Albany Area Metropolitan Planning Organization
City of Albany • City of Jefferson • City of Millersburg • City of Tangent • Linn County • Benton County • Oregon Department of Transportation

Joint Meeting of AAMPO
Technical Advisory Committee (TAC) & Policy Board
Thursday, November 19, 2026
9:00 am to 11:00 am

VIRTUAL MEETING:
Via Teams by clicking HERE
Meeting ID: 294 464 589 587 8
Passcode: 8kV6Rt3U
Mobile One Click Number
+1 872 242 8088
Phone Conference ID: 193 067 353#
Contact: Billy McGregor, **bmcgregor@ocwcog.org**

AGENDA

1)	**9:00**	**Call to Order, Agenda Review**	**Chair Patrick Malone**
2)	**9:05**	**Public Comment**	**Chair**
3)	**9:10**	**Approve the minutes of the Policy Board meeting on Wednesday, October 28, 2026 (Attachment A1 pg. 05)** **Approve the minutes of the TAC meeting on Wednesday, October 15, 2026 (Attachment A2 pg. 16)** **Action:** *Decision on minutes*	**Chair**
4)	**9:10**	**STIP Administrative Amendments (Attachment B pg. 28)** Administrative Amendments are the lowest level of STIP amendment and require TAC notification of changes. **Action:** *Information*	**Staff McGregor, All**
5)	**9:15**	**RTP/TSP Amendment (Attachment C pg. 30)** Review of AAMPO plan to amend the RTP to include Transportation System Plan (TSP) projects as updates are received from Albany and Millersburg. ODOT shared a statement from Metro based on similar discussions and it is shared here. **Action:** *Information*	**Staff McGregor**

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

6) 9:25 RTP Scenarios (Attachment D1+D2 pg. 32) — **Staff, McGregor**

Results from ODOT's Transportation Planning Analysis Unit (TPAU) regarding the modeling data for the RTP future scenarios.

Action: *Choose an AAMPO Preferred Scenario*

7) 10:00 FY2028 UPWP Development (Attachment E pg. 46) — **Staff, McGregor, All**

Begin the MPO Unified Planning Work Program (UPWP) development starting with a look at attached FY2027 UPWP summary. Staff is seeking TAC and Policy Board interest areas, while sharing out successes and task carryover expectations.

Suggested topics include:

- RTP Supported Corridor Studies
- Regional Resiliency Work
- Joint RTP Best Practices
- Leveraging the Innovative Mobility Program (Quick Builds)
- Supporting Safe Routes to School Planning

Action: *Information and Discussion*

8) 10:40 Letter of Support, Rural Transit Study (Attachment F1-4 pg. 56) — **Staff, McGregor, All**

Letters of Support for ODOT's 5304 Planning and Research Grant application due November 25.

Action: *Information and Discussion*

9) 10:45 Jurisdictional Updates/Other Business — **Chair, All**

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

10) 11:00 Adjournment — **Chair**

The next meeting will be a Super MPO meeting between the CAMPO Policy Board & TAC and AAMPO Policy Board & TAC on Wednesday, December 9, 2026.

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Upcoming 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 w/ **TAC**										9			
Walk through draft plan w/ **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	

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Alternates	Jurisdiction	Attendance
Kyle Ward	City of Jefferson	
Janelle Booth	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

ATTENDENCE (FOR QUORUM PURPOSES)

TAC Members	Jurisdiction	Attendance
Kyle Ward	City of Jefferson	
Janelle Booth	City of Millersburg	
Chris Cerklewski (Vice-Chair)	City of Albany	
Joe Samaniego (Chair)	City of Tangent	
Daineal Malone	Linn County	
Gary Stockhoff	Benton County	
James Feldmann	Oregon Department of Transportation	

Quorum Requirement: *Official action may be taken by the committee when a quorum is present. A quorum shall exist when the majority of voting members of the Committee are present. If a member of the TAC is unable to participate in a TAC meeting, that member may designate an alternate to participate in his/her place. The alternate shall declare their status at the start of the meeting.*
- AAMPO Technical Advisory Committee Bylaws, Section 6: Meetings, Subsection F: Quorum

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Attachment A1

ALBANY METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD HYBRID MEETING
Wednesday, October 28, 2026
2:30 – 4:30 pm

Virtual Via Microsoft Teams Technologies

Board Members	**Jurisdiction**	**Attendance**
David Watkins	City of Jefferson	No
Scott Cowan	City of Millersburg	No
Councilor Kevin Kreitman	City of Albany	Yes
Councilor Greg Jones	City of Tangent	No
Commissioner Roger Nyquist	Linn County	No
Commissioner Pat Malone	Benton County	Yes
Darrin Lane	Citizen Representative	Yes
Christine Hildebrant	Oregon Department of Transportation	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	Yes
Gary Stockhoff	Benton County	Yes
James Feldmann	Oregon Department of Transportation	Yes

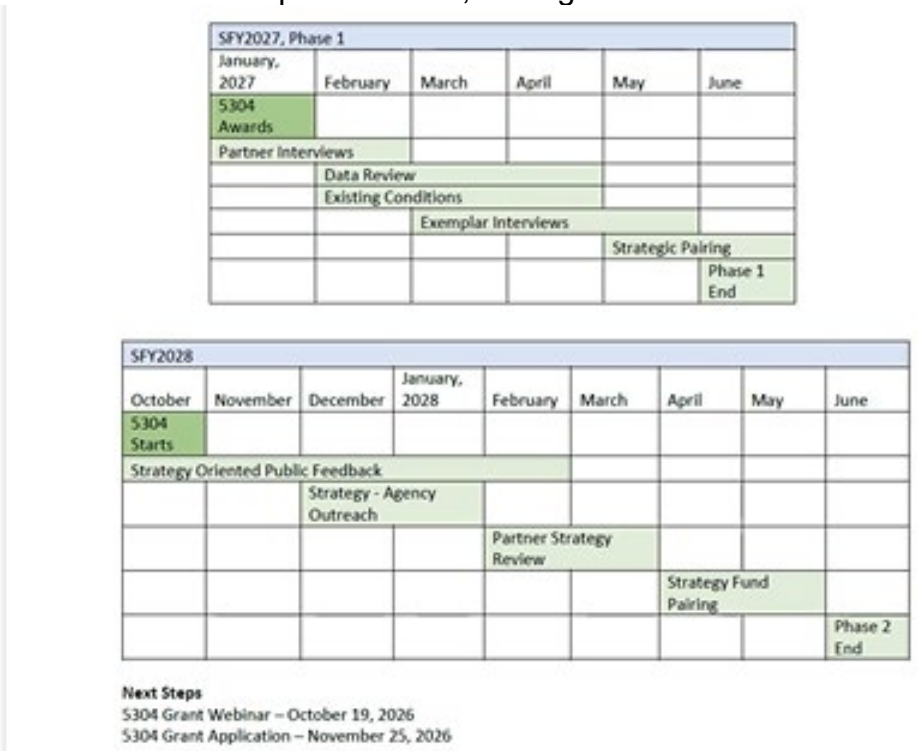
Guests: Steve Harvey, Chris Cerklewski
Staff Present: Senior Planner Corum Ketchum, Planning Supervisor Justin Peterson, CED Director Matt Lehman, Assistant Planner Madeline Powell, Assistant Planner Justin Epiaka, and Administrative Assistant Travis Overvig

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, and Roll Call	The October AAMPO Policy Board meeting was called to order at 2:33pm by the Alternate Chair, Gary Stockhoff. There were no changes to the meeting agenda. Administrative Assistant Travis Overvig conducted roll call.	**The meeting was called to order at 2:33pm by Alternate Chair, Gary Stockhoff.**
2. Public Comments	Guest Steve Harvey discussed the regional transportation plan (RTP) and gave a word of support for agenda item 6 (Attachment D).	**Guest Steve Harvey gave a word of support for the work being done on the RTP and agenda item #6.**
3. Approve minutes of the Joint AAMPO TAC-Policy Board Meeting on Wednesday, September 23, 2026 (Attachment A) ***Action:*** *Decision on Minutes*	The AAMPO Policy Board members discussed approval of the Wednesday, September 23, 2026 Joint AAMPO TAC-Policy Board meeting minutes. Ramsdell motioned to approve the meeting minutes. Feldmann seconded. The AAMPO Policy Board approved the meeting minutes of Wednesday, September 23 via unanimous consensus. Councilor Kreitman of Albany voted in favor. Commissioner Malone of Benton County voted in favor. Darrin Lane of Linn County voted in favor. James Feldmann of ODOT voted in favor. There were no votes against.	**The AAMPO Policy Board approved via unanimous consensus the Joint AAMPO TAC-Policy Board meeting minutes on Wednesday, September 23, 2026.**
4. RTP Projects Outreach Update (Attachment B)	Staff Epiaka provided an overview of the RTP that we are working on across AAMPO and CAMPO to update it through 2050. The RTP Projects Outreach includes interactive maps located at public libraries	**Staff Epiaka provided status updates on the RTP Projects Outreach,**

Action: *Information and Discussion*	and city halls across Linn and Benton Counties, as well having attended Farmer's markets in Albany and Corvallis and also have an online mapping tool, in both English and Spanish, where the public can identfity locations and provide feedback on their experiences, such as transportation challenges, safety concerns, and improvements. Currently, we have a large number of points on the map that have been identified by the public for both good locations and locations worth addressing. Epiaka asked the Policy Board if there were any additional opportunities to elicit good public feedbak other than the ways we have been engaging with the community or how we can improve the level of community feedback received. As of right now, CAMPO has received more feedback than AAMPO so we plan to keep the interactive boards open until the end of October and leave the online map open until early November. Next steps for the RTP is to collect the feedback provided and use it throughout the planning process and in completing the draft plan. In November and December, that draft RTP is expected to be circulated to member jurisdictions, tribal governments, and other stakeholders for review. The immediate focus right now is making sure that outreach findings are considered as we finalize the plan. Councilor Kreitman asked that we more broadly send out the RTP mapping link as he cannot find it on either the AAMPO or CAMPO websites. Commissioner Malone asked for us to reach out to Rachel Builder to help schedule the RTP presentation after January 1.	**which includes interactive RTP maps at public libraries and city halls across Linn and Benton County, an online mapping tool, and that staff have attended Farmer's Markets in Albany and Corvallis to gather feedback. Next steps for the RTP were outlined to the AAMPO Policy Board**
5. Rural Transit Study Draft Workplan (Attachment C)	Staff Powell provided an overview of the Rural Transit Study and the draft workplan in progress. The purpose of this study is to evaluate opportunities and identify workable solutions for improving transit	**Staff Powell provided an overview of the Rural Transit Study and the**

Action: *Discussion*	access in three communities: Millersburg, Tangent, and Jefferson. These communities have expressed sustained interest in improving transportation access and this study aims to understand what their individual needs are and explore different models that are appropriate for small and rural jurisdictions like them. The evaluation process will include looking at similar communities that are served by the Linx, Linn Shuttle, 99 Vine, Independence-to-Monmouth Trolley and other transit services and use those to determine a possible path forward for these communities. Today's meeting is essentially the kickoff of this project and the estimated timeline is included below, which is split into two phases: FY27 (January – June): • January-February: We will be holding partner interviews from January-February, having initial conversations with the three communities and different transit providers to get their perspectives and input. • February-March: We will be reviewing available demographics, different travel patterns and prior studies that are similar to this project. • March-April: We will be doing existing conditions assessments and this will be compiling the needs gaps, baseline transit conditions across the three cities and then holding meetings with small transit providers to understand different models that might translate locally in April. • May-June: Will have strategic planning and will align these potential strategies with funding opportunities and partner needs. Phase one should conclude in June and will lead into phase two, which will depend on if AAMPO is awarded the 5304 grant. If so, then phase two would begin in October 2027, when funding becomes available, and this includes the strategy oriented public feedback, expanded agency outreach, partner strategy, review strategy, fund pairing and phase two	**workplan timeline to the AAMPO Policy Board.**

should conclude in June 2028. This two phase structure allows us to start the meaningful work this fiscal year while preparing for the full implementation, if the grant is awarded for 2028.



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

Stockhoff explained that Pacific Crest Busline is the current provider for the 99 Vine service which is now a once-a-day service that goes from the Eugene Airport up to Union Station in Portland. Stockhoff explained that Benton County has submitted a grant application to continue the service from July 1 2027 through June 30 2028. Benton County is also working on submitting another grant application in November or December that would assist with providing the service from July 1 2028 through June 30 2030. This grant would be a new service and would go along 99E and would be renamed.

The 99 Vine pilot project collected 7 months of data during its free pilot program and the Corvallis-to-Eugene Airport portion of the route

<table>
<tr><td></td><td>was very popular.</td><td></td></tr>
<tr><td>6. 2027-2030 State Highway Fund Projects (Attachment D)

Action: Review projects and Determine STBG funding allocation</td><td>Staff Corum and Supervisor Peterson provided the goal of this agenda item is to identify which of the projects to fund through this year's Surface Transportation Block Grant (STBG) grant exchange with State Highway Fund (SHF). These are yearly allotments from the Feds via the State.

Previously, the AAMPO TAC reviewed these projects and provided scores for each project for the AAMPO Policy Board to review and discuss and vote on which projects to fund.

Table 4. MPO Staff & TAC Scoring by Project, Averaged
<table><tr><th>Project ID</th><th>Project Name</th><th>Staff Avg Score</th><th>TAC Avg Score</th></tr><tr><td>Linn1*</td><td>Goldfish Farm Road North</td><td>78</td><td>72.2</td></tr><tr><td>Linn2</td><td>Tangent Drive Improvement Construction</td><td>67</td><td>71.97</td></tr><tr><td><s>Benton1</s></td><td><s>Corvallis to Albany Path: Rainwater to Hickory Right-of-way Acquisition</s></td><td></td><td></td></tr><tr><td>Albany1*</td><td>34th Avenue Overlay: Ferry Street to Waverly Drive</td><td>90</td><td>84.17</td></tr><tr><td>Albany2</td><td>Queen Avenue Overlay: Sherman Street to Waverly Drive</td><td>74</td><td>87</td></tr></table>* Indicates jurisdiction TAC priority project.

Corum detailed the projects listed in the above chart:
• <u>Goldfish Farm Rd</u>: The request is for $500,000 on a total project cost of $1.5 million. This would be a road reconstruction from Dogwood Ave to Albany city limits, including bikes lanes, sidewalks, bridge improvements and right-of-way acquisition. Preliminary design has been completed and it would complete a multimodal connection between Highway 20 and Knox Butte. The TAC scored this project a 72.2 out of a possible 100. This is considered Linn County's top priority.
• <u>Tangent Drive</u>: The request is for $800,000 on a total project</td><td>Staff Corum provided an overview of the projects submitted to the Policy Board and the scores provided by the AAMPO TAC, including which projects are listed as priority. The AAMPO Policy Board deliberated on the projects and voted via unanimous decision to allocate $2.6 million towards the 34th Avenue Overlay project and $500,000 towards the Queen Avenue Overlay project, with $500,000 in restricted funding available from the City of Albany to fund the Goldfish Farm Road project.</td></tr>
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	cost of $3.1 million. This would be a reconstruction from Blackberry Lane to city limits. This would add sidewalks, bike lanes, stormwater facilities, and supports a high proportion of freight traffic. Notes from the application, the Pavement Condition Index (PCI) is rated at 41, which is poor. The county has already invested at least $1.4 million into this project and this request is for construction-funding only as the engineering has been funded separately. The TAC scored this a 71.97 out of a possible 100. Corum shared that this project was determined to not be eligible for SHF funding and that Staff McGregor had reached out to Laurel for an alternative submission. No alternative project has been submitted at this time. • 34th Avenue Overlay: The request is for $2.6 million on a total project cost of $2.9 million. This project is an overlay from Ferry Street to Waverly Drive, adding buffer bike lanes, ADA curb ramps, rectangular rapid flashing beacons, improved RRFB school crossings and transit stops. Albany has identified this as their top priority project and it is the highest scored project among the TAC with 84.17 out of a possible 100. • Queen Ave Overlay: The request is for $1.5 million on a total project cost of $1.68 million. This project is an overlay from Sherman Street to Waverly Drive that will include buffered bike lanes, and new RRFB crosswalk near Buckhead Street. The Pavement Condition Index (PCI) is at 67 for preservation. The TAC scored this project an 87 out of a possible 100. There is also the MPO planning reserve for contingency funding for $55,000 to do a planning project as identified by the TAC at a later date. Looking across all projects, the funding request is between $5.4 million and $5.7 million and we only anticipate having $3.2 million so we are currently oversubscribed by roughly $2 - $2.5 million. Staff are seeking the Policy Board to discuss and decide on which projects to fund and to what degree.	

Supervisor Peterson added that the Tangent Drive project has previously received COVID funding for the engineering and in the last STBG cycle received some funding for construction but there was additional funding needed for construction which is the reason for the additional funding request.

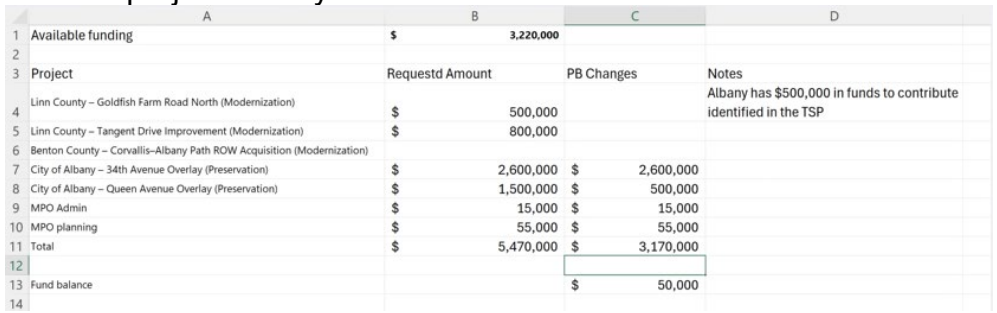
AAMPO Policy Board discussed options for which projects should be planned to move forward and which will need to be put on hold. Councilor Kreitman shared that after speaking with City of Albany Staff that the city has roughly $500,000 in restricted funds that can be used towards Goldfish Farm Rd and they are willing to do that to complete the project. Lane shared that getting the money directly from the city of Albany rather than from the MPO can be helpful in strengthening bonds between jurisdictions.

Ramsdell added that the original IGA for Goldfish Farm Rd has a funding breakdown where each party gives a certain percentage and will follow-up to make sure that this discussion on the funds is consistent with the current IGA, and if not, they can amend it.

The AAMPO Policy Board discussed allocating $2.6 million towards the 34th Avenue Overlay project to fully fund it through completion and the remaining $500,000 - $600,000 to be allocated towards the Queen Avenue Overlay project.

	A	B	C	D
1	Available funding	$ 3,220,000		
2				
3	Project	Requestd Amount	PB Changes	Notes
4	Linn County – Goldfish Farm Road North (Modernization)	$ 500,000	$ 500,000	Albany has $500,000 in funds to contribute identified in the TSP
5	Linn County – Tangent Drive Improvement (Modernization)	$ 800,000	$ 800,000	
6	Benton County – Corvallis–Albany Path ROW Acquisition (Modernization)			
7	City of Albany – 34th Avenue Overlay (Preservation)	$ 2,600,000	$ 2,600,000	
8	City of Albany – Queen Avenue Overlay (Preservation)	$ 1,500,000	$ 1,500,000	
9	MPO Admin	$ 15,000	$ 15,000	
10	MPO planning	$ 55,000	$ 55,000	
11	Total	$ 5,470,000	$ 5,470,000	
12				
13	Fund balance		$ (2,250,000)	

Feldmann asked for clarification on the MPO Admin fee of $15,000 in the STBG funds and why they are not being requested in the UPWP. Director Lehman shared that it takes an inordinate amount of time to

	work with jurisdictions and that these additional administrative funds are needed, especially as we are looking to try and deliver projects in the region. Commisoner Malone asked further about the $55,000 in MPO Planning. Lehman shared that those funds would be set in reserve to fund future project planning and studies. Lehman added that corridor or other study opportunities come along having these reserve funds available would allow flexibility in choosing these projects rather than having to wait a year or longer to find funding. Councilor Kreitman proposed the following funding allocations with the full $2.6m being allocated towards project Albany 1 and $500,000 towards project Albany 2.  The AAMPO Policy Board members discussed approval of the suggested funding allocation of $2.6 million toward the Albany1 project (34th Avenue Overlay) and $500,000 towards the Albany2 project (Queen Avenue Overlay). The AAMPO Policy Board approved the proposed funding allocation via unanimous consensus. Councilor Kreitman of Albany voted in favor. Commissioner Malone of Benton County voted in favor. Darrin Lane of Linn County voted in favor. James Feldmann of ODOT voted in favor. There were no votes against.	
7. Jurisdictional Updates/Other	**AAMPO Staff Updates:** Staff had no updates to share.	**Jurisdictional updates were provided by**

	A	B	C	D
1	Available funding	$ 3,220,000		
2				
3	Project	Requestd Amount	PB Changes	Notes
4	Linn County – Goldfish Farm Road North (Modernization)	$ 500,000		Albany has $500,000 in funds to contribute identified in the TSP
5	Linn County – Tangent Drive Improvement (Modernization)	$ 800,000		
6	Benton County – Corvallis–Albany Path ROW Acquisition (Modernization)			
7	City of Albany – 34th Avenue Overlay (Preservation)	$ 2,600,000	$ 2,600,000	
8	City of Albany – Queen Avenue Overlay (Preservation)	$ 1,500,000	$ 500,000	
9	MPO Admin	$ 15,000	$ 15,000	
10	MPO planning	$ 55,000	$ 55,000	
11	Total	$ 5,470,000	$ 3,170,000	
12				
13	Fund balance		$ 50,000	
14				

Business	**Jurisdictional Updates:** *Albany* – No updates. *Benton County* – Commissioner Malone shared that the Benton Area Transit are very close to having electric busses in a few weeks and the charging station sometime in mid-November. Malone added that they have a multi-modal path that is in terrible shape and has been for years the issue is that it is not within a right-of-way area and the legislature tried to advance a transportation funding bill that was blown-up and he is unsure what will happen in the upcoming legislature but they were able to find funding and next week should start paving the path. The issue with maintenance has been a problem and finding funding for projects like this has been a real challenge. Will be getting six electric busses. *Jefferson* – No updates. *Linn County* – Ramsdell shared that they will not be able to complete the Cox Creek bridge project within the original timeline. Issues include equipment failures onsite and have had to bring in additional equipment. Lane added that he will not be available for the November meeting but he gave words of appreciation for Commissioner Malone for all of his work and the many meetings he leads. Malone shared that his last date will be on January 1 and his replacement will take over. *Millersburg* – No updates. *Tangent* – No updates. *ODOT* – No updates. **Other Business:** There was no other business to share with the AAMPO Policy Board members and guests present.	**AAMPO Staff and Policy Board members.**

8. Adjournment	Next Meeting: Joint AAMPO TAC-Policy Board on Thursday, November 19, 2026.	**The meeting was adjourned at 3:50pm by the Chair, Commissioner Pat Malone.**

Albany Area Metropolitan Planning Organization (AAMPO)
AAMPO TAC Virtual Meeting
Thursday, October 15, 2026
Virtual via Microsoft Teams Technologies

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

Guests: There were no guests present.

Staff: AAMPO Planner Billy McGregor, Planning Supervisor Justin Peterson

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, Roll Call	Staff Billy McGregor conducted a roll call and determined a quorum of members was present. The meeting was called to order at 9:01am by the Vice-Chair Chris Cerklewski. An Agenda Review was completed, and there were no changes.	**The meeting was called to order at 9:01am by the Vice-Chair Chris Cerklewski.**
2. Public Comments	There were no public comments received by the AAMPO TAC Members in attendance.	**There were no public comments.**

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<td>3. Approve minutes for September 23, 2026, Joint AAMPO Policy Board-TAC Meeting. (Attachment A)

Action: Decision on Minutes</td>
<td>The AAMPO TAC members in attendance agreed to approve the Joint AAMPO Policy Board-Technical Advisory Committee Meeting Minutes of Wednesday, September 23, 2026, meeting by unanimous consensus. The minutes were approved with no objections or corrections.

Gary Stockhoff of Benton County voted in favor.
James Feldmann with ODOT voted in favor.
Kyle Ward of Jefferson voted in favor.
Chris Cerklewski of Albany voted in favor.
Andrew Potts of Millersburg voted in favor.
Daniel Malone of Linn County voted in favor.
There were no votes against.</td>
<td>The AAMPO TAC members in attendance approved of the Joint AAMPO Policy Board-TAC Meeting Minutes of September 23, 2026, Meeting by consensus.</td>
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<td>4. STIP Administrative Amendments (Attachment B)

Action: Information</td>
<td>Staff McGregor shared Attachment B, and that there are two amendments this month:

• Project 23806, Linn County, Multi-Jurisdictional Safety Action Plan to slip the PL phase to begin in FY27.
• Project 23818, Public EV charging stations (City of Albany) Phase Obligation and slipping that project to FY27.

For Project 23818, this project is not being cancelled but will continue being pushed forward until there are further updates on it.

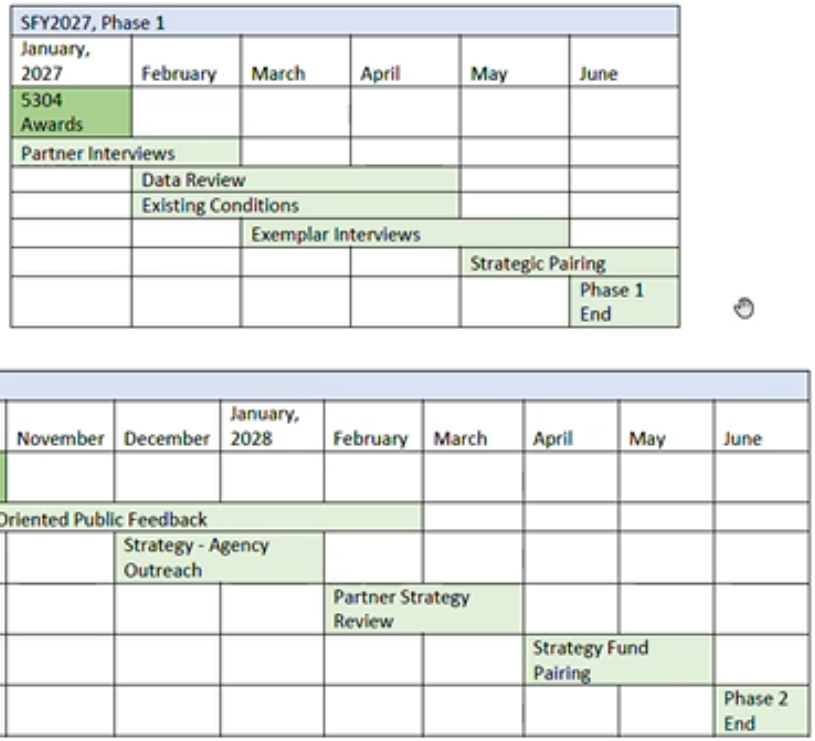
STIP Revisions
<table>
<tr><th>Row</th><th>Revision Type</th><th>Project Key Number/s & Name/s</th><th>Project Description</th><th>Revision Information</th></tr>
<tr><td>1</td><td>Administrative Amendment

24-27-4136</td><td>23806

Linn County Oregon Multijurisdictional Safety Action Plan</td><td>This Safe Streets for All (SS4A) planning grant funded project will develop a new multijurisdictional Safety Action Plan for five Oregon cities (Albany, Lebanon, Sweet Home, Millersburg, and Tangent) and Linn County, aimed at reducing motor-vehicle fatalities and injuries to zero.</td><td>Slip the PL phase to begin in FFY26</td></tr>
<tr><td>2</td><td>Administrative Amendment</td><td>23818

Public EV charging stations (city of Albany) Phase Obligation</td><td>Plan, design and construct EV charging stations at four locations using Charging and Fueling Infrastructure Discretionary Grant (CFI) Program funds. On site is a city-owned parking lot serving the Albany Train and Multimodal Center. Another will be at a city-owned lot in historic downtown, a third one at the North Albany Park & Ride and the fourth will be at a commercial area near the corner of I-5 and Highway 99E.</td><td>Slip the project to FFY27.</td></tr>
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<td>McGregor shared Attachment B, detailing the two STIP Amendments.</td>
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</table>

5. RTP Projects Outreach Update (Attachment C) ***Action:*** *Information and Discussion*	McGregor provided an update on Regional Transportation Plan (RTP) public outreach efforts, including interactive maps available at local libraries and city halls. The digital mapping platform has received substantial public feedback, allowing residents to identify transportation concerns and opportunities throughout the region. McGregor also reported that staff attended the Albany Farmers' Market, where they engaged with community members and gathered additional feedback on regional transportation needs.	**Staff provided an update on RTP public outreach activities, including interactive mapping tools and community engagement efforts to gather feedback on regional transportation priorities.**
6. Rural Transit Study Draft Workplan (Attachment D) ***Action:*** *Discussion*	McGregor presented the draft Rural Transit Study workplan, outlining the anticipated project schedule and activities extending into calendar year 2027. A preliminary project management schedule is expected in January. McGregor noted that staff are monitoring upcoming Section 5304 grant awards and anticipate submitting a formal application in November to support Phase Two activities planned for fiscal year 2028. Phase One will focus on assessing existing conditions and identifying rural transit needs through partner interviews, review of available data, and evaluation of current transportation services. Staff will also interview representatives of comparable transit systems throughout Oregon to identify effective strategies and potential solutions. Following the initial assessment, staff will work with project partners to evaluate potential approaches and identify strategies best suited to the region's transportation needs. These findings will inform the development of a preliminary study draft. Pending 5304 funding, Phase Two is anticipated to begin in fiscal year 2028 and continue into calendar year 2028. This phase would include additional public engagement, outreach to partner agencies, and evaluation of transportation preferences and service options. Staff will work with partners to refine recommended strategies and identify potential funding sources to support implementation.	**Staff reviewed the draft Rural Transit Study workplan, including the proposed project timeline, assessment of existing transit needs, stakeholder engagement, and potential 5304 funding for future study phases.**

		
7. RTP Project Review (Attachment Emailed as Excel Spreadsheet) **Action:** *Discussion and Worksheet Activity*	McGregor reported that an Excel spreadsheet containing projects from the previous Regional Transportation Plan (RTP) cycle had been distributed to TAC members for review. The spreadsheet includes updated projects for Tangent, with additional updates anticipated from Jefferson, Millersburg, and Albany as those jurisdictions continue reviewing their Transportation System Plans (TSPs). McGregor explained that the review will focus on updating the status of each project, identifying completed projects, and determining which should be carried forward into the next RTP cycle.	**TAC members were asked to review and update projects from the previous RTP cycle, identify completed and ongoing projects, and submit revisions by November 5 for consideration in the updated RTP.**

	TAC members were asked to review the spreadsheet independently and submit their updates and comments by November 5.	
8. 2027-2030 State Highway Fund Projects (Attachment E) **Action:** *Score projects, motion to recommend projects to Policy Board*	McGregor reported that AAMPO anticipates approximately $805,000 annually in State Transportation Block Grant (STBG) funding for the 2027–2030 cycle. Current funding commitments remain within available allocations, with a small balance carried forward from 2026. The funding cycle includes an overlapping year in 2027, along with allocations for 2028–2030. Total project requests range from approximately $5.4 million to $5.7 million. McGregor also noted that ODOT has questioned Benton County's project eligibility for State Highway Fund (SHF) funding, although the project may qualify for STBG funding. Staff are seeking clarification from ODOT regarding eligibility requirements. Four projects were submitted for consideration: Linn County's Goldfish Farm Road North Improvements and Tangent Drive Improvement Construction projects, and Albany's 34th Avenue Overlay (Ferry Street to Waverly Drive) and Queen Avenue Overlay (Sherman Street to Waverly Drive) projects. McGregor explained that staff conducted an independent, blind scoring process to evaluate the submitted projects. Multiple Cascades West planners assessed each project using the established scoring rubric, and their scores were averaged to produce the results presented to TAC members. **Project: Goldfish Farm Road North (Linn County)** Malone shared details of the project, outlining that this project is to improve the West side of Goldfish Farm Rd from roughly Christopher North up to Dogwood. 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. Potts touched on that this would be a continuation of a past STBG funded project so this would be a continuation of	**TAC members provided scoring for the projects based on the scoring criteria, as well as discussed funding availability, reimbursement procedures, and project prioritization for the 2027–2030 cycle, including preferred projects and potential planning fund allocations.**

completing this full street improvement on Goldfish Farm Road. Feldmann asked what the city standard for bike lanes is. Cerklewski noted that the bike lanes will be updated in the new TSP to the current standard. This is being scored as a modernization project. Malone shared that this is Linn County's preferred project.

Jurisdiction	Project Name	Project Type		
Linn County	Goldfish Farm Road North	Modernization		
Project Readiness		**Max Score**	**TAC Score**	**Final Score**
0-10	Scoping study/design/plans have been completed	10	7.60	
Y/N	Project within existing ROW	10	0.00	
Y/N	Match funding identified	5	5.00	
Y/N	No extensive permitting required (Env., Utility, etc)	5	5.00	
Multimodal Improvement				
0-10	Improves/Creates bicycle facilities	10	7.00	
0-10	Improves/Creates pedestrian facilities	10	10.00	
0-5	Upgrades to transit facilities	5	1.00	
Safety				
0-20	Adresses documented safety issue and/or identified high crash location	20	12.80	
Inter-community Impact				
0-10	Project identifies benefits to vulnerable road users	10	8.80	
Y/N	Project has support of community(ies)	5	5.00	
Y/N	Improves freight operations	5	5.00	
Y/N	Located on an MPO priority corridor	5	5.00	
			72.20	

Project 2 – Tangent Drive Improvement Construction (Linn County)

Malone shared that this has been an ongoing project for nearly 15 years and that they had received STBG funding (roughly $800,000) for this project but that it wasn't enough. This 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,

curbs, 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.

Jurisdiction	Project Name	Project Type		
Linn County	Tangent Drive Improvement Construction	Modernization		
Project Readiness		**Max Score**	**TAC Score**	**Final**
0-10	Scoping study/design/plans have been completed	10	6.00	
Y/N	Project within existing ROW	10	10.00	
Y/N	Match funding identified	5	5.00	
Y/N	No extensive permitting required (Env., Utility, etc)	5	5.00	
Multimodal Improvement				
0-10	Improves/Creates bicycle facilities	10	8.80	
0-10	Improves/Creates pedestrian facilities	10	6.80	
0-5	Upgrades to transit facilities	5	0.20	
Safety				
0-20	Adresses documented safety issue and/or identified high crash location	20	11.50	
Inter-community Impact				
0-10	Project identifies benefits to vulnerable road users	10	8.67	
Y/N	Project has support of community(ies)	5	5.00	
Y/N	Improves freight operations	5	5.00	
Y/N	Located on an MPO priority corridor	5	0.00	
			71.97	

Project 3 – 34th Avenue Overlay: Ferry Street to Waverly Drive (Albany)

This project include 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.

Jurisdiction	Project Name	Project Type		
Albany	34th Avenue Overlay: Ferry Street to Waverly Drive	Preservation		
Pavement Condition		**Max Score**	**TAC Score**	**Fina**
Y/N	Fair PCI 55-69	30	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	
0-10	Improves/Creates pedestrian facilities	10	9.67	
Y/N	Project is on transit route	5	5.00	
Safety Improvement				
0-20	Adresses documented safety issue and/or identified high crash location	20	12.50	
Project Leverage				
0-10	Funding this project will leverage other larger opportunities to increase overall project impact	10	3.00	
Y/N	Project is identified in a local plan	5	5.00	
Y/N	Project is located on a freight route	5	5.00	
Y/N	Located on an MPO priority corridor	5	5.00	
			84.17	

Project 4 – Queen Avenue Overlay: Sherman Street to Waverly Drive (Albany)

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.

Jurisdiction	Project Name	Project Type		
Albany	Queen Avenue Overlay: Sherman Street to Waverly Drive	Preservation		
Pavement Condition		**Max Score**	**TAC Score**	**Final Sc**
Y/N	Fair PCI 55-69	30	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	
0-10	Improves/Creates pedestrian facilities	10	7.50	
Y/N	Project is on transit route	5	5.00	
Safety Improvement				
0-20	Adresses documented safety issue and/or identified high crash location	20	13.67	
Project Leverage				
0-10	Funding this project will leverage other larger opportunities to increase overall project impact	10	6.83	
Y/N	Project is identified in a local plan	5	5.00	
Y/N	Project is located on a freight route	5	5.00	
Y/N	Located on an MPO priority corridor	5	5.00	
			87.00	

Staff Scoring

Staff scoring is presented as an average of scores per project as well as the ranges of staff score per criteria, as split into Modernization and Preservation projects.

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

McGregor explained that funding constraints will require both jurisdictions to prioritize their preferred projects. TAC members discussed concerns regarding the project scoring criteria, particularly the preservation-related questions, which may disproportionately favor certain projects.

Malone requested clarification regarding the approximately $800,000 available annually for projects and whether jurisdictions would need to cover project costs upfront before receiving reimbursement. Supervisor Peterson explained that 2027 funding is expected in February, allowing reimbursements as funds become available. Projects beginning earlier may require jurisdictions to temporarily cover expenses until reimbursement is available in 2028 or later, depending on the project schedule. Peterson also noted that funds are distributed through memorandums of understanding (MOUs), generally in two installments, subject to funding availability.

McGregor explained that the Policy Board may consider distributing funding among multiple projects and requested that TAC members identify their preferred projects to inform the Board's decision. Cerklewski identified the 34th Avenue project as Albany's preferred

	project, while Malone selected the Goldfish Farm Road project as Linn County's preference. McGregor noted that the MPO maintains a 10% planning reserve and that AAMPO had not submitted a planning funding request during the current cycle. This could provide some flexibility within the approximately $2.4–$3.2 million available. Peterson asked whether TAC members preferred reserving funding for planning activities over the next four years or directing additional resources toward construction projects. Cerklewski explained that Albany is currently updating its Transportation System Plan (TSP) and conducting its Vision Zero and mobility studies. While additional planning needs may emerge, specific projects have not yet been identified. Cerklewski suggested that funding could be better utilized for current priorities, with future planning needs reevaluated during the next funding cycle. Peterson noted that funding is available through the Unified Planning Work Program (UPWP) for corridor-level studies during the upcoming planning cycles, citing Salem as an example of similar work. McGregor clarified that these funds are part of the planning carryover budget. Malone asked how unspent funds would be handled. Peterson explained that several outstanding projects from the 2026 cycle remain in progress, leaving approximately $7,000 in carryover funding. McGregor added that 2027 funding remains unallocated and may be carried forward. McGregor concluded that TAC project scores will be presented to the Policy Board in the coming weeks, followed by consideration of projects for the 2027–2030 funding cycle.	
9. Jurisdictional Updates/Other Business • AAMPO • Albany	No updates provided by Staff or AAMPO TAC due to the meeting having run overtime.	**Staff and AAMPO TAC Members chose to decline**

• Benton County • Jefferson • Linn County • Millersburg • Tangent • ODOT		**providing updates after the meeting ran overtime.**
10. Adjournment	Next regularly scheduled meeting: Joint TAC and Policy Board meeting Thursday, November 11, 2026, and will be virtual only.	**The meeting was adjourned at 11:22 am by the Vice-Chair, Chris Cerklewski.**

Attachment B

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: November 19, 2026
To: AAMPO Technical Advisory Committee (TAC)
From: Billy McGregor, AAMPO Staff
Re: **Statewide Transportation Improvement Program (STIP) Revisions**

Action Requested
Information regarding Administrative Amendment to project 23806 & 23818.

Overview
The purpose of this memorandum is to provide an update on recent revisions to the Statewide Transportation Improvement Program (STIP) relevant to the Albany Area Metropolitan Planning Organization (AAMPO). A summary table of recent revisions can be found on the following page.

Background on the STIP and MTIP
The STIP is the Oregon Department of Transportation's capital improvement plan for state and federally-funded transportation projects. The current STIP (FY2024-2027) went into effect October 1, 2023 and expires September 30, 2027. AAMPO acts as the regional coordinator to the STIP helping ensure that revisions and other adjustments are processed appropriately. AAMPO also maintains a Metropolitan Transportation Improvement Program (MTIP) which is consistent with the STIP.

Revision Types
There are three types of STIP and MTIP revisions processed by AAMPO, listed below. Additional details on STIP and MTIP amendments can be found in the AAMPO MTIP policy HERE.

- **Full Amendments:** Require the greatest level of scrutiny and are brought to the Policy Board for discussion and approval. The TAC makes a recommendation to the Policy Board regarding approval of the amendment and also determines what level public outreach is necessary. At a minimum, the item will be reviewed by the TAC and placed on the next Policy Board agenda, which comes with notification requirements. Additional items for consideration include provision of a public comment period (two weeks), holding a public meeting, and any other actions deemed advisable by the TAC.

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

STIP Revisions

Row	Revision Type	Project Key Number/s & Name/s	Project Description	Revision Information
1	Administrative Amendment	21185 Queen Avenue Rail Crossing (Albany)	Upgrade existing railroad warning devices to improve pedestrian safety.	Slip the CN phase from FFY27 to FFY28
2	Administrative Amendment	22982 Enhanced Mobility S&ID - Linn County FFY27	Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.	Project name changed to match STIP. Correct dollar amount to reflect Federal amount. Previously $223,396.00, now $245,000.00
3	Administrative Amendment	24057 Albany area MPO planning SFY30	Planning funds for projects identified in state fiscal year 2030 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).	Correct dollar amount to reflect Federal amount. Add $0.01 to federal amount
4	Administrative Amendment	24067 Albany area MPO planning SFY31	Planning funds for projects identified in state fiscal year 2031 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).	Correct dollar amount to reflect Federal amount. Add $0.01 to federal amount
5	Administrative Amendment	23272 ATS 1% for security services FFY27 (5307)	Funds (5307) used to improve safety.	Project name in TIP corrected to match STIP

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: November 19, 2026
To: AAMPO Policy Board and TAC
From: Billy McGregor, AAMPO Planner & Corum Ketchum, Senior Planner
Re: **Future RTP Maintenance**

Purpose of Memo

This memo provides an update on the Regional Transportation Plan (RTP) development process in response to recent discussions with ODOT and review of Metro's September 29, 2026 guidance memo on projects not included in local Transportation System Plans (TSPs). The purpose is to outline how AAMPO and CAMPO staff propose to address new Transportation Planning Rule (TPR) requirements while maintaining the current RTP schedule.

Action Requested: *Information only.*

Next Steps

Staff will remain engaged in the ongoing TSP update processes, particularly the Corvallis and Albany TSPs, which will establish the regionally significant, fiscally constrained project lists required for RTP inclusion. Staff anticipate bringing a full RTP update before the AAMPO and CAMPO Policy Boards in 2028, or following ratification of the updated urban TSPs.

Smaller jurisdictions will continue to have their projects amended into the RTP framework as needed to ensure compliance with the TPR. Staff at AAMPO and CAMPO will also work to keep the regional transportation planning model updated as fiscally constrained projects are identified, ensuring that MPOs, local jurisdictions, and developers use current project assumptions in their planning efforts.

Background

In 2022, revisions to the Oregon Transportation Planning Rules established that projects included in a financially constrained RTP must also appear in the financially constrained lists of corresponding local TSPs. Metro's attached September 29, 2026 memo (Attachment C2) outlines several pathways for ensuring compliance with the updated requirements during its 2028 RTP cycle.

Metro's planning context differs significantly from that of AAMPO and CAMPO. As a large Transportation Management Area (TMA), Metro holds broader responsibilities for state highways, interstate corridors (including multiple segments of I-5 and a much larger population). These factors provide Metro with a longer planning window and greater capacity to integrate extensive project lists compared to smaller MPOs.

Given these differences, AAMPO and CAMPO are adopting an approach tailored to the timing of regional TSP updates (due for adoption in February 2027) and the more compact planning environment of this region.

Local MPO Strategy

Metro's guidance memo outlines four pathways for submitting projects to the RTP when they are not yet included in a local Transportation System Plan (TSP):

These strategies include:

- **Option 1:** Add the project to a TSP currently being updated.
- **Option 2:** Amend the project into an adopted TSP prior to RTP adoption.
- **Option 3:** Submit the project to the RTP's unconstrained list.
- **Option 4:** Defer project submission until a future RTP cycle.

While these options address Metro's scale and schedule, AAMPO and CAMPO operate within a different context. The MPOs must maintain the current RTP schedule while accounting for ongoing TSP updates in Corvallis and Albany, which will identify the fiscally constrained projects required under the TPR.

To ensure regional consistency and regulatory compliance without delaying RTP development, staff propose an additional strategy:

> **Option 5**: Conduct a significant mid-cycle RTP revision following the adoption of updated urban TSPs.

This approach allows the MPOs to:

- maintain the RTP timeline,
- incorporate fiscally constrained projects once formally adopted at the local level, and
- allow smaller jurisdictions to amend projects into the RTP as needed.

Option 5 provides a flexible and responsive pathway that aligns with MPO capacity, supports compliance with statewide planning requirements, and reflects the region's more focused transportation planning responsibilities.

Summary

The MPOs recognize the value of Metro's four strategies for aligning RTP project lists with local TSPs under the updated Transportation Planning Rule, while also acknowledging key differences in scale, timing, and system responsibility between Metro and the AAMPO/CAMPO region. Given ongoing TSP updates in Corvallis, Albany and Millersburg, and the need to maintain the adopted RTP schedule, AAMPO and CAMPO will pursue **Option 5**, a targeted mid-cycle RTP revision that incorporates fiscally constrained projects once they are formally adopted.

This approach ensures regulatory compliance, supports coordinated regional planning, and provides the flexibility necessary to respond to evolving local priorities while preserving the overall RTP development timeline.

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: November 19, 2026
To: AAMPO TAC & Policy Board
From: Billy McGregor, AAMPO Planner & Corum Ketchum, Senior Planner
Re: **AAMPO RTP Scenarios, Preferred Scenario**

Background
RTP scenarios were approved in March of 2026 by the AAMPO Policy Board after review by both the TAC and Policy Board at public meetings in January, February, and March of 2026. Project selection in the RTP will be guided in part by the MPO's preferred future scenario for 2050, as well as the adopted goals and objectives. Preliminary model results have been received from ODOT's Transportation Planning and Analysis Unit (TPAU) and are presented below.

Action Requested: *Decision on AAMPO Preferred Future Scenario.*

Approved Scenarios

1. *Zero Funding,No External Sources:* This scenario assumes that no funding will be brought in from external sources, federal/state/etc. It looks only at funding available to jurisdictions from local sources.
    - *Assumptions:*
        i. No projects not on the Fiscally Constrained project list in each local member Transportation System Plan.
        ii. No projects that utilize non-local funding sources (STBG, Grants, State or Federal, etc).

2. *Constrained Trend, Baseline Funding:* This scenario serves as the baseline to measure outcomes against and assumes nominal transit investment (current conditions with no noticeable increase/decrease) over 20 years. Included are notable policy decisions that could impact transportation and are expected to carry through most/all of the 20-year planning horizon.
    - *Assumptions:*
        i. No significant capacity projects (i.e. highway widening), as confirmed by the
        ii. Financial Constrained project list in each local member Transportation System Plan.
        iii. Projects currently funded on the MPO's MTIP are included.
        iv. Conditions based on adopted land use plans are included.
        v. Adopted policies that affect land use and transportation network use are included.

3. *Targeted Spending, Transit/Active Modes:* This scenario directs funding towards projects that in some way increase transit and active modes. Roadway maintenance that includes bike lanes or other improvements for active modes are prioritized. Funding sources for paths and transit expansion is assumed to be accounted for.
    - *Assumptions:*
        i. Transit service would reflect the described level of service for advanced phases as shown in their respective service development plans.
        ii. All transit routes will have 15-minute frequencies as a base assumption, unless service development plans have higher frequency described.
        iii. The bicycle network assumes an increased level of comfort, illustrating a broader population willing to travel by bike.
        iv. The multimodal network will include all pedestrian and bicycle projects currently being planned for.
        v. Maintenance projects for MPO member roads will include active mode upgrades, such as bike lanes.

4. *Aspirational/Unconstrained, Infinite Money Glitch:* This scenario assumes all projects in all categories from each jurisdictional Transportation System Plan will be delivered. Funding considerations are not a factor.
    - *Assumptions:*
        i. There is no funding limitation to the number of projects built.
        ii. Projects from all sources (member Transportation System Plans, MPO MTIPs, and ODOT) will all be included.

5. *I-5 Extra Lane, Aspirational +:* This is a bonus aspirational scenario meant to show the potential effects of highway widening on the region. The inspiration for it is based on an ODOT project concept.
    - *Assumptions:*
        i. . I-5 between Albany and Salem to receive a third travel lane in each direction.
        ii. Several interchange modifications in Albany and Millersburg.

Previous Preferred Scenario, AAMPO 2043 RTP

In 2023, the AAMPO RTP adopted a bike and transit-oriented scenario, most closely analogous to Scenario 3 in the new Joint RTP. With that there were assumed key metrics and mode split based on the modeling information available at the time. Those two tables are given below:

Table 1. AAMPO RTP 2023 Key Metrics

Scenario 2 - Increased Transit, Walking, and Biking Scenario			
Metric	**Unit**	**2019**	**2043**
VMT	Daily All vehicle roadway VMT	1,092,280.0	1,437,692.0
VMTperCap	Daily All vehicle roadway VMT/capita	17.3	16.8
VDHT	Delay hours (PM Peak)	692.0	1,262.0
VDHTperCap	Annual delay hours per Capita (PM Peak)	4.0	5.4
CongVMTby_Collector	Congested Roadway VMT (PM Peak)	411.0	3,181.0
CongVMTby_Freeway	Congested Roadway VMT (PM Peak)	0	14,935.0
CongVMTby_Local	Congested Roadway VMT (PM Peak)	43.0	45.0
CongVMTby_Minor Arterial	Congested Roadway VMT (PM Peak)	2,193.0	3,516.0
CongVMTby_Principal Arterial	Congested Roadway VMT (PM Peak)	1,546.0	4,326.0
CongVMTby_Ramp	Congested Roadway VMT (PM Peak)	958.0	886.0

Table 2. AAMPO RTP 2023 Mode Split (All Trips)

Mode Split - All Trips	**Sums to 100%**	**2019**	**2043**
Bike		5	15
Drive Alone		42	36
Shared Ride		45	41
Transit		1	1
Walk		8	7
Mode Split - Journey to Work	**Sums to 100%**	**2019**	**2043**
Bike		2	16
Drive Alone		86	75
Shared Ride		10	7
Transit		0	1
Walk		2	1

Assumptions and Data for the 2050 Joint RTP Compared to 2023 RTP

The joint RTP differs from the previous model in several ways:

1) Survey vs Modeled User Behavior
   The newest model incorporates the data from the 2023 Oregon Household Activity Survey which provides actual travel patterns of Oregonians recorded over the study period, rather than modeled travel behavior based on other communities.

2) Changes in Growth Patterns

The current model assumes more growth in the eastern area of Albany, with some within the urban-suburban core.

3) Climate Friendly Area Update
The previous Corvallis-Albany-Lebanon model was published before Climate Friendly Areas (CFAs) were identified, the new model takes the Albany CFAs into account as well as the identified Corvallis CFA. The 2023-2043 AAMPO RTP uses an early pass at incorporating CFAs into the model whereas this edition goes much more in depth.

4) Flat Student Population
The old model assumed that the student population would continue to grow relative to the overall population. The new model assumes the current student population will hold steady, which would make it a smaller share of the overall population as the rest of the community continues to grow.

Taken together, these trends, based on conversations with jurisdictions and statewide survey data, indicate that population and employment growth will occur away from the urban core, which causes an overall increase in the number of people choosing to drive alone (in terms of a percentage to the population). The change in growth patterns results in an increase in vehicle miles traveled across all scenarios when compared to the 2023 adopted scenario.

In the next section an average within the five adopted scenarios (each scenario includes different population and employment apportionments to the adopted climate friendly areas in Albany and Corvallis) are compared against the 2023 preferred scenario.

Scenario Discussion

The Joint RTP evaluates five future transportation scenarios (see Attachment D2, Scenarios 1-Pager) designed to test how different funding levels, policy assumptions, and investment strategies influence long term travel outcomes in the AAMPO region. Each scenario incorporates consistent land use and demographic forecasts but varies in the scale and type of transportation improvements, from minimal maintenance only investments to fully built-out multimodal systems and highway expansions.

By comparing these scenarios to one another and to the 2023 adopted CFA/Transit/Walk/Bike baseline, the analysis highlights how funding availability, multimodal enhancements, and roadway capacity decisions shape travel behavior, congestion patterns, and overall system performance in 2050.

Together, the five scenarios illustrate a spectrum of plausible futures. Scenarios 1–3 represent the range of fiscally constrained outcomes, showing how the system performs under limited, moderate, or targeted multimodal investment. Scenarios 4 and 5 illustrate upper bound results, demonstrating what could occur if all planned projects were implemented or if major regional highway capacity were

added. The following sections summarize how each scenario performs relative to the others and relative to the 2023 RTP baseline to support Board selection of a preferred scenario for the Joint RTP.

The CFA allocations discussed are the difference between allocating 10% (L or Low), 20% (M or Medium) or 25% (H or High) of households (HH) or employment (jobs) to the climate friendly area within Albany, with the rest being apportioned to likely areas of growth in the region.

The following sections summarize the performance of each scenario, beginning with the fiscally constrained options (Scenarios 1–3) followed by the two aspirational scenarios (Scenarios 4–5).

Scenario 1: No Outside Funding

Table 3 - Scenario 1 Key Figures

Metric	Unit	COM_2050L	COM_2050M	COM_2050H	COM_AVG	AVG_DIF_2023
Daily_VMT	Daily All vehicle roadway VMT	1,628,600	1,623,400	1,615,200	1,622,400	+ 220,006
Daily_VMT_perCap	Daily All vehicle roadway VMT/capita	18.7	18.64	18.54	18.62667	+ 1.86
PM_VHDT	delay hours (PM Peak)	1,725	1,731	1,741	1,732	+ 568
VDHTperCap	Annual delay hours per Capita (PM Peak)	7.23	7.26	7.29	7.26	+ 2.18
Principal Arterial Congested VMT	Congested Roadway VMT (PM Peak)	4,701	4,737	4,585	4,674	+ 1,712
Minor Arterial Congested VMT	Congested Roadway VMT (PM Peak)	4,644	4,712	4,638	4,665	- (11,071)
Major Collector Congested VMT	Congested Roadway VMT (PM Peak)	2,138	2,103	2,083	2,108	+ 2,066
Minor Collector Congested VMT	Congested Roadway VMT (PM Peak)	0	0	0	0	

Table 4 - Scenario 1 Mode Split

Metric	Unit	COM_2050L	COM_2050M	COM_2050H	COM_AVG	AVG_DIF_2023
DRIVEALONE Mode Share	Driving alone (all trips, %)	46.68	46.64	46.64	46.65	+ 11.65
Shared Ride Mode Share	Shared trips (%)	39.77	39.77	39.60	39.71	+ 0.71
WALK Mode Share	Walking trips (%)	9.12	9.11	9.35	9.19	- (0.81)
BIKE Mode Share	Biking trips (%)	2.15	2.11	2.11	2.12	- (13.88)
Transit Mode Share	Transit trips (%)	2.27	2.36	2.3	2.31	+ 1.31
	Sum (To 100%)	99.99	99.99	100	99.99	

Scenario 1 produces the highest VMT and the greatest auto dependence of the fiscally constrained scenarios due to limited transportation investment and constrained multimodal options. Compared with the 2023 CFA_TransitBike baseline, VMT increases by roughly 185,000 miles despite drive-alone mode share slightly decreasing. Walking and biking rates are expected to also be fairly comparable to 2023 assumptions and remain low across CFA allocations. PM peak delay also increases substantially, driven by more dispersed population growth and minimal improvements to the active transportation network. Overall, Scenario 1 represents the poorest multimodal and congestion performance among the AAMPO constrained scenarios.

Scenario 2: Fiscal Constraint

Table 5 - Scenario 2 Key Figures

Metric	Unit	RTP_2050L	RTP_2050M	RTP_2050H	RTP_AVG	AVG_DIF_2023
Daily_VMT	Daily All vehicle roadway VMT	1,626,200	1,621,600	1,612,800	1,620,200	+ 182,972
Daily_VMT_perCap	Daily All vehicle roadway VMT/capita	18.67	18.62	18.51	18.60	+ 1.86
PM_VHDT	delay hours (PM Peak)	1,735	1,730	1,735	1,733	+ 471
VDHTperCap	Annual delay hours per Capita (PM Peak)	7.27	7.25	7.27	7.26	+ 1.90
Principal Arterial Congested VMT	Congested Roadway VMT (PM Peak)	5,005	5,045	4,894	4,981	+ 1,797
Minor Arterial Congested VMT	Congested Roadway VMT (PM Peak)	4,731	4,636	4,641	4,669	- (10,260)
Major Collector Congested VMT	Congested Roadway VMT (PM Peak)	2,940	2,874	2,915	2,910	+ 2,865
Minor Collector Congested VMT	Congested Roadway VMT (PM Peak)	0	0	0	0	

Table 6 - Scenario 2 Mode Split

Metric	Unit	RTP_2050L	RTP_2050M	RTP_2050H	RTP_AVG	AVG_DIF_2023
DRIVEALONE Mode Share	Driving alone (all trips, %)	46.61	46.52	46.5	46.54	+ 11.54
Shared Ride Mode Share	Shared trips (%)	39.81	39.82	39.58	39.74	+ 0.74
WALK Mode Share	Walking trips (%)	9.08	9.16	9.45	9.23	- (0.77)
BIKE Mode Share	Biking trips (%)	2.23	2.13	2.17	2.18	- (13.82)
Transit Mode Share	Transit trips (%)	2.27	2.36	2.3	2.31	+ 1.31
	Sum (To 100%)	100	99.99	100	100	

Scenario 2 performs slightly better than Scenario 1 across most performance metrics but reflects a more realistic funding environment. VMT and VMT per capita remain about 18.6 and 1.4 units higher than the 2023 baseline, and PM delay stays significantly elevated. Walk and bike modes continue to underperform relative to the 2023-2043 scenario, though they show minor improvements compared to Scenario 1. Overall, Scenario 2 represents a balanced but modest-performance option, aligning with expected funding levels without meaningfully altering regional travel behavior.

Scenario 3: Active Transportation Focus

Table 7 - Scenario 3 Key Figures

Metric	Unit	Bike_2050L	Bike_2050M	Bike_2050H	AVG_Bike	AVG_DIF_2023
Daily_VMT	Daily All vehicle roadway VMT	1,624,300	1,618,800	1,608,900	1,617,333	+ 180,105
Daily_VMT_perCap	Daily All vehicle roadway VMT/capita	18.65	18.59	18.47	18.57	+ 1.83
PM_VHDT	delay hours (PM Peak)	1,718	1,706	1,712	1,712	+ 450
VDHTperCap	Annual delay hours per Capita (PM Peak)	7.2	7.15	7.17	7.17	+ 1.81
Principal Arterial Congested VMT	Congested Roadway VMT (PM Peak)	4,985	4,979	4,872	4,945	+ 1,761
Minor Arterial Congested VMT	Congested Roadway VMT (PM Peak)	5,125	5,139	4,975	5,080	- (9,849)
Major Collector Congested VMT	Congested Roadway VMT (PM Peak)	3,713	3,608	3,621	3,647	+ 3,602
Minor Collector Congested VMT	Congested Roadway VMT (PM Peak)	0	0	0	0	

Table 8 - Scenario 3 Mode Split

Metric	Unit	Bike_2050L	Bike_2050M	Bike_2050H	Bike_AVG	AVG_DIF_2023
DRIVEALONE Mode Share	Driving alone (all trips, %)	46.25	46.15	46.18	46.19	+ 11.19
Shared Ride Mode Share	Shared trips (%)	39.79	39.81	39.52	39.71	+ 0.71
WALK Mode Share	Walking trips (%)	9.17	9.21	9.52	9.30	- (0.70)
BIKE Mode Share	Biking trips (%)	2.21	2.21	2.19	2.20	- (13.80)
Transit Mode Share	Transit trips (%)	2.58	2.62	2.58	2.59	+ 1.59
	Sum (To 100%)	100	100	99.99	100.00	

Scenario 3 provides the strongest outcomes among the constrained scenarios, producing the lowest VMT, lowest congestion, and the most improved—though still modest—walk and bike mode shares. While VMT remains about 16,000 miles above the 2023 CFA_TransitBike baseline, Scenario 3 outperforms Scenarios 1 and 2 across nearly all measures. Principal arterial congestion improves the most of any fundable scenario, reflecting the benefits of targeted multimodal investment. Although active mode shares remain below the optimistic 2023 assumptions, Scenario 3 demonstrates the greatest progress toward multimodal and climate goals within realistic financial limits.

Scenario 4: Aspirational (No Fiscal Constraint)

Table 9 - Scenario 4 Key Figures

Metric	Unit	Asp_2050L	Asp_2050M	Asp_2050H	Asp_AVG	AVG_DIF_2023
Daily_VMT	Daily All vehicle roadway VMT	1,631,700	1,625,600	1,617,100	1,624,800	+ 187,572
Daily_VMT_perCap	Daily All vehicle roadway VMT/capita	18.74	18.67	18.56	18.66	+ 1.91
PM_VHDT	delay hours (PM Peak)	1,726	1,713	1,720	1,720	+ 458
VDHTperCap	Annual delay hours per Capita (PM Peak)	7.23	7.18	7.21	7.21	+ 1.84
Principal Arterial Congested VMT	Congested Roadway VMT (PM Peak)	4,994	4,857	4,889	4,913	+ 1,729
Minor Arterial Congested VMT	Congested Roadway VMT (PM Peak)	5,216	5,129	5,178	5,174	- (9,755)
Major Collector Congested VMT	Congested Roadway VMT (PM Peak)	3,732	3,627	3,577	3,645	+ 3,600
Minor Collector Congested VMT	Congested Roadway VMT (PM Peak)	0	0	0	0	

Table 10 - Scenario 4 Mode Split

Metric	Unit	Asp_2050L	Asp_2050M	Asp_2050H	Asp_AVG	AVG_DIF_2023
DRIVEALONE Mode Share	Driving alone (all trips, %)	46.27	46.19	46.24	46.23	+ 11.23
Shared Ride Mode Share	Shared trips (%)	39.79	39.85	39.46	39.70	+ 0.70
WALK Mode Share	Walking trips (%)	9.17	9.16	9.51	9.28	- (0.72)
BIKE Mode Share	Biking trips (%)	2.21	2.18	2.2	2.20	- (13.80)
Transit Mode Share	Transit trips (%)	2.56	2.61	2.59	2.59	+ 1.59
	Sum (To 100%)	100	99.99	100	100.00	

Scenario 4 reflects the upper range of multimodal performance, showing VMT and congestion beginning to tick back upwards, likely due to more capacity allowing for higher regional usage. VMT daily average and per capita figures both begin to exceed the Zero Funding (scenario 1) modeled expectations. This scenario is relatively inconsistent when it comes to PM Peak congestion VMT and time savings and does not appear to reliably improve these factors.

Scenario 5: Aspirational and I5 Widening

Table 11 - Scenario 5 Key Figures

Metric	Unit	I5_2050L	I5_2050M	I5_2050H	AVG_I5	AVG_DIF_2023
Daily_VMT	Daily All vehicle roadway VMT	1,726,700	1,720,700	1,712,700	1,720,033	+ 282,805
Daily_VMT_perCap	Daily All vehicle roadway VMT/capita	19.83	19.76	19.66	19.75	+ 3.01
PM_VHDT	delay hours (PM Peak)	1,731	1716	1,726	1,724	+ 462
VDHTperCap	Annual delay hours per Capita (PM Peak)	7.25	7.19	7.23	7.22	+ 1.86
Principal Arterial Congested VMT	Congested Roadway VMT (PM Peak)	5,001	5,090	4,975	5,022	+ 1,838
Minor Arterial Congested VMT	Congested Roadway VMT (PM Peak)	5,896	5,627	5,675	5,733	- (9,196)
Major Collector Congested VMT	Congested Roadway VMT (PM Peak)	3,773	3,632	3,645	3,683	+ 3,638
Minor Collector Congested VMT	Congested Roadway VMT (PM Peak)	0	0	0	0	

Table 12 - Scenario 5 Mode Split

Metric	Unit	I5_2050L	I5_2050M	I5_2050H	AVG_I5	AVG_DIF_2023
DRIVEALONE Mode Share	Driving alone (all trips, %)	46.27	46.18	46.24	46.23	+ 11.23
Shared Ride Mode Share	Shared trips (%)	39.77	39.88	39.51	39.72	+ 0.72
WALK Mode Share	Walking trips (%)	9.2	9.15	9.47	9.27	- (0.73)
BIKE Mode Share	Biking trips (%)	2.21	2.18	2.2	2.20	- (13.80)
Transit Mode Share	Transit trips (%)	2.56	2.61	2.57	2.58	+ 1.58
	Sum (To 100%)	100.01	100	99.99	100.00	

Scenario 5 produces the highest overall VMT due to traffic shifting from local highways to the widened I-5 corridor rather than reductions in trip-making. Peak congestion increased across all modeled instances because of induced travel and longer regional auto trips. Walk and bike mode shares remain essentially unchanged from Scenario 4 and far below 2023 expectations. As a result, Scenario 5 is best characterized as a traffic-flow scenario and for AAMPO shows how capacity increases locally have the potential to draw additional regional traffic.

Scenario Comparisons

Table 13. 2050 Scenario Comparisons, Averages of L/M/H results

Average Comparison 2050, Key Metrics

	COM_2050	RTP_2050	Bike_2050	Asp_2050	I5_2050
Daily All vehicle roadway VMT	1,622,400	1,620,200	1,617,333	1,624,800	1,720,033
Daily All vehicle roadway VMT/capita	18.63	18.60	18.57	18.66	19.75
Delay Hours (PM Peak)	1,732	1,733	1,712	1,720	1,724
Annual delay hours per Capita (PM Peak)	7.26	7.26	7.17	7.21	7.22
Congested Roadway VMT (PM Peak)	4,674	4,981	4,945	4,913	5,022
Congested Roadway VMT (PM Peak)	4,665	4,669	5,080	5,174	5,733
Congested Roadway VMT (PM Peak)	2,108	2,910	3,647	3,645	3,683

Average Comparison 2050, Mode Split

	COM_2050	RTP_2050	Bike_2050	Asp_2050	I5_2050
Driving alone (all trips, %)	46.65	46.54	46.19	46.23	46.23
Shared trips (sum of above)	39.71	39.74	39.71	39.70	39.72
Walking trips (%)	9.19	9.23	9.30	9.28	9.27
Biking trips (%)	2.12	2.18	2.20	2.20	2.20
Transit trips (sum of _SET)	2.31	2.31	2.59	2.59	2.58

Table 14. Scenario Differences, Average of L/M/H compared to 2043 Preferred Scenario estimations

Average Difference 2050-2043, Key Metrics

	COM_2050	RTP_2050	Bike_2050	Asp_2050	I5_2050
Daily All vehicle roadway VMT	220,006	182,972	180,105	187,572	282,805
Daily All vehicle roadway VMT/capita	1.86	1.86	1.83	1.91	3.01
Delay Hours (PM Peak)	568	471	450	458	462
Annual delay hours per Capita (PM Peak)	2.18	1.90	1.81	1.84	1.86

Congested Roadway VMT (PM Peak)	1,712	1,797	1,761	1,729	1,838
Congested Roadway VMT (PM Peak)	(11,071)	(10,260)	(9,849)	(9,755)	(9,196)
Congested Roadway VMT (PM Peak)	2,066	2,865	3,602	3,600	3,638

Average Difference 2050-2043, Mode Split

	COM_2050	RTP_2050	Bike_2050	Asp_2050	I5_2050
Driving alone (all trips, %)	11.65	11.54	11.19	11.23	11.23
Shared trips (sum of above)	0.71	0.74	0.71	0.70	0.72
Walking trips (%)	(0.81)	(0.77)	(0.70)	(0.72)	(0.73)
Biking trips (%)	(13.88)	(13.82)	(13.80)	(13.80)	(13.80)
Transit trips (sum of _SET)	1.31	1.31	1.59	1.59	1.58

Conclusions

Overall, the updated 2050 modeling indicates that future travel demand in the AAMPO area is expected to grow compared to the assumptions used in the 2023 RTP, largely due to revised growth patterns, new household travel behavior data, and a shift toward more dispersed development outside the urban core. As a result, all scenarios show higher VMT, higher PM peak delay, and lower walk and bike mode shares relative to the 2023 adopted CFA_TransitBike scenario.

Among the fiscally constrained options, Scenario 3 (Active Transportation Focus) performs the strongest, producing the lowest VMT, lowest congestion, and the most favorable—though still modest—active transportation outcomes. Scenario 2 (Fiscal Constraint) performs similarly to Scenario 1 but reflects a more realistic funding environment, offering incremental improvements without achieving major changes in travel behavior. Scenario 1 (No Outside Funding) performs the worst overall, with the highest VMT, highest auto dependence, and the least progress toward multimodal or climate-related goals.

Scenario 4 (Aspirational) starts to demonstrate how over investment in capacity can induce further demand. It sees increased network congestion and begins to show decreases in walking mode share. Additionally, its funding requirements exceed currently anticipated revenues by a substantial amount. Scenario 5 (Aspirational + I 5 widening) produces the highest total VMT as well as continued decrease in walking and transit mode share. For AAMPO Scenario 5 appears to exacerbate all key metrics, while only improving delay hours when compared to Scenario 1.

Taken together, these results suggest that Scenario 3 provides the most balanced and policy aligned pathway for the 2050 RTP, offering meaningful improvements over other feasible scenarios while reflecting realistic financial assumptions. Both Scenarios 4+5 indicate that increasing capacity sharply in the AAMPO region and along I5 could bring increased concentrations of congestion locally.

Staff recommends using Scenario 3 as the basis for plan development and as a continuation of the previous 2043 goal direction. The preferred scenario choice will guide future modeling, project prioritization, and policy direction in the 2050 RTP.

AAMPO-CAMPO Joint RTP Scenarios Spectrum

1. Zero Funding, No External Sources	**2. Constrained Trend, Baseline Funding**	**3. Targeted Spending, Transit/Active Modes**	**4. Aspirational/Unconstrained, Infinite Money Glitch**
This scenario assumes that no funding will be brought in from external sources, federal/state/etc. It looks only at funding available to jurisdictions from local sources.	This scenario serves as the baseline to measure outcomes against and assumes nominal transit investment (current conditions with no noticeable increase/decrease) over 20 years. Included are notable policy decisions that could impact transportation and are expected to carry through most/all of the 20-year planning horizon.	This scenario directs funding towards projects that in some way increase transit and active modes. Roadway maintenance that includes bike lanes or other improvements for active modes are prioritized. Funding sources for paths and transit expansion is assumed to be accounted for.	This scenario assumes all projects in all categories from each jurisdictional Transportation System Plan will be delivered. Funding considerations are not a factor.
Assumptions: i. No projects not on the Fiscally Constrained project list in each local member Transportation System Plan. ii. No projects that utilize non-local funding sources (STBG, Grants, State or Federal, etc).	Assumptions: i. No significant capacity projects (i.e. highway widening), as confirmed by the Financial Constrained project list in each local member Transportation System Plan. ii. Projects currently funded on the MPO's MTIP are included. iii. Conditions based on adopted land use plans are included. iv. Adopted policies that affect land use and transportation network use are included.	Assumptions: i. Transit service would reflect the described level of service for advanced phases as shown in their respective service development plans. ii. All transit routes will have 15-minute frequencies as a base assumption, unless service development plans have higher frequency described. iii. The bicycle network assumes an increased level of comfort, illustrating a broader population willing to travel by bike. iv. The multimodal network will include all pedestrian and bicycle projects currently being planned for. v. Maintenance projects for MPO member roads will include active mode upgrades, such as bike lanes.	Assumptions: i. There is no funding limitation to the number of projects built. ii. Projects from all sources (member Transportation System Plans, MPO MTIPs, and ODOT) will all be included.

5. I-5 Extra Lane, Aspirational +	This is a bonus aspirational scenario meant to show the potential effects of highway widening on the region. The inspiration for it is based on an ODOT project concept.	Assumptions: i. I-5 between Albany and Salem to receive a third travel lane in each direction. ii. Several interchange modifications in Albany and Millersburg.

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: November 19, 2026
To: AAMPO Technical Advisory Committee (TAC)
From: Billy Murphy McGregor, AAMPO Planner
Re: **UPWP FY2028 Development**

Purpose of Memo
Solicit members for any planning project needs in fiscal year 2028, especially those projects that can be primarily facilitated by AAMPO or OCWCOG planning staff.

Action Requested: *Discuss or notify AAMPO Staff of planning project needs.*

Preliminary FY2028 AAMPO Budget
The following table shows the initial AAMPO budget as prepared by ODOT. These amounts are subject to several changes before the adoption of a FY2028 UPWP. Currently there is a total of $70,262.77 moving forward from previous budgets, as shown by (Move from #22858 to #22872).

Table 1. ODOT Budget Expectations for AAMPO FFY2028, dated 11/3/2026

Albany Area MPO Agreement No. PR28(204) #000			22872	11/3/2026
FUND TYPE	**FEDERAL**	**STATE**	**LOCAL**	**TOTAL**
FY 2028 PL (#22872)	170,133.48	9,736.27	9,736.27	189,606.01
FY 2026 PL Saving (Move from #22858 to #22872)	1,372.40	78.54	78.54	1,529.48
FY 2028 2.5% set aside for SAFO (#22872)	4,406.14	-	-	4,406.14
FY 2026 2.5% set aside for SAFO (Moved from #22858 to #22872)	4,358.86	-	-	4,358.86
FY 2028 5303 Funding (#22872)	61,514.17	-	7,040.57	68,554.74
FY 2026 5303 Funding (Move from #22858 to #22872)	57,763.18	-	6,611.25	64,374.43
Albany Area Total	**299,548.22**	**9,814.81**	**23,466.63**	**332,829.67**

Current FY2027 AAMPO UPWP Budget
The current AAMPO is primarily focused on Regional Transportation Plan (RTP) costs with the predominant workload occurring during this July 2026-June2027 period. While most costs in the UPWP Task 1-4 are baked in AAMPO and OCWCOG planning staff are looking to deliver projects that meet member community needs such as 540: Small Urban Transit Feasibility Study or regional planning needs such as the FY2026 Old Salem Rd. Corridor Study.

Table 2. AAMPO FFY2027 Budget by Task & Subtask

Task	FY27 Amount	FY26 Amount	Dollar Change	Percent Change
TASK 100: Program Management	**$107,500**	**$141,250**	**($33,750)**	**-31%**
110: MPO Operation	$50,000			
120: MPO Administration	$30,000			
130: Annual Document Review	$25,000			
140: MPO Education and Training	$2,500			
TASK 200: Long Range Transportation Planning	**$84,035**	**$52,500**	**$31,535**	**38%**
210: Technical Assistance to Communities	$24,000			
220: AAMPO-CAMPO Joint RTP	$49,501			
230: Regional Count Program	$5,267			
240: Safety and Active Transportation Planning Support	$5,267			
TASK 300: Inter-Regional Transportation Planning	**$67,025**	**$75,000**	**($7,975)**	**-12%**
310: CAMPO Collaboration	$32,488			
320: Local Transit Planning Support	$8,237			
330: Linn-Benton Loop Support	$15,000			
340: Travel Model Coordination	$11,300			
TASK 400: Transportation Programming	**$10,000**	**$10,000**	**$0**	**0%**
410: MTIP Amendments	$10,000			
TASK 500: Special Projects	**$134,987**	**$93,421**	**$41,566**	**31%**
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	**$403,547.98**	**$372,171.13**	**$31,377**	**8%**

Current FY2027 AAMPO UPWP Task Descriptions

The following is an expanded list of AAMPO planning tasks by Task and Subtask with full descriptions and work timeline expectations.

Task 100 – Program Management

The purpose of this task is to provide management and administrative support for the MPO's planning and programming activities. Components of this task are:

Task 110: MPO Operation

The administration of the MPO operation and MPO office will include:

- Working with the MPO Policy Board and the Technical Advisory Committee to meet the transportation planning and programming needs of the MPO Area.
- Holding regular meetings of the Policy Board and the Technical Advisory Committee.
- Coordinating the MPO's planning and programming activities with local planning officials, economic development agencies, local environmental organizations, transit providers, ODOT, FHWA, FTA and Tribal governments.
- Attending trainings, transportation-related conferences, and statewide and local transportation-related meetings. At a minimum, staff expect to attend:
  - The National Association of City Transportation Officials (NACTO) annual conference or other applicable national conference.
  - The Oregon Chapter of the American Planning Association conference .
  - Technical trainings offered by OSU and other state entities as available.
  - Other local or regional gatherings or trainings as available, including the Oregon Active Transportation Summit, the Oregon Transportation Options Conference, etc.
  - Attend City of Albany Transportation Advisory Commission meetings.
- Involving the public in transportation planning and programming activities; public education; implementation of the AAMPO's public participation process.
- Coordinating the MPO's transportation planning and programming with the Cascades West Area Commission on Transportation (CWACT) and the associations of peer MPOs.
- Participating in the Oregon Modeling Statewide Collaborative (OMSC), helping to guide the Oregon Modeling Improvement Program.
- Participating on the Oregon Metropolitan Planning Organization Consortium (OMPOC), a forum for Oregon's MPOs to address common needs, issues and solutions to transportation and land use challenges facing Oregon's metropolitan regions and surrounding area.
- Complying with all applicable federal requirements, particularly, Americans with Disabilities (ADA), Title VI requirements and DOT Order 5610.2(a).
- Coordinating regional transportation projects within the Albany Area MPO.

Product: *Regular meetings of the MPO Policy Board and Technical Advisory Committee and an AAMPO presence at regional and state meetings.*
Schedule: *Task is ongoing throughout the fiscal year.*

Task 120: MPO Administration
Activities under this item will include:

- Complying with required paperwork and documentation of activities as well as the maintenance of the MPO records.
- Accounting, bookkeeping, and invoicing.
- Preparing and submitting semi-annual and annual reports to ODOT. Semi-annual reports are submitted by January 15th, annual reports are submitted by July 30th.

- Preparing the agency's financial audit.
- Upkeep and maintenance of the agency's website, including adding all MPO designation documents. Consider updating website to more accessible version.
- Attending organizational and personnel-related meetings.
- Creation and maintenance of an MPO continuity of operations binder.

Product: *Compliance with federal and state transportation planning regulations, semi-annual reports and invoices, financial audit results, up to date website.*
Schedule: *Task is ongoing throughout the fiscal year.*

Task 130: Annual Document Review
This task is intended to review, update and publish any changes to the major documents AAMPO is required to maintain. An annual review at the least will be conducted, with updates completed as necessary. This includes:

- Posting of Obligated Transportation Projects on the website, per Federal Requirements.
- Reviewing the Title VI/Non-discrimination Plan in conjunction with Task 310.
- Reviewing the Public Participation Plan in conjunction with Task 310, and updating to include enough specificity that members of the public can clearly know the duration of comment periods for each MPO document or change, and how to best access the information.
- Developing the SFY28 Unified Planning Work Program and budget, and subsequent approval.
- Amending the current (FY27) Unified Planning Work Program as needed.
- Additional review of a wide range of planning documents needed for the 2027 Joint MPO RTP.

Product: *An SFY28 UPWP that outlines the work program and budget for the coming year. Amendments to required federal planning documents as needed.*
Schedule: *Task is ongoing throughout the fiscal year.*

Task 140: MPO Education and Training
This task is intended to educate and inform newly appointed Policy Board members and members of the public about the role MPOs have in coordinating regional transportation planning. Additional trainings on principles of transportation planning will also be considered. Materials will include the following:

- What is an MPO.
- MPO's role in transportation planning.
- Transportation planning principles, including education on the Corvallis Albany Lebanon Model by TPAU when requested.
- Walking, bicycling, and transit tours of the AAMPO planning area.
- Providing TAC and Policy Board monthly grant opportunity updates when applicable.
- Transportation oriented speaker series (may be done in conjunction with CAMPO and local

jurisdictions).

Product: *Educate new MPO members and the public as requested.*
Schedule: *Task is ongoing throughout the fiscal year.*

Task 200 – Long Range Transportation Planning

The purpose of this task is to provide for the long range transportation planning needs within the Albany Metropolitan Planning Area. While some tasks could be perceived as "short range," they generally contribute to the long term needs and knowledge of the region, and intentionally help to build technical capacity of member jurisdictions (i.e. without the MPO they would not have the same opportunity). This task is funded through a combination of PL and 5303 Funds.

Task 210: Technical Assistance to Communities
AAMPO is continually working to better serve the communities of Albany, Jefferson, Millersburg, and Tangent, as well as Benton and Linn counties. Understanding that many cities are understaffed and/or overworked, the MPO proposes 40 hours of staff time to each member community to work towards a long-range transportation project. Whether that's assistance on an existing project, completing a quick analysis that's been on the to-do list for months, or doing some conceptual design work for transportation improvements. Projects would have to adhere to requirements in 23 CFR 450, which outline the tasks eligible for reimbursement with PL funding. This includes but is not limited to:

- Grant readiness and fundraising support services including but not limited to grant prospecting, review, and consulting.
- Transportation Scoping Studies.
- Bicycle/Pedestrian/Vehicle Count Analysis.
- Transportation System Plan Project Identification.
- Conceptual Design/Best Practice Recommendation.

Product: *240 hours of staff time to AAMPO members. A summary of tasks completed presented to the Technical Advisory Committee and Policy Board.*
Schedule: *Task is ongoing throughout the fiscal year.*

Task 220: AAMPO-CAMPO Joint RTP
The Albany Area MPO's Regional Transportation Plan (RTP) was last updated in 2023 and planned out to 2040. As RTPs are required to be updated every five years, the next RTP must be adopted by the Policy Board by March of 2028, but will be completed one year earlier to align with the CAMPO RTP timeline requirement. AAMPO staff began prepping for the update process in 2026, assisting ODOT's Transportation Planning and Analysis Unit (TPAU) with transportation model updates. Initial conversations about the RTP update began in winter of 2025 with a discussion of RTP scope and new RTP vision and goals. Staff intend to work on the RTP throughout FY26-27, working with the TAC and Policy to complete public outreach, update projects, and discuss how the travel demand model predicts future transportation demands. The update is expected to be done in-house, with some technical guidance provided by a consultant.

Product: *Updated RTP vision and goal, public engagement activities, and draft report by early 2027.*
Schedule: *Completion predominantly in 1st and 2nd quarter, with final approval by 3rd quarter of FY27.*

Task 230: Regional Count Program
Work with the Corvallis Area MPO (CAMPO) staff to run a program using shared methodology and equipment to perform AAMPO region multi-modal (cyclist and pedestrian) counts as requested. Work with City of Albany and Linn County partners to assist AAMPO members with traffic counts (vehicle) upon request. Equipment purchase funds represented in Task 500.

- Staff time calculated at 3 hours per deployment (1.5 each for setup/takedown) with time allocated for up to 6 deployments as directed by the AAMPO Staff or TAC.
- Data processing per deployment as requested by the AAMPO TAC/Policy Board averaging 4 hours per deployment.

Product: *A joint MPO process for deploying mobile counters and the ability to fulfill requests for collecting count data by AAMPO members. Funds set aside for potential purchase of one additional mobile counter.*
Schedule: *Task is ongoing throughout the fiscal year.*

Task 240: Safety and Active Transportation Planning Support
The jurisdictions within AAMPO continue to elevate safety and active transportation as a priority, as reflected by a series of awarded funding for activities in the area, and a renewed interest in public outreach and engagement on these topics. This includes muti-use path planning support, with proposals connecting Corvallis and Albany, Albany and Millersburg, etc.

Task partners include the AAMPO members, ODOT, and the Oregon Cascades West Council of Governments' Transportation Options program, among others.

Support activities include:

- Participating in advisory group meetings on relevant topics.
- Coordinating with local, state, federal and nonprofit organizations on active transportation and safety topics.
- Generating original research or policy to support projects.
- Public outreach and engagement on specific projects, like a public open house, or general themes, such as bicycle safety.
- Participating or assisting in development of larger public events or campaigns, such as Corvallis Open Streets, in conjunction with Task 310.

Product: *Technical assistance on relevant topics, meeting participation, and public engagement activities.*

Schedule: *Task is ongoing throughout the fiscal year expected to extend into subsequent fiscal years.*

Task 300 – Inter-Regional Transportation Planning,

The purpose of this task is to focus on the inter-regional needs and opportunities of the Albany Area Metropolitan Planning Area. This task recognizes the interrelated transportation needs of both AAMPO and the Corvallis Area MPO and sets aside funds to work on projects affecting both MPOs as well as the greater region. This task is funded through a combination of PL and 5303 Funds.

Task 310: CAMPO Collaboration
As the greater Albany-Corvallis region grows in both population and employment, there will be increased stress on the major commuter routes throughout the region. This task allocates money towards collaboration with the Corvallis Area MPO (CAMPO) to address regional travel demand and alignment of programs. These specific tasks include, but are not limited to:

- Hosting joint TAC and Policy Board meetings.
- Attend CAMPO TAC and Policy Board meetings.
- Aligning and updating key documents to reduce agency redundancy.
- Planning for regional freight connections and subsequent improvements.
- Exploring funding opportunities for local transportation project implementation.
- Continuing to study and work to modernize regionally significant corridors, such as highways 20 and 34.
- Additional collaboration work needed for the 2027 Joint MPO RTP.

CAMPO has identified similar funding to contribute in their upcoming UPWP. As projects are expected to develop over the fiscal year, no definitive product other than meeting minutes currently exists. Any project will be approved by both Policy Boards prior to beginning.

Product: *Meeting minutes, regional maps, plans and lists of funding opportunities.*
Schedule: *Task is ongoing throughout the fiscal year.*

Task 320: Local Transit Planning Support
As increased funding for transit leads to expansion of Albany Transit System, AAMPO provides support for ongoing planning activities, including service design and service analysis. With the design of the Transit Operations Facility (TOF) which will support both Albany Transit and Linn Benton Loop, increased collaboration is expected. With transitions to electric fleets, Albany Transit is also in need of an electric bus fleet transition plan, which will be completed under this task. In SFY26, AAMPO worked with Albany Transit System to update the Public Transit Agency Safety Plan (PTASP) from the adopted FY21 plan, and updated FY25/6. As that document requires review once a year, that will be incorporated into this task.

- Yearly document review of PTASP.
- Continued ZEV Support including application to ODOT's Zero Emission Technical Assistance

(ZETA) Program and Letters of Support for the federal Low/No Emissions Grant.
- Upkeep and changes to ATS Implementation Strategy with Nelson/Nygaard as needed.

Products: *Technical assistance as needed to Albany Transit System. Information dissemination from state and federal partners. Public Transit Agency Safety Plan (PTASP) annual update. Potential match for STIF regional transit enhancement projects.*
Schedule: *Task is ongoing throughout the fiscal year.*

Task 330: Linn-Benton Loop Support
The purpose of this task item is to capture AAMPO staffing support for the Linn-Benton Loop Governing Board and Technical Advisory Committee (TAC). Additional aspects include serving on the Loop TAC and as the liaison between the AAMPO Policy Board and Linn-Benton transit service. AAMPO will continue to assist in the implementation of the Linn-Benton Loop Service Development Plan.

Product: *Staffing support and technical assistance to the Linn-Benton Loop; information dissemination from state and federal partners.*
Schedule: *Task is ongoing throughout the fiscal year.*

Task 340: Travel Model Coordination
This task is focused on the regional travel demand model and data collection, analysis and development. An up-to-date travel demand model is useful for both MPO led and non-MPO led plans and projects (e.g. corridor studies, capital projects, land use planning studies and land use developments). AAMPO staff will continue to work with ODOT's Transportation Planning and Analysis Unit (TPAU) to refine the Corvallis Albany Lebanon Model (CALM), used by both AAMPO and CAMPO.

This task also includes work related to the Oregon Household Activity Survey (OHAS). The OHAS is a periodic statewide effort, led by the Oregon Modeling Statewide Collaborative (OMSC), to capture demographic and travel behavior of Oregon residents. This data is used to update travel demand models and answer other transportation related questions. AAMPO is involved in the OMSC and OHAS meetings, providing input and feedback on the OHAS effort.

More significant coordination is expected this fiscal year as the OHAS data will be applied toward the new Activity Based Model (ABM) refinement for the CALM, which will be applied toward the 2027 RTP.

- Meet with TPAU every two months to review requests for CALM data from external entities (businesses/governments/etc).
- AAMPO staff meeting with TPAU to set up and refine model for use on the Joint RTP.

Product: *Up to date regional travel demand model, active participation in OHAS/OMSC meetings.*
Schedule: *Task is ongoing throughout the fiscal year.*

Task 400 – Transportation Programming

The purpose of this task is to continually perform transportation programming for the Albany MPO Area through the development of new Metropolitan Transportation Improvement Programs (MTIP) and the upkeep of the existing MTIP for inclusion in the Statewide Transportation Improvement Program (STIP).

Task 410: MTIP Amendments
This task provides for the necessary amendments to the SFY24-27 MTIP and STIP documents. The amendments are generally initiated either by member jurisdictions or by ODOT.

Product: *Up-to-date SFY24-27 MTIP document.*
Schedule: *Task is ongoing throughout the fiscal year.*

Task 500 – Special Projects

This task focuses on special projects that are of interest to the MPO and broader transportation organizations. Task 500 is created for the explicit purpose to capture one time projects that are not re-occurring to AAMPO year to year.

Task 510: Special Project Pool
AAMPO created this special project pool task to enable the MPO to pursue projects of interest as such opportunities arise. Project will require support of the AAMPO Technical Advisory Committee and Policy Board. This task does not commit to any deliverables and projects identified with Task 510 funds will be split out via amendment of the UPWP.

Product: *Product is dependent on the projects pursued and interests of the AAMPO TAC and Policy Board.*
Schedule: *Schedule is dependent on project pursued.*

Task 520: Joint RTP External Costs
An estimate of funds needed for Joint RTP private sector contractor costs.

- Estimated $20,000 for project scoping costs.
- Estimated $5,000 for document review.

Product: *Finalized Joint RTP.*
Schedule: *Approval timeline set for February 2027.*

Task 530: Task 230 Equipment Costs
An estimate of funds needed for equipment purchase. Equipment provider could include Eco Counter or Telraam.

- AAMPO staff are looking at a minimum purchase of two portable bicycle and pedestrian counters (with either low resolution limited camera functions or infrared sensors, not able to be used for detailed identification such as facial/license plate recognition).

Product: *Traffic count equipment for Task 230.*
Schedule: *No purchase timeline, estimated start October 2026.*

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.*

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

OREGON Cascades West Council of Governments

November 12, 2026

Oregon Department of Transportation, Public Transportation Division
555 13th Street NE, Salem, OR 97301

RE: Letter of Support –City of Jefferson 2027-2029 Planning and Research Grants (Section 5304 and Technical Resource Center)

To whom it concerns,

The City of Jefferson strongly supports the Albany Area Metropolitan Planning Organization's Rural Transit Study (the Project). Our community is searching for transit solutions that make sense for a community of our size, location, and commuter needs.

Jefferson is a small community, and our residents rely on our neighbors for services, employment, higher education, and healthcare. Many of our residents are older and will need options in their transportation choices to help them maintain their quality of life. Due to our size, we see ourselves in the context of our neighboring communities and our residents routinely travel beyond our borders for their daily needs. Our community needs transit service in order to ensure our access to those key destinations regardless of ability or income. Our Transportation Systems Plan calls for a regional bus stop and city leaders are committed to finding workable solutions to providing transit access.

Our community needs realistic solutions to our transit needs. We understand that transit will need to be nimble and may look different for each of the communities participating in this planning effort. The City is supportive of solutions that are realistic, right-sized to our population, and have long term sustainability.

Working with AAMPO Jefferson has approached both Cherriots and Albany Transit Service to explore options but were unable to secure a solution. With this consideration the MPO is working to find transit alternatives, and we believe their work will be greatly enhanced by 5304 Planning and Research Grant funding.

Jefferson strongly supports the Project proposed by AAMPO and look forward to working with staff on solutions and strategy for bringing vital transit service to our community.

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Sarah Cook, City Manager
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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

November 12, 2026

Oregon Department of Transportation, Public Transportation Division
555 13th Street NE, Salem, OR 97301

RE: Letter of Support –City of Millersburg 2027-2029 Planning and Research Grants (Section 5304 and Technical Resource Center)

To whom it concerns,

The City of Millersburg is excited to join the Albany Area Metropolitan Planning Organization (AAMPO) in the proposed Rural Transit Study project (the Project). We are a fast-growing community that is closely connected to our neighbors, and see transit as a key solution to meeting the demand for housing and jobs in the region.

Millersburg's population is surging, during the year 2000 we hosted around 500 residents, in 2010, that figure was close to 1,300 people, and by 2020 we are approaching 3,000 residents. People join our community for our rural character, but employers are taking notice too. Our proximity to Albany, I5, rail facilities, and the Mid-Willamette Valley Intermodal Facility has brought in several large industrial manufacturers, each expecting to provide hundreds of family-wage jobs. We are growing, but we don't expect every worker to be able to live locally. Residents must travel to local schools, hospitals, retail, and other services that a community needs to thrive. That is why we need a reliable and cost-effective transit solution that will allow commuters to flow in and out of our community, while providing options for our residents to meet their transportation needs.

Millersburg has prioritized future transit by incorporating the need in our local Transportation System Plan (TSP 2023). Working with AAMPO Millersburg has approached Albany Transit Service to explore options but were unable to secure a solution. With this consideration the MPO is working to find transit alternatives, and we believe their work will be greatly supported by 5304 Planning and Research Grant funding.

We strongly support the Project being proposed by AAMPO and look forward to collaborating on a vision of regional transit that best supports our dynamic community.

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Janelle Booth, City Manager
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Matt Straite, Community Development Director
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Albany Area Metropolitan Planning Organization

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OREGON Cascades West Council of Governments

November 12, 2026

Oregon Department of Transportation, Public Transportation Division
555 13th Street NE, Salem, OR 97301

RE: Letter of Support –City of Tangent 2027-2029 Planning and Research Grants (Section 5304 and Technical Resource Center)

To whom it concerns,

The City of Tangent is excited to support the Albany Area Metropolitan Planning Organization's Rural Transit Study (the Project). Our community is searching for transit solutions that make sense for a community of our size, with our unique relationships to our neighbors, and are right sized for our limited resources.

Tangent is a small community of 1,200 people who have needs that extend beyond our city limits. We both welcome workers every day to staff our agricultural industry, and attract residents who value our small-town rural character, but must commute to neighboring communities for their daily needs. Currently we are underserved by transit, despite being so close to urban centers such as Albany and Corvallis.

In Tangent, like much of the rest of rural Oregon, our residents are aging, and transportation options are scarce. The provision of viable transit would empower residents to continue to live in their homes while maintaining strong ties to providers, friends, and families, regardless of where in the region they are traveling.

Working with AAMPO Tangent has approached Albany Transit Service to explore options but were unable to secure a solution. With this consideration the MPO is working to find transit alternatives, and we believe their work will be greatly enhanced by 5304 Planning and Research Grant funding.

Tangent strongly supports the Project being proposed by AAMPO and look forward to working with staff on solutions and strategy for bringing vital transit service to our community.

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Joe Samaniego, City Manager
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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

November 12, 2026

Oregon Department of Transportation, Public Transportation Division
555 13th Street NE, Salem, OR 97301

RE: Letter of Support –AAMPO Policy Board 2027-2029 Planning and Research Grants (Section 5304 and Technical Resource Center)

To whom it concerns,

The Albany Area Metropolitan Planning Organization (AAMPO) Policy Board strongly supports the Rural Transit Feasibility Study being proposed by the MPO. As the governing body of AAMPO, the Policy Board represents stakeholders from around the region who recognize the need for enhanced transit access for our rural communities.

Transit access is uneven throughout the region, where larger communities are able to self-provide transit, smaller towns have historically been unable to provide transit services for their residents. Jefferson, in Marion County, has repeatedly pursued partnerships with neighboring governments to the north and the south, and has so far been unable to find a feasible solution. Similarly, Tangent, just south of Albany, is close to urban services, but has a small population, making the provision of municipal transit difficult. Millersburg is growing to provide more jobs but has a small baseline population and its single-family development pattern has made the provision of transit difficult, even as the demand for workers is expected to grow.

Our intention with this study is to examine a variety of transit service models to determine what would be most suitable for each of the rural communities in the AAMPO planning area. In the study staff will examine possible service models, implementation strategies, and potential funding streams. Program sustainability will be emphasized, as solutions will need to be matched to existing need and potential revenue sources.

In our region we see successful models of low-cost and limited service transit options to learn from. Commuters from Linn County are able to ride the Linn Shuttle to transit hubs in Albany in order to make connections to their destinations. Services like the 99 Vine that connects communities from Eugene to Portland along HWY 99 shows that rural intercommunity travel is possible even across county lines. Our friends at Independence-Monmouth have had great success with their Trolley Pilot where transit is both highly useful

to residents, commuters and students, but also provides local character while fostering a feeling of pride.

The transit solutions that will be proposed by the study will improve regional mobility at a critical time where the costs of living have only been increasing year over year. Transit access will support our economy and employers, students seeking to connect with our educational institutions, healthcare access for our aging and lower income populations, and provide critical transportation choice in this moment where the costs of car ownership keep creeping higher. By connecting to transit hubs at downtown Albany, Heritage Mall, the Albany train station, and the mobility hub at Linn Benton Community College, riders from the rural communities within AAMPO will be able to make critical connections to local services and the rest of the state.

This study will provide the foundation necessary for us to better serve our constituent's transit needs, while supporting growth in our regional economy. We strongly support the AAMPO's application to this program.

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Patrick Malone, Commissioner, Benton County, AAMPO Chair
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