



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

**Joint Policy Board and
Technical Advisory Committee (TAC)
Wednesday, September 23, 2026
2:30 pm to 4:30 pm**

VIRTUAL MEETING:

Virtually via Teams by Clicking [HERE](#)

Meeting ID: 270 714 726 493 9

Passcode: wV7nH2cS

Mobile One Click Number

[+1 872 242 8088](#)

Phone Conference ID: 515 662 179#

Contact: Billy McGregor, bmcgregor@ocwcog.org

AGENDA

- | | | | |
|----|------|---|------------------------|
| 1) | 2:30 | Call to Order, Agenda Review | Chair, Joe Samaniego |
| 2) | 2:35 | Public Comment | Chair |
| 3) | 2:40 | Approve the minutes of TAC meeting on Thursday, August 20, 2026 (Attachment A1 pg. 05)
Approve the minutes of Policy Board meeting on Wednesday, June 24, 2026 and the minutes of the Joint Policy Board-TAC meeting on August 26, 2026.
(Attachment A2 pg. 20)
(Attachment A3 pg. 32)

<i>Action: Decision on minutes</i> | Chair |
| 4) | 2:50 | STIP Administrative Amendments (Attachment B pg. 41)
Administrative Amendments are the lowest level of STIP amendment and require TAC notification of changes.

<i>Action: Information</i> | Staff
McGregor, All |
| 5) | 3:00 | AAMPO/OCWCOG IGA (Attachment C pg. 43)
Every three years the administrative and fiscal agent agreement needs review and approval by the Policy Board.

<i>Action: Approval of IGA renewal</i> | Staff,
Peterson |
| 6) | 3:15 | RTP Projects Outreach Update (Attachment D pg. 49) | Staff,
McGregor |

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.

Update on outreach events, including web mapping, public events, public display/activity board at local libraries/city halls, and surveys.

<https://wikimapping.com/aampo/mpo-rtp>

Action: *Information and Discussion*

- 7) 3:30 **Rural Transit Study Scope (Attachment E pg. 50)**
Review of project scope for Task 540 for UPWP FY27. Proposal to increase budget of Rural Transit Study.

**Staff,
McGregor**

Action: *Discussion and Approval Recommendation*

8) **RTP Project Solicitation**

Review of Tangent and Jefferson projects. Albany and Millersburg TBD. **Action:**
Discussion

- 9) **Innovative Mobility Program Presentation (Attachment F pg. 52)**
Presentation of OCWCOG work funded by the Oregon Transportation Options grant.

Staff, Epiaka

Action: *Discussion*

10) **4:15 Jurisdictional Updates/Other Business**

Chair, All

- | | |
|-----------------|---------------|
| • Staff | • Albany |
| • Benton County | • Jefferson |
| • Linn County | • Millersburg |
| • Tangent | • ODOT |

11) 4:30 **Adjournment**

Chair

Next regularly scheduled meeting:

AAMPO TAC: Thursday, October 15, 2026, and will be virtual only.

AAMPO Policy Board: Wednesday, October 28, 2026 will be a hybrid meeting

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.

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)

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

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Amy Ramsdell	Linn County	
Gary Stockhoff	Benton County	
James Feldmann	Oregon Department of Transportation	

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

– AAMPO Policy Board Bylaws, Section 6: Meeting, Subsection E: Quorum

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

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.

**ALBANY METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD HYBRID MEETING
Wednesday, June 24, 2026
2:30 – 4:30 pm**

Virtual Via Microsoft Teams Technologies

Board Members	Jurisdiction	Attendance
Mayor David Watkins	City of Jefferson	No
Mayor Scott Cowan	City of Millersburg	Yes
Councilor Carolyn McLeod	City of Albany	Yes
Councilor Greg Jones	City of Tangent	Yes
Commissioner Roger Nyquist	Linn County	No
Commissioner Pat Malone	Benton County	Yes
Darrin Lane	Citizen Representative	Yes
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	Yes
Amy Ramsdell	Linn County	No
Gary Stockhoff	Benton County	No
James Feldmann	Oregon Department of Transportation	Yes

Guests: Steve Harvey, Joe Samaniego, Patrick Wingard, Polina Polikakhina

Staff Present: AAMPO Planner Billy McGregor, CAMPO Planner Corum Ketchum, Planning Supervisor Justin Peterson, and Administrative Assistant Travis Overvig

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, and Roll Call	The June AAMPO Policy Board meeting was called to order at 2:33pm by the Chairs Alternate, Gary Stockhoff. Samaniego requested to add covid funding updates for the policy board. Administrative Assistant Travis Overvig conducted roll call for the meeting.	The meeting was called to order at 2:33pm by
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, May 27, 2026 (Attachment A) Action: Decision on Minutes	The AAMPO Policy Board members approved of the minutes of May 27, 2026, Policy Board Meeting, by consensus with no corrections. Commissioner Malone voted in favor. Mayor Cowan of Millersburg voted in favor. Greg Jones of Tangent voted in favor. Carolyn McLeod of Albany voted in favor. Andrew Potts of Millersburg voted in favor. James Feldmann with ODOT voted in favor. Joe Samaniego of Tangent voted in favor. There were no votes against.	The AAMPO Policy Board members approved of the Policy Boards Meeting Minutes on Wednesday, May 27, 2026, by consensus with no corrections.
4. Old Salem/Salem Ave Update (Attachment B) Action: Presentation and Information	Guests Dartnell and Polikakhina presented updates on the Old Salem Rd/Salem Ave project. The Old Salem Rd/Salem Ave project is led by OCWCOG, alongside the City of Millersburg, Linn County, and ODOT. The roadway is owned and maintained by Linn County and the project implementation horizon is that this planning study identifies a long-term vision for the 1-5 corridor, with improvements anticipated to occur incrementally over the	Old Salem Rd/Salem Ave Project Presented by Kittleson Staff to the AAMPO Policy Board

	decade 10-20+ years, as funding and redevelopment opportunities become available. • <u>Near-Term Recommendation</u>: Restripe the roadway to narrow vehicle lanes and provide buffered bike lanes. Given the roadway width this is only feasible north of Century Dr intersection vicinity. • <u>Long-Term Recommendation</u>: Construct 12-ft wide shared-use path on west side and sidewalk/path on east side. Provide wider buffers and construct medians where driveways are not present. For more constrained areas recommendation is to construct the same shared-use path and sidewalks as in the less-constrained areas though the buffer space will be smaller. • <u>Mid-Term Recommendation</u>: South of Transition Parkway is to construct 12-ft wide shared-use path on west side, construct sidewalk on east side, and do not narrow roadway between curbs. North of Transition Parkway, construct 8-ft wide shared-use path on east side, keep both bike lanes, and do not narrow roadway between curbs. • <u>Key Intersections of Consideration</u>: Morning Star Road which has crash history and anticipated future development. Conser Road, which is a focus area for future changes to traffic operations. Transition Parkway, where new alignment and development are planned and future changes to traffic operations. And Century Drive which has crash history. • <u>Traffic Control Considerations</u>: Increased volume on Old Salem Rd in the future is expected to create significant delays for left-turning vehicles on side streets. Higher speeds; desire to slow speeds. Land-use context. Safety considerations of roundabout vs traffic signal and interest in “gateway features” • <u>Intersection Recommendations</u>: Draft concepts provided for recommended changes to NE Morningstar Road to accommodate large truck movements. For NE Transition Parkway, the draft concept showed designs to construct a single-lane roundabout to slow speeds, serve as a gateway treatment, and improve future traffic operations. Goal is to monitor traffic growth and add additional lanes to the	
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	roundabout if needed. For NE Conser Rd the recommendation is to realign east-leg to shift further north by roughly 10-ft to reduce conflicts between turning vehicles and simplify intersection geometry. Restrict left turns out of east leg – striping and signage only. Monitor traffic growth and construct a roundabout, if needed. Dartnell explained there has been mixed feedback from the public on the plans to conduct roundabouts in Millersburg. • Feedback from the AAMPO TAC and City Council will be incorporated into the finalized plan for this project. <u>Questions from the Board:</u> • The Board highlighted the City Council meeting where parts of the public had fears regarding the proposed roundabouts. Commissioner Malone touched on how the public will learn how to operate a roundabout, which is safer for traffic and improves traffic flows. Mayor Cowan said they will accept the recommendations from the Kittleson engineers. • Commissioner Malone shared that the Transload Facility in Millersburg that is located north of the map (Intermodal Center), which is aligned of where the straight line is on the west side of the I-5 from the label for Transition Pkwy to the bottom where the label Intersection near Century Dr is located. The plan is to reduce truck traffic through Portland by transporting via train. McGregor shared that this is a large facility on the former site of the paper mill. • Kittleson Staff shared that the analysis of future traffic operations at the intersection is based on projected volumes on a 20-year horizon, considering the expected growth in the area and that a roundabout will operate acceptably in the future. • Lane shared that the facility is owned by Mid-Valley Intermodal Center, which is a nonprofit and they have executed a lease with the company that's operating the facility and is primarily their book of business, importing renewable fuels and they are obligated as part of the lease to operate the container portion if	
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	that business comes to the facility. Further, the county still owns the Cogen site across the street and the property immediately north of the Intermodal Facility. Lane explained that there is a lot of potential at these sites and with the natural gas pipeline, as well as Timber Labs and others as well. • Lane also touched on the discussions had about the interchange that would tie-in to Transition Parkway that would be critical in the future, as there have been truck accidents in that area. • Mayor Cowan explained that Millersburg has between 60-80 acres of undeveloped land just west of Ball Industry Construction, so there is some potential for additional traffic coming down Transition Parkway. Additionally, there is another large piece of property behind City Hall that has currently been slated for a future school. • Feldmann shared that Millersburg and Albany are updating their TSP, so this information and discussions are timely. Project Introduction Key Project Partners: OCWCOG (project lead), City of Millersburg, Linn County, and ODOT Ownership: Roadway owned and maintained by Linn County Study Location: Old Salem Road between the I-5 interchange (Exit 238) and the City of Albany Project Implementation Horizon: This study identifies a long-term vision for the corridor, with improvements anticipated to occur incrementally over the next 10–20+ years as funding and redevelopment opportunities become available.	
5. MTIP Draft (Attachment C)	AAMPO Staff McGregor shared that it is that time again in the three-year cycle to update the MPO’s MTIP. Action-wise, we are looking for approval of the current draft with the notation that we will have to	McGregor shared the MTIP Draft and updates for STBG Projects for

Action: Discussion and Referral to Policy Board	amend it in the next six months after we undero the MPO’s Surface Transportation Block Grant, STBG project selection. • McGregor explained that as in previous cycles, we have gotten the project lists for the MPO from ODOT. For larger MPO’s (Portland, Eugene, Salem-Keizer area) they manage their projects more intensively. As for AAMPO and CAMPO, the majority of our projects are 5307 and 5310 transit funding sources. • The document also includes the updated safety performance management targets from ODOT. Further, for the 2027-2030 STBG the annual funding from ODOT is going to be \$831,035. Previously, government funds increased slightly per year, this is no longer the expectation. So the funding is set for the first year numbers received from ODOT (\$831,035). • The STBG project selection process has been highlighted because this section will be changed to reflect the existing conditions in the fall when we go through the selection process for our projects. • The Criteria has been approved by AAMPO, and that finalized Criteria is included in Table 4 (image below). • Projects include: Corvallis-Albany Trail, Queen Ave Rail Crossing, Beta Drive Rail Crossing for Albany, Murder Creek Bridge for Linn County, Trucks Bridge for Linn County, Knox Butte at Scrabble Hill Road roundabout, Linn County Intersection signing and striping upgrades, Geary Street-Queen Ave safety improvements, Corvallis-to-Albany Path Refinement, and 2nd Street Multi-use Path for Jefferson. • For MPO funding, our listing of public transportation projects are all going to be Loop operations, Linn County operations and ATS operations with funding sources from 5307 and 5310. <u>Questions from the Board:</u> No questions from the board. Approval for the Adopting Resolution for AAMPO Policy Board – Resolution 2027-02 was met with unanimous consensus.	2027-2030 Policy Board unanimously approved the Adopting Resolution for AAMPO Policy Board Resolution 2027-02
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ADOPTING RESOLUTION

Albany Area Metropolitan Planning Organization Policy Board

Resolution Number 2027-02

FOR THE PURPOSE OF ADOPTING THE ALBANY AREA MPO FFY 2027 – 2030 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)

WHEREAS, the U.S. Department of Commerce, Bureau of Census has declared that the City of Albany, City of Millersburg, City of Tangent, City of Jefferson and adjoining areas of Linn, Benton and Marion Counties form an Urbanized Area named the Albany Urbanized Area; and,

WHEREAS, the Albany Area Metropolitan Planning Organization (AAMPO) Area has been designated by the State of Oregon as the official Metropolitan Planning Organization (MPO) of the urbanized area; and,

WHEREAS, among the major requirements of the Metropolitan Transportation Planning Process is the development of a MTIP that enumerates priority transportation projects in the MPO area consistent with an adopted Metropolitan Transportation Plan; and,

WHEREAS, AAMPO has developed a MTIP for FFY 2027 – 2030 in coordination with ODOT and the local transit agency to comply with all applicable federal and state requirements; and,

WHEREAS, the public has been notified and afforded reasonable opportunities to review and comment on projects included in the FFY 2027 – 2030 MTIP and will be afforded additional opportunities for review and comment as the document is amended.

NOW, THEREFORE, BE IT RESOLVED, that the AAMPO Policy Board approves the AAMPO FFY 2027 – 2030 Metropolitan Transportation Improvement Program.

PASSED AND APPROVED THIS 24th DAY OF JUNE 2026, BY THE ALBANY AREA METROPOLITAN PLANNING ORGANIZATION.

APPROVED:
By:

Patrick Malone, Chair
Benton County

ATTESTED:
By:

Matt Lehman
Cascades West Council of Governments and the Albany Area MPO

STBG PROJECT SELECTION PROCESS

In 2026, AAMPO selected recipients for the 2027 – 2030 STBG funds through a public selection process. A request for projects was sent to a list of member jurisdictions with an application developed by the MPO in spring 2026. The applications were evaluated by the TAC based on a jointly created *Application Instructions* that was created with the Corvallis Area MPO. “The following criteria will be used for STBG project evaluation as part of the FFY2027-2030 Metropolitan Transportation Improvement Program (MTIP) process. Projects will be sorted into Preservation and Modernization, and then combined into one overall funding list. All applicants will be given the opportunity to present projects to the TAC and Policy Board. Applicants for funding must demonstrate how well their proposed project meets the evaluation criteria identified below.”

Criteria used to evaluate and prioritize projects include pavement condition, bicycle/pedestrian/transit improvements, Safety, project leverage, project readiness, and community impact. Once projects were evaluated by the TAC, a recommendation was made to the Policy Board for final approval.

TABLE 4: FFY 2027 – 2030 STBG CRITERIA

Modernization			Preservation		
Project Readiness			Pavement Condition		
0-10	Scoping study/design/plans have been completed	10	Y/N	Fair PCI 55-69	30
Y/N	Project within existing ROW	10	Y/N	Poor PCI 40-54	15
Y/N	Match funding identified	5	Y/N	Good PCI 70-84	5
Y/N	No extensive permitting required (Env., Utility, etc)	5			
Multimodal Improvement			Multimodal Improvement		
0-10	Improves/Creates bicycle facilities	10	0-10	Improves/Creates bicycle facilities	10
0-10	Improves/Creates pedestrian facilities	10	0-10	Improves/Creates pedestrian facilities	10
0-5	Upgrades to transit facilities	5	Y/N	Project is on transit route	5
Safety			Safety Improvement		
0-20	Addresses documented safety issue and/or identified high crash location	20	0-20	Addresses documented safety issue and/or identified high crash location	20
Community Impact			Project Leverage		
0-10	Project identifies benefits to vulnerable road users	10	0-10	Funding this project will leverage larger opportunities to increase overall project impact	10
Y/N	Project has support of community(ies)	5	Y/N	Project is identified in a local plan	5
Y/N	Improves freight operations	5	Y/N	Project is located on a freight route	5
Y/N	Located on an MPO priority corridor	5	Y/N	Located on an MPO priority corridor	5

AAMPO FFY 27 – 30 TIP – LISTING OF SURFACE TRANSPORTATION PROJECTS							
Project Key#	Project Name	Project Description	Work Phase by Year	Federal Amount	State Amount	Local Amount	Total Current Estimate
18850	Corvallis to Albany Trail: Scenic Dr. - Springhill	Complete NEPA and right of way purchase, construct off-highway multiuse path.	CN 2027	\$2,370,777.47	\$15,881.20	\$427,679.64	\$2,814,338.31
21185	Queen Avenue Rail Crossing (Albany)	Upgrade existing railroad warning devices to improve pedestrian safety.	UR 2027 RW 2027 CN 2027 OT 2027	\$1,970,999.99	\$219,000.01	\$0.00	\$2,190,000.00
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.	PE 2024 RW 2027	\$988,332.00	\$0.00	\$0.00	\$988,332.00
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.	PE 2025 RW 2026 CN 2027	\$877,110.75	\$0.00	\$100,389.25	\$977,500.00
23140	Traux Creek (Clover Ridge Road) bridge (Linn Co)	Replace the bridge to meet current standards.	PE 2024 RW 2026 CN 2027	\$2,811,779.28	\$0.00	\$321,820.72	\$3,133,600.00
24158	Knox Butte Rd E at Scrawel Hill Rd NE (Linn County)	Construct a roundabout at the intersection of Knox Butte Rd and Scrawel Hill Rd NE to reduce the number and severity of intersection crashes.	PE 2027 RW 2028 CN 2029	\$7,178,400.00	\$0.00	\$797,600.00	\$7,976,000.00
24214	Linn County intersection signing & striping upgrades (2030)	Install signs, striping and other devices at various intersections throughout Linn County to reduce crashes and increase safety.	PE 2027 CN 2028	\$1,121,400.00	\$0.00	\$124,600.00	\$1,246,000.00
24236	Geary Street - Queen Avenue Safety Improvements (Albany)	Design for future construction project to develop safety improvements at the Queen Avenue-Geary Street intersection to enhance safety for pedestrians and bicyclists who use the 1.5 mile Periwinkle Path to travel between South Albany and businesses and services located north of Queen Avenue.	PE 2027	\$420,026.13	\$0.00	\$48,073.87	\$468,100.00
24239	Corvallis to Albany Path Refinement (Albany)	Project refinement for future construction of a shared use path along US20 between N Albany Road and First Avenue in Albany. This facilitates biking and walking between downtown, north Albany and Corvallis via the future Corvallis-Albany path.	PL 2027	\$420,026.13	\$0.00	\$48,073.87	\$468,100.00
24240	Second Street Multiuse Path (Jefferson)	Project refinement for future construction of a shared use path for the Second Street Student Link to connect the students of Jefferson Middle and High Schools to the center of the city.	PL 2027	\$400,464.99	\$0.00	\$45,835.01	\$446,300.00

6. TPAU Model Assumptions (Attachment D1 & D2) Action: Discussion	Staff McGregor shared updates for the RTP work efforts, explaining that we’ve been working with the Transportation Planning Analysis Unit at ODOT over the last couple of months to really dial in our CALM Model and to get it up-to-speed for the 2050 Regional Transportation Plan. • The Regional Transportation Plan relies on the area model to model future traffic expectations, both congestion, peak usage, and volume per capita. And then based on the model scenarios that the Policy Board approved earlier this year, TPAU will model each of those scenarios and provide likely outputs on how the scenarios will impact traffic and congestion in the future, specifically in the model year 2050. • In the memo, some of the background of this process is highlighted and what the different terms are. Some of the work specifically revolved around the CFA and Equitable Community changes. Based on the DLDC changes that Albany and Corvallis adopted and based on growth expectation within the regions, both employment and household based on low, medium, and high percentage. • A lot of the expected growth will be in the Climate Friendly Areas (CFAs) that were adopted by both cities. Questions from the Board:	AAMPO Staff McGregor shared details on the TPAU Model maps and the predicted household/employment growth, discussing the expected impacts with the Board.
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	• Board had questions regarding the maps and the expected growth for household and employment, asking clarification on the growth analysis if it was for individual jobs to which McGregor explained that he believes that they are. • McLeod highlighted that based on the numbers they are predicting to add more households than jobs.	
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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: June 18th, 2026 & June 24th, 2026
To: AAMPO Technical Advisory Committee (TAC) & Policy Board
From: Billy Murphy McGregor, AAMPO Staff
Re: Climate Friendly Area Growth Assumptions for the CALM model

Purpose of Memo

This memorandum provides an update on the Corvallis-Albany-Lebanon Model (CALM) transportation planning model used by planners, developers and in the development of the Regional Transportation Plan (RTP). In this memo, TAC members are asked to review the assumptions made by AAMPO and ODOT's Transportation Planning and Analysis Unit (TPAU) as it relates to locations within the planning area. In accordance with the Climate Friendly and Equitable Communities¹ transportation policy (OAR 660-012), eligible communities are asked to evaluate the intersection of housing, employment and transportation.

The initial results of this analysis provide forecasts for population and employment change in the MPO planning area, with special emphasis on the Climate Friendly Areas that were nominated by local jurisdictions.

Action: Discussion.

- Do these areas align with local assumptions on housing, population and employment growth (RE: location)?
- Which of the three growth scenarios for household and employment growth seems the most realistic?
 - Which one should be selected for the model?
 - Should multiple scenarios be evaluated? If so which ones?
- Are there specific areas that planners have overlooked, or seem unrealistic?
- What questions do you have for the modeling team at ODOT?

Background

The Climate-Friendly and Equitable Communities (CFEC) program reduces climate pollution from transportation and promotes equitable planning outcomes. The program applies to communities within metropolitan regions with populations over 50,000 people including Corvallis and Albany. Cities of 10,000 or less have worked with the State to determine which CFEC regulations make sense for their community.

In developing the 2050 RTP, planners at CAMPO, AAMPO, and ODOT's TPAU reviewed observed land use trends to answer the following questions:

- Given current land use and transportation patterns, where is employment growth likely?
 - Where are people (households or HH) likely to live?

Data

The maps that are attached to this memo were produced by taking the assumed growth in households (HH) and employment by 2050 (based on population projects from ODOT) and allocated those households and employers into the Climate Friendly Areas designated by the jurisdictions. In Corvallis, planners assumed 10%, 25%, or 50% of the growth would occur in the designated areas. In Philomath those assumptions were 5%, 10%, or 25% allocations into the CFA. This information is displayed in Table 1. The data that informed employment distributions were not available as of the meeting deadline.

Table 1 – Household (HH) Growth by 2050 in CFA Areas

Pop_Growth		HH_Growth_Approx						
Albany	13,377	6,500	Low %	Medium %	High %	Low #	Medium #	High #
- CFA (1) Primary		65	1.0%	2.0%	5.0%	56	113	282
- CFA A		65	1.0%	2.0%	5.0%	56	113	282
- CFA B (East)		325	5.0%	10.0%	25.0%	282	563	1,408
- CFA C (North)		65	1.0%	2.0%	5.0%	56	113	282
- CFA D		65	1.0%	2.0%	5.0%	56	113	282
- CFA E		65	1.0%	2.0%	5.0%	56	113	282
- CFA F		65	1.0%	2.0%	5.0%	56	113	282
- Non-CFA (East of IS)		2,860	44.0%	39.0%	22.0%	2,478	2,196	1,239
- Non-CFA (North Albany)		2,925	45.0%	39.0%	23.0%	2,534	2,196	1,295
Linn Co	733	350						
Millersburg	5,087	2,500						
Tangent	268	150						
Jefferson	1,072	500						

Occupied Household Growth by UGB

UGB	26 Years of Growth
Albany	5,630
Millersburg	1,720
Tangent	100
Linn County (outside of UGB)	300
Lebanon	700
Jefferson	350

Employment Growth by UGB

UGB	26 Years of Growth
Albany	3,300
Millersburg	350
Tangent	160
Linn County (outside of UGB)	850
Lebanon	1,000
Jefferson	75

7. Linn County/Tangent Project Changes* (Attachment D) Action: <i>Decision on Project Changes</i>	Samaniego shared that Tangent currently has two projects that do not have enough funding to complete: Old Oak Project and the Tangent Drive project. • Samaniego shared that Tangent has had difficulty securing funding for these projects so Linn County approached Tangent with the idea of merging the two funds to focus on Tangent Drive and then seek a grant that can get the project up and running. The last Tangent City Council meeting on June 8th approved that idea. • The request for the AAMPO Policy Board is approval to convert the Covid funds totaling \$175,000 for Old Oak Crossing Improvement to the STBG project Tangent Drive enhancement project, and more specifically for that projects engineering costs. • The request was approved via unanimous consensus with no objections or amendments.	The Board approved via unanimous consensus the request for the Tangent Covid funds totaling \$175,000 to be used for engineering costs for the Tangent Drive enhancement project.
8. Jurisdictional Updates/Other Business	AAMPO Staff Updates: No updates from McGregor. Peterson had no updates. Jurisdictional Updates: <i>Albany</i> – McLeod shared that Albany is trying to find ways to pay for road repairs, and in getting residents to come to a consensus about what the best, most equitable way to do that is. <i>Benton County</i> – Commissioner Malone shared that there are two bridges across the Willamette River that are earthquake resistant, with the new Van Buren bridge being one of them. Also, the Oregon Transportation Committee (OTC) was well represented at the ribbon cutting for the Van Buren bridge and has a fair amount of authority on prioritizing projects, which is especially helpful with ODOT limited on funding. Discussion with OTC included talk about improving smart	Jurisdictional Updates provided by the Board

	signals on Philomath Blvd. <i>Jefferson</i> – No member from Jefferson present. <i>Linn County</i> – Lane touched on updates with the Intermodal Center and the bridge project in the Talking Water Gardens. Further, work being done in front of the courthouse is for improving ADA access under the front steps, and that will be a future security checkpoint. <i>Millersburg</i> – Mayor Cowan shared that Millersburg TSP TAC meeting coming up on July 8th and are looking forward to getting that completed. Potts shared updates on the Transition Parkway, with plans to open the road in July, trying to nail a specific date depending on utility contractors getting in and finishing their work. Further, they are in the 90% design milestone for the Woods Road multi-use path that will connect to Transition Parkway. <i>Tangent</i> – Samaniego shared that Tangent is almost finished with their TSP plan. Unique to Tangent is that all legislative amendments must go to the voters, so Tangent will have a town hall to explain what the TSP and to have the voters approve the new TSP plan. <i>ODOT</i> – No updates from ODOT. Other Business:	
9. Adjournment	The next AAMPO Policy Board Meeting is scheduled for Wednesday, July 22, 2026.	The meeting was adjourned at 4:07pm by the Chair, Commissioner Pat Malone.

**ALBANY METROPOLITAN PLANNING ORGANIZATION &
CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD HYBRID MEETING**

**Wednesday, August 26, 2026
2:30 – 5:00 pm**

**Via Microsoft Teams Technologies &
The AAMPO Upstairs Conference Room (1400 Queen Ave SE, Albany Oregon 97322)**

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

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

Guests: Steve Harvey, David Rabinowitz (Jefferson)

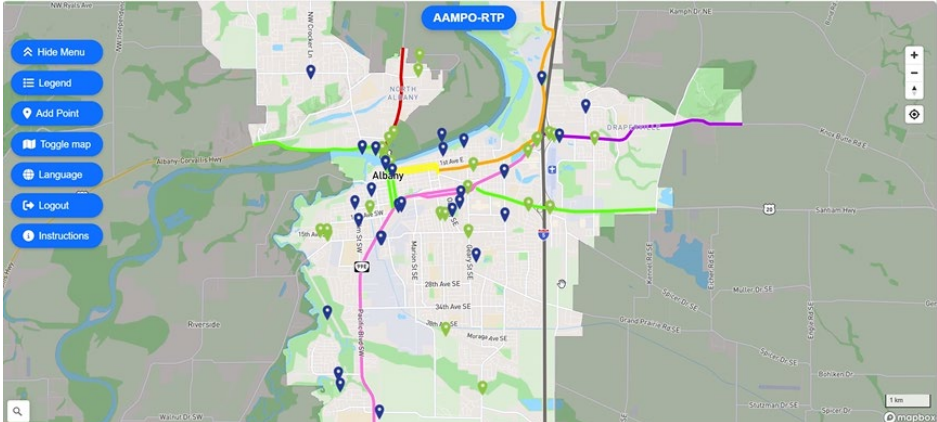
Staff Present: Planning Supervisor Justin Peterson, AAMPO Planner Billy McGregor, CAMPO Planner Corum Ketchum, Justin Epiaka Assistant Planner, and Administrative Assistant Travis Overvig

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, and Roll Call/Introductions	The AAMPO Chair Commissioner Pat Malone called the meeting to order at 2:33pm. Agenda item 5 was removed from the agenda due to the absence of an ODOT representative and will be discussed at a future meeting. The agenda was approved as amended. Administrative Assistant Travis Overvig conducted a roll call. Members of the AAMPO and CAMPO Policy Boards, staff, and guests introduced themselves.	The joint AAMPO/CAMPO Policy Board meeting for August 2026 was called to order at 2:33pm by AAMPO Chair Commissioner Pat Malone.
2. Public Comments	There were no public comments received.	There were no public comments.
3. Approve Minutes of June 24, 2026, AAMPO Meeting (Attachment A1)	The AAMPO Policy Board considered approval of the June 24, 2026, AAMPO Policy Board meeting minutes. No objections or corrections were raised by the members present: Commissioner Pat Malone (Benton County)	Both AAMPO (June 24, 2026) and CAMPO (July 8, 2026) meeting minutes were approved via

Approve Minutes of July 08, 2026, CAMPO Meeting (Attachment A2) Action: Approval of minutes	• Mayor Alex Johnson II (City of Albany) • Councilor Greg Jones (City of Tangent) • Darrin Lane (Citizen Representative) • Gary Stockhoff (Benton County) The minutes were approved via unanimous consensus. CAMPO Policy Board considered approval of the July 8, 2026, CAMPO Policy Board meeting minutes. No objections or corrections were raised by the members present: • Commissioner Pat Malone (Benton County) • Councilor John Wilson (City of Adair Village) • Rory Rowan (City of Corvallis) • Chris Workman (City of Philomath) • Gary Stockhoff (Benton County) The minutes were approved via unanimous consensus.	unanimous consensus. There were no objections or corrections for either set of minutes.
4. STIP Amendments (Attachment B1, B2, B3) ACTION: Discussion and Decision	Staff Ketchum shared the STIP Amendments for the CAMPO Policy Board. Ketchum explained that staff have been working through an overlap period between the 2024-27 and 2027-30 STIP cycles and coordinating with ODOT to ensure projects are assigned to the appropriate fiscal year. The amendments include several project adjustments, primarily to align projects with the correct fiscal year, close out complete or near-complete projects, and advance projects into the next fiscal year as appropriate. Ketchum noted that the amendments fall within administrative guidelines and have already been approved administratively. The Board was invited to ask questions regarding the amendments. Staff McGregor presented the STIP amendment for Project 22946, the Beta Drive SW rail crossing project in Albany. ODOT requested cancellation of the project following ongoing maintenance-cost discussions with Union Pacific Railroad. ODOT Rail determined that proceeding with the project would not be beneficial under the proposed	The CAMPO Policy Board received and discussed the STIP amendments. No formal action was required. The AAMPO Policy Board unanimously approved cancellation of Project 22946. The project is expected to be reconsidered for inclusion in the 2027-30 STIP.

	maintenance terms and recommended returning the project funds to the SW Rail Crossing budget. Amy Ramsdell (Linn County) provided additional context regarding railroad-crossing maintenance responsibilities, explaining that Union Pacific has sought to require road authorities to assume ongoing maintenance costs associated with crossing improvements. She noted that similar issues have resulted in other rail-crossing projects being delayed or cancelled. Rory Rowan (City of Corvallis) noted that Corvallis has encountered similar challenges with Union Pacific and discussed the possibility of pursuing a legislative solution to address the long-term maintenance responsibility. Mayor Alex Johnson II (City of Albany) discussed ongoing concerns with the condition of railroad crossings in Albany, including the need for improved crossing surfaces and continued maintenance. Board members discussed the broader challenges local jurisdictions face in coordinating improvements with Union Pacific. Ramsdell moved to approve cancellation of Project 22946. Commissioner Malone seconded the motion. The motion was approved unanimously. Following the vote, Mayor Johnson stated that the City of Albany intends to bring the project forward again in the future. McGregor noted that he expects the project to be reentered into the 2027-30 STIP. <table><tr><th colspan="5">2027 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>Full Amendment 24-27-3939</td><td>Beta Drive SW Rail Crossing (Albany)</td><td>Complete design to install light and gates and improve humped crossing to standard to improve safety and reduce incidents at crossings.</td><td>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.</td></tr></table>	2027 REVISIONS					Row	Revision Type	Project Key Number/s & Name/s	Project Description	Revision Information	1	Full Amendment 24-27-3939	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.	
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1	Full Amendment 24-27-3939	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.													
5. CWACT Priority Projects (Presentation) Capital Investment Plan: CWACT Candidate Projects	Agenda Item 5 was removed from the agenda at the beginning of the meeting due to the absence of an ODOT representative. Christine Hildebrant joined the meeting later and was asked whether she preferred to provide the CWACT Priority Projects presentation at that time or defer it to the next meeting. Hildebrant requested that the item	Item deferred to the next meeting at Hildebrant's request.															

Action: Presentation and Discussion	be carried forward to the next meeting.	
6. RTP Projects Outreach Action: Presentation and Concurrence	McGregor provided an update on RTP project outreach and noted that the process is moving into the project-selection phase. A previous RTP survey was used to help identify and rank project priorities across the AAMPO-CAMPO region, with safety identified as the highest-priority goal for both MPOs. Staff are developing the next phase of public outreach, which is expected to include activity boards, a joint AAMPO-CAMPO interactive online mapping tool for location-based feedback, QR codes, and materials in English, Spanish, and Chinese. McGregor noted that outreach will focus on gathering meaningful public input before consultant review. Staff discussed plans for in-person outreach, including farmers market events, public forums, and RTP-specific open houses within the jurisdictions. Ketchum noted that these events would provide opportunities for the public to speak with staff and identify priorities directly on project maps. Staff anticipate completing the current public-input phase by the end of October, with a later outreach phase planned to share the completed plan with the public prior to anticipated adoption in February. Board members were encouraged to provide recommendations for suitable outreach locations. Councilor Wilson identified a potential meeting space in Adair Village, and other Board members offered additional suggestions for possible outreach venues.	The Boards concurred with the proposed RTP outreach approach. Staff will continue developing outreach activities and coordinate with Board members on potential locations.

	AAMPO - CAMPO JOINT RTP AAMPO goals (n = 5) <table><tr><td>Safety</td><td>4/5</td></tr><tr><td>Balanced multimodal system</td><td>3/5</td></tr><tr><td>Transportation equity</td><td>3/5</td></tr><tr><td>Reliability and efficiency</td><td>2/5</td></tr><tr><td>Healthy and active living</td><td>2/5</td></tr><tr><td>Regional collaboration</td><td>1/5</td></tr><tr><td>Economic vitality</td><td>0/5</td></tr></table> CAMPO goals (n = 13) <table><tr><td>Safety</td><td>11/13</td></tr><tr><td>Balanced multimodal system</td><td>8/13</td></tr><tr><td>Land use coordination</td><td>5/13</td></tr><tr><td>Healthy and active living</td><td>4/13</td></tr><tr><td>Climate adaptation</td><td>4/13</td></tr><tr><td>Reliability and efficiency</td><td>4/13</td></tr><tr><td>Transportation access</td><td>3/13</td></tr><tr><td>Economic vitality</td><td>0/13</td></tr></table> FIGURE 2 Respondents could select three goals. The three 'both regions' respondents are included in each 	Safety	4/5	Balanced multimodal system	3/5	Transportation equity	3/5	Reliability and efficiency	2/5	Healthy and active living	2/5	Regional collaboration	1/5	Economic vitality	0/5	Safety	11/13	Balanced multimodal system	8/13	Land use coordination	5/13	Healthy and active living	4/13	Climate adaptation	4/13	Reliability and efficiency	4/13	Transportation access	3/13	Economic vitality	0/13	
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7. STBG Call for Projects FY27-30 (Attachments C1, C2, C3, and C4) Action: Discussion and Decision	Staff Ketchum explained that as projects are submitted, the scoring criteria will be used to rank them and staff will work with jurisdictions to prioritize projects based on the results. Applications are due to staff by September 30. Staff noted that the goal is to finalize project selections by the end of the calendar year. Staff McGregor noted that the AAMPO and CAMPO scoring criteria are largely the same, with only minor wording differences. AAMPO does not include the separate planning-project criterion. The application forms are also substantially the same, aside from differences in the MPO goal sections. Staff explained that project applications will be reviewed through TAC	The Boards received the STBG Call for Projects update. Applications are due September 30, with project review and prioritization to continue through the TAC process and a goal of finalizing selections by the end of the calendar year. Staff will follow up on the eligibility of the Adair Village Frontage Road																														

	work sessions, with scoring used to help rank projects and inform sequencing with individual jurisdictions. The application packet is intended to provide the information needed for TAC review, and staff will continue working with jurisdictions as projects are submitted. Councilor Wilson described Adair Village's planned Frontage Rd project, which would convert a portion of the roadway to bicycle and pedestrian use, and asked whether it would be eligible under the STBG call for projects. Ketchum noted that rehabilitation of existing bicycle infrastructure may be eligible, but the proposed conversion presents a borderline case. Staff will confirm eligibility with the State Highway Fund Office and follow up with Councilor Wilson. Rowan asked about the anticipated review process and timeline. Staff noted that additional project discussion will occur during the upcoming TAC work sessions and that the goal is to complete project selection by the end of the calendar year. Staff emphasized that programming the funds as early as possible will help move projects into implementation more quickly.	project.
8. AAMPO: Approval for COVID Reserve Funds (Attachment D1) CAMPO: Call for Small Dollar ARPA Projects (Attachment D2) AAMPO Action: Discussion and Decision CAMPO Action: Information Only	Staff McGregor presented the AAMPO COVID Reserve Funds recommendation. The AAMPO TAC recommended allocating the remaining \$14,000 in reserve funds to the bus shelter purchase and installation project. Staff noted that existing shelters currently in storage could be reinstalled at priority locations and that additional shelters may be purchased if funding allows. Staff also provided updates on previously approved projects, including ongoing coordination with Linn County and Tangent on the Tangent Drive project and with the City of Jefferson on the Jefferson 2nd Street project. Staff noted that these funds are intended for relatively quick-turnaround projects and should be expended as soon as practical, with June 30, 2027 identified as the target deadline. No objections were raised by AAMPO Board members, and the reallocation of the remaining \$14,000 in COVID Reserve Funds to the bus shelter project was approved by unanimous consensus. For CAMPO, staff reported that most of the remaining COVID reserve	AAMPO approved the reallocation of \$14,000 in COVID Reserve Funds to the bus shelter purchase and installation project by unanimous consensus. CAMPO received an informational update on the remaining approximately \$20,000 in reserve funds and the proposed small-dollar project solicitation process.

	funding had previously been approved for the NE Corvallis Connectivity Study, leaving approximately \$20,000 available. Staff informed the Board that they intend to use criteria, based on the STBG process, to solicit and evaluate small-dollar projects from CAMPO member jurisdictions and fully allocate the remaining funds. Additional discussion and project review will continue with the CAMPO TAC.	
9. UPWP Fy26 In-Kind Match Reporting (Attachment E) Action: Information and Discussion	Staff provided an update on FY2026 in-kind match reporting for AAMPO and CAMPO. For AAMPO, the required match was \$27,544.20, with \$27,573.15 ultimately reported. In-kind contributions included member participation at TAC and Policy Board meetings, public participation, transit planning, RTP work, and other eligible staff and partner activities. Staff noted that strong meeting attendance and public participation contributed significantly toward meeting the match requirement. Staff explained that local match requirements have increased in recent years as ODOT has gradually reduced its contribution toward the federal planning match. Carryover funding has also increased AAMPO's match requirement in recent years. AAMPO's FY2027 match requirement is expected to be approximately \$29,000. CAMPO has experienced a similar increase, with its local match rising from approximately \$8,000 to \$16,000 in FY2026 and an anticipated requirement of approximately \$17,000 in FY2027. Staff expressed confidence that both MPOs can continue meeting their requirements through RTP work, member and staff participation, public involvement, and other eligible activities. Staff emphasized the importance of maintaining strong attendance and quorum at TAC and Policy Board meetings, as eligible member participation contributes toward the in-kind match. Meetings without quorum have reduced value for both decision-making and match reporting purposes.	The Boards received the FY2026 in-kind match update and discussed increasing local match requirements as ODOT reduces its contribution. Staff will continue tracking eligible participation and activities to ensure future match requirements are met.

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 <table><tr><th>Item</th><th>Amount</th></tr><tr><td>8 TAC Meetings</td><td>\$3,150.00</td></tr><tr><td>11 PB Meetings</td><td>\$3,813.53</td></tr><tr><td>Public Participation at meetings</td><td>\$2,316.09</td></tr><tr><td>Additional Tasks</td><td>\$7,400.00</td></tr><tr><td>CAMPO Linn Benton Loop</td><td>\$3,185.03</td></tr><tr><td>Total</td><td>\$19,864.65</td></tr></table> <u>FY26 In-Kind Total:</u> \$19,864.65 <u>FY26 In-Kind Match Required:</u> \$18,415.78	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	
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8 TAC Meetings	\$3,150.00															
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Additional Tasks	\$7,400.00															
CAMPO Linn Benton Loop	\$3,185.03															
Total	\$19,864.65															
10. Other Business: • ODOT Project Updates/CIP • FY26 UPWP Administrative Adjustments • CAMPO Permanent Counter Updates • Member Discussion • Jurisdictional updates • Staff Updates	ODOT Project Updates/CIP: Hildebrant provided a Connect Oregon update. Approximately \$30M is available statewide, compared with roughly \$84M in requests across 37 projects. Region 2 had approximately 15 projects requesting \$35M. Projects are being ranked, after which regional representatives will advance recommendations to the statewide selection committee. Final selections were expected relatively soon. AAMPO Board Member Updates: Lane reported that the Intermodal Board approved a long-term lease agreement with multiple renewal periods for an operator planning to import biofuels through the intermodal facility. Significant activity is anticipated before the end of the year. <i>Albany:</i> Mayor Johnson shared that the City will be interviewing candidates to replace former Councilor McLeod. Johnson plans to	Board Members provided jurisdictional and transportation-related updates from their respective communities.														

	attend one additional meeting with the replacement member before stepping away from the board. <i>Benton County:</i> Stockhoff provided an update on Benton County's transportation planning and transit work. The County is developing its 2027-29 STIP project list, with projects expected to be identified around October, while also working through current funding applications and preparing for the next cycle. Stockhoff also discussed the 99W transit pilot, which operated for approximately seven months and demonstrated strong ridership demand, particularly between Corvallis and Eugene-area destinations. Funding for the pilot has ended but Benton County has applied for grant funding to restore service for FY27-28 and is exploring a future regional partnership with Lane Transit, Linn County, and Albany. CAMPO Board Member Updates: <i>Corvallis:</i> Rowan shared that the City is planning a Council work session at the end of September focused on transportation funding. The discussion will revisit transportation investment priorities, including findings from the Transportation Safety Action Plan and needs related to bridges, signals, maintenance, and other infrastructure. The timing will also inform the City's upcoming biennial budget development and five-year capital improvement program. <i>Adair Village:</i> Councilor Wilson reported that negotiations with ODOT regarding Frontage Road are ongoing and may come before the City Council for approval at an upcoming meeting. Adair is also updating its development code to incorporate amendments related to the Transportation System Plan. The Planning Commission is expected to review the amendments before forwarding recommendations to the City Council in October. <i>Benton County:</i> Commissioner Malone provided an update on the Corvallis-to-Albany path. Approximately one mile has been paved from Conifer Blvd toward the Children's Farm Home, while remaining sections are still being designed. A presentation on alternative alignment is anticipated September 15, when the Board of	
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	Commissioners may select a preferred alternative. Site-specific concerns near the Knife River facility include truck movements, noise, and safety separating bicyclists and pedestrians from heavy truck traffic. <i>Philomath:</i> Workman shared that Philomath is completing its Transportation Safety Action Plan, with a final task force meeting upcoming and the draft report currently under review. Six areas of concern have been identified, with the Main Street/17th Street pedestrian crossing among the highest priorities. Workman expressed concern that current ODOT ADA improvements along Main Street provide limited pedestrian-safety enhancements, including minimal signage and lighting and no rectangular rapid flashing beacons, particularly near school areas. The City is also evaluating projects for upcoming STBG funding opportunities. Additional Comments: Guest Steve Harvey thanks the Linn County Road Department for its coordination ahead of the annual Covered Bridge Bicycle Tour, which drew approximately 525 riders. Harvey specifically praised the timing and quality of chip-seal work, road sweeping, and route preparation, noting that the work resulted in good conditions for cyclists.	
11. Adjournment	The next meeting of the Albany Area MPO is scheduled for Wednesday, September 23rd at 2:30 PM. The next meeting of the Corvallis Area MPO is scheduled for Wednesday, September 9th at 3:30 PM. The next Super Joint Meeting consisting of AAMPO, CAMPO and their respective Technical Advisory Committees is scheduled for Wednesday, December 10th at 3:30 PM.	The Joint Policy Board meeting was adjourned at 4:13 pm by the AAMPO Chair, Commissioner Pat Malone.

Albany Area Metropolitan Planning Organization (AAMPO)
AAMPO TAC Virtual Meeting
Thursday, August 20, 2026
 Virtual via Microsoft Teams Technologies

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

Guests: There were no guests present.

Staff: AAMPO Planner Billy McGregor, CED Director Matt Lehman, Planning Supervisor Justin Peterson

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, Roll Call	Staff Billy McGregor conducted a roll call and determined a quorum of members was present. The meeting was called to order at 9:01am by the Vice-Chair Chris Cerklewski. An Agenda Review was completed, and there were no changes.	The meeting was called to order at 9:01am 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 July 16, 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 July 16, 2026, meeting by consensus. Malone motioned to approve the meeting minutes. Feldmann 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. Kyle Ward of Jefferson voted in favor. Chris Cerklewski of Albany voted in favor. Andrew Potts of Millersburg voted in favor. Daniel Malone of Linn County voted in favor. There were no votes against.	The AAMPO TAC members in attendance approved of July 16, 2026, Technical Advisory Committee Meeting Minutes by consensus.																														
4. STIP Administrative Amendments (Attachment B1) Action: Information	Staff McGregor shared Attachment B1, STIP Administrative Amendments, detailing the four STIP Amendments and their revisions. <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 24-27-3850</td><td>22970 Enhanced Mobility S&ID - Linn County FFY26</td><td>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.</td><td>Slip Other phase to federal fiscal year 2027.</td></tr><tr><td>2</td><td>Administrative Amendment 24-27-4049</td><td>21990 Enhanced Mobility S&ID - Linn Co FFY24</td><td>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.</td><td>Advance the project to start in federal fiscal year 2025.</td></tr><tr><td>3</td><td>Administrative Amendment 24-27-4062</td><td>22958 Enhanced Mobility S&ID - Linn Co FFY25</td><td>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.</td><td>Advance the project to start in federal fiscal year 2025.</td></tr><tr><td>4</td><td>Administrative Amendment 24-27-4043</td><td>21980 Enhanced Mobility S&ID - Linn Co FFY23</td><td>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.</td><td>Advance the project to start in federal fiscal year 2025.</td></tr></table>	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.	McGregor shared Attachment B1, detailing the STIP Amendments.
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.																												
5. STIP Full Amendments (Attachment B2) Action: Recommendation on Amendment	McGregor shared Attachment B2, STIP Full Amendments. McGregor explained that STIP Full Amendment 24-27-3939 is to cancel project, due to ongoing maintenance fee discussion with Union Pacific Railroad (UPRR) it was determined by ODOR Rail that pursuing the project goals would not be beneficial at this time. ODOT will cancel the project and return funds to the SW Rail Crossing Budget.	McGregor shared the STIP Full Amendment 24-27-3939 which is to cancel the project. Recommendation was approved via unanimous																														

	Cerklewski shared the history behind the project, explaining how with there not being an immediate need to move forward with the project it was best to cancel to free up the funds for other projects. Malone motioned to recommend the cancellation of this project to the Policy Board. Stockhoff seconded. The recommendation was approved with no objections or corrections and will be presented to the AAMPO Policy Board during the next scheduled meeting on August 27. Gary Stockhoff of Benton County voted in favor. James Feldmann with ODOT voted in favor. Kyle Ward of Jefferson voted in favor. Chris Cerklewski of Albany voted in favor. Andrew Potts of Millersburg voted in favor. Daniel Malone of Linn County voted in favor. There were no votes against. <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>Full Amendment 24-27-3939</td><td>22946 Beta Drive SW Rail Crossing (Albany)</td><td>Complete design to install light and gates and improve humped crossing to standard to improve safety and reduce incidents at crossings.</td><td>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.</td></tr></table>	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.	consensus by AAMPO TAC.
STIP Revisions																	
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6. RTP Projects Outreach <i>Action: Discussion</i>	McGregor shared the draft scenarios with the AAMPO TAC Members. The next step of the RTP project outreach will primarily consist of a wiki mapping solution. We will be working with Web Manager, Steve Spindler, on this next step and the wiki mapping should look similar to the last AAMPO RTP cycle. It will involve an interactive map where participants can drop a pin. The pin categories last time were Safety or Project Recommendation with the plan to expand to four categories. The second outreach method will be working with local libraries to post the maps on their activity boards where the public can post dots on locations to signify safety issues or good infrastructure.	McGregor discussed the RTP Project Outreach that is planned, including developing interactive maps for feedback.															

	For areas without public libraries, such as Tangent and Millersburg, we will work to post on activity boards at their City Halls. RTP is rolling along and they are getting into the next phase of public outreach. No recommendation from the AAMPO TAC on how to further improve public outreach.	
7. RTP Chapters 1 & 2 Draft Review (Draft Emailed) Action: Discussion	McGregor presented on RTP Chapters 1 & 2 Draft Review which were emailed to AAMPO TAC members. Chapter 1 is looking clean while Chapter 2 is still in the drafting process as there is missing data for certain niches statistics that we include and need to rectify some differences between AAMPO and CAMPO. Cerklewski asked when feedback should be given. McGregor said in the next couple weeks, setting a preferred deadline of September 4th. Cerklewski will work on distributing the two chapters and will look to have comments before Labor Day. McGregor shared that we are still finalizing the maps and that most recently we had developed a walk shed map that detailed transit stops and then quarter-mile walk shed around them. GIS no longer supports walk sheds so we had to use QGIS and then pull in different internet resources to program out that function. Currently looking at internal passes for Fall 2026 and will likely have additional drafts for review between Fall and Winter. Future drafts will be in smaller portions to assist with review.	McGregor detailed the RTP Chapters 1 and 2 Draft Review that were emailed to AAMPO TAC Members, discussing the process and deadline for feedback of September 4.
8. UPWP FY26 In-Kind Match Reporting (Attachment C) Action: Discussion	McGregor shared Attachment C, UPWP FY26 In-Kind Match Reporting, detailing that he has pulled together \$27,573.15. Record participation from TAC and Policy Board meetings have greatly assisted with the In-Kind Match funds. The In-Kind services provided by Albany Transit staff for running of the LB Loop meetings has been a reliable match amount. The Additional	McGregor shared the UPWP FY26 In-Kind Match Reporting, explaining the match totals and the expected match of \$28,771 for next year.

	Match of \$4,300 is for all the work that has been done on the Old Salem Ave project and the RTP so far. McGregor explained that the de-obligated funds at the end of the year have been somewhat of a saving grace in these match discussions. We report to ODOT based on the local match expectation that they give us off of our budget sheets. The funds that are not spent at the end of the year are de-obligated which become the fallback funds available. Next year's match is expected to be \$28,771, though this can creep closer to \$29,000 or \$30,000. <u>Overall FY2026 Year End Totals</u> <table border="1"> <tr> <td>AAMPO TAC Meetings</td><td>\$</td><td>9,176.60</td></tr> <tr> <td>AAMPO Policy Board Meetings</td><td>\$</td><td>6,908.96</td></tr> <tr> <td>2 Linn-Benton Loop TAC Meetings (AAMPO Share)</td><td>\$</td><td>1,449.02</td></tr> <tr> <td>2 Linn-Benton Loop Board Meetings (AAMPO Share)</td><td>\$</td><td>1,736.02</td></tr> <tr> <td>Albany Transit Match</td><td>\$</td><td>4,000.00</td></tr> <tr> <td>Additional Match</td><td>\$</td><td>4,302.56</td></tr> <tr> <td>Total</td><td>\$</td><td>27,573.15</td></tr> </table> <u>FY26 IN-KIND TOTAL:</u> \$ 27,573.15 <u>FY26 IN-KIND MATCH REQUIRED</u> \$ 27,544.20	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	
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Additional Match	\$	4,302.56																					
Total	\$	27,573.15																					
9. Rural Transit Study Scope (Attachment D)	McGregor shared Attachment D, Rural Transit Study Scope. For FY27, there is special project Task 540: Small Urban Transit Feasibility Study detailed below with the goal of building out a strategic	McGregor provided information on the Rural Transit Study Scope,																					

Action: Information and Discussion	timeline in which we can start providing transit agency services to Tangent, Jefferson, and Millersburg. In the past, the idea of running a connector to Albany with Jefferson as a point along that route was proposed to Chariots. Unfortunately, the idea was scrapped following Chariots running internal numbers suggesting that a Salem-to-Albany route was not worth it in the long-run on their end. For Tangent, previous city councilor and mayor were largely uninterested in transit and responded that Tangent did not need these services. Following leadership change, their new city councilor and mayor are now wanting ATS services, and to have access to Albany Call-a-Ride. The intent is to find a long-term strategy to implement. 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. The scope of work has been developed for this project. The project requirements encompass more than the short summary above and the \$11,000 budget item. After reviewing the amount of teamwork strategy research, cross-jurisdictional meetings, there is internal concern that there will need to be additional staff assistance needed for this study. Such as performing on-site observations, document review, and other work needed.	detailing special project Task 540 for FY27. The scoped budget of \$11,000 for staff hours was proposed to increase by \$30,000 to \$41,000 to provide additional support.
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	Supervisor Peterson explained that they originally had \$11,000 scoped for staff costs for this study and it will need to be expanded. Proposing an additional \$30,000 to increase the staff costs from \$11,000 to \$41,000 for this study. With the special projects pool, there would be approximately \$70,000 in there which could be carried over for future corridor studies identified in the RTP process. Stockhoff shared that they hired Kittleson to do a study for rural shopper shuttles and that the next round of the IMP grants have just opened up and this study could be worth pursuing one of these grant opportunities. Peterson shared that this round of IMP grants is for capital and equipment so this study would not qualify, though he will double check. McGregor shared he will look into Stockhoff's suggestion and will bring this discussion into next TAC meeting.	
10. Application Form (Added to Agenda)	McGregor added this agenda item as there was additional time, previewing the application form for STBG Funds, deadline is September 30th. This is a straight-forward application that is 3-4 pages long and that will ask for project information. McGregor said they should be sending these application forms out via email to the AAMPO TAC members.	McGregor added this agenda item, providing a preview of the STBG Fund application form. This application form will be emailed out soon to AAMPO TAC members.
11. Jurisdictional Updates/Other Business • AAMPO • Albany • Benton County • Jefferson • Linn County • Millersburg • Tangent • ODOT	AAMPO Updates: There were no AAMPO Updates to share. Jurisdictional Updates: <i>Albany:</i> Chris Cerklewski shared their TSP is slowly creeping forward. There is a paving project on Hill St from Pacific to Queen over the weekend. Updates that there was a drunk driver on Santiam Rd and that they crashed into the railroad controller and destroyed it. Everything was repaired but there were some issues with railroad crossings over the weekend and that it was an expensive repair being over \$200,000 in damage.	Staff and AAMPO TAC Members provided Jurisdictional Updates and Other Business.

	<i>Benton County:</i> Gary Stockhoff shared for Benton County, they are in the middle of their STIF cycle and have all their projects submitted. Have their hopeful list of projects to present to the board in November. Stockhoff shared that they applied for a grant to continue the 99 Vine for FY28 between Corvallis and Eugene and will find out in the next couple months. For FY28, FY29, and FY30 he said he has chatted with LTD and Linn County for a new service and that it will be looking to add additional stops. <i>Jefferson:</i> Kyle Ward for Jefferson shared that he has no updates. <i>Linn County:</i> Daineal Malone shared that the Clover Ridge Bridge over Truax Creek has gotten some wetlands work going on and their Geotech is scheduled to perform core drilling. This is tentatively scheduled for construction in 2028. The Waverly Drive project is having difficulties with the contractor a month behind schedule. Seven-mile lane from Hwy 34 to Frye will be closed starting August 31 – September 2 for road maintenance. <i>Millersburg:</i> Andrew Potts shared that Millersburg has opened Transition Pkwy to traffic and everything has been functioning well and is working on finishing up other items. They have a 98% design package for their Woods Rd multiuse path project. They are working on a package for prebaked slurry seal for construction season next summer, looking to get a better unit price. Cerklewski asked about the Intermodal Facility. Potts shared that they have one company that operates there doing biofuel transfers. <i>Tangent:</i> No representative present. <i>ODOT:</i> James Feldmann with ODOT shared that the Albany TSP meeting will be in early-September. Will go out with Benton County commissioners to look at the proposed alignment for the Albany-to-Corvallis path.	
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	Other Business: Peterson shared the IMP are quick-builds and that we have a draft list of projects and will reach out to jurisdictions to schedule meetings about how they have implemented quick builds in the past to see how these have been done, such as speed bumps and bollards. Will also work with ODOT to see how these can work with ODOT-owned roads. There was no other business shared with the AAMPO TAC members.	
12. Adjournment	The next AAMPO TAC Meeting is scheduled for Thursday, September 17, 2026.	The meeting was adjourned at 9:52 am by the Vice-Chair, Chris Cerklewski.

MEMORANDUM

Albany Area Metropolitan Planning Organization

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



Date: September 23, 2026
To: AAMPO Technical Advisory Committee (TAC)
From: Billy McGregor, AAMPO Staff
Re: Statewide Transportation Improvement Program (STIP) Revisions

Action Requested

Decision regarding Administrative Amendments.

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 24-27-4130	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.	Decrease the project by \$21,697, updating the project funding to match the grant.

STIP Slips

Project Number	Project Name	Reason for Amendment
22234	FY22 ATS Capital Bus Replacement in FY24	Slip project to FY27
22235	FY22 Paratransit Capital Van 3 Replacement	Slip project to FY27
22240	FY23 ATS Capital Bus Replacement in FY24	Slip project to FY27
22241	FY23 Paratransit Capital Van 4 Replacement FY24	Slip project to FY27
22250	FY24 ATS Capital Replace Eldorado in FY24	Slip project to FY27
22251	FY24 Paratransit Capital 1/2 Para Bus	Slip project to FY27
23198	ATS paratransit capital set aside FFY24 (5307)	Slip project to FY27
23257	ATS paratransit capital set aside FFY25 (5307)	Slip project to FY27
23259	AAMPO Loop Operations FFY26 (5307)	Slip project to FY27
23260	AAMPO Loop Preventative Maintenance FFY26 (5307)	Slip project to FY27
23261	ATS Paratransit 50/50 Operations FFY26 (5307)	Slip project to FY27
23262	ATS Preventative Maintenance FFY26 (5307)	Slip project to FY27
23263	ATS 1% for security services FFY26 (5307)	Slip project to FY27
23264	ATS first 20% ADA paratransit operating funds FFY26 (5307)	Slip project to FY27
23265	ATS paratransit capital set aside FFY26 (5307)	Slip project to FY27

INTERGOVERNMENTAL AGREEMENT
Between
ALBANY AREA METROPOLITAN PLANNING ORGANIZATION
(AAMPO)
And
OREGON CASCADES WEST COUNCIL OF GOVERNMENTS (OCWCOG)
For
Designation of OCWCOG as AAMPO's Administrative and Fiscal Agent

This Agreement is made and entered into upon execution by and between the Albany Area Metropolitan Planning Organization, hereinafter known as AAMPO, and the Oregon Cascades West Council of Governments, hereinafter known as OCWCOG, Oregon 190.010 intergovernmental agencies.

Recitals

- A. ORS 190.010 permits units of local government agencies to enter into agreements for the performance of required duties or the exercise of permitted powers.
- B. AAMPO is the entity charged with conducting a continuing, cooperative and comprehensive regional transportation planning process for the Albany Urbanized Area, consistent with federal and state requirements, and has the need for administrative and fiscal services.
- C. AAMPO is comprised of the following member jurisdictions: the City of Albany, the City of Jefferson, the City of Millersburg, the City of Tangent, Benton County, Linn County, and the Oregon Department of Transportation.
- D. OCWCOG has staff with the proper credentials, licensing, and experience to provide such service.

THEREFORE, the parties to this intergovernmental agreement agree to the following terms and conditions:

Agreement

SECTION 1. SCOPE OF SERVICES

This Agreement shall be for the purpose of designating OCWCOG as AAMPO's administrative and fiscal agent.

SECTION 2. AAMPO RESPONSIBILITY

- A. Provide direction regarding staffing of AAMPO including engagement in review and evaluation of AAMPO personnel, as requested.
- B. Provide direction regarding representation of AAMPO during the course of all AAMPO business.
- C. Provide policy direction and governance to fulfill its responsibilities including, but not

limited to:

- i. Developing and approving the annual Unified Planning Work Program;
- ii. Developing and approving the Long Range Transportation Plan;
- iii. Developing and approving a Transportation Improvement Plan and its periodic updates;
- iv. Developing and approving the submission of periodic reports required of metropolitan planning organizations by state or federal agencies;
- v. Developing and adopting an annual budget; and
- vi. Entering into contracts for professional services necessary to carry out its responsibilities;
 - a. Approving contracts with a total value over \$10,000 and instructing the CED Director and/or the Transportation Program Manager to execute the necessary documents to enter into the contract.
 - b. Delegating to the CED Director and Transportation Programs Manager authority to approve and execute contracts with a total value of \$10,000 or less.

The Policy Board will be notified at their next regular meeting of any contracts the CED Director or Transportation Programs Manager signs on their behalf.

- D. Comply with all applicable laws and regulations including, but not limited to, the Public Contract Law, Public Meetings Law, Public Records Law, and the Government Standards and Practices Act of the State of Oregon.
- E. Pursuant to the provisions of the Albany Area Metropolitan Planning Organization Intergovernmental Agreement (IGA), OCWCOG and AAMPO acknowledge that each party to the IGA is required to self-insure or maintain tort liability insurance in an amount sufficient to contribute for liability for which the party is jointly liable with another party, subject to the limitations of the Oregon Tort Claims Act ORS 30.260 to 30.300 or other Oregon Law.

SECTION 3. OCWCOG RESPONSIBILIITY

- A. To provide AAMPO, consistent with AAMPO's adopted annual Unified Planning Work Program (UPWP) and budget, all necessary support to enable AAMPO to meet its federal and state obligations as the designated MPO for the Albany Urbanized Area.
- B. Received, on behalf of AAMPO, all funds directed to AAMPO unless otherwise specified. In connection with management of those funds, OCWCOG shall:
 - i. Maintain separate accounts or segregated funds for all revenues and maintain discrete accounting records for expenditures, revenues and cash balances as required by state and/or federal agencies;
 - ii. Maintain accounting policies, practices and procedures that are consistent with generally accepting accounting principles and in accordance with applicable

statutes and regulations;

- iii. Provide periodic budget reports to the AAMPO Policy Board, as requested;
 - iv. Expend funds in the execution of this Agreement in accordance with AAMPO's adopted annual UPWP and associated budget, which are herein incorporated by reference. This budget shall include compensation for services performed by OCWCOG to fulfill tasks within the adopted UPWP; and,
 - v. Bill ODOT at least quarterly for 100 percent of actual costs, as described in Section 4.B.
- C. Make payment promptly, as due, to all persons supplying to OCWCOG labor or materials for the prosecution of the work provided for in this Agreement.
- D. Pay all contributions or amounts due the Industrial Accident Fund from OCWCOG or any subcontractor incurred in the provision of services under this Agreement.
- E. Not permit any lien or claim to be filed or prosecuted against AAMPO on account of any labor or material furnished.
- F. Pay to the Department of Revenue all sums withheld from employees pursuant to ORS 316.167.
- G. Comply with all applicable laws and regulations including, but not limited to, the Public Contract Law, Public Meetings Law, Public Records Law, and the Government Standards and Practices Act of the State of Oregon.
- H. Obtain and at all times during the duration of this Agreement keep in effect comprehensive commercial general liability insurance covering the contracted activities. Said insurance shall at a minimum provide for:
- COMMERCIAL GENERAL LIABILITY insurance including personal injury, bodily injury and property damage with limits as specified below. Limits maybe provided by Excess or Umbrella policy:
- LIMITS:*
- ☒ \$1,000,000 Per Occurrence / \$2,000,000 General Aggregate / \$2,000,000 Products and Completed Operations Aggregate. Aggregates shall apply per Project.
 - ☐ \$2,000,000 Per Occurrence / \$2,000,000 General Aggregate / \$2,000,000 Products and Completed Operations Aggregate. Aggregates shall apply per Project.
 - ☐ \$5,000,000 Per Occurrence / \$5,000,000 General Aggregate / \$5,000,000 Products and Completed Operations Aggregate. Aggregates shall apply per Project.
- I. Name AAMPO as an additional insured of the Commercial General Liability policy.

SECTION 4. PROVISIONS

- A. Contract Period: This agreement shall be effective July 1, 2026 and shall terminate on June 30, 2029, unless this agreement is hereafter modified in writing.

- B. Payment: OCWCOG shall submit to ODOT at least quarterly, but not for periods of less than one month, invoices for 100 percent of actual costs incurred by on behalf of the project consistent with the adopted annual Unified Planning Work Program. Such invoices shall be consistent with state and federal requirements and will be in a form agreed upon by OCWCOG and ODOT.
- C. Termination: This agreement may be terminated by either party. Suspension in whole or in part of this agreement by either party will require thirty (30) days written notice to the other party. In the event of termination, OCWCOG shall submit to ODOT an invoice for 100 percent of actual costs incurred up to and including the date of termination. Upon termination of this agreement, any assets remaining within the control of OCWCOG shall be transferred to another party or parties as directed by AAMPO.
- D. Assignability: This contract is for the exclusive benefits of the parties hereto. It shall not be assigned, transferred, or pledged by either party without the prior written consent of all the remaining parties.
- E. Discrimination: The parties agree to comply with all applicable federal, state, and local laws, rules, and regulations on nondiscrimination in employment because of race, color, ancestry, national origin, religion, sex, marital status, age, medical condition, disability, sexual orientation, gender identity or source of income.
- F. Indemnification: To the extent that AAMPO has officers, agents, employees or contractors who are not officials, employees or agents of the OCWCOG, AAMPO must indemnify, defend and hold harmless the OCWCOG from any tort claim made as a result of the actions of those officers, agents, employees or contractors, subject to the limitations of the Oregon Tort Claims Act, ORS 30.260 – ORS 30.300. The OCWCOG must indemnify, defend and hold harmless AAMPO from any tort claim made as a result of the officers, agents, employees or contractors of OCWCOG related to performance of this agreement, subject to the limitations of the Oregon Tort Claims Act, ORS 30.260 – ORS 30.300.

Nothing in this agreement shall be construed to increase tort liability that the OCWCOG or AAMPO would otherwise have under Oregon Law. Specifically, all parties agree that the responsibility of any one party to defend, indemnify, or hold harmless the other party or parties is subject to the limitations of the Oregon Tort Claims Act, ORS 30.260 - ORS 30.300.

To the extent that AAMPO has officers, agents, employees or contractors who are not officials, employees or agents of the OCWCOG, AAMPO must maintain general liability insurance in an amount sufficient to fully indemnify, defend and hold the OCWCOG harmless from any claim made as a result of the actions of those officers, agents, employees or contractors, subject to the limitations of the Oregon Tort Claims Act, ORS 30.260 – ORS 30.300. The OCWCOG must maintain general liability insurance in an amount sufficient to fully indemnify, defend and hold AAMPO harmless from any claim made as a result of the actions of the officers, agents, employees or contractors of the OCWCOG, subject to the limitations

of the Oregon Tort Claims Act, ORS 30.260 – ORS 30.300

Each Party agrees to indemnify, defend and hold harmless the other Party for any claims arising under a quasi-contractual theory as the result of the actions of an elected or appointed official, employee, agent or contractor of that Party. AAMPO will be solely responsible for any claims arising under a quasi-contractual theory as the result of the actions of an official, employee, agent or contractor of AAMPO who is not an official, employee or agent of the OCWCOG. The OCWCOG will be solely responsible for any claims arising under a quasi-contractual theory as the result of the actions of an official,

employee, agent or contractor of the OCWCOG who is not authorized in writing to act as an agent or contractor of AAMPO.

- G. Public Contracts: All parties shall comply with all federal, state and local laws, ordinances and regulations applicable to the work under this agreement, including, without limitation, the applicable provisions of ORS chapters 279A, B and C, particularly 279B.220-279B.235, as amended.
- H. Waiver: Waiver of any breach of any provision of this agreement by either party shall not operate as a waiver of any subsequent breach of this same or any other provision of this agreement.
- I. Dispute Resolution: Unless otherwise provided in this Agreement, all claims, counterclaims, disputes and other matters in questions between AAMPO and OCWCOG arising out of, or relating to this Agreement or the breach of it will be decided, if the parties mutually agree, by mediation, or if they fail to agree, by arbitration. Arbitration will be conducted according to rules and procedures set out by the Arbitration Service of Portland, or as otherwise agreed by the parties.
- J. Workers Compensation: Workers' Compensation and Employer's Liability insurance as statutorily required for persons performing work under this contract. Any subcontractor hired by Contractor shall also carry Workers' Compensation and Employer's Liability coverage.

OCWCOG is subject to the Oregon Workers' Compensation Law and shall comply with ORS 656.017 which requires OCWCOG to provide workers compensation coverage for all of its subject workers.

- K. Severability: If any provision of this Agreement shall be held invalid or unenforceable by any court of competent jurisdiction, such holding shall not invalidate or render unenforceable any other provision hereof.
- L. Amendments: Any amendment to this agreement shall be in writing and signed by authorized representatives of both parties. There are no understanding, agreements or representations, oral or written, regarding this agreement except as specified or referenced herein.

Signed:

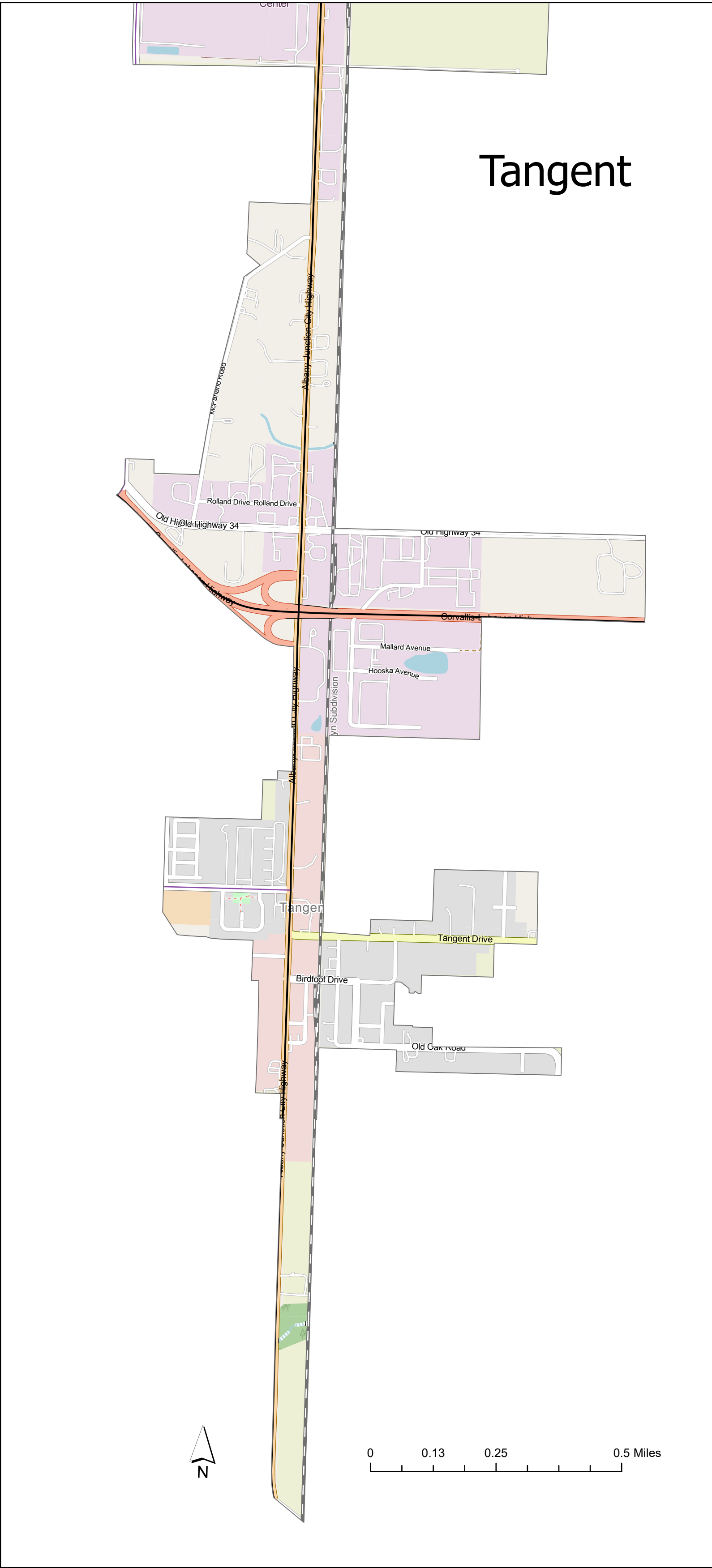
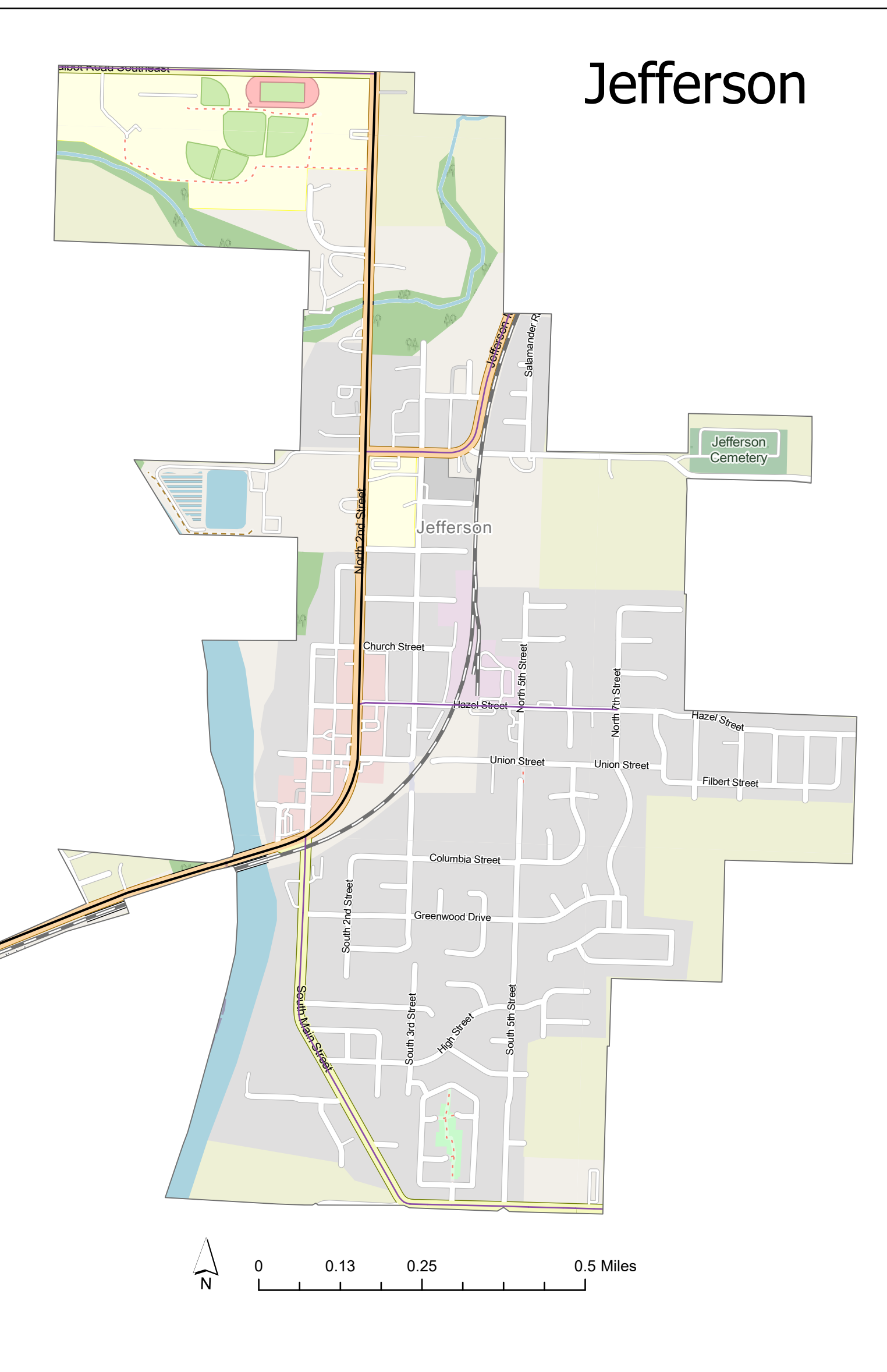
Paul Egbert
Agency Director
Oregon Cascades West Council of Governments

Date: _____

Pat Malone, Benton County
AAMPO Policy Board Chair

Date: _____

The Albany Area Metropolitan Planning Organization needs your help!



Sticker Guide

- Red sticker for a road safety concern
Etiqueta roja por un problema de seguridad
- Yellow sticker for where you see room for improvement
Pegatina amarilla para donde veas espacio para mejorar
- Green sticker for your favorite roads and paths
Pegatina verde para tus caminos y senderos favoritos

English



Place a sticker on the map to tell us your thoughts or follow the QR code and leave a comment!

¡Pon una pegatina en el mapa para contarnos lo que piensas o sigue el código QR y deja un comentario!

Español



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: September 23, 2026
To: AAMPO Technical Advisory Committee (TAC)
From: Billy Murphy McGregor, AAMPO Staff
Re: Task 540 Budget Update

Purpose of Memo

Report findings from additional funding sources, per request of AAMPO TAC.

Funding Necessity

Current budget for UPWP FY'27 Task 540: Small Urban Transit Feasibility Study is \$11,300. Cascades West requests additional funding \$30,000-\$40,000 to expand the scope of work.

Funding Availability

Additional funding could be sourced from AAMPO Carry Over funds for FY'27 currently at \$102,172 unallocated dollars, or 5304 Grant Funding from ODOT. Staff did check on the Innovative Mobility Program (IMP) funding mentioned by Gary at the last TAC meeting. After reaching out we learned this round of IMP funding is only for capital and equipment projects.

AAMPO staff intends to apply for \$40,000, but the following time constraints would apply:

Pre-application due 5:00 PM	September 25, 2026
Applications sent to eligible applicants who pass pre-application	October 9, 2026
Application Webinar	October 19, 2026
Final application due*	November 25, 2026
Review of applications complete	January, 2027
Awards announcement	January, 2027
Agreements start	October, 2027

Requested Action

AAMPO staff requests direction from the TAC and Policy Board to either;
 Proceed with current funding.
 Approval to apply additional funds to project.
 Approval to slip project to FY'28 with reliance on 2027-2029 5304 funds.
 or Approval for some additional combination of the above options.

Other considerations – staff would suggest at a minimum moving forward with the current \$11,300 in funding to kick off the discussion around Rural transit. More funding is required for a comprehensive study.

Additional Considerations

AAMPO has a large remaining special project pool. Are there any corridor projects, planning, that could be completed before June 30, 2027? Planning projects should support RTP work.

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



Project description as listed in the AAMPO FY'27 UPWP.

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



INNOVATIVE MOBILITY PROGRAM
**Community Placemaking
and Mobility Project**

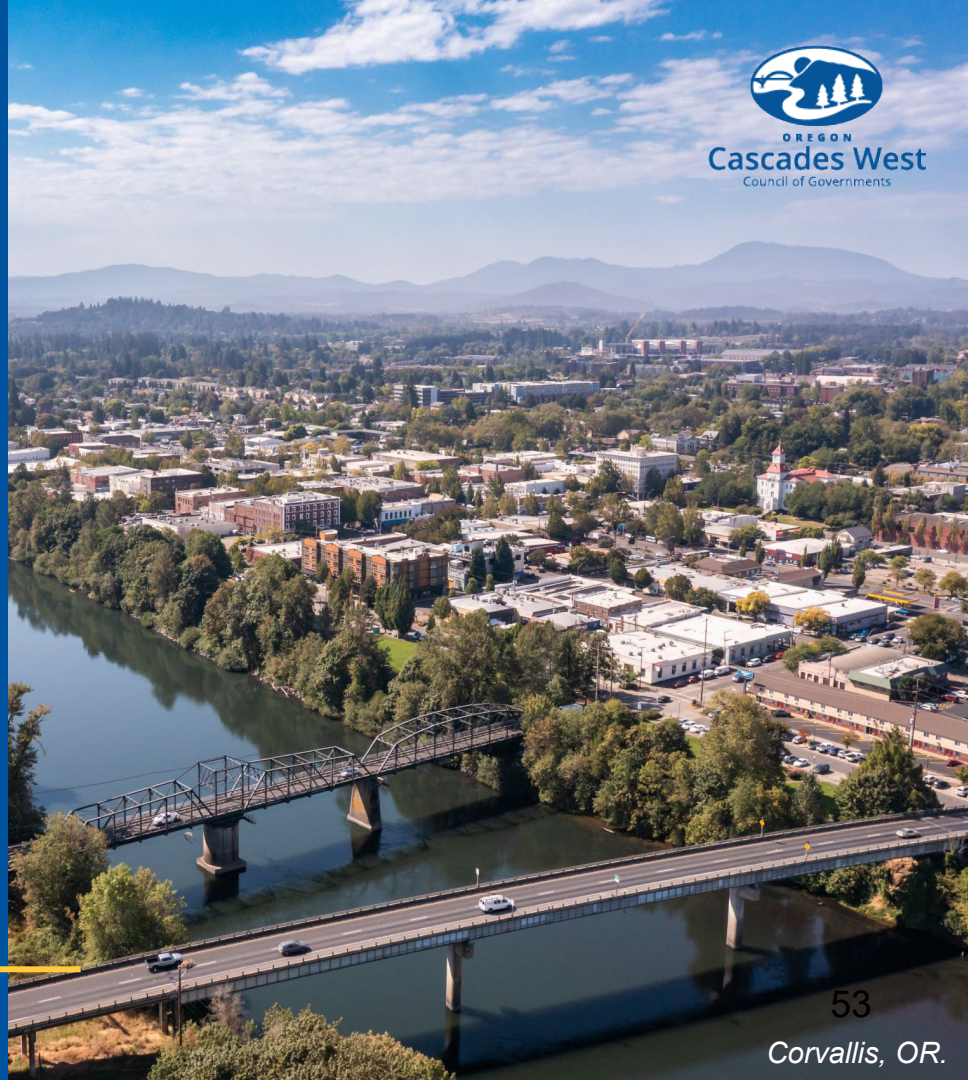
Why This Project Exists

Communities across our region face everyday transportation barriers:

- Difficult or unsafe crossings.
- Missing or uncomfortable walking routes.
- Limited transit access.
- Streets where vehicles travel too fast.

Helps **rural communities and small cities** identify barriers and develop realistic, affordable solutions.

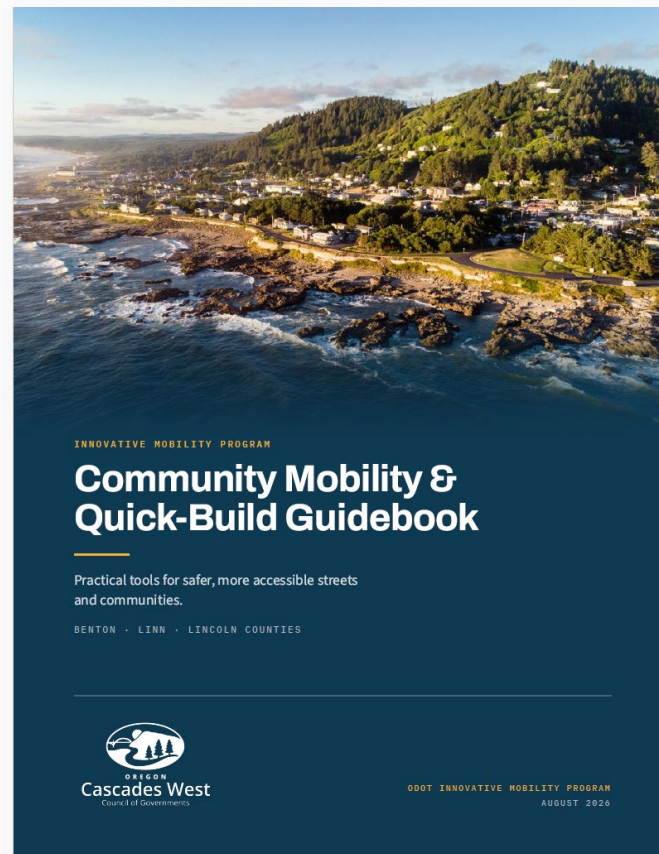
Promoting a thriving region.



Guidebook Overview

A practical toolkit for communities

- Helps identify problems and define realistic next steps
- Provides rural-appropriate quick-build and mobility treatments
- Supports coordination with cities, counties, and ODOT
- Guides testing, evaluating, and refining improvements



What Quick-Builds Are

Quick-build projects use **low-cost, adjustable materials** (paint, posts, modular curbs, signage) to make improvements quickly.

They allow communities to:

- Test ideas before investing in permanent construction.
- Improve safety sooner with interim treatments.
- Gather community feedback and real-world performance data.

Especially valuable for rural communities with limited budgets and staff capacity.

Safe System Approach

A Safe System Approach **designs streets for human error**, reducing the likelihood that mistakes lead to serious injuries or fatalities.

Key ideas:

- People make mistakes.
- Streets can be designed to reduce crash severity.
- Responsibility is shared by designers, agencies, and communities.

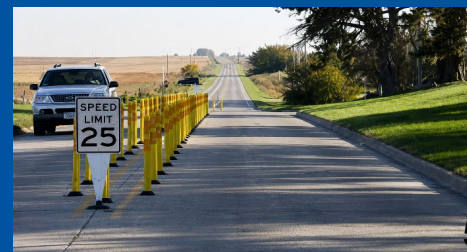
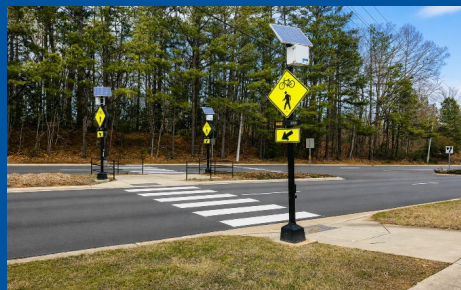
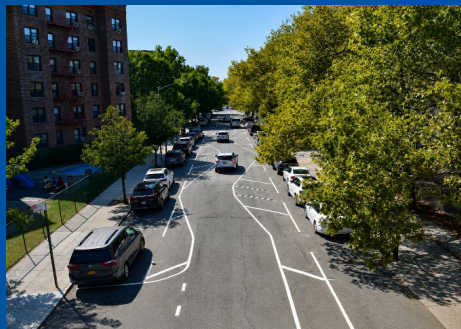


Federal Highway Administration (FHWA).

Quick-Build Tools Communities Can Use

Examples:

- **Pedestrian Safety:** High-visibility crosswalks, curb extensions, crossing islands
- **Traffic Calming:** Speed feedback signs, chicanes, mini-roundabouts
- **Bicycle Access:** Protected bike lanes, bike boxes
- **Transit Access:** Accessible boarding pads, shelters, mobility hubs
- **Placemaking:** Car-free streets, temporary plazas, street murals



Next Steps for IMP Project

Continue outreach and identify priority project locations:

- Coordinate with cities, counties, and ODOT on feasible quick-build pilots.
- Release bilingual Guidebook.
- Prepare project list for future IMP funding opportunities.
- Support communities in moving from temporary tests to permanent improvements where appropriate.



Connect



We're here to serve you!

Our team is always here to answer questions about who we are, how to get help, how to get involved, and what's going on in the community. Connect with us in any of the ways below!



jpetererson@ocwcog.org



www.ocwcog.org



www.facebook.com/OCWCOG



OREGON

Cascades West

Council of Governments

Thank You

Questions?