corvallis Area Metropolitan Planning Organization

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Corvallis Area MPO Agreement No. PR27(203) #000				
FUND TYPE	FEDERAL	STATE	LOCAL	TOTAL
FY 2027 PL (#22885)	152,383.00	8,720.46	8,720.46	169,823.92
FY 2025 PL Saving (Move from #21863 to #22885)	1,465.47	167.73	0	1,633.20
FY 2027 5303 Funding (#22885)	55,096.18	0	6,306.00	61,402.19
FY 2025 Savings (Move from #21863 to #22885)	20,664.75	0	2,365.17	23,029.92
Corvallis Area Total	233,649.05	8,888.19	17,391.64	259,928.87

Corvallis Area MPO Agreement No. PR26(203) #00048146				
FUND TYPE	FEDERAL	STATE	LOCAL	TOTAL
FY 2026 PL (#22881)	151,533.18	8,671.83	8,671.82	168,876.83
FY 2024 PL Saving (Move from #21852 to #22881)	26,044.44	2,980.90	0	29,025.34
OMPOC PL Savings through SFY 25	11,500.00	1,437.50	1,437.50	14,375.00
FY 2026 5303 Funding (#22881)	54,510.11	0	6,238.93	60,749.04
Corvallis Area Total	251,894.19	13,090.23	16,348.25	281,332.67

Corvallis Area MPO Agreement No. PR25(203)				
FUND TYPE	FEDERAL	STATE	LOCAL	TOTAL
FY 2025 PL (#21863)	159,250.28	18,226.91	0	177,477.19
FY 2023 PL Saving (Move from #21842 to #21863)	4,047.57	463.26	0	4,510.83
FY 2025 5303 Funding (#21863)	54,376.79		6,223.67	60,600.46
FY 2023 5303 Saving (Move from #21842 to #21863)	17,973.53		2,057.15	20,030.68
Corvallis Area Total	239,906.63	18,690.17	8,280.82	266,877.62

Corvallis Area MPO Agreement No. PR24(203)				
FUND TYPE	FEDERAL	STATE	LOCAL	TOTAL
FY 2024 PL (#21852)	167,930.03	19,220.34	0	187,150.37
FY 2022 PL Saving (Move from #20603 to #21852)	48,736.38	5,578.10	0	54,314.48
FY 2024 5303 Funding (#21852)	55,535.18		6,356.25	61,891.43
FY 2022 5303 Saving (Move from #20603 to #21852)	2,820.67		322.84	3,143.51
Corvallis Area Total	275,022.26	24,798.44	6,679.09	306,499.79

Corvallis Area MPO Agreement No.				
FUND TYPE	FEDERAL	STATE	LOCAL	TOTAL
FY 2023 PL (#21842)	164,884.76	18,871.80	0	183,756.56
FY 2021 PL Saving (Move from #20602 to #21842)	31,563.42	3,612.57	0	35,175.99
FY 2023 5303 Funding (#21842)	55,636.06		6,367.80	62,003.86
FY 2021 5303 Saving (Move from #20602 to #21842)	0.31		0.04	0.35
Corvallis Area Total	252,084.55	22,484.37	6,367.83	280,936.75

Corvallis Area MPO Agreement No.				
FUND TYPE	FEDERAL	STATE	LOCAL	TOTAL
FY 2022 PL (#20603)	145,250.73	16,624.60	0	161,875.33
FY 2022 5303 Funding (#20603)	44,405.84		5,082.45	49,488.29
Corvallis Area Total	189,656.57	16,624.60	5,082.45	211,363.61