Albany Area Metropolitan Planning Organization

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

Policy Board Meeting
Wednesday, October 28, 2026
2:30 pm to 4:30 pm

HYBRID MEETING
In Person at Albany OCWCOG Office
Albany Upstairs Conference Room
1400 Queen Avenue SE, Albany OR 97322
or
Virtually via Teams by Clicking HERE
Meeting ID: 270 714 726 493 9
Passcode: wV7nH2cS
Mobile One Click Number
+1 872 242 8088
Phone Conference ID: 515 662 179#
Contact: Billy McGregor, **bmcgrecor@ocwcog.org**

AGENDA

1)	**2:30**	**Call to Order, Agenda Review, and Roll Call**	**Chair, Commissioner Malone**
2)	**2:35**	**Public Comment**	**Chair**
3)	**2:40**	**Approve minutes of Joint AAMPO TAC-Policy Board Meeting on Wednesday, September 23, 2026. (Attachment A pg. 04)** **Action***: Decision on minutes*	**Chair**
4)	**2:45**	**RTP Projects Outreach Update (Attachment B pg. 19)** Update on outreach events, including web mapping, public events, public display/activity board at local libraries/city halls, and surveys. **Action:** *Information and Discussion*	**Staff Epiaka**
5)	**3:00**	**Rural Transit Study Draft Workplan (Attachment C pg. 29)** Review of draft workplan for Task 540 for UPWP FY27. Highlights major work timelines and events to be aware of. Reminder for Jefferson, Millersburg, and Tangent that DRAFT Letters of Support for project grant submittals will be emailed. **Action:** *Discussion*	**Staff Powell**

6) 3:15 2027-2030 State Highway Fund Projects (Attachment D pg. 31) **Staff Ketchum and Peterson, All Applicants**

Review projects and scoring submitted to the MPO's State Highway Fund allocation.

Applicants will be given 10~ minutes per project to share their project and answer questions.

Action: *Review projects and Determine STBG funding allocation.*

7) 4:15 Jurisdictional Updates/Other Business **All**

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

8) 4:30 Adjournment **Chair**

Next Meeting: Joint AAMPO TAC-Policy Board on Thursday, November 19, 2026.

Joint RTP Schedule

Combined MPO	AAMPO + CAMPO Combined RTP 3 Month Schedule												
AAMPO	October				November					December			
CAMPO	5	12	19	26	2	9	16	23	30	7	14	21	28
Future Trends & Scenarios (3-4 total) w/ **TAC**					4		19						
Future Trends & Scenarios (3-4 total) w/ **Policy Board**					4		19						
Share future scenario results with the **Public** and gather input on the preferred future scenario													
Review previous RTP projects w/ **TAC**		15			4		19						
Work with **TAC** to identify TSP projects for RTP		15			4		19						
Public Outreach of Interactive Web Map and Poster Boards													
5.6 Present financially constrained project list **to TAC**		15			4		19						
Present financially constrained project list **to Policy Board**					4		19						
Walk through draft plan with **TAC**										9			
Walk through draft plan with **Policy Board**										9			

ATTENDENCE
(FOR QUORUM PURPOSES)

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

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

ALBANY METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD/TAC VIRTUAL MEETING
Wednesday, September 23, 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	No
Councilor Kevin Kreitman	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	No
Alternates	**Jurisdiction**	**Attendance**
Kyle Ward	City of Jefferson	No
Andrew Potts	City of Millersburg	No
Councilor Michael Thomson	City of Albany	No
Joe Samaniego	City of Tangent	No
Amy Ramsdell	Linn County	No
Gary Stockhoff	Benton County	No
James Feldmann	Oregon Department of Transportation	Yes

TAC Members	Jurisdiction	Attendance
Kyle Ward	City of Jefferson	No
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	No
James Feldmann	Oregon Department of Transportation	Yes

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

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, and Roll Call	The September Joint AAMPO-TAC Policy Board meeting was called to order at 2:36pm by Chair, Commissioner Malone. The agenda was approved without objections.	**The meeting was called to order at 2:36pm by Chair, Commissioner Malone.**
2. Public Comments	There were no guests present.	**There were no public comments.**
3. Approve minutes of the AAMPO Policy Board Meeting on Wednesday, May 27, 2026	The AAMPO Policy Board members voted to approve the meeting minutes of the Wednesday, June 24, 2026 Policy Board meeting as well as the Joint AAMPO-CAMPO Policy Board meeting minutes of Wednesday, August 26, 2026. Feldmann motioned to approve both meeting minutes with no objections or corrections. Lane seconded.	**The meeting minutes of the June 24, 2026 AAMPO Policy Board meeting and the August 26, 2026 Joint AAMPO-**

<table>
<tr>
<td>(Attachment A)

Action: Decision on Minutes</td>
<td>The meeting minutes of both the June 24, 2026 Policy Board and the August 26, 2026 Joint AAMPO-CAMPO Policy Board were approved via unanimous consensus.

Councilor Kreitman of Albany voted in favor.
Councilor Jones of Tangent voted in favor.
Commissioner Malone of Benton County voted in favor.
Darrin Lane voted in favor.
James Feldmann with ODOT voted in favor.
There were no votes against.

The AAMPO TAC members approved the TAC meeting minutes of Thursday, August 20, 2026 via unanimous consensus. With no objections or corrections. Feldmann motioned. Malone seconded. The meeting minutes were approved via unanimous consensus.

Andrew Potts of Millersburg voted in favor.
Chris Cerklewski of Albany voted in favor.
Daineal Malone of Linn County voted in favor.
James Feldmann with ODOT voted in favor.
There were no votes against.</td>
<td>CAMPO Policy Board meeting were approved via unanimous consensus.

The meeting minutes of the August 20, 2026 AAMPO TAC meeting were approved via unanimous consensus.</td>
</tr>
<tr>
<td>4. STIP Administrative Amendments (Attachment B)

Action: Information</td>
<td>AAMPO Staff McGregor shared Administrative Amendment 24-27-4130 for project 22970: Enhanced Mobility S&ID – Linn County FFY26. This revision is to decrease the project by $21,697, updating the project funding to match the grant amount.

This revision has been approved by AAMPO staff with ODOT to keep them moving forward. There are no full amendments for this month.
STIP Revisions
<table>
<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

24-27-4130</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>Decrease the project by $21,697, updating the project funding to match the grant.</td></tr>
</table></td>
<td>Staff McGregor shared Administrative Amendment 24-27-4130 for project 22970: Enhanced Mobility S&ID – Linn County FFY26 which has been approved by AAMPO staff.</td>
</tr>
<tr>
<td>5. AAMPO/OCWCOG IGA</td>
<td>Supervisor Peterson provided an update on the Intergovernmental Agreement (IGA) between Albany Area Metropolitan Planning</td>
<td>Staff McGregor and Supervisor Peterson</td>
</tr>
</table>

(Attachment C) ***Action:*** *Approval of IGA Renewal*	Organiziaton (AAMPO) and Oregon Cascades West Council of Governments. Every three years the IGA must be renewed for staffing of the AAMPO area and we will be doing the same process with CAMPO. The only amendment change to this agreement from the previous three years was just changing the time period for the agreement. This is an administrative task that is needed every three years and will need Policy Board approval. No objections or corrections to the updated IGA. Feldmann asked to confirm the time period of July 1 2026 – June 30 2029. This was confirmed in the IGA. Feldmann motioned to approve the updated IGA. Malone seconded. The motion to approve the updated IGA was agreed via unanimous consensus. Councilor Kreitman of Albany voted in favor. Councilor Jones of Tangent voted in favor. Commissioner Malone of Benton County voted in favor. Darrin Lane voted in favor. James Feldmann with ODOT voted in favor. There were no votes against.	**reported on the available funding for the Rural Transit Study Scope of $11,300. Additional funding requested for project with grant application being submitted to assist with funding purposes, if approved.**

6. RTP Projects Outreach Update (Attachment D) ***Action:*** *Information and Discussion*	McGregor shared that we have launched the RTP project boards and we currently have interactive boards set up at both the Albany and Corvallis Public Libraries. Feedback can be provided via the QR codes on the interactive boards as well as the flyers posted on the library activity boards or via colored stickers to post onto locations on the map. McGregor asked those in attendance if there are additional locations where these interactive boards/flyers can be posted. McGregor shared that in the previous RTP cycle we had received a significant amount of feedback with these poster boards and are looking to go above and beyond with public participation. Malone shared that the City of Albany will be hosting a contractor storm water event next month that she will be participating in and asked if Billy would like to attend and bring one of the interactive poster boards. McGregor shared he can attend the event and will bring an interactive map with him. Commissioner Malone noted to reach out to North Albany. McGregor shared that he will reach out to Brad Dennis with North Albany and provide them with the information needed for the RTP maps.	**Staff McGregor provided updates on the RTP project interactive poster boards which have been set up at both the Albany and Corvallis public libraries. Request for additional hosting locations asked of both AAMPO Policy Board and TAC members and their jurisdictions.**

<table>
<tr>
<td>7. Rural Transit Study Scope (Attachment E)

Action: Discussion and Approval Recommendation</td>
<td>McGregor shared that the last time this was discussed the Policy Board reviewed the upcoming work effort to explore novel transportation ideas for Tangent, Millersburg, and Jefferson. In the past, these communities have reached out to AAMPO and our local transit agencies, both Charriots and ATS. Unfortunately, conversations with ATS and Charriots were unable to yield any forward momentum in providing transit to these three jurisdictions.

It has been a year since our last conversation with Tangent and ATS and the MPO is trying to continue the momentum. We are acknowledging that these jurisdictions are small enough to not have the land density for traditional transit approaches while also being close enough to the MPO to warrant more transit connections. So, we are reviewing and seeking real considerations to support these cities in their effort to provide transit services.

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

McGregor shared that we are looking to approach this from every angle, looking at best practices throughout the state. We've had a lot</td>
<td>Staff McGregor shared details of the Rural Transit Study Scope, with plans to perform outreach to transit agencies and review possible transit options to provide transit services to Tangent, Millersburg, and Jefferson. A 5304-grant application is being submitted to potentially provide funding for this project, if approved.

The AAMPO Policy Board approved via unanimous consensus the additional funding towards this project from reserve funding while awaiting word on the grant application.</td>
</tr>
</table>

	of really great input from the TAC on this matter. Recommendations include talking to the folks with 99 Vine and possibly looking to implement a similar pilot program. The goal is to kick off this project of looking for novel ideas and doing outreach in January. We currently have UPWP funding of about $11,300 and are requesting an additional $30k - $40k to expand the scope of work. The Policy Board can approve a couple different options, we can either proceed with the current funding of $11,300 which is our plan as it stands, or we can approve to apply additional funds from our additional carryover funding, which currently sits at about $100,000 for FY27, and similar for FY28. Or we can also do the initial work in FY27 and then continue the project in FY28. That would mean applying the available funding of $11,300 for FY27 and then in FY28, hopefully ODOT funding for 5304 projects increases to support the additional funding need to complete this project. Commissioner Malone asked about previous conversations with Cherriots, including a possible connection between Salem and Albany. McGregor noted that the 2019 effort looked promising to add this connection but was never done and Cherriots isn't looking to expand that servce South of Salem at this time. McGregor noted that the goal is to find funding to apply to these problems, whether it is a pilot program like with 99 Vine or Independence-Monmouth Trolley, or a volunteer service like with Linn Shuttle. The goal is to explore all options, especially with the planning team staffed as well as it currently is at CED. McGregor added that both of these projects are in the TSP for Millersburg and Jefferson. There are transit related projects in there so we do think we have a strong 5304 grant application that is currently being filled out and will be submitted on September 24. The only issue with the 5304 is that it pushes out funding cycle into FY28 because October is the announcement and payout dates. So, if we really jump on this in FY27, between January and June we would	

	look to apply some additional funding to this. Supervisor Peterson shared that we currently have the $11,300 in funding available for this project, that was approved the UPWP for this FY and are looking for approval to apply additional funds to this project. We should receive a notice of whether or not we received the grant in January 2027 and at that time would know that we could actually wait until October 2027 to start the study because that's when the official agreement would start. Either way, we would do this project with the full UPWP funds or if we were awarded the grant, which is the best scenario, waiting until October 2027 to do the full study. Either way, we want to move forward with some pre-work with the small amount available of $11,300 to do some mapping pre-work of how long some of the routes will take up to Jefferson or down to Tangent. Councilor Kreitman asked what is the downside for waiting to see what happens with the grant application. McGregor shared he does not believe there is any downside and that the only question that we don't have answered is whether or not we would need to provide match. The grant we are applying for is for rural transit and these projects do not require match, so we are leaning into the idea that Jefferson, Tangent, and Millersburg are all rural localities. So potentailly, we can ask for $40k - $50k, with no match required if they come back and say, oh, they're part of the MPO and they are an urban locality or urban justified, then we can look at next FY's UPWP and would have to apply $10,000 match for that $40k - $50k ask. We are hoping they say that those localities are rural and we don't have to provide match. McGregor noted that there is no downside or penalty for having funding available for the project as we apply for this grant. Commissioner Malone asked if there were any objections or concerns	

	with the proposed hybrid approach to funding this project, where would take up to $40,000 out of reserves to fund this project if the grant fundind does not come through. The project funding was approved via unanimous consensus. Councilor Kreitman of Albany voted in favor. Councilor Jones of Tangent voted in favor. Commissioner Malone of Benton County voted in favor. Darrin Lane voted in favor. James Feldmann with ODOT voted in favor. There were no votes against. McGregor added that we will be doing outreach to transit partners and agencies as that will be part of the scope, including Linn Shuttle, Linx, 99 Vine, CTS, ATS, Cherriots, etc.	

8. RTP Project Solicitation **Action**: *Discussion*	McGregor noted that this is a duplicate agenda item, same as agenda item #6. McGregor added that Tangent and Jefferson have their RTP projects from their TSP's pretty well solidified with Tangent awaiting a vote for their TSP approval but we do have the project list from Kittleson. So, we've got updated projects from Tangent and Jefferson. Millersburg's projects are still pretty recent, their TSP is in progress and we'll update projects from their TSP as it gets approved. And then Albany is looking about a year and a half to two years out on their current TSP progress. We will amend the projects as we get them from Albany because while we will be federally compelled to include the 2010 fiscal constraint list from Albany, we're going to want to make sure that we get it up to date as soon as possible, which will fall in-between our RTP update cycle. Feldmann asked for clarification on Albany's 2010 fiscally constrained list, as he does not recall their being a fiscally constrained list but rather low, medium, and high priority. McGregor said we are going to carry-over the work from the last RTP. McGregor shared he is on the project committee for Albany and their TSP update and as soon as they get projects out of that effort he will update the RTP with the amended projects.	**Staff McGregor requested AAMPO Policy Board and TAC members and their jurisdictions for additional support in hosting the RTP interactive maps for public feedback.**

9. Innovative Mobility Program Presentation (Attachment F) **Action**: *Discussion*	Staff Epiaka presented on the Cascades West Innovative Mobility Project. The purpose of this project is to provide communities across Benton, Lincoln, and Lane counties, practical tools to address the different transportation challenges that they face. The main areas of focus are on making biking, transit, and walking through communities accessible, especially for younger and older residents who might not drive. Communities in our region often face difficult or unsafe crossings. Last week Epiaka and other staff visited both Sweet Home and Lebanon farmers markets, engaging with residents in the community and asking questions of where they face these challenges in their day-to-day. The take away was transit and walking. The Community Mobility & Quick-Build Guidebook helps to identify the challenge a community faces and provides resources and guidance on how to implement smaller budget treatments to some of these challenges within a reasonable timeframe. These treatments are not designed to last forever but rather be lower cost, adjustable materials – such as paint, posts, modular curbs, signage – that can treat a challenge temporarily until a future long-term solution can be implemented. The broader philosophy behind this project is the Safe Systems approach, which accounts for human error so reducing speed, improving visibility, shortening crossing distances, are all viable improvements. This moves the responsibility of the road user to a more shared responsibility with designers, agencies, and communities.	**Staff Epiaka presented on the Cascades West Innovative Mobility Project guidebook, which provides details of low-cost quick-build options to implement for short-term solutions in the region, how to secure funding, and other resources and relevant information.**



The next phase is about connecting the guidebook to actual community needs. Staff will be reaching out to cities and counties to showcase and highlight these quick-builds. There will be a bilingual version of the guidebook and will prepare a project list for different funding opportunities and then provide support for communities for their different needs. The ultimate goal is to not simply produce the guidebook but to create a pathway for communities to identify a problem, test a realistic solution, and then evaluate it and test on whether it works and what the future looks like for improvements.

Commissioner Malone shared that he was at an OMPOC meeting 5-6 years ago that showed a video of examples of testing out a bike lane or change in a bike lane and suggested having a link to videos to showcase the different quick-build examples. Ketchum shared that we would look into including this suggestion and mentioned that the guidebook currently provides a large number of samples of the different configurations and approaches to treatment options. The guidebook is currently in the draft state and will be released shortly once completed.

Feldmann asked the funding source for quick-builds. Ketchum shared

	that it is the ODOT Innovative Mobility Program (IMP). Director Lehman shared that we have $5,000-$10,000 available to sponsor 1-2 projects to demonstrate what it would look like to do a quick-build for jurisdictions. Project selection will follow the publishing of the guidebook and the presentations that are being planned to showcase quick-builds. The enthusiasm around quick-builds are currently mixed with jurisdictions noting challenges with road jurisdiction such as being an ODOT or county road. Ketchum shared that he has had meetings with Chair Napack to talk about projects in Corvallis and other staff have planned meetings scheduled or have had other conversations as well around quick-builds. The guidebook is more generic rather than focused on the region specifically. Epiaka shared that this guidebook does not just list treatment options but is rather a comprehensive guide for where to find funding, create room for coordination and inter-agency discussions. Lehman shared that we would be happy to share more broadly but the IMP grant is focused on the three-counties. Lehman shared we will do a gorilla marketing campaign for this. Chair Napack asked about pedestrian pathways and if they would be an option for quick-build treatments. Lehman shared that those would not be eligible and that the thought behind the guidebook is to open up ideas to communities that they have not thought about before. There is not a quick-build solution for repaving or redoing asphalt. Feldmann shared that the CIP and TSPs are generally long-term permanent solutions, whereas quick-builds are more temporary solutions that can hopefully lead to a more permanent solution. Staff will look to have a draft review of the guidebook available in the coming weeks.	
10. Jurisdictional Updates/Other Business	**AAMPO Staff Updates:** No updates from staff. **Jurisdictional Updates:** *Albany* – Cerklewski shared that the City of Albany are working on their TSP. No other updates.	**Jurisdictional Updates provided by the Board**

	Benton County – Malone shared that all three Benton County Commissioners got together with Feldmann and toured potential alignments for the Corvallis-to-Albany path. Most of the alignment questions have been answered and comes down to 2-3 viable options that were presented to the Benton County Board of Commissioners. Feldmann added that the Commission approved the recommended alignment last week and they are continuing with additional design and will share the final report and collect feedback in the spring. Feldmann further added that now that the county knows the alignment, they can work to complete the existing project between Rainwater and Hickory as well as other projects that were awaiting word on the alignment. Feldmann noted that there's the Oregon Community Pass Grant and there's also federal programs but if the county or other jurisdictions want to go for a larger dollar amount, they'd probably look to apply for a build grant. *Jefferson* – No representative present. *Linn County* – Lane had no updates to provide. Malone shared that they currently have six projects going on in the AAMPO region. They have hired consultants for the Truax Creek-Clover Ridge Bridge project who have done work on wetland, geotech, and historical needs. The geotech work is expected for next week. The Waverly Cox Creek Bridge has been a challenge. From the original construction schedule, they are roughly 1.5 months behind. Goldfish Farm Rd does not have construction start date yet from the contractor with construction scheduled for next year to redo the road. The Tangent Dr project is waiting to hire an engineer. The Knox Butte-Scrabble Hill roundabout has been approved and Malone has a meeting next week with their ODOT liaison to have a better idea of when they will get the IGA for that project. Lastly, yesterday Linn County had a DEQ MS-4 audit that reviewed their program. *Millersburg* – Potts shared that they are continuing on the TSP with Transition Pkwy getting completed this week with a ribbon cutting to	

	follow. The Woods Rd multi-use path design is at around 98% design complete and are moving forward with right of way acquisition, and got DEQ permits approved today. *Tangent* – No updates. *ODOT* – Feldmann shared that the draft for the Capital Investment Plan, ODOT's 10-year longer range capital projects list is now available (draft) and comments are welcome. Feldmann noted that there their projects in the Cascades West area: a paving project on the North side of Corvallis in Benton County and Philomath Blvd improvements in Corvallis. https://www.oregon.gov/odot/Projects/OOH/CIP-2026/Pages/welcome.aspx **Other Business:**	
11. Adjournment	The next AAMPO TAC Meeting is scheduled for Thursday, October 15, 2026. The next AAMPO Policy Board Meeting is scheduled for Wednesday, October 28, 2026.	**The meeting was adjourned at 3:44 pm by the Chair, Malone.**

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: October 28, 2026
To: AAMPO Policy Board
From: Billy Murphy McGregor, AAMPO Staff
Re: **RTP Project Outreach Update**

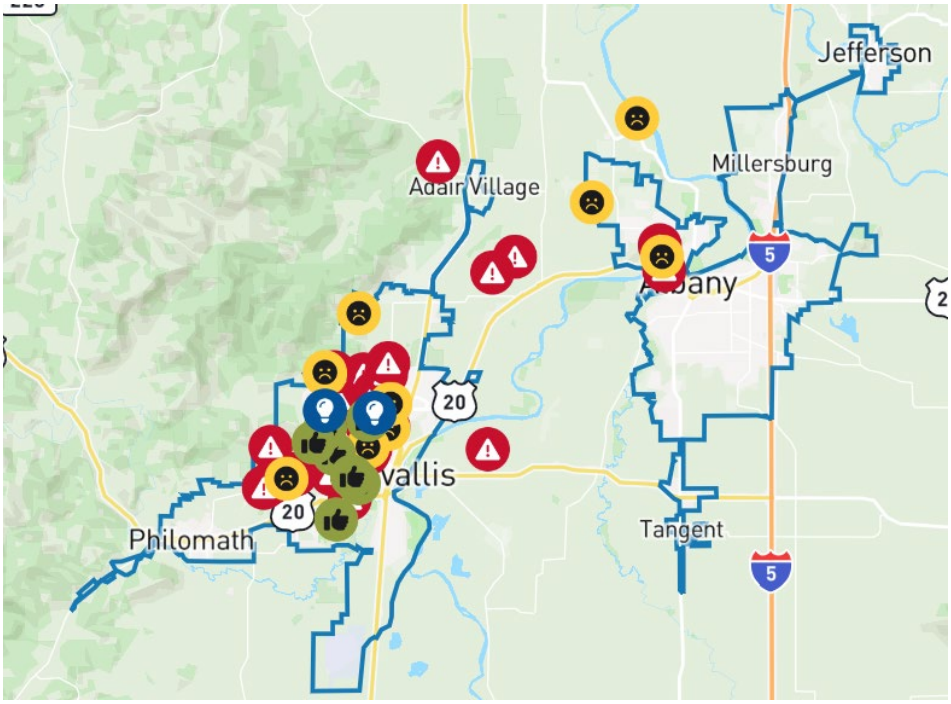
Purpose of Memo

Provide a brief update on interactive events regarding the AAMPO-CAMPO Joint RTP outreach for projects. Physical boards have been displayed at Albany Library, Millersburg City Hall, Jefferson City Hall, and at the October 10 Albany Farmer's Market. Tangent has posted flyers linking to the interactive map at city hall and park notice boards. It also provides an overview of how the metropolitan planning organizations (MPOs) has and will conduct outreach for the 2050 Joint Albany and Corvallis Area MPOs (AKA the RTP).

Action Requested:

- Confirm whether your agency would like to host an MPO RTP presentation to your board or commission of elected officials in Jan/Feb 2027.
- Provide suggestions for additional outreach opportunities in your jurisdiction.

Interactive project map can be found at:
https://wikimapping.com/aampo/mpo-rtp



Pictures of in-person boards on next three pages.

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Figure 1. Albany Library



Figure 2. Millersburg City Hall

MEMORANDUM

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Figure 3. Albany Farmer's Market

Executive Summary – Outreach Activities for the 2050 Joint Regional Transportation Plan

AAMPO, in coordination with the Corvallis Area MPO, is conducting an expanded public outreach process for the joint 2050 Regional Transportation Plan (RTP). This outreach ensures the RTP reflects community priorities and meets federal and regional public involvement requirements.

Outreach to date has included surveys, bilingual comment maps, community event participation, partner coordination, printed materials, and preparation for the virtual open house supporting the 45-day public comment period. Additional staff capacity has enabled broader engagement than in previous RTP cycles.

Upcoming work will focus on refining the completed draft of the plan prior to adoption. This includes gathering feedback from tribal governments, member jurisdictions, LEP communities, and the general public. A draft RTP will be released in late 2026, with the virtual open house launching by December 27, 2026 ahead of the February 24, 2027 AAMPO Board adoption meeting.

MEMORANDUM

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Background

Both the Albany and Corvallis Area MPOs have adopted a joint Public Participation Plan (PPP) as part of their ongoing commitment toward cooperative, comprehensive, and continuous planning framework for activities across the region. The public outreach process for the RTP is described within the PPP as follows:

> The public outreach process for a new or amended RTP will include:
>
> - Publishing the draft plan along with a public notice on the MPO to begin a 45-day public comment period on the plan document.
> - Distributing public notice via e-mail to all MPO interested parties lists.
> - Inviting the public and notifying the media to provide public comment at the MPO Policy Board meeting scheduled to adopt the new or amended RTP.
> - MPO staff attending and providing updates to partner agencies and stakeholders during their regularly scheduled meetings.
> - Providing an additional opportunity for public comment if the final RTP differs significantly from the version that was initially made available for comment.
> - Providing the Policy Board a summary of comments received prior to any formal decision.
> - Comments made at the meeting are recorded in the minutes and comments received by the MPO are read into the minutes.
> - Demonstration of explicit consideration and response to public input received during the development of the RTP.
> - Host a virtual open house to gather stakeholder input as appropriate.
> - Providing bi-lingual outreach materials to Limited English Proficiency (LEP) populations including summary materials related to the draft RTP.
>
> A summary of the public process will be included in the RTP. This may include a summary of public comments. The RTP and related documents will be made available in digital format on the MPO website and in hardcopy at the MPO office. Hard copies will be distributed to MPO member communities, agencies, and other stakeholders by request on a case-by-case basis. Reasonable requests for alternate formats will be considered and accommodated when possible.

In addition to listing the requirements of public participation, the PPP also provides a series of public engagement tools for the MPOs to use for the 2050 RTP. These tools were selected based on planning requirements, staff capacity, and lessons learned from previous planning cycles.

The table on the following page lists the techniques that will be used for the RTP:

Table 1 - Public Involvement Tools, 2025 Joint PPP

Tool	When is Tool Used?	MPO's Approach	2050 RTP Application
Email Announcements, Master Contact Database/ Email List	▪ TAC meeting announcements ▪ Policy Board meeting announcements ▪ Updates and announcements about MPO Plans and Programs (e.g. RTP, TIP, UPWP, etc.)	▪ Increase e-mail list by advertising the availability of e-mail announcements using (Sign up for email via MPO Website) ▪ Make corrections when e-mails are returned	▪ Emails have been sent to the MPO Interest Parties list, more emails about future opportunities for Plan feedback or comment are forthcoming.
Website/ Social Media	▪ TAC meeting announcements ▪ Policy Board meeting announcements ▪ Updates and announcements about MPO Plans and Programs (e.g. RTP, TIP, UPWP, etc.) ▪ Public notice for TIP amendments ▪ General MPO updates	▪ Include website address on all organization products ▪ Link website to partner organizations ▪ Utilize social media outlets available through OCWCOG or member organizations including paid ads as appropriate	▪ RTP information has been posted on MPO websites. ▪ Social media posts are being selectively considered to boost survey response rates.
Public Service Announcements (PSA)	▪ This tool is used to provide information on meetings, planning documents, and pending transportation policy decisions when appropriate	▪ Request PSAs be run by local radio, TV, print and other media outlets	▪ A print PSA will be posted for the 2050 RTP once the draft is available for public viewing, and will include adoption hearing dates.
Newspaper Advertisements and Legal Advertisements	▪ Updates and announcements about MPO Plans and Programs (e.g. RTP, TIP, UPWP, etc.) ▪ Meeting announcements when major decisions will be	▪ Place publication in prominent location of paper if possible ▪ Post notice in publications that reach underserved populations	▪ The same approach will be applied as with PSAs

	considered by the TAC or Policy Board		
Press Releases	▪ This tool is used to provide information on meetings, planning documents, and pending transportation policy decisions when appropriate	▪ Maintain a current media contact list ▪ Utilize press releases to encourage media coverage	▪ The same approach will be applied as with PSAs
Flyers/Posters	▪ This tool is used to provide information on meetings, planning documents, and pending transportation policy decisions when appropriate	▪ Increase distribution to common areas where posters will be more visible to the general public	▪ Flyers have been produced throughout the process and posted in locations such as the MPO office, public libraries, and member government offices.
Open Houses/ Public Workshops, Speakers Bureau/ Small Group Meetings	▪ This tool is used to provide information on updates to plans and programs as well as pending transportation policy decisions	▪ The presentation should provide specific information introducing and outlining the project or program ▪ MPO staff should utilize this tool when launching major project or program updates or when public input is needed ▪ MPO staff and any consulting staff should be available in a timely manner to make presentations about MPO activities when requested	▪ The 2050 RTP will have a virtual open house webpage with plan information provided.
MPO staff attending and providing updates to partner agencies	▪ This tool is used to update partner agencies and stakeholders on MPO activities during their	▪ MPO staff should utilize this tool to provide informal updates on MPO activities	▪ Member agencies will be asked if they wish to host the MPOs for a 10-15 minute overview of

and stakeholder during their regularly scheduled meetings	regularly scheduled meeting time	▪ When appropriate, this outreach tool may include formal presentations on MPO projects and programs	the plan and its findings.
Planning Document Distribution	▪ This tool is used to garner input on updates to MPO Plans and Programs (e.g. RTP, TIP, UPWP, etc.)	▪ Build distribution list to include key partners including member cities, Benton County, and local school districts ▪ Build distribution list to include county and city government buildings, libraries and websites	▪ The draft document will be distributed via MPO emailing lists to jurisdiction staff, elected officials and members of the public.
Comment Forms	▪ This tool is used to garner input on a broad range of MPO plans and activities	▪ Encourage responses by explaining the importance of receiving comments	▪ MPOs will solicit written comments on the RTP ▪ MPO have provided an online georeferenced comment map for community members (see current activities section)
Graphics/ Visualization	▪ Used to provide information on MPO plans, programs and pending transportation policy decisions ▪ Policy Board and TAC meetings	▪ Include graphics and visualization techniques online and during public meetings and hearings	▪ The RTP features many maps and visual references for data. ▪ Attractive flyers, presentations visual comment forms, and other outreach materials will be and have been produced.

Current Activities

Both MPOs have been fully leveraging new staff that have joined the planning team at Cascades West. The MPOs have employed its larger staff capacity to conduct greater outreach and engagement for this round of planning.

Activities have included one round of surveying, an online comment map, in person comment maps, in person community engagement (Albany and Corvallis Farmer's Markets). Future activities include soliciting feedback on the completed plan from tribal governments, member jurisdictions, and the public via an online open house. Flyers and other media have been produced to support outreach.

A list of activities is provided within the following table:

Table 2 - 2050 RTP Engagement Activities

Planning Need	Public Engagement Activity	Purpose	Date
Goals and Scenarios Feedback	Survey and Flyer.	Verify that regionally adopted goals that were accepted by MPO Policy Boards are in alignment with local attitudes and priorities.	June – July 2026
Project identification and needs assessment	Online comment map and flyer. Email coordination through Corvallis Sustainability Coalition and Mid Willamette Bike Club membership. Interested parties email invitation to come	Identify specific places where community members wish for improvements or pose safety hazards	Sept 19 through Oct 26, 2026. Map link: wikimapping.com/aampo/mpo-rtp
Project identification and needs assessment	In person outreach and physical comment boards	See above but providing in person options for community members at institutions and events	Albany Farmers Market: Oct 10, 2026 Corvallis Farmers Market: Oct 17, 2026 Comment boards posted at Albany and Corvallis public libraries; Millersburg and Adair Village city halls.
Bilingual outreach and engagement	Online comment map provided in Spanish; final promotional materials will be translated into Spanish.	Soliciting feedback from Limited English Proficiency (LEP) communities. It is not anticipated that there is budget to	Online comment map to run until Oct 26, 2026. Bilingual plan review solicitation to coincide with draft publishing in November/December 2026

		translate the full plan into other languages.	
Tribal outreach and engagement	Email coordination with present tribal governments	Soliciting input from a variety of stakeholders; fulfilling federal planning requirements	A draft of the plan will be circulated for comment once completed in November/December 2026
Member outreach and engagement	Regular meetings with MPO member institutions; full draft plan review when available	Soliciting input from a variety of stakeholders; fulfilling federal planning requirements	A draft of the plan will be circulated for comment once completed in November/December 2026
Online open house	Virtual, asynchronous open house with a draft of the plan provided for review. PSAs posted in local papers with plan adoption dates. Social medial promotion on Cascades West accounts with invitation for MPO members to reshare.	Soliciting public comment and promoting the plan prior to adoption. Coincides and helps to complete the 45-day public comment period as described by the Public Participation Plan	To begin no later than December 27, 2026 in order to align with the regular Feb 10th, 2027 CAMPO Board meeting.

Summary

The two MPOs are working to leverage their shared and expanded resources to conduct a greater level of community engagement than prior plans. The most important piece of public engagement is underway right now (the comment map).Major upcoming milestones include the completion of the comment map (Oct 26th), a companion summary of findings (available at the December joint MPO meeting), completion of the report and its posting for public comment and an online open house (expected before the end of December, no later than Dec. 27, 2026) to begin the 45-day public comment period.

Member agencies can support this work by hosting brief presentations in early 2027 and identifying any additional opportunities for outreach. These final steps will help ensure the RTP is ready for adoption in February and reflects a broad range of community perspectives.

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: October 28, 2026
To: AAMPO Policy Board
From: Billy Murphy McGregor, AAMPO Staff
Re: **Rural Transit Study Memo 2**

Purpose of Memo

The Albany Area MPO approved a special project to the FY27 UPWP to accomplish a research study and strategy document. Consideration for additional funds was approved, with carryover/savings funds to be used as needed during FY27, pending results of 5304 application/award for FY28. Preapplication for 5304 Grant was accepted and AAMPO received invitation to apply for final Planning and Research grant funding 2027-2029.

Project Description

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**

See following page for Draft Timeline of Work.

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SFY2027, Phase 1					
January, 2027	February	March	April	May	June
5304 Awards					
Partner Interviews					
	Data Review				
	Existing Conditions				
		Exemplar Interviews			
				Strategic Pairing	
					Phase 1 End

SFY2028								
October	November	December	January, 2028	February	March	April	May	June
5304 Starts								
Strategy Oriented Public Feedback								
		Strategy - Agency Outreach						
				Partner Strategy Review				
						Strategy Fund Pairing		
								Phase 2 End

Next Steps

5304 Grant Webinar – October 19, 2026

5304 Grant Application – November 25, 2026

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: October 28, 2026
To: AAMPO Policy Board
From: Billy Murphy McGregor, AAMPO Staff
Re: **FY2027-2030 Surface Transportation Block Grant/State Highway Fund Projects**

Purpose of Memo

The Albany Area MPO has received project submissions for the FY2027-2030 Surface Transportation Block Grant/State Highway Fund (STBG/SHF). Included in this memo are the summary of yearly funds, TAC scoring, and submitted projects text. Staff are requesting action from the Policy Board on how to allocate the funds.

Action requested:

Determine a preferred list of projects to be funded during the 2027-2030 STBG-SHF cycle under the advisement of the TAC (motion).

Provide staff and applicant jurisdictions with direction on how to modify award amounts to meet fiscal constraint by lowering requested funds, deferring projects to future cycles, and/or eliminating projects from consideration (discussion, consensus).

Recommended motion:

"I move to approve the award of MPO STBG-SHF dollars to the list of prioritized projects as determined by a consensus of the Policy Board and the scoring of the TAC for the 2027-2030 grant cycle"

Next Steps

Upon approval, the selected projects will be programmed into the 2027–2030 Metropolitan Transportation Improvement Program (MTIP). The MTIP amendment will then be posted for public review prior to adoption, after which the Policy Board will take formal action to add the STBG-SHF projects to the MTIP. Following the award, staff will coordinate with project sponsors to determine appropriate project start timelines to avoid oversubscribing the fund, and will develop agreements accordingly for the disbursement of grant dollars.

Summary of Funds & Program Background

AAMPO has approximately $805,000 per year for 2028, 2029, and 2030 as well as one unallocated year (2027) from the previous STBG cycle (24-27). Estimated amounts are provided in Table 1 and total approximately $3.2 million to be allocated this grant cycle.

All MPO funding decisions must comply with the fiscal constraint requirements of 23 CFR 450.324 and 23 CFR 450.326, which require that projects programmed in the Metropolitan Transportation Improvement Program (MTIP) be supported by funding that is reasonably expected to be available during the 2027–2030 planning period. The MPO's annual Surface Transportation Block Grant (STBG) allocation, received through Oregon's State Highway Fund exchange program authorized under ORS

367.098, provides a generally stable but not fixed revenue source. Actual annual amounts may vary depending on federal apportionments and State-level budgetary actions.

To address this variability and maintain compliance with federal fiscal constraint requirements, staff, with guidance from the State and peer MPOs, recommend reserving approximately ten percent of available funds for MPO operations and MPO-led planning activities. Staff propose allocating $5,000 per year for MPO operations and reserving approximately $55,000 for a future MPO planning project, to be determined on the recommendation of the Technical Advisory Committee. This approach was previously discussed with the MPO Policy Board, and Board members expressed consensus to proceed with the operational allocation and planning reserve to support anticipated future member needs.

Given current funding estimates staff expect that there is not sufficient funding to award projects as submitted. The Policy Board is advised to take into consideration of the score provided by the TAC to determine award amounts. Possible award approaches include deferring projects until next cycle, declining to award certain projects, or consulting with individual jurisdictions to reduce the award amounts so that the fund remains fiscally constrained. See the next section for a summary of the TAC's findings.

However, because annual STBG-exchanged funds may fluctuate by approximately ten percent (about $90,000 per year), final project programming must remain contingent on actual funding received. To maintain compliance with fiscal constraint requirements, Memoranda of Understanding (MOUs) between the MPO and project sponsors will specify that project awards depend on available annual revenues. As a result, final allocations may differ from the preliminary amounts approved by the MPO Policy Board in order to remain within actual funding levels and maintain federal fiscal constraint.

Table 1. Estimated Funds by Year

Year	Estimated Funds
2027 (24-27 Reserve Carryover)	**$ 805,000**
2028	**$ 805,000**
2029	**$ 805,000**
2030	**$ 805,000**
Total	**$ 3,220,000**

Projects Submitted to AAMPO

AAMPO staff received a total of five project submittals from member jurisdictions. No projects were submitted from Millersburg or Jefferson, and Linn County submitted a project for Tangent. It is

important to note that ODOT representatives are saying that Benton County's project submission is not eligible for SHF and further details are being looked into.

Table 2. STBG Funding Request

Total STBG Request	**$5,400,000 - $5,700,000**

Table 3. List of Funding Requests from STBG

Project ID	Jurisdiction	Project Name	Project Type	Project Date	STBG Request	Project Cost
Linn1	Linn County	Goldfish Farm Road North	Modernization	2027	$ 500,000	$ 1,500,000
Linn2	Linn County	Tangent Drive Improvement Construction	Modernization	2028	$ 800,000	$ 3,100,000
~~Benton1~~	~~Benton County~~	~~Corvallis to Albany Path: Rainwater to Hickory Right-of-way Acquisition~~	~~Modernization~~	~~2027~~	~~$ 300,000~~	~~$ 2,515,607~~
Albany1	City of Albany	34th Avenue Overlay: Ferry Street to Waverly Drive	Preservation	2028	$ 2,600,000	$ 2,900,000
Albany2	City of Albany	Queen Avenue Overlay: Sherman Street to Waverly Drive	Preservation	2030	$ 1,500,000	$ 1,680,000
MPO1	AAMPO	MPO Operations	Operations	2028-2030	$15,000	$15,000
MPO2	AAMPO	Planning Reserve	Planning	2028-2030	$55,000	$55,000

Staff & TAC Scoring

Staff and TAC scoring is presented as an average of scores per project with Modernization and Preservation projects scores broken down by focus criteria. Of the projects submitted the two Albany projects were scored the highest by the TAC. Albany Staff stated that the 34th Avenue project is their highest priority and Linn County Staff stated that Goldfish Farm Road is their highest priority. The Policy Board will need to come to a decision on which projects to fund. The top two projects from Albany total $4,100,000 which is more than available funding. The top Albany project (34th) and the top Linn project (Goldfish) total $3,100,000 which is within the estimated revenue.

MPO Staff and TAC scores provided on next page.

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Albany Area Metropolitan Planning Organization

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Table 4. MPO Staff & TAC Scoring by Project, Averaged

Project ID	Project Name	Staff Avg Score	TAC Avg Score
Linn1*	Goldfish Farm Road North	78	72.2
Linn2	Tangent Drive Improvement Construction	67	71.97
~~Benton1~~	~~Corvallis to Albany Path: Rainwater to Hickory Right-of-way Acquisition~~		
Albany1*	34th Avenue Overlay: Ferry Street to Waverly Drive	90	84.17
Albany2	Queen Avenue Overlay: Sherman Street to Waverly Drive	74	87

* *Indicates jurisdiction TAC priority project.*

TAC scores provided on next page for Modernization and Preservation rubrics.

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Modernization w/ TAC Scores

Project Readiness		Max Score	Linn1	Linn2
0-10	Scoping study/design/plans have been completed	10	7.60	6.00
Y/N	Project within existing ROW	10	0.00	10.00
Y/N	Match funding identified	5	5.00	5.00
Y/N	No extensive permitting required (Env., Utility, etc)	5	5.00	5.00
Multimodal Improvement				
0-10	Improves/Creates bicycle facilities	10	7.00	8.80
0-10	Improves/Creates pedestrian facilities	10	10.00	6.80
0-5	Upgrades to transit facilities	5	1.00	0.20
Safety				
0-20	Addresses documented safety issue and/or identified high crash location	20	12.80	11.50
Inter-community Impact				
0-10	Project identifies benefits to vulnerable road users	10	8.80	8.67
Y/N	Project has support of community(ies)	5	5.00	5.00
Y/N	Improves freight operations	5	5.00	5.00
Y/N	Located on an MPO priority corridor	5	5.00	0.00

Preservation w/ TAC Scores

Pavement Condition		Max Score	Albany1	Albany2
Y/N	Fair PCI 55-69	30	30.00	30.00
Y/N	Poor PCI 40-54	15		
Y/N	Good PCI 70-84	5		
Multimodal Improvement				
0-10	Improves/Creates bicycle facilities	10	9.00	9.00
0-10	Improves/Creates pedestrian facilities	10	9.67	7.50
Y/N	Project is on transit route	5	5.00	5.00
Safety Improvement				
0-20	Addresses documented safety issue and/or identified high crash location	20	12.50	13.67
Project Leverage				
0-10	Funding this project will leverage other larger opportunities to increase overall project impact	10	3.00	6.83
Y/N	Project is identified in a local plan	5	5.00	5.00
Y/N	Project is located on a freight route	5	5.00	5.00
Y/N	Located on an MPO priority corridor	5	5.00	5.00

Project application text and member submissions presented after this page.

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Albany Area Metropolitan Planning Organization

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Application for Albany Area MPO FFY 2027 – 2030

Surface Transportation Block Grant (STBG) Funds

APPLICATIONS DUE BY 5:00 PM September 18, 2026
Submit to Billy McGregor (bmcgregor@ocwcog.org)

Applicant Information

Sponsoring Organization(s):

Contact Person & Title:

Contact Email:

Contact Phone Number:

Project Information

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

1. Project Name:

2. Please include any reference to this project in adopted planning documents. Include document name, date, project name (if different), ID number (if available), and page number.

3. Project Delivery: Please describe how the applicant intends to deliver the project and if the applicant intends to contract with another entity for project delivery.

4. Project Type: Modernization Preservation Planning

5. Project Description: Describe the project and all phases, including those not proposed for AAMPO STBG funds. Describe the type of work, project location, termini and length.

6. What is the Federal Functional Classification (for roadway projects)?
   Please reference, https://geo.maps.arcgis.com/apps/webappviewer/index.html?id=a242614007a0467bbf07bd10f112d313

7. What is the project target date/year?

8. Project Readiness: Have any Scoping Study/Design/Planning activities been completed? If so describe that work.
9. Project Readiness: Is the project within existing right of way, Yes/No?

10. Estimated Total Project Cost:

11. Total STBG Funding Request:

12. Project Readiness: Describe the permitting required for project to start. Note any permitting specific to this project.

13. Project Readiness: Outline funding anticipated from other funding sources, including match.

14. If the STBG funding request extends over multiple federal fiscal years, please outline the proposed project costs by federal fiscal year and project phase.

15. Pavement Condition: Describe the pavement condition of the affected area, or general condition if a non-roadway facility. Include PCI information if applying as a Preservation project.

16. Multimodal improvement: Please describe how this project benefits active road users, which includes people biking, walking, or rolling.

17. Multimodal improvement: Please describe any benefits this project has to transit users, the transit system, or individual transit stops (if any).

18. Safety Improvement: Will the project address a known safety issue? Please describe and include relevant safety data such as crash data.

19. Community Impact: Please describe how this project benefits vulnerable road users.

20. Community Impact: Describe any existing project support from communities/stakeholders. Include letters of support as an attachment.

21. Project Leverage: Will funding this project leverage larger opportunities to increase project impact? If so describe them and their goal outcomes.

22. Is this project on a designated Freight Route?

23. Is this project located on an MPO Priority Corridor?

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

25. Demonstrated Need: Describe the planning need for the project.

MEMORANDUM

Albany Area Metropolitan Planning Organization

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Project, Linn1

1. Goldfish Farm Road North

2. This project is listed in the 2018 Linn County Transportation System Plan, Page 33, Project ID BP-35, the 2043 AAMPO Regional Transportation Plan, Page 84, Project ID A134, The 2010 City of Albany Transportation System Plan, Page 16, Figures 3-2, Page 18, Figure 3-3, and Page 67, Project ID L52 and the 2011 Albany Area MPO Transit Development Plan, referenced throughout the document as Route 2. This project is a continuation of two other funded projects. The ODOT Local Bridge Section provided funding to replace the Goldfish Farm Road Bridge over Cox Creek and the portion of Goldfish Farm Road from Highway 20 to the bridge received 2019 STBG funds. Updated AAMPO Joint RTP, local corridor.

3. This funding request is to support design and construction of this project. Linn County will provide internal staffing and may procure consultants for portions of the design, environmental permitting, advertising, bidding and awarding of a construction contract, construction administration and construction inspection for this project.

4. Modernization

5. The project will consist of half-street road improvements of approximately 1,375 feet of Goldfish Farm Road from Dogwood Avenue to the Albany City Limits. Improvements will include road reconstruction to accommodate travel lanes, median, bike lanes, curb, gutter and sidewalks, stormwater facilities, a storm system, and acquisition of right-of-way. Consultants will be procured to perform the necessary environmental permitting and reporting. Per an IGA, the City of Albany will provide funds for the acquisition of property along this segment of Goldfish Farm Road.

6. Minor Arterial

7. 2027

8. Survey and preliminary design activities have been completed, including topographic and property boundary survey, and a base map has been developed incorporating existing site conditions and right-of-way information, including property boundaries. There are 8 tax lots along this segment that property needs to be acquired to accommodate the road improvements. To-Date, we have acquired property from 4 property owners.

9. No, but half of the ROW has been acquired.

10. $1,500,000

11. $500,000.00

12. Any permitting and environmental requirements will be addressed during the project's final design development. A wetland delineation has been completed and there are wetlands present within the

project limits, but no determination has been made whether they will be impacted.

13. The City of Albany will provide the funds necessary to acquire property along this segment of Goldfish Farm Road. Currently $65,000 has been spent on ROW, with an anticipation of $65,000 remaining ($130,000 total). No other outside funds have been obligated to this project. The Linn County road funds will provide the remaining funding shortfall of $870,000 unless other funding is obtained.

14. This funding request would be expended over 3 federal fiscal years. Preliminary engineering is proposed to begin Fall of 2027 with construction Spring 2029. Preliminary engineering would commence between October 2027 to October 2028 and construction would commence between May 2029 and October 2029.

15. According to the February 2026 Linn County Pavement Condition Index (PCI) report, the roadway within the Goldfish Farm Road project limits has a PCI rating of 78, which is classified as good. This index may be skewed based on the new road improvements constructed with the 2025 bridge replacement. This segment of Goldfish Farm Road from the bridge to The Albany city limits (275 feet north of the intersection of Christopher Avenue) was reconstructed in 2025. The segment of Goldfish Farm Road from Highway 20 to the bridge is scheduled for reconstruction in Summer 2027.
Within this project section, the eastern portion of the roadway was reconstructed in 2019 by the residential development northeast of this project. The proposed project will address the westerly deficient roadway infrastructure while incorporating new pedestrian and bicycle facilities, drainage improvements, and other roadway improvements to provide a safer and more functional transportation corridor.

16. The Goldfish Farm Road project will complete a multimodal corridor between State Highway 20 and Knox Butte Road where dedicated facilities for people walking, biking, and rolling currently do not exist. The City of Albany Public Route 2 Transit stop is located just south of the southern connection point of this project. This segment will eliminate the existing barrier along the western segment of Goldfish Farm Road.
The existing segment of roadway has no sidewalks or bicycle lanes along the west side of the road, and the narrow, limited shoulder provides little usable space for pedestrians, creating an uncomfortable and potentially unsafe environment even for bicyclists and pedestrians using the corridor. The 2022 traffic data collected indicates that 8% of trucks, moving goods, utilize this segment.
The proposed half-street roadway cross section includes an eleven-foot median, eleven-foot travel lane, six-foot bicycle lane, five and a half-foot vegetated swale/planter strip and a six-foot sidewalk along the west side of Goldfish Farm Road.
The project will substantially improve transportation equity and multimodal connectivity by providing dedicated, accessible space for people walking, biking, and rolling where none currently exists. The proposed separation between active transportation facilities and motor vehicle traffic will reduce conflicts and improve user comfort along the corridor. These improvements will advance AAMPO's goals for an equitable transportation system, safe and comfortable travel for all modes, and a balanced multimodal transportation network.

17. The project will eliminate the barrier to access the Albany Public Route 2 Transit stop by providing a safe multimodal connection between Knox Butte Road and Highway 20. The City of Albany's transportation planning documents have also identified the need to eliminate the pedestrian and bicycle deficiencies and provide convenient access to transit within the city.
Currently, Goldfish Farm Road has no western sidewalk or bicycle lane on this segment of roadway, and the existing shoulder provides limited and uncomfortable space for people walking or biking to access transit on Goldfish Farm Road. As a result, individuals who rely on walking, bicycling, mobility devices, or transit may have difficulty safely reaching the public transit network.
This project leverages existing transit infrastructure rather than requiring a new transit route or service. By addressing the current gap between Knox Butte Road and the Route 2 transit stop and Highway 20 and the Route 2 transit stop, the project advances AAMPO's goals for transportation equity and balanced multimodal connectivity while increasing the practical accessibility of existing regional transit services.

18. The project addresses a documented safety deficiency along Goldfish Farm Road, where existing roadway conditions provide no dedicated facilities for people walking, biking, or rolling.
The existing roadway has no western sidewalks or bicycle lane, and limited shoulder provides inadequate space for active transportation users, creating conflicts between pedestrians, bicyclists, and motor vehicle and truck traffic.
Crash data further documents safety concerns within the project limits. Since 2021, two crashes occurred within the project limits: one property damage only crash involving a fixed object and ditch and one property damage only crash for failure to yield to right-of-way (ODOT TransGIS).
While these crashes did not result in a fatality or serious injury, their occurrence on a corridor lacking dedicated pedestrian and bicycle facilities reinforces the need to address the underlying multimodal safety deficiencies.
The proposed improvements will provide dedicated six-foot bicycle lanes and a six-foot sidewalk, with a potential five-and-a half-foot vegetated buffer separating pedestrians from motor vehicle traffic. These improvements will reduce potential conflicts between active transportation users and vehicles and provide safer, more predictable travel environment for all roadway users. The project directly supports AAMPO's Goal 2, safety, by improving safety for all users and minimizing conflicts between active transportation users and motor vehicles.
FHWA research identifies an estimated 88% reduction in pedestrian crashes associated with installing sidewalks that eliminate walking along the roadway. Although actual safety outcomes will vary, the proposed improvements are expected to reduce pedestrian exposure to vehicle traffic and improve conditions for people walking and bicycling.

19. The project will provide substantial benefits to vulnerable road users by addressing the lack of safe, dedicated facilities for people walking, biking, and rolling along Goldfish Farm Road.
Currently, the corridor has no western sidewalks or bicycle lanes, and the limited shoulder provides inadequate space for pedestrians and other active transportation users. These conditions disproportionately affect people with mobility limitations, older adults, children, people who rely on walking or bicycling for transportation, and other users who may not have access to a motor vehicle.

The proposed six-foot sidewalk and six-foot bicycle lanes will provide dedicated travel space for active transportation users and improve their separation from motor vehicle traffic. The proposed separated sidewalk will provide additional separation and improve pedestrian comfort. The project will therefore expand safe and accessible transportation options for vulnerable road users and provide a more equitable connection between Knox Butte Road and Highway 20, and properties along the corridor.
By replacing an inadequate shoulder with purpose-built pedestrian and bicycle facilities, the project will improve access and mobility for users who are currently underserved by the transportation system and directly advance AAMPO's Transportation Equity and Safety goals.

20. The City of Albany has identified this project throughout their planning documents and is dedicated to provide the necessary funds to acquire property necessary to fulfill the planned improvements.

21. Goldfish Farm Road is currently under the Jurisdiction of Linn County, but the road lies within the Albany City Limits. At the completion of this project, the City of Albany has agreed to take jurisdiction of the roadway. This will allow the City to have authority over future community needs.

22. No

23. Yes

24. The Goldfish Farm Road North Project supports four goals identified in the AAMPO 2043 Regional Transportation Plan. It advances Goal 1: Equitable Transportation System by providing dedicated pedestrian and bicycle facilities, expanding transportation options for residents who cannot or prefer not to drive. It supports Goal 2: Safe and Comfortable Transportation System by addressing documented pedestrian and bicycle safety concerns, particularly limited shoulder space and deep ditches. Through the addition of bicycle lanes and sidewalks, the project advances Goal 3: Multimodal Transportation Solutions, improving connectivity and access to destinations between northern east Albany and southern east Albany. The project supports Goal 4: Regional Partnerships through coordination among Linn County, the City of Albany, and AAMPO.
Existing regional and local funding commitments, combined with the requested funding, will advance a jointly supported transportation improvement. Increasing accessibility and limiting commute times by providing uninterrupted access to transit facilities supports both Goal 5: Economic Vitality and Goal 6: Healthy & Active Living.

25. N/A

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, Linn2

1. Tangent Drive Improvement Construction

2. This project is listed in the 2018 Linn County Transportation System Plan, Page 33, Project ID BP-46, in the 2018 AAMPO Regional Transportation Plan, Page 86, Project ID LC10, the 2043 AAMPO Regional Transportation Plan, Page 114, Table 38, and the 2010 Tangent Transportation System Plan, Pages 31, 44 and 47. This project received 2019 STBG funds and COVID relief funds that will fund a portion of this project.

3. This funding request is to support implementing the construction phase of this project due to the current financial shortfall. Linn County will provide internal staffing for the advertising, bidding and awarding of a construction contract, construction administration and construction inspection for this project.

4. Modernization

5. The project will consist of road improvements of approximately 3,000 feet of Tangent Drive from Blackberry Lane to the Eastern City Limits. Improvements will include road reconstruction to accommodate travel lanes, paved shoulders, curb, gutter and sidewalks, storm drain system and stormwater detention and treatment facilities, and acquisition of right-of-way, if necessary. Prior funding obligations will facilitate the preliminary engineering phase, right-of-way and environmental permitting phases of this project. This funding request will be dedicated to the construction phase of the project.

6. Minor Collector

7. 2028

8. Survey and preliminary design activities have been completed, including topographic and property boundary survey, and a base map has been developed incorporating existing site conditions and right-of-way information, including property boundaries. These completed activities have established the survey and right-of-way baseline necessary to advance the project through final design, permitting, and construction. Final design is scheduled for October 2027, with construction to begin in Spring 2028.

9. Yes, ROW will be acquired prior to expending construction funds obligated through this funding request.

10. $3,100,000.00

11. $800,000.00

12. Permitting and environmental requirements will be addressed during the project's final design development. Anticipated permitting and regulatory coordination may include stormwater and erosion

control requirements associated with the proposed roadway improvements, sidewalk, and vegetated stormwater facilities and any off-site stormwater collection or treatment system. Additional permits or approvals may be required based on final design, including potential right-of-way acquisition. All environmental permitting will be acquired prior to expending funds obligated through this funding request.

13. The project has secured a total of $1,440,915 in funding, comprised of $831,665 in AAMPO STBG funding, $175,000 in COVID relief funds that were transferred from City of Tangent to this project, and $434,250 in Linn County road funds. The estimated total project cost is $3,100,000. With the secured funds and the requested funds, a shortfall of $860,000 which would be considered match funds.

14. This funding request would be expended during one construction season, but in two fiscal years. A construction season would be May to October, so roughly 50% of the project would occur in each fiscal year.

15. According to the February 2026 Linn County Pavement Condition Index (PCI) report, the roadway within the Tangent Drive Improvement project limits has a PCI rating of 41, which is classified as poor. The existing pavement condition, combined with the roadway's lack of dedicated pedestrian and bicycle facilities, demonstrates the need for comprehensive roadway improvements rather than continued reliance on the existing roadway configuration. The proposed project will address the deficient roadway infrastructure while incorporating new pedestrian and bicycle facilities, drainage improvements, and other roadway improvements to provide a safer and more functional transportation corridor.

16. The Tangent Drive improvements will establish a multimodal corridor between State Highway 99E and Meadow Wood Street where dedicated facilities for people walking, biking, and rolling currently do not exist. The existing roadway has no sidewalks or bicycle lanes, and the narrow, limited shoulder provides little usable space for pedestrians, creating an uncomfortable and potentially unsafe environment even for bicyclists and pedestrians using the corridor.
The project will also support freight mobility along Tangent Drive, where trucks moving goods account for approximately 17% of traffic based on 2023 traffic data. Maintaining two travel lanes while providing dedicated space for active transportation will help organize traffic movements and reduce potential conflicts between freight vehicles and other road users, while maintaining local freight access.
The proposed roadway cross section includes two five-foot-wide bicycle lanes and a six-foot-wide sidewalk along the south and/or north side of Tangent Drive. Where feasible, four- to six-foot-wide vegetated strips will separate the sidewalk from vehicle traffic, improving the comfort and safety of active transportation users while also providing opportunities for stormwater collection, retention, and treatment.
The project will substantially improve transportation equity and multimodal connectivity by providing dedicated, accessible space for people walking, biking, and rolling where none currently exists. The proposed separation between active transportation facilities and motor vehicle traffic will reduce conflicts and improve user comfort along the corridor. These improvements will advance AAMPO's goals for an equitable transportation system, safe and comfortable travel for all modes, and a balanced

multimodal transportation network.

17. The project will improve first- and last- mile access to the regional transit system by providing a safe multimodal connection between Tangent Drive and OR 99E. Tangent's transportation planning documents identify transit service along OR 99E and have historically identified the OR 34/99E junction as a transit access point. The City's transportation planning documents have also identified the need to provide convenient pedestrian access to transit within Tangent.
Currently, Tangent Drive has no sidewalk or bicycle lanes, and the existing shoulder provides limited and uncomfortable space for people walking or biking to access transit along OR 99E. As a result, individuals who rely on walking, bicycling, mobility devices, or transit may have difficulty safely reaching the regional transit network without a private vehicle.
The proposed six-foot sidewalk and five-foot bicycle lanes will establish dedicated facilities connecting the Tangent Drive corridor to OR 99E. These improvements will provide a safer and more accessible first- and last-mile connection to existing regional transit services and improve access to the transportation network for people who do not drive or who choose alternative modes of transportation. The project therefore leverages existing transit infrastructure rather than requiring a new transit route or service. By addressing the current gap between Tangent Drive and transit access along OR 99E, the project advances AAMPO's goals for transportation equity and balanced multimodal connectivity while increasing the practical accessibility of existing regional transit services.

18. The project addresses a documented safety deficiency along Tangent Drive, where existing roadway conditions provide no dedicated facilities for people walking, biking, or rolling. The existing roadway has no sidewalks or bicycle lanes, and limited shoulders provide inadequate space for active transportation users, creating conflicts between pedestrians, bicyclists, and motor vehicle and truck traffic.
Crash data further documents safety concerns within the project limits. In 2024, two crashes occurred within the project limits: one property damage only crash and one suspected minor injury crash (ODOT 2015-2024 Crash Data Viewer). While these crashes did not result in a fatality or serious injury, their occurrence on a corridor lacking dedicated pedestrian and bicycle facilities reinforces the need to address the underlying multimodal safety deficiencies.
The proposed improvements will provide dedicated five-foot bicycle lanes and a six-foot sidewalk, with a potential four- to six-foot vegetated buffer separating pedestrians from motor vehicle traffic. These improvements will reduce potential conflicts between active transportation users and vehicles and provide safer, more predictable travel environment for all roadway users. FHWA research identifies an estimated 88% reduction in pedestrian crashes associated with installing sidewalks that eliminate walking along the roadway. Although actual safety outcomes will vary, the proposed improvements are expected to reduce pedestrian exposure to vehicle traffic and improve conditions for people walking and bicycling. The project directly supports AAMPO's Goal 2, safety, by improving safety for all users and minimizing conflicts between active transportation users and motor vehicles.

19. The project will provide substantial benefits to vulnerable road users by addressing the lack of safe, dedicated facilities for people walking, biking, and rolling along Tangent Drive. Currently, the corridor has no sidewalks or bicycle lanes, and the limited shoulder provides inadequate space

for pedestrians and other active transportation users. These conditions disproportionately affect people with mobility limitations, older adults, children, people who rely on walking or bicycling for transportation, and other users who may not have access to a motor vehicle. The current walking path located east of Blackberry Lane connects residents along Tangent Drive to Birdfoot Drive and Wildrose Drive which ultimately connects to Old Oak Drive where the Tangent Elementary School and Tangent City Hall are located.

The proposed six-foot sidewalk and five-foot bicycle lanes will provide dedicated travel space for active transportation users and improve their separation from motor vehicle traffic. Where feasible, vegetated strips between the sidewalk and roadway will provide additional separation and improve pedestrian comfort. The project will therefore expand safe and accessible transportation options for vulnerable road users and provide a more equitable connection between State Highway 99E, Meadow Wood Street, and properties along the corridor.

By replacing an inadequate shoulder with purpose-built pedestrian and bicycle facilities, the project will improve access and mobility for users who are currently underserved by the transportation system and directly advance AAMPO's Transportation Equity and Safety goals.

20. The Tangent City Council supports the Tangent Drive Improvement Project and demonstrated its commitment by approving the transfer of $175,000 in COVID relief funds to the project. Combined with $1,265,915 in other secured funding, this represents a substantial investment toward project delivery. Preliminary engineering will be completed using existing funds, allowing the requested $800,000 in grant funding to be dedicated entirely to construction.

The project has longstanding support in the City of Tangent’s 2010 Transportation System Plan. The TSP identifies the need for bicycle and pedestrian improvements along Tangent Drive. The plan specifically identifies inadequate shoulder space near Meadow Wood Street as a concern and recommends improvements to the bicycle network along Tangent Drive.

The project is identified in the 2043 AAMPO Regional Transportation Plan as a fiscally constrained project that includes curb, gutter, sidewalk, and bikeway improvements. It is also identified in the AAMPO Bicycle and Pedestrian Plan as a high public-demand corridor. The plan documents community concerns regarding pedestrian and bicycle safety on Tangent Drive, particularly immediately east of Highway 99E, where limited shoulder space and obstructed sightlines near the raised railroad tracks create challenges for users.

The proposed construction will address these documented safety and accessibility needs while advancing improvements identified in regional transportation plans. The City Council's financial commitment and the project's inclusion in these plans demonstrate existing local support and regional recognition of the need for improvements.

21. The requested $800,000 in construction funding will leverage substantial local and regional investments to advance the Tangent Drive Improvement Project. The project has secured $1,440,915 in funding, including $831,665 in AAMPO STBG funds, $175,000 in transferred COVID relief funds, and $434,250 in Linn County road funds. Preliminary engineering will be completed using existing funds, allowing the requested grant to be dedicated entirely to construction.

The project represents a coordinated investment by Linn County, the City of Tangent, and AAMPO. Construction funding will build on these existing commitments to deliver the planned bicycle and

pedestrian facilities, curb, gutter, and sidewalk improvements along approximately 3,100 feet of Tangent Drive, from Highway 99E to Meadow Wood Street (Tangent City Limits).
Completing these improvements will advance regional goals for transportation safety, multimodal connectivity, and equitable access. The project will also establish infrastructure that can support future pedestrian and bicycle travel while improving access to nearby destinations.

22. No

23. No

24. The Tangent Drive Improvement Project supports four goals identified in the AAMPO 2043 Regional Transportation Plan. It advances Goal 1: Equitable Transportation System by providing dedicated pedestrian and bicycle facilities, expanding transportation options for residents who cannot or prefer not to drive. It supports Goal 2: Safe and Comfortable Transportation System by addressing documented pedestrian and bicycle safety concerns, particularly limited shoulder space and restricted sightlines near the railroad tracks. Through the addition of bicycle lanes and sidewalks, the project advances Goal 3: Multimodal Transportation Solutions, improving connectivity and access to destinations near Highway 99E. Finally, the project supports Goal 4: Regional Partnerships through coordination among Linn County, the City of Tangent, and AAMPO. Existing regional and local funding commitments, combined with the requested construction funding, will advance a jointly supported transportation improvement.

25. N/A

MEMORANDUM

Albany Area Metropolitan Planning Organization

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Project, Benton1

1. Corvallis to Albany Path: Rainwater to Hickory Right-of-way Acquisition

2. Benton County TSP (2019), AT-27: Corvallis to Albany Shared Use Path, 70-71 City of Albany TSP (2010), M5: Corvallis to Albany Shared Use Path, 86-87

3. The County intends to contract with a consultant to have appraisals and acquisitions completed.

4. Modernization

5. The County proposes to construct a piece of the Corvallis to Albany Shared Use Path between Rainwater and Hickory in North Albany. The County has the path designed, but due to cost escalation and a project delay for an alternatives study, the funds available for the project are not adequate. Since the project is off-system and road funds can not be used, the County is seeking additional funds for right-of-way acquisition.

6. N/A

7. 2027

8. Construction plans are complete. Right-of-way acquisition is the next step. The County has funding through the State for construction.

9. No

10. $2,515,607

11. $300,000

12. All environmental work is complete, permits will be updated prior to construction.

13. State(MTEP): $2.1m, County: $123,180, City of Albany: $304,500

14. The County anticipates acquiring ROW in one Federal Fiscal Year.

15. N/A

16. The Corvallis to Albany Shared Use Path is a separated designated facility for people biking, walking, or rolling.

17. This section of the Corvallis to Albany Shared Use Path connects with the City of Albany Park and Ride on Hickory Street. Therefore, folks would have multi-modal connection to transit.

18. Constructing a separated shared use path reduces safety concerns and conflicts with highway traffic including freight and private vehicles. There has been one fatal pedestrian crash in the Hwy 20 corridor.

19. The Corvallis to Albany Shared Use Path is a separated designated facility for people biking, walking, or rolling.

20. City of Albany is in support of the project and is also an active participant in funding.

21. Yes. As more phases of the Corvallis to Albany Shared Use Path are built, momentum gains for additional successful grant requests along the alignment.

22. No

23. Yes-Hwy 20

24. Safety, Health and Usability and Infrastructure Resiliency
Balanced Multi-Modal System and Healthy & Active Living
This project will lead to the construction of a separated shared-use path which promotes healthy and active living, safety, and provides multi-modal options.

25. N/A

MEMORANDUM

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Project, Albany1

1. 34th Avenue Overlay: Ferry Street to Waverly Drive

2. This project is identified in the City of Albany Capital Improvement Program (FY2026-FY2030) as project 40TR00184.

3. The City of Albany intends to deliver this project in-house.

4. Preservation

5. This project includes construction of a 7,300 foot long 2-inch asphalt grind-overlay on 34th Avenue from Ferry Street to Waverly Drive. Curb ramps will be updated to current ADA standards. Crosswalks located at Madison Street, Oak Street and Columbus Street will be improved with rectangular rapid flashing beacons. Buffered bike lanes will be added to improve bike safety. Six existing transit stops will be improved to meet current ADA standards. Four transit stop shelters and three benches will be included with the project to provide these features at all transit stops within the project area.

6. Minor Arterial

7. 2028

8. The project is identified in the current Albany Capital Improvement Program. The RRFB locations are identified in the Albany Potential RRFB Location Plan accepted by the City Council in 2024.

9. Yes

10. $2,900,000

11. $2,600,000

12. No permitting is anticipated on this project. The entire project area is already developed and is located within Albany public right-of-way.

13. Funding is available for the proposed 10.34% match from the City's Street Capital Reserves Fund.

14. Project design would be completed and construction would begin in FFY 2028 ($1,000,000) with construction completed in FFY2029 ($1,900,000).

15. This section of 34th Avenue was reconstructed in 2000 and 2001 and the pavement surface is showing signs of moderate distress including surface raveling and cracking. The street has a PCI of 62 based on an assessment performed in October 2025.

16. This project will add three RRFB installations at three school crosswalks, improve curb ramps to current ADA standards and add buffers to the existing bike lanes.

17. Six existing transit stops will be improved to meet current ADA standards. Four transit stop shelters and three benches will be included with the project to provide these features at all transit stops within the project area.

18. The three school crossing locations being upgraded with RRFBs have been an on-going safety issue due to the 35 mph speed limit and high traffic volume on 34th Avenue, which have caused parents to be uncomfortable with their children walking to school without any additional safety facilities at these locations.

19. The three RRFB installations will make crossing this busy street much safer. In addition, the buffered bike lanes will improve safety for bicyclists on the roadway.

20. The addition of the RRFBs has been requested by residents in the area for many years to improve safety while crossing the street. Transit users consistently request shelters and benches at transit stops.

21. The combination of the 2-inch asphalt grind-overlay, RRFB school crossing improvements, buffered bike lanes and transit stop improvements combine together to improve the entire corridor for all road users with improvements to physical infrastructure and safety while riding on or crossing the street.

22. Yes

23. Yes

24. Goal 1, Transportation Equity. This project will improve curb ramps to meet current ADA requirements and support a complete pedestrian and bicycle network throughout the MPO area by improving bicycle lanes with buffers.
Goal 2, Safety. This project will improve safety for people walking and biking, add three new enhanced pedestrian crossings (RRFBs) to improve safety of underserved and vulnerable populations and improves safety for all users.
Goal 5, Economic Vitality. This project will support reduced transportation system lifecycle costs by constructing the 2-inch asphalt overlay before the pavement deteriorates further and requires more expensive repairs.
Goal 6, Healthy and Active Living. This project will improve health and wellness of the general population by increasing active transportation choices with the new RRFB at school crosswalks and improving the bike lanes with bike lane buffers to encourage more bicycle trips on the roadway.
Goal 7, Reliability and Efficiency. This project will minimize conflicts between active transportation users and vehicles along the high-volume 34th Avenue corridor through the addition of the RRFB pedestrian crossing and buffered bike lanes.

25. N/A

Project, Albany2

1. Queen Avenue Overlay: Sherman Street to Waverly Drive

2. This project is identified in the City of Albany Capital Improvement Program (FY2026-FY2030) as project 40TR00189.

3. The City of Albany intends to deliver this project in-house.

4. Preservation

5. This project includes construction of a 3,700 foot long 2-inch asphalt grind-overlay on Queen Avenue from Sherman Street to Waverly Drive. Curb ramps will be updated to current ADA standards. A crosswalk will be added near Burkhart Street and will be improved with rectangular rapid flashing beacons. Buffered bike lanes will be added to improve bike safety.

6. Minor Arterial

7. 2030

8. This project is identified in the City of Albany Capital Improvement Program (FY2026-FY2030) as project 40TR00189.

9. Yes

10. $1,680,000

11. $1,500,000

12. No permitting is anticipated on this project. The entire project area is already developed and is located within Albany public right-of-way.

13. Funding is available for the proposed 10.71% match from the City's Street Capital Reserves Fund.

14. Project design and construction would begin in FFY 2030 ($1,000,000) with construction being completed in FFY 2031 ($680,000).

15. The asphalt was last rehabilitated on this section of Queen Avenue in 1996 and the pavement surface is showing signs of moderate distress including surface raveling and cracking. The street has a PCI of 67 based on an assessment performed in October 2025.

16. This project will improve curb ramps to current ADA standards and add buffers to the existing bike lanes. A new crosswalk and RRFB near Burkhart Street will improve pedestrian access to the shopping

centers two blocks north of Queen Avenue.

17. There are two transit stops on this project that already or will shortly have shelters and benches. These transit stops will benefit from the addition of the buffered bike lanes which will provide additional space for the buses to avoid blocking through traffic while stopped.

18. This project will not address any known safety issues.

19. Addition of buffered bike lanes will provide additional safety for cyclists on the roadway. A new crosswalk and RRFB near Burkhart Street will improve pedestrian access and safety for local residents crossing this street which has a speed limit of 40 mph and high amounts of traffic.

20. None.

21. The City of Albany has received a grant to develop a preferred alternative for a new design for the intersection of Queen Avenue and Geary Street, which is located within this project area. Once this grant project is completed, the City will seek funding for the new intersection improvements and potentially incorporate that work into the overlay project.

22. Yes

23. Yes

24. Goal 1, Transportation Equity. This project will improve curb ramps to meet current ADA requirements and support a complete pedestrian and bicycle network throughout the MPO area by improving bicycle lanes with buffers.
Goal 2, Safety. This project includes curb ramp improvements and the additional of buffered bike lanes to improve safety of underserved and vulnerable populations and improves safety for all users.
Goal 5, Economic Vitality. This project will support reduced transportation system lifecycle costs by constructing the 2-inch asphalt overlay before the pavement deteriorates further and requires more expensive repairs.
Goal 6, Healthy and Active Living. This project will improve health and wellness of the general population by increasing active transportation choices with improvement of the bike lanes with bike lane buffers to encourage more bicycle trips on the roadway.
Goal 7, Reliability and Efficiency. This project will minimize conflicts between active transportation users and vehicles along the high-volume Queen Avenue corridor through the addition of buffered bike lanes.

25. N/A