



**Corvallis Area Metropolitan Planning Organization**

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**Albany Area Metropolitan Planning Organization**

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**Joint Technical Advisory Committee Meeting  
Thursday, December 19, 2024  
9:00am to 11:00am**

**HYBRID MEETING: IN PERSON AT THE ALBANY ABC CONFERENCE ROOM**  
1400 Queen Ave, SE Albany, Oregon 97322; Downstairs Conference Room

**OR**

**Via Teams by clicking [HERE](#)**

Meeting ID: 295 018 527 261

Passcode: 35XuKi

**Mobile One Click Number**

**[+1 872 242 8088](tel:+18722428088)**

Phone Conference ID 419 584 141#

**Contact: Corum Ketchum, CAMPO or Billy McGregor, AAMPO**

**AGENDA**

1)	9:00	<b>Welcome, Agenda Review, and Roll Call</b>	<b>AAMPO Chair, Chris Cerklewski</b>  <b>CAMPO Chair, James Feldmann</b>
2)	9:05	<b>Public Comments</b>	<b>Chairs</b>
3)	9:10	<b>Approve minutes of November 21, 2024, AAMPO Meeting (Attachment A1)</b>  <b>Approve minutes of November 13, 2024, CAMPO Meeting (Attachment A2)</b>  <i>Action: Decision on minutes</i>	<b>Chairs</b>
4)	9:15	<b>TPAU Resources for TSP Updates</b> Staff from the ODOT Transportation Planning and Analysis Unit (TPAU) will share what resources they can provide to communities doing “Climate Friendly Area” (CFA) work and Transportation System Plan (TSP) updates.  <i>Action: Informational</i>	<b>Alex Bettinardi, Zohora Sultana, ODOT</b>
5)	9:30	<b>New STIP Amendment Guidelines and Process (Attachment B1 and B2)</b>  <i>Action: Discussion and Adoption</i>	<b>Staff, Ketchum</b>
6)	9:40	<b>Joint Public Participation Plan</b>	<b>Staff, McGregor</b>

		<b>Action: Information</b>	
7)	9:45	<b>STIP Amendments (Attachment C)</b> AAMPO Project 23796 & 23818 <b>Action: Discussion and Decision</b>	Staff
8)	9:55	<b>MPO Deliverables Calendar</b> Staff will share the list of documents MPOs are expected to deliver, as well as a schedule of when these documents are expected to be reappraised. <b>Action: Information</b>	Staff, McGregor
9)	10:15	<b>MPO Merger Conversation</b> Work-to-date review of the merger, including financial forecasts, and discussion of next steps. <b>Action: Discussion</b>	Staff, Lehman
10)	10:30	<b>FY26 UPWP Preliminary Tasks (Attachment D1 and D2)</b> Review draft UPWP tasks for each MPO, looking for opportunities for collaboration between jurisdictions, the two MPOs and the COG. <b>Action: Discussion</b>	Staff
11)	10:45	<b>Other Business</b> <ul style="list-style-type: none"> <li>• ODOT Project Updates</li> <li>• Member Discussion</li> <li>• Jurisdictional Updates</li> </ul>	
12)	11:00	<b>Adjournment</b> <i>The next joint TAC meeting date is to be determined.</i>  <i>The next regularly scheduled AAMPO TAC meeting date will be January 16, 2025.</i>  <i>The next regularly scheduled CAMPO TAC meeting date will be in 2025!</i>	Chairs

## AAMPO ATTENDANCE (FOR QUORUM PURPOSES)

TAC Members	Jurisdiction	Attendance
Councilor David Watkins	City of Jefferson	
Janelle Booth	City of Millersburg	
Chris Cerklewski (Chair)	City of Albany	
Joe Samaniego (Vice-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

## CAMPO AAMPO ATTENDANCE (FOR QUORUM PURPOSES)

TAC Members	Jurisdiction	Attendance
Pat Hare	City of Adair Village	
Rory Rowan	City of Corvallis	
Chris Workman	City of Philomath	
Gary Stockhoff	Benton County	
Rebecca Houghtaling	Oregon State University	
James Feldmann	Oregon Department of Transportation	
Ex-Officio Members	Jurisdiction	Attendance
Mary Camerata	Oregon Department of Environmental Quality	
Barry Hoffman	Albany Transit/Linn Benton Loop	
Patrick Wingard	Department of Land Conservation and Development	
Jasmine Harris	US Federal Highway Administration	
Danielle Casey	US Federal Transit Administration	
Mark Bernard	ODOT Region 2 Principal Planner	
VACANT	Oregon Department of State Lands	

**Quorum Requirement:** MPO business may be conducted provided a quorum of the members attends. A quorum consists of at least a majority of the voting members. The TAC members may participate telephonically or by other means of electronic communication, provided the meeting is called to order at a meeting place where the public can attend, hear, understand and/or read the comments of the members participating by telephonic or electronic means and the members so participating can fully hear, understand, and/or read the comments of the other members participating in the meeting.

**Albany Area Metropolitan Planning Organization (AAMPO)**

**Joint AAMPO TAC and Policy Board Hybrid Meeting**

Albany ABC (Downstairs) Conference Room  
 1400 Queen Ave SE, Albany Oregon 97322

or

Virtual via Microsoft Teams Technologies

**Thursday, November 21, 2024**

<b>TAC Members</b>	<b>Jurisdiction</b>	<b>Attendance</b>
David Watkins	City of Jefferson	Yes
Janelle Booth	City of Millersburg	Andrew Potts
Chris Cerklewski (Chair)	City of Albany	Yes
Joe Samaniego (Vice-Chair)	City of Tangent	Yes
Daineal Malone	Linn County	Yes
Gary Stockhoff	Benton County	Yes
James Feldmann	Oregon Department of Transportation	Yes

<b>Board Members</b>	<b>Jurisdiction</b>	<b>Attendance</b>
Walt Perry	City of Jefferson	No
Councilor Mike Hickam	City of Millersburg	No
Councilor Ray Kopczynski	City of Albany	No
Councilor Greg Jones	City of Tangent	No

Commissioner Roger Nyquist	Linn County	No
Commissioner Pat Malone	Benton County	Yes
Darrin Lane	Citizen Representative	No
Christine Hildebrant	Oregon Department of Transportation	Yes
<b>Alternates</b>	<b>Jurisdiction</b>	<b>Attendance</b>
Councilor David Watkins	City of Jefferson	Yes
Janelle Booth	City of Millersburg	Yes
Chris Cerklewski	City of Albany	Yes
Joe Samaniego	City of Tangent	Yes
Daineal Malone	Linn County	Yes
Gary Stockhoff	Benton County	Yes
James Feldmann	Oregon Department of Transportation	Yes

**Guests:** Cody Franz, Steve Harvey.

**Staff:** AAMPO Planner Billy McGregor, CAMPO Planner Corum Ketchum, Planning Manager Matt Lehman, and Administrative Assistant Ashlyn Muzechenko.

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, Roll Call	Staff Billy McGregor conducted roll call after the TAC Chair Chris Cerklewski called meeting to order at 9:03am.	<b>The meeting was called to order at 9:03am by the TAC Chair Chris Cerklewski</b>

<p>2. Public Comments</p>	<p>There were no public comments presented to the AAMPO TAC and Policy Board members and guests in attendance.</p>	<p><b>There were no public comments.</b></p>
<p>3. Approve AAMPO TAC minutes of October 17, 2024 (Attachment A1), and AAMPO Policy Board Minutes of October 23, 2024 (Attachment A2)</p> <p><b>Action:</b> <i>Decision on minutes</i></p>	<p>Daineal Malone with Linn County shared one correction to the TAC minutes from October 17, 2024. The correction is for section number six of the minutes. The correction will be to change the applicant from Linn County to ODOT Transit.</p> <p>The AAMPO TAC members in attendance agreed to approve the AAMPO TAC Minutes of the October 17, 2024, meeting by consensus. The minutes were approved with corrections.</p> <p>The AAMPO Policy Board members in attendance agreed to approve the AAMPO Board minutes from the October 23, 2024, meeting by consensus. The minute were approved with no objections or corrections.</p>	<p><b>The TAC members in attendance agreed to approve the AAMPO TAC Minutes of the October 17, 2024, meeting by consensus. The minutes were approved with corrections.</b></p> <p><b>The Policy Board members in attendance agreed to approve the AAMPO Board minutes from the October 23, 2024, meeting by consensus. The minute were approved with no corrections.</b></p>
<p>4. Staff Introduction</p> <p><b>Action:</b> <i>Informational</i></p>	<p>Staff McGregor introduced the new CED Planning Manager Matt Lehman.</p> <p>CED Planning Manager Matt Lehman gave an introduction to the AAMPO TAC and Board Members in attendance.</p> <p>McGregor noted that the goal for staff is to have all the AAMPO TAC members attend a meet and greet with the new planning manager and himself.</p>	
<p>5. STIP Staff Adjustment (Attachment B1)</p> <p><b>Action:</b> <i>Informational</i></p>	<p>McGregor shared the STIP Staff adjustments for this meeting which is attachment B1 in the meeting agenda packet.</p> <p>This staff adjustment included 4 amendments on projects 23256, 23264, 23273, and 21862.</p>	

	<p>McGregor summarized the amendments and who requested them. For the four amendments, three were requested by the City of Albany, and one was requested by AAMPO/ODOT.</p>	
<p>6. STIP Administrative Amendment (Attachment B2)</p> <p>Action: Decision and Information</p>	<p>McGregor shared the STIP Administrative Amendments, that are brought to the TAC for discussion and approval decision.</p> <p>There are four administrative amendments on projects 22239, 23196, 23255, and 23263.</p> <p>McGregor summarized the amendments and noted who requested each of them. For the four amendments, all four were requested by the city of Albany Staff.</p> <p>The AAMPO TAC members in attendance approved all 4 administrative amendments by consensus.</p>	<p><b>The AAMPO TAC members in attendance approved all 4 administrative amendments by consensus.</b></p>
<p>7. STIP Full Amendment (Attachments B3 and B4)</p> <p><i>Action: Decision on Amendment</i></p>	<p>McGregor shared the STIP Full Amendments that are being brought for the TAC and Board for approval.</p> <p>There are five full amendments on projects 22238, 23272, 23785, 23806, and 23722.</p> <p>McGregor summarized the amendments and noted who requested each of them. Two were requested by the City of Albany Staff and three by ODOT.</p> <p>The AAMPO TAC members in attendance approved all five STIP Full amendments by consensus.</p> <p>After TAC approval the amendments were forwarded onto the Policy Board Members in attendance for review.</p> <p>The AAMPO Policy Board members in attendance approved all five STIP full amendments by consensus.</p>	<p><b>The AAMPO TAC members in attendance approved all five STIP Full amendments by consensus.</b></p> <p><b>The AAMPO Policy Board members in attendance approved all five STIP full amendments by consensus.</b></p>

<p>8. State of the System (Attachment C2)</p> <p><b>Action:</b> <i>Discussion and Decision on Legislative Priorities</i></p>	<p>McGregor shared information regarding the various transportation bodies across Oregon who are gearing up to make recommendations to the legislature for transportation funding in 2025.</p> <p>The first item is or the OMPOC legislative priorities which covers statewide MPO legislative proprieties. Which is covered in attachment C1 in the meeting agenda packet.</p> <p>The second item is the League of Oregon Cities JCT Tour Summary which is attachment C2 in the meeting agenda packet. This item discusses ODOT's sate of the system and the outcomes of the tour.</p> <p>The third item is ODOT's state of the system website link which can be found here: <a href="https://www.oregom.gov/odot/sate-of-the-system/pages/default.aspx">https://www.oregom.gov/odot/sate-of-the-system/pages/default.aspx</a></p> <p>McGregor provided a summary of each of the three items and opened the floor up for discussion to the AAMPO TAC and Board Members in attendance.</p> <p>Commissioner Malone provided further background on the JCT Tour outcomes, and how the House Bill 2017 funding is still in discussion with the different projects still left in our region that were supposed to be funded with those funds but now cannot be as they are too expensive to do so.</p> <p>Commissioner Malone added there will be 3 subcommittees moving forward to discuss and plan the next steps out of what outcomes and feedback were received from the JCT tour.</p> <p>Commissioner Malone noted that there was a revenue forecast released yesterday that was decent, however it likely will not be close to enough to cover all the ideas that will be coming to the table.</p> <p>Christine Hildebrandt shared she will investigate this topic and see if she can get more information for talking points to share out with the</p>	
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	<p>group at the next Policy Board meeting which will be joint with CAMPO in December.</p> <p>Commissioner Malone noted that the reason for the funding shortfall is due to the lack of indexing and funding sources. For example, the last time the federal gas tax was raised was in 1993, which is a little over 30 years ago. In 2017 the state of Oregon increased the gas tax by 10 cents, which was significant to most people in Oregon, however it hasn't come close to keeping up with the cost. In 2017, transportation lost funding, in 2019 education lost funding, in 2023 housing and mental health lost funding. For next year's session, it will be interesting to see if there will be further cuts to make and who will see those cuts to their budget.</p>	
<p>9. UPWP Development (Attachment D)</p> <p>Action: Discussion</p>	<p>McGregor noted this item covers getting a running start on the FY26 UPWP task planning and budgeting.</p> <p>McGregor added that there is a decent amount of technical assistance and special project money, that could also be used on a project for the AAMPO region.</p> <p>The extra carry over, is the reason AAMPO has had such a large amount of match to make back for the upcoming year.</p> <p>McGregor shared an overview of the current UPWP task funding break down and how the task numbers cover different types of funding and support.</p> <p>Task 100 – Admin</p> <p>Task 200 – Long Range Transportation Planning</p> <p>Task 300 – Inter-regional support and Linn Benton loop funds</p> <p>Task 400 – Statewide transportation funds</p> <p>Task 500 – Special Projects Fund</p>	

	<p>Steve Harvey, a member of the public, asked about the Safe Streets for All funding and how it fits in.</p> <p>McGregor answered that it is not a UPWP task, but instead is a COG Planning task not necessarily with the MPO.</p> <p>Lehman clarified the process for members who wish to add projects or tasks to the next fiscal year's UPWP.</p> <p>Commissioner Malone asked for an example for a task 500 special project.</p> <p>McGregor answered that there hasn't been a project request for this pot of money which is why there is now \$90,000 in extra funds available for members to reach out and apply for.</p> <p>Feldmann asked about the city of Albany and their TSP update, and if the funding could be investigated as an option there for additional projects.</p> <p>Feldmann also suggested an Old Salem Rd corridor study.</p> <p>The chair, Chris Cerklewski, noted he will pass the news of some possible extra funds available up the chain back at Albany.</p>	
<p>10. Ellsworth Bridge Finished (Attachment E)</p> <p>Action: Informational</p>	<p>McGregor shared an update on the ODOT project for the Ellsworth Bridge, this project has been completed and the last part of raising the trusses has finally been completed.</p> <p>The vertical clearance on the bridge has been completed to over 16 feet.</p> <p>Pictures of the completed bridge project was shared in the meeting agenda packet and with the TAC and Board members, as well as the meeting guests in attendance.</p>	
<p>11. Jurisdictional Updates/Other Business</p>	<p><b>AAMPO Updates:</b> McGregor noted that we did hire a new planning manager who gave an update and introduction at the beginning of the meeting.</p>	

<ul style="list-style-type: none"> <li>• AAMPO</li> <li>• Albany</li> <li>• Benton County</li> <li>• Jefferson</li> <li>• Linn County</li> <li>• Millersburg</li> <li>• Tangent</li> <li>• ODOT</li> </ul>	<p><b>Jurisdictional Updates:</b></p> <p><i>Albany:</i> Chris Cerklewski noted for Albany the city is still working on getting the TSP updated started. The word now, is the city is hoping to have the consultant onboard around spring of 2025, once started it will be a year and a half process.</p> <p><i>Benton County:</i> Commissioner Pat Malone shared for the county that the Corvallis to Albany Path, sometime recently, the bidding closed to hire a consultant for design work for the middle section. Malone shared that James Feldmann with ODOT was instrumental in being able to get this project started and continuing the work for applying for grants on this regional project.</p> <p>Christine Hildebrandt noted that she does not have an update on this but is hoping to have one to share at the December MPO joint meetings.</p> <p>Gary Stockhoff shared that with wet weather that has been happening recently, there hasn't been any paving done.</p> <p>Additionally, there was a meeting the county attended with the North Albany group to talk about transportation needs in that area. There currently are concerns with School zone limits and times. The goal will be to reduce some speed limits in that area too.</p> <p>Benton County is also working on the STIF project cycle, this needs to be turned into the state by January. These will be going to the Benton County Board of commissioners by the second week of December. The funding amounts will still be about the same, the goal is to increase the transit funding in the next biennium.</p> <p>Corum Ketchum shared that there are 100% designs for both mobility hubs. One hub will be at the OSU campus in Corvallis, and the other will be at the LBCC campus in Albany.</p>	
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	<p><i>Jefferson:</i> David Watkins shared the city elections are over and there may be changes to the committee and delegations. Additionally, the city is happy for the new bridge and the work that has been done is beautiful.</p> <p><i>Linn County:</i> Daineal Malone shared the county is planning to go out for bid for the Goldfish Farm bridge project to construct next year. In 2026 the county plans to re-do the Goldfish Farm Road from Highway 20 to the bridge. There is also an RFP out for a design consultant for Waverly drive to Cox Street Bridge. There also will be a field scoping project done today with ODOT on the Tangent Drive Bridge.</p> <p><i>Millersburg:</i> Janelle Booth shared that the Linear Park project is still under construction and will be for the next year and a half. The city also has a project happening near Old Salem Road as well.</p> <p><i>Tangent:</i> Joe Samaniego shared that Tangent has just started their TSP Update and are working with Kittleson and Associates as the consultant and will continue the update process for the next 18 months. The city is also working on a safe street for all grant with the COG Grant Writer Susan Patterson. On January 20<sup>th</sup> there will also be a new Tangent Sign will be coming out as well.</p> <p><i>ODOT:</i> Christine Hildebrandt shared for ODOT the Ellsworth project has been completed and the agency is working on completing all their scoping efforts. There have been a lot of North Albany concerns that will be addressed by the TSP process as well.</p> <p>James Feldmann shared for the Albany to Corvallis Path, they are hoping to select a consultant for the section from Merloy to Rainwater, which covers planning, design, and up to 30% of final designs. December 13<sup>th</sup> will be the second meeting for the reviewers, and after that meeting a consultant will be selected. Then there will be negotiations with the selected consultant for the scope of work.</p> <p><b>Other Business:</b></p>	
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	McGregor shared feedback and background on the AMPO FY'25 In-Kind Match tracker which was listed on the agenda.	
12. Adjournment	<p>The next regularly scheduled meeting for:</p> <p>AAMPO TAC: Joint with CAMPO TAC – Thursday, December 19, 2024, from 9:00am to 11:00am, at Albany OCWCOG Location (1400 Queen Ave NE).</p> <p>AAMPO Board: Joint with CAMPO Board – Wednesday, December 11, 2024, from 3:30pm to 5:30pm, at the Corvallis OCWCOG Location (1121 NW 9<sup>th</sup> Street).</p>	<b>The meeting was adjourned at 10:45am by the TAC Chair Chris Cerklewski.</b>

**CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION  
POLICY BOARD AND TAC HYBRID MEETING  
Wednesday, November 13, 2024  
3:30 pm – 5:30 pm  
Hybrid at CAMPO Office in Corvallis  
Virtual Via Microsoft Teams Technologies**

<b>Board Members</b>	<b>Jurisdiction</b>	<b>Attendance</b>
Pat Hare	City of Adair Village	No
Councilor Jan Napack	City of Corvallis	No
Vacant	City of Philomath	VACANT
Commissioner Pat Malone	Benton County	Yes
Christine Hildebrant	Oregon Department of Transportation	No
<b>Alternates</b>	<b>Jurisdiction</b>	<b>Attendance</b>
VACANT	City of Adair Village	VACANT
Greg Gescher	City of Corvallis	No
Chris Workman	City of Philomath	No
Gary Stockhoff	Benton County	Yes
James Feldmann	Oregon Department of Transportation	Yes

<b>TAC Members</b>	<b>Jurisdiction</b>	<b>Attendance</b>
Pat Hare	City of Adair Village	No
Rory Rowan	City of Corvallis	Yes
Chris Workman	City of Philomath	No
Gary Stockhoff	Benton County	Yes
Rebecca Houghtaling	Oregon State University	No
James Feldmann	Oregon Department of Transportation	Yes

**Guests:** Steve Harvey, Billy McGregor, Petra Schuetz, Wendy Byrne.

**CAMPO Staff:** Administrative Assistant Ashlyn Muzechenko, CED Director Jaclyn Disney, Planning Manager Matt Lehman, and CAMPO Planner Corum Ketchum.

TOPIC	DISCUSSION	DECISION
1. Call to Order and Agenda Review	CAMPO TAC Chair, James Feldmann called the November Joint CAMPO Policy Board and TAC meeting to order at 3:34pm.	<b>The meeting was called to order at 3:34pm by CAMPO TAC Chair, James Feldmann.</b>
2. Public Comments	<i>There were no public comments made to the members and guests in attendance.</i>	<b>There were two members of the public who made comments to the board and guests in attendance.</b>
3. Policy Board Chair Elections	<p>The former CAMPO Board Chair, Matt Lehman is now a staff at OCWCOG and had to resign his position and duties for CAMPO and the city of Philomath.</p> <p>The Policy board must select a temporary chair to serve until a new Chair is selected during the first meeting of 2025. If no chair is selected, the Vice Chair will serve until the election of the new Chair. The current Vice-Chair for the CAMPO Policy Board is Councilor Jan Napack.</p> <p>There was not a quorum of Policy Board members present so a new chair could not be elected. This will remain on the agenda for the December CAMPO Policy Board meeting which will be Joint with the AAMPO Policy Board.</p>	
<p>4. Approve Minutes of September 11, 2024, CAMPO Policy Board Meeting and CAMPO TAC Minutes from the October 31, 2024, Meeting.</p> <p><b>Action: Approval of Minutes</b></p>	<p>There was not a quorum of Policy Board members present, so the meeting minutes of September 11, 2024, could not be approved. These will remain on the agenda for the December CAMPO Policy Board meeting which will be Joint with the AAMPO Policy Board.</p> <p>There was consensus from the members in attendance to approve the CAMPO TAC Meeting Minutes from the October 31, 2024, meeting. The motion carried successfully.</p>	

<p>5. CAMPO Public Project Tracker</p> <p><b>(Attachment B)</b></p> <p><b><i>ACTION: Discussion, additions, corrections.</i></b></p>	<p>Ketchum shared the CAMPO Public Project Tracker with the Members and Guests in attendance.</p> <p>Ketchum noted that the City of Corvallis Public Works Director Greg Gescher worked with staff this morning to update Corvallis projects on the list as well.</p> <p>Commissioner Malone voiced interest in discussing the Philomath Boulevard project previously mentioned during a public comment during the September Policy Board Meeting.</p> <p>Staff Matt Lehman offered that doing further planning and design studies on the different projects on Philomath Boulevard.</p>	
<p>6. State of the System (Attachments C1 and C2)</p> <p><b><i>ACTION: Discussion; concurrence with OMPOC Legislative Priorities.</i></b></p>	<p>Ketchum shared highlights from the League of Oregon Cities and OMPOC meetings which outlined the two groups legislative priorities. The two attachments cover those priorities and the outcomes of the joint commission on Transportation tour.</p> <p>Looking across the priority areas, several themes occurred such as prioritizing maintenance and funding safety and transit improvements.</p> <p>Commissioner Malone noted on unfinished HB2017, the projects that are listed from that initial funding source would be spendy and time consuming and there just isn't funding available to do so. Malone added that there really isn't a whole lot of funding to maintain what infrastructure we currently have in our region.</p> <p>Commissioner Malone recommended putting dollar amounts by the projects to note how much and what would the cost be, to best prioritize and decide what the existing funding should be spent on.</p> <p>TAC Chair Feldmann asked Commissioner Malone about his role with OMPOC and these legislative priorities.</p> <p>Commissioner Malone noted that OMPOC drafted this list from Staff, however he will be chair of OMPOC next year and will have a greater involvement with OMPOC starting in 2025.</p> <p>Lehman shared the Leagues of Oregon cities has the opportunity to put people onto the three work groups and they are doing so while compiling a list of needs with dollar amounts from the top 25 population cities in the state.</p> <p>The counties and cities will need to keep some sort of funding source coming in for revenue.</p>	

	<p>Commissioner Malone noted that the AOC is actively involved with this as well.</p> <p>TAC Chair, Feldmann offered to have MPO staff attend those workgroups as well to be better informed as a collective. There are three workgroups, 1<sup>st</sup> is HB2017 projects, 2<sup>nd</sup> is Active Transportation and Transit, and 3<sup>rd</sup> is back to basics maintenance and preservation. These groups came out of the Joint Committee on Transportation Roadshow.</p> <p>Billy McGregor, AAMPO MPO Planner, added Albany is currently adding their EV Charging Grant project into the STIP.</p>	
<p>7. UPWP Development (Attachment D)</p> <p><b>ACTION: Discussion</b></p>	<p>Ketchum shared we are almost halfway through the fiscal year that the MPO operates under. Come January staff will start semi-annual reporting.</p> <p>Staff are asking members to being to think about what tasks will be in next year's work plan along with regional priorities that should be included.</p> <p>The UPWP is broken into 5 different sections as historically done. Tasks 100 – 500.</p> <p>Rory Rowan from the city of Corvallis, shared that the city is working on the federal safe streets and roads for all. Next year is when this work will start to ramp up and will likely continue for another two years. It will be a major plan for the community and the city. The goal of the city is to have the MPO to be part of it as well.</p> <p>Ketchum has also been tasked by OCOWCG to sit in as their representative for the safe streets for all task force too.</p> <p>Rowan added that the city and the county are working on coordinating strongly as well even though they are two separate plans. The goal is to not duplicate any work, which will be easier as the consultant for the two action plans are one in the same.</p> <p>Rowan noted that within the biennium, the city is looking to do an ADA plan as well. The ADA requires agencies to have a title 2 form as well. Rowan will likely be the project manager on this as well.</p> <p>Wendy Byrne asked if Corvallis and campo have discussed helping with CFA work.</p> <p>Rowan provided background and noted that the planning department with the city has been working closely with the COG on that project.</p>	

	<p>Commissioner Malone noted that for bike month next may, it may be a good idea to highlight the Corvallis to Albany path, especially the newest work happening with rock going down recently. By next May, there will be a section of the path paved near Corvallis, and a start of the middle section in the planning cycle too.</p> <p>Gary Stockhoff shared that the county’s project will also serve the Bell Mountain and Fern corridors as well. There will also be public outreach meetings coming up soon as well. The county also hired Kittelson and associates to do an analysis on BAT (Benton Area Transit). This will be done by the 27-29 Biennium.</p> <p>Stockhoff added that the current strike has not affected the BAT’s operations at this time, it is up and running fully.</p> <p>Commissioner Malone noted for the Philomath Blvd. project, most of the safety improvements have been done. But There is still work to be done and move forward with. Two of the intersections that are high on the priority list are 53<sup>rd</sup> and 35<sup>th</sup>. The goal is for fewer accidents with more people out and about.</p> <p>Stockhoff noted that with the overpass over the 53<sup>rd</sup> railroad crossing it is looking at around 15 million or 20million. There are limited funding sources for this as well. This project also does not qualify for railroad crossing projects as it is not flat across the tracks.</p> <p>Lehman shared there are counters in Philomath currently, but there is a development that is outside of the apartments range. The goal would be to find where these apartment tenants are going and how to capture that travel data.</p> <p>TAC Chair, Feldmann noted that there was a study done from 15<sup>th</sup> to 53<sup>rd</sup>. But there could be another study done for 53<sup>rd</sup> to Philomath as well.</p>	
<p><b>8. Mobility Hubs Updates (Attachment E)</b></p> <p><b><i>ACTION: Information Only</i></b></p>	<p>Ketchum shared an update on the Mobility hub, attachments in the packet covered designs for both the OSU and LBCC sites.</p> <p>A high-level timeline puts work through the summer and early fall of 2024, the OCWCOG staff have been working on continuing the project to move designs from 90% to 100%. The designs are completed pending changes from individual cities when they do their final reviews. The OWCOG applied for \$1million in funding to cover costs from the OSU Site as well.</p> <p>Staff are still looking at a summer/fall 2025 construction for both OSU and LBCC sites.</p>	

	<p>Ketchum provided a summary of the two sites designs and locations for the members and guests in attendance.</p> <p>Staff noted if there is a delay with one of the hubs, the other can still move forward. They are no longer dependent on each other.</p>	
<p><b>9.</b> FY24-25 UPWP Amendment (Attachment F)</p> <p><b><i>ACTION: Concurrent on the amendment</i></b></p>	<p>This agenda item was skipped as there was not a quorum of policy board members present so the amendment couldn't be approved at this meeting.</p> <p>This item will be moved to the December joint meeting with the AAMPO Policy Board.</p>	
<p><b>10.</b> STIP Updates (Attachment G)</p> <p><b><i>ACTION: Approval</i></b></p>	<p>This agenda item was skipped as there was not a quorum of policy board members present so the amendment couldn't be approved at this meeting.</p> <p>This item will be moved to the December joint meeting with the AAMPO Policy Board.</p>	
<p><b>11.</b> Jurisdictional and other CAMPO Updates:</p>	<p><b>CAMPO and COG Updates:</b> Ketchum shared that the COG has hired former Philomath Council Matt Lehman as the new CED planning manager.</p> <p>Lehman has now transitioned from being a city councilor in Philomath, to the CED Planning Manager at OCWCOG.</p> <p>Lehman provided an introduction to the members and guests in attendance.</p> <p>Jaclyn Disney noted that all three counties in the cascades west region had submitted grants for the safe streets for all programs.</p> <p>Steve Harvey, interested party, noted that the mid-valley bicycle club is observing its 50<sup>th</sup> anniversary this year and has a growing membership with now 430 members.</p> <p><b>Jurisdictional Updates:</b> TAC Chair, Feldmann for ODOT, shared project updates for the Corvallis to Albany path and finding consultants for the rainwater section.</p> <p>McGregor, from the Albany MPO provided context with Albany and the EV charging grants they are working with.</p>	
<p><b>12. Adjournment</b></p>	<p><i>The Next CAMPO Policy Board Meeting is scheduled for Wednesday, December 11, 2024, and will be joint with the AAMPO Policy Board.</i></p>	<p><b>The meeting was adjourned at 5:00 pm</b></p>

	<i>The next CAMPO TAC Meeting is scheduled for Thursday, December 19, 2024, and will be held jointly with AAMPO TAC.</i>	<b>by the TAC Chair, James Feldmann.</b>
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## Corvallis Area MPO Policy on Amending Metropolitan Transportation Improvement Program

*Written 20 September, 2018*

*Updated October 20, 2018*

*Updated October 19, 2020*

### **Purpose and Background**

The purpose of this document is to describe the process by which changes to projects programmed in the Corvallis Area Metropolitan Planning Organization (CAMPO) Metropolitan Transportation Improvement Program (MTIP) take place.

While the text in the CAMPO MTIP changes very little during the life of the document, the projects programmed within the MTIP are regularly amended, revised, split, canceled, etc. These projects include infrastructure construction projects, capital purchases, plan development, engineering activities, outreach programs, and others. Incorporating changes into the MTIP and the Statewide Transportation Improvement Program (STIP) is essential to project delivery and must be completed before revising intergovernmental agreements (IGAs) and executing fund transfers.

Project changes must be approved by the MPO before they can be incorporated into the MTIP and the STIP. The MTIP is maintained by CAMPO and cross-referenced to match the STIP, which is maintained by the Oregon Department of Transportation (ODOT). ODOT, FTA, and FHWA have a separate policy agreement on how STIP amendments take place.

### **Types of Changes**

There are three types of MTIP changes processed by the MPO: full amendments, administrative amendments and adjustments. Full amendments require the greatest level of scrutiny including communicating basic project information to the Policy Board and the provision of a public comment period. Administrative amendments are largely handled by the Technical Advisory Committee (TAC). CAMPO staff has the authority to approve adjustments and informs the TAC as appropriate. A full description of the procedures associated with the three types of MTIP changes is included later in this document.

The table below lists a number of potential MTIP actions and illustrates whether they require a full amendment, administrative amendment, or an adjustment.

Type of Change	Full Amendment	Administrative Amendment	Adjustment
<b>If a project is NOT in the MTIP</b>			
1. Planning Grant or Project (i.e. non-construction) less than \$100,000			X
2. Planning Grant or Project (i.e. non-construction) more than \$100,000		X	

3. Adding a project with previously identified funding		X	
4. Adding a federally funded project using MTIP dollars	X		
<b>If a project is ALREADY in the MTIP</b>			
5. Cancelling a federally funded, and regionally significant project	X		
6. Advancing or delaying a project by one year, or a cost overrun of less than 10% involving MTIP dollars			X
7. Advancing or delaying a project by more than one year, or cost overruns between 10% and 20% involving MTIP dollars		X	
8. Cost overruns more than 20% involving MTIP dollars	X		
9. Scope changes including extension or shortening of a project	X		
10. Combining of two projects into one, or separating of one project into two		X	
11. Moving allocated funds between phases of the same project (e.g. moving funds from UR to RW)			X
12. Advancing or Slipping an approved project/phase outside its current MTIP			X
13. Other scenarios	X	X	

**Full Amendment: Technical Advisory Committee Determines Public Outreach**

For full amendments, the TAC will determine if significant public outreach is necessary. At a minimum, the item will be reviewed by the TAC and placed on the next Policy Board agenda, which comes with public notifications requirements. The requirements are met by including information about the amendment on the Policy Board agenda and meeting packet. All CAMPO Policy Board meetings are advertised via CAMPO’s website and an interested parties email list a week in advance of the meeting, with the invitation for members of the public to attend and provide comment.

Additional items for consideration include a public comment period (two weeks), the holding of a public meeting for the specific amendment, and any other actions deemed advisable by the TAC.

**Administrative Amendment: Technical Advisory Committee Approval**

Project changes that have a smaller impact to the region, or CAMPO member communities, are classified as Administrative Amendments. They require less scrutiny and usually familiar to

local staff members. Administrative amendments will be brought to the TAC for discussion and approval. Following a decision, the Policy Board will be notified at their next regularly scheduled meeting. TAC meetings are open to the public with meetings and agendas distributed at least one week in advance.

If projects are on a critical schedule, input from the TAC can be given via email or telephone.

### **Adjustment: Staff Approval**

Staff approves minor adjustments on behalf of the MPO, and informs the TAC as appropriate. 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 had an opportunity to comment; therefore the project has preliminarily been approved. Staff adjustments rely on the concurrence of affected agencies rather than quorum action.

The primary goal of incorporating staff level adjustments into the MTIP process is to minimize delays and improve approval turn-around times. Staff adjustments help ensure minor project changes move forward more quickly than otherwise possible. Delays are only necessary for those changes requiring a public comment period.

### **Other Scenarios**

TAC either approves, or recommends full adoption. Conversation can be had over telephone conference if urgent.

**ODOT-FTA-FHWA AMENDMENT MATRIX**

**Draft - 10/9/2024**

<b>FULL AMENDMENTS</b>	
1	Adding/Cancelling a federally funded, regionally significant, or state/locally funded projects which will potentially be federalized. If project does not meet this criteria, see Administrative #1. For WFL or planning projects, see Administrative #7 & #8.
2	Major change in total project scope. Major scope change may include changes like: <ul style="list-style-type: none"> <li>• Increase in project location greater than 1 mile</li> <li>• Project modifications that result in NEPA re-evaluation</li> <li>• Change affects air quality conformity</li> <li>• Adding capacity per FHWA Standards</li> <li>• Adding or deleting scope from the project that is outside of the current approved intent of the project</li> </ul>
3	Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> <li>• Total project cost increase/decrease (all phases, any type of funding increase/decrease):</li> <li>- Projects under \$1M – increase/decrease 50% and over</li> <li>- Projects \$1M to \$5M – increase/decrease 30% and over</li> <li>- Projects \$5M and over – increase/decrease 20% and over</li> </ul>
4	Adding an emergency relief permanent repair project that involves substantial change in function, location, and capacity. **See note below for temporary emergency repair projects.
<b>ADMINISTRATIVE/TECHNICAL ADJUSTMENTS</b>	
1	Any project changes that do not meet the STIP amendment criteria in the Full Amendments section above.
2	Advancing or slipping an approved project/phase within the current STIP (if slipping outside current STIP, project must be canceled in the current STIP).
3	Adding or canceling any phase of an approved project. See Full Amendment #3 for fiscal constraint thresholds.
4	Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.
5	Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
6	Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)
7	Adding or modifying metropolitan planning projects (UPWP) funded under 23 U.S.C. 104(d) and 49 CFR 5305(d) or State Planning and Research (SPR) projects funded under 23 U.S.C. 505 and 49 U.S.C. 5303(e) or Surface Transportation Block Grant Program funds.
8	Adding Western Federal Lands, Recreational Trail, and Local Bridge projects where the projects are selected through a committee and involves public comment.

\*\*Temporary emergency repair (ER) projects are not added to the STIP.

**Amendment Definition:** An amendment is a change to project information and costs. For financial changes, this applies to unobligated phases or phases which have been obligated and have additional financial change within the same federal fiscal year.

**Public Comment Notes:** For public comment, project updates need to be provided at a public meeting. Requirements are the project needs to be listed as part of the agenda and allow for the public to comment on the changes. If project covers is in multiple ACTs, then project needs to be presented to both.

# 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:** December 11, 2024  
**To:** AAMPO Technical Advisory Committee & Policy Board  
**From:** Billy McGregor, AAMPO Staff  
**Re:** Statewide Transportation Improvement Program (STIP) Revisions

### Action Requested

Decision by Technical Advisory Committee on 12/19/2024 regarding Full Amendment to projects 23796 & 23818, as well as any additional public outreach needed.

Decision by Policy Board on 12/11/2024 regarding Full Amendment to projects 23796 & 23818, pending public comment period and TAC decision.

Public outreach occurred 12/12/2024 to 12/26/2024.

### 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 (FY2021-2024) went into effect October 1, 2020 and expires September 30, 2024. 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](#).

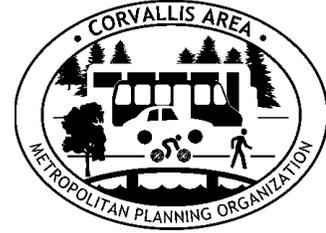
- **Full Amendments:** Require the greatest level of scrutiny and are brought to the Policy Board for discussion and approval. The TAC makes a recommendation to the Policy Board regarding approval of the amendment and also determines what level public outreach is necessary. At a minimum, the item will 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:** Require less scrutiny and are usually familiar to local staff members. Administrative amendments are brought to the TAC for discussion and approval. The Policy Board is notified of Administrative Amendments at their next regularly scheduled meeting.
- **Adjustment:** For minor changes, AAMPO staff has the authority to approve adjustments. Adjustments do not require committee approval or public notice.

**STIP Revisions**

Row	Revision Type/Amendment	Project Key Number/s & Name/s	Project Description	Revision Information/Amendment Detail
1	Full Amendment  24-27-2093	23796  Oregon Transportation Network - Linn Co FFY27	Urbanized public transit capital funding for federal fiscal year 2027. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	Add new transit project to the 2024-2027 STIP.  Add new transit project. No D&O approval needed per J. Flowers.
2	Full Amendment  24-27-2160	23818  Public EV charging stations (City of Albany)	Plan, design and construct EV charging stations at four locations using Charging and Fueling Infrastructure Discretionary Grant (CVI) 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.	Add new Charging and Fueling Infrastructure Discretionary Grant (CFI) funded project.  Add new CFI grant award project.

# MEMORANDUM

Corvallis Area Metropolitan Planning Organization  
1121 NW 9<sup>th</sup> Street  
Corvallis, Oregon 97330



**Date:** December 11<sup>th</sup>, 2024  
**To:** CAMPO Technical Advisory Committee and Policy Board  
**From:** Corum Ketchum, CAMPO Staff  
**Re:** FY25-26 UPWP Preliminary Tasks

## Overview

The purpose of this memorandum is to begin drafting Unified Planning Work Program (UPWP) for the next fiscal year, beginning July 1<sup>st</sup>, 2025. Staff must submit a draft UPWP prior to February 2025 in order to review the work program with state and federal partners, including the Federal Transit Agency, the Federal Highway Agency, and the Oregon Department of Transportation. A draft list of tasks is presented on the next page.

The Technical Advisory Committee and Policy Board are asked to consider several factors in creating a work program:

- A. What regional priorities should CAMPO be considering?
- B. How can CAMPO deliver on member priorities via partnerships and regional collaboration?
- C. How can the Corvallis Area MPO work with the Albany Area MPO to deliver projects of regional significance and realize cost savings by working collaboratively?

The groups are not asked to generate a workplan at this meeting, but to provide guidance to staff so that a high-level work program can be drafted by December and iterated upon through January 2025.

As a reminder, the UPWP is broken into five (5) sections:

**Task 100** consists of regular MPO duties, which includes hosting regular public meetings and generating key documents, like the UPWP.

**Task 200** provides for long-range transportation planning and local planning support.

**Task 300** focuses on inter-regional needs and transit support, including working with AAMPO and supporting the Linn-Benton Loop.

**Task 400** contains the statewide transportation duties of the MPO, including amending Metropolitan Transportation Improvement Programs (MTIP) and the upkeep of the existing MTIP for inclusion in the Statewide Transportation Improvement Program (STIP).

**Task 500** is the special project pool, which holds grant funds and/or sets aside planning dollars for specific projects of interest as opportunities arise. Recently, this task funded the short-term safety study for Philomath Boulevard.

Most tasks carry over year to year, but often the MPO selects a new topic of interest to research on behalf of members, or a new special project to carry out (**Tasks 350 and 510**).

Staff will incorporate initial feedback and provide a list of tasks and a preliminary budget at the next meeting of the Policy Board.

Table 1 - Draft Tasks for FY26

Task
<b>TASK 100: Program Management</b>
110: MPO Operation
120: MPO Administration
130: Annual Document Review
140: MPO Education and Training
<b>TASK 200: Long Range Transportation Planning</b>
210: RTP Performance Monitoring
220: Philomath Boulevard Support <ul style="list-style-type: none"><li>- Fundraising/grant prospecting</li><li>- 53<sup>rd</sup> Intersection shovel-readiness</li></ul>
230: Technical Assistance to Communities <ul style="list-style-type: none"><li>- Adding grant writing and prospecting</li></ul>
240: CAMPO Multi-Modal Count Program <ul style="list-style-type: none"><li>- Supporting Corvallis Neighborhood Bikeways ie Tyler Street bike counts</li><li>- Investigating Philomath active transportation patterns (how do students and other residents, especially those in newer developments, move around the community?)</li></ul>
<i>Other Projects or Activities</i>
2A: Safe Streets for All Support <ul style="list-style-type: none"><li>- Data sharing/GIS</li><li>- Bellfountain/Fern Corridor</li></ul>
2C: Supporting local grant initiatives generally (Safe Streets for All, EV chargers, paths projects)
<i>Active Transportation Projects</i>
2D: Tunison Path Planning (Corvallis), fundraising supporting, public engagement, coordination
2E: May is Bike Month! Programming, events management, and support in partnership with OCWCOG Transportation Options
2F: Corvallis to Albany Path Support and Promotion <ul style="list-style-type: none"><li>- Developing wayfinding</li><li>- Supporting the planning of connections to the path</li><li>- General promotion and public engagement</li></ul>

## **TASK 300: Inter-Regional Transportation Planning**

310: AAMPO Coordination

320: Local Transit Planning Support

330: Linn-Benton Loop Support

340: Travel Model Coordination

### **350: RESEARCH PROJECT?\***

- Using OHAS data to evaluate the impact of active transportation infrastructure on user choices, in the context of recent improvements to the local system
- \*Consider cutting for other tasks given future budget constraints\*

### *Other Projects and Activities*

3A: Monitoring statewide transportation policy developments – Joint Committee on Transportation, budget and revenue discussions, etc.

## **TASK 400: Transportation Programming**

410: MTIP Amendments

420: 2030 OHAS Set-Aside

## **TASK 500: Special Projects**

### **510: Special Projects Pool**

5A: EV Charger Deployment

# 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:** December 11, 2024  
**To:** AAMPO Policy Board & TAC  
**From:** Billy McGregor, AAMPO Staff, adapted from Corum Ketchum, CAMPO Staff  
**Re:** FY25-26 UPWP Preliminary Tasks

### Overview

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The Technical Advisory Committee and Policy Board are asked to consider several factors in creating a work program:

- A. What regional priorities should AAMPO be considering?
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- C. How can the Albany Area MPO work with the Corvallis Area MPO to deliver projects of regional significance and realize cost savings by working collaboratively?

The groups are not asked to generate a workplan at this meeting, but to provide guidance to staff so that a high-level work program can be drafted by December and iterated upon through January 2025.

As a reminder, the UPWP is broken into five (5) sections:

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**Task 400** contains the statewide transportation duties of the MPO, including amending Metropolitan Transportation Improvement Programs (MTIP) and the upkeep of the existing MTIP for inclusion in the Statewide Transportation Improvement Program (STIP).

**Task 500** is the special project pool, which holds grant funds and/or sets aside planning dollars for specific projects of interest as opportunities arise.

Most tasks carry over year to year, but often the MPO selects a new topic of interest to research on behalf of members, or a new special project to carry out (**Tasks 230/240, 350, and 510**).

Staff will incorporate initial feedback and provide a list of tasks and a preliminary budget at the next meeting of the Policy Board.

# 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



Table 1 - Draft Tasks for FY26

Task
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<b>TASK 200: Long Range Transportation Planning</b>
210: Technical Assistance to Communities
220: AAMPO RTP Performance Monitoring
<b>230: Oregon Pop-Up Infrastructure</b>
<ul style="list-style-type: none"> <li>- Remove voluntary staff white papers in favor of TAC/Policy Board directed projects</li> </ul>
<b>240: Regional Count Feasibility Study</b>
<p><i>Ideas So Far:</i></p> <ul style="list-style-type: none"> <li>- <i>GIS Inventory Update of Regional Transportation Supporting Infrastructure</i> <ul style="list-style-type: none"> <li>▪ <i>Work/Direct COG/MPO GIS tech staff, Coordinate with partners for data collection</i></li> </ul> </li> </ul>
<b>TASK 300: Inter-Regional Transportation Planning</b>
310: CAMPO Collaboration
320: Local Transit Planning Support
330: Linn-Benton Loop Support
340: Travel Model Coordination
<b>350: RESEARCH PROJECT?</b>
<ul style="list-style-type: none"> <li>- <i>Explore strategies and next steps to extend Transit service further, ATS to Tangent &amp; Millersburg</i></li> <li>- <i>Work with Marion County to provide transit service to Jefferson in any capacity</i></li> </ul>
<b>TASK 400: Transportation Programming</b>
410: MTIP Amendments

# MEMORANDUM

## Albany Area Metropolitan Planning Organization

City of Albany • City of Jefferson • City of Millersburg • City of Tangent • Linn County •  
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420: 2030 OHAS Set-Aside
<b>TASK 500: Special Projects</b>
510: Special Projects Pool