



Corvallis Area Metropolitan Planning Organization

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Albany Area Metropolitan Planning Organization

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Joint Policy Board Meeting
Wednesday, December 11, 2024
3:30 pm to 5:30 pm

HYBRID MEETING: WITH TEAMS VIDEO/CALL IN AVAILABLE

In Person at the Corvallis MPO Conference Room

1121 NW 9th Street, Corvallis Oregon, 97333

OR

Via Microsoft Teams by clicking [HERE](#)

Meeting ID: 256 250 563 843

Passcode: pTpxBa

Mobile 1 Click Number

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

Phone Conference ID: 155 929 121#

Contact: Corum Ketchum, CAMPO or Billy McGregor, AAMPO

AGENDA

1)	3:30	Welcome, Agenda Review, and Roll Call	AAMPO Chair, Ray Kopczynski CAMPO Vice- Chair, Jan Napack
2)	3:35	Public Comments	Chairs
3)	3:40	Approve minutes of November 21, 2024, AAMPO Meeting (Attachment A1) Approve minutes of September 11, 2024, CAMPO Meeting (Attachment A2) <i>Action: Decision on minutes</i>	Chairs
4)	3:45	New STIP Amendment Guidelines and Process (Attachment B1 and B2) <i>Action: Discussion and Adoption</i>	Staff, Ketchum
5)	3:55	Joint Public Participation Plan <i>Action: Information</i>	Staff, McGregor
6)	4:05	STIP Amendments (Attachment C1 and C2) CAMPO Projects (C1) AAMPO Project 23796 & 23818 (C2) <i>Action: Discussion and Decision</i>	Staff

7)	4:15	UPWP Amended Budget (Attachment D1 and D2) Final ODOT update to the MPO FY25 budgets for AAMPO and CAMPO. Action: <i>Discussion and Decision</i>	Staff
8)	4:20	MPO Merger Conversation Work-to-date review of the merger, including financial forecasts, and discussion of next steps. Action: <i>Discussion</i>	Staff, Lehman
9)	4:35	FY26 UPWP Preliminary Tasks (Attachment E1 and E2) Review draft UPWP tasks for each MPO, looking for opportunities for collaboration between jurisdictions, the two MPOs and the COG. Action: <i>Discussion</i>	Staff
10)	4:50	AAMPO Task 240: Regional Count Feasibility Summary of the CAMPO Bike/Ped count program. Discussion with CAMPO Policy Board about their experience with the Bike/Ped count program, Corvallis Open Streets, etc. Action: <i>Information and Discussion</i>	Staff, McGregor & Ketchum
11)	5:05	Other Business <ul style="list-style-type: none"> • ODOT Project Updates • Member Discussion • Jurisdictional Updates 	
12)	5:30	Adjournment <i>The next joint policy board meeting date is to be determined.</i> <i>The next regularly scheduled AAMPO policy board meeting date will be in 2025!</i> <i>The next regularly scheduled CAMPO policy board meeting date will be in 2025!</i>	Chairs

AAMPO ATTENDANCE (FOR QUORUM PURPOSES)

Board Members	Jurisdiction	Attendance
Walt Perry	City of Jefferson	
Councilor Mike Hickam	City of Millersburg	
Councilor Ray Kopczynski (Vice Chair)	City of Albany	
Councilor Greg Jones	City of Tangent	
Commissioner Roger Nyquist	Linn County	
Commissioner Pat Malone	Benton County	
Darrin Lane (Chair)	Citizen Representative	
Christine Hildebrant	Oregon Department of Transportation	
Alternates	Jurisdiction	Attendance
Dave Watkins	City of Jefferson	
Janelle Booth	City of Millersburg	
Chris Cerklewski	City of Albany	
Joe Samaniego	City of Tangent	
Daineal Malone	Linn County	
Gary Stockhoff	Benton County	
James Feldmann	Oregon Department of Transportation	

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

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

CAMPO AAMPO ATTENDANCE (FOR QUORUM PURPOSES)

Board Members	Jurisdiction	Attendance
Pat Hare	City of Adair Village	
Jan Napack (Vice Chair)	City of Corvallis	
VACANT (Chair)	City of Philomath	
Commissioner Pat Malone	Benton County	
Christine Hildebrant	Oregon Department of Transportation	
Alternates	Jurisdiction	Attendance
VACANT	City of Adair Village	
Greg Gescher	City of Corvallis	
Chris Workman	City of Philomath	
Gary Stockhoff	Benton County	
James Feldmann	Oregon Department of Transportation	

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

CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD HYBRID MEETING
Wednesday, September 11, 2024
3:30 pm – 5:00 pm
Hybrid at CAMPO Office in Corvallis
Virtual Via Microsoft Teams Technologies

Board Members	Jurisdiction	Attendance
Pat Hare	City of Adair Village	No
Councilor Jan Napack	City of Corvallis	Yes
Councilor Matt Lehman	City of Philomath	Yes
Commissioner Pat Malone	Benton County	Yes
Christin Hildebrandt	Oregon Department of Transportation	Yes
Alternates	Jurisdiction	Attendance
VACANT	City of Adair Village	VACANT
Greg Gescher	City of Corvallis	No
Chris Workman	City of Philomath	Yes
Gary Stockhoff	Benton County	Yes
James Feldmann	Oregon Department of Transportation	Yes

Guests: Steve Harvey, Billy McGregor, David Rabinowitz, Daniel Wood, Wendy Byrne

CAMPO Staff: Administrative Assistant Ashlyn Muzechenko, CED Director Jaclyn Disney, and CAMPO Planner Corum Ketchum.

TOPIC	DISCUSSION	DECISION
1. Call to Order and Agenda Review	The Chair, Matt Lehman called the September CAMPO Policy Board meeting to order at 3:34pm.	The meeting was called to order at 3:34pm by the Chair, Councilor Matt Lehman.
2. Public Comments	<i>Daniel Wood, member of the public provided the following comment for the CAMPO Board Members in attendance:</i> <i>Hello all,</i>	There were two members of the public who made comments to the

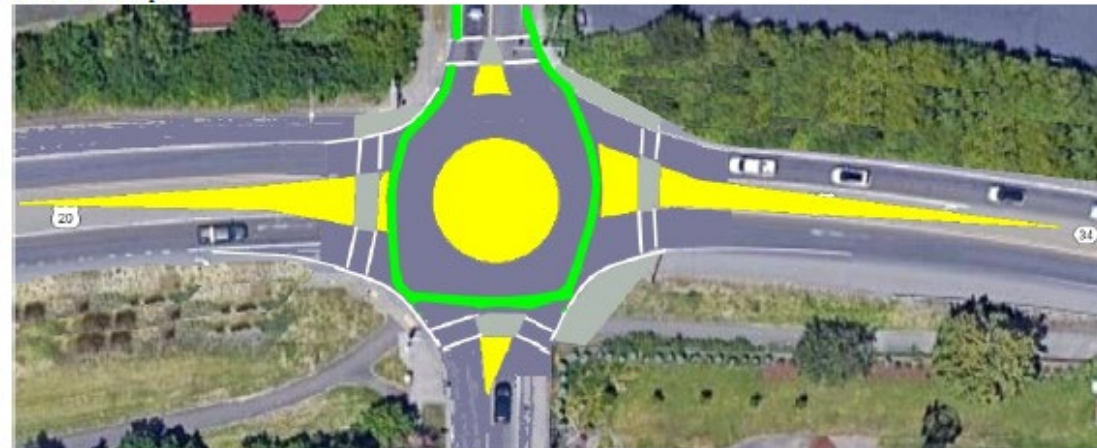
	<p><i>I want to acknowledge and compliment ODOT for the improvements through the town of Philomath, within its 25 MPH zoning. It looks vastly safer for pedestrian and bike users.</i></p> <p><i>I am also pleased to see the results of the Highway 20/34 Planning Study being brought forward and I appreciate all the efforts that have gone into making this happen, in that it does incorporate some of the much-needed safety improvements the public has been asking for. However, I remain concerned over the timeline of funding and construction of the proposed improvements. I do realize you cannot ask for funding without construction ready plans in place so this will be a big step forward.</i></p> <p><i>However, injury and property damage crashes are still occurring and will get worse while we are waiting for "on the ground" improvements.</i></p> <p><i>The segment in this study is not safe and needs immediate attention. Surely, we do not want someone to die in order to make full implementation a reality, such as is happening to our citizenry further west on Highway 20, where much needed solutions must be found.</i></p> <p><i>Thank you all for your continued dedication to public safety.</i></p> <p><i>SW resident Daniel Wood</i></p> <p><i>David Rabinowitz, member of the public, provided the following public comment:</i></p> <p><i>I'm commenting on the Philomath Highway redesign, specifically on the 15th St. intersection, but the same treatment could be applied to all the other intersections. I've already commented on the 53rd St. intersection but I've also attached a comment on that. I'm not sure if I can make the meeting (I have at least two other conflicting meetings) but if I can I'll be online.</i></p>	<p>board and guests in attendance.</p>
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Philomath Highway at 15th St.

ODOT Proposal



Alternative Proposal



Alternative assumes one lane in each direction, as is currently the case, but because it is a roundabout, not signalized, there is no need for turn lanes and overall traffic capacity is increased while pedestrian crossing is safer and more convenient.

Implementation can be using *paint* and small concrete or plastic barriers to define the center circle, so initial implementation cost is very low, much lower than upgrading the traffic signals, and it can be easily changed if unexpected problems arise or experience leads to new ideas. Once the design has been proven it can be hard-implemented if desired.

Dave Rabinowitz
davr@freeshell.org

Increasing Road Capacity While Reducing Costs and Enhancing Safety

A major issue in transportation planning is road capacity. The capacity of a traffic lane depends less on the speed limit than might be expected because drivers are supposed to leave at least a 2-second gap between cars, so even at infinite speed there's at least 2 seconds per car, limiting the capacity to 30 cars/minute, or 1,800 cars/hour. With a finite speed limit the time per car is 2 seconds plus the time for the car to pass a point, which, assuming a typical car length of 15 feet, works out to 10.2 seconds per mph speed, or about 1 second at 10 mph, .5 seconds at 20 mph, and so on, as you can see in this chart:

speed	t_{gap}	t_{car}	t_{total}	cars/min	cars/hr
10	2	1.02	3.02	19.9	1,192
20	2	0.51	2.51	23.9	1,434
30	2	0.34	2.34	25.6	1,538
35	2	0.29	2.29	26.2	1,571
45	2	0.23	2.23	26.9	1,617
55	2	0.19	2.19	27.5	1,647
65	2	0.16	2.16	27.8	1,669
75	2	0.14	2.14	28.1	1,685
9999	2	0.00	2.00	30.0	1,799

When there is a traffic signal at an intersection, while the light is red the capacity of the lane is zero, no cars move. The capacity of the traffic lane depends on how often the light is red:

						% of time the light is red		
speed	t_{gap}	t_{car}	t_{total}	cars/min	cars/hr	25	50	75
10	2	1.02	3.02	19.9	1,192	894	596	298
20	2	0.51	2.51	23.9	1,434	1,076	717	359
30	2	0.34	2.34	25.6	1,538	1,154	769	385
35	2	0.29	2.29	26.2	1,571	1,178	786	393
45	2	0.23	2.23	26.9	1,617	1,213	808	404
55	2	0.19	2.19	27.5	1,647	1,235	824	412
65	2	0.16	2.16	27.8	1,669	1,252	835	417
75	2	0.14	2.14	28.1	1,685	1,264	843	421
9999	2	0.00	2.00	30.0	1,799	1,349	900	450

You can see that with the light red only 25% of the time, the lane capacity on a 75 mph road drops below the capacity of a road with a speed limit of 20 mph but without a traffic light. If the light is red 25% of the time in one direction it will be red more than 75% of the time for the crossing street, dropping its capacity to less than half the capacity of a road with a speed limit of 10 mph without a light, regardless of its original speed limit.

This demonstrates the power of roundabouts for improving traffic flow, while also improving safety. If a roundabout requires traffic to slow to 20 mph in the intersection, there will still be more traffic flow than if there were a traffic signal, and away from the intersection if traffic is not near capacity vehicles can drive faster. Since with a roundabout there are no left turns, and right turns flow naturally, there is no need for turning lanes so roundabouts can often be installed at existing intersections without expanding roadway width. And roundabouts automatically adjust for different traffic demands on the intersecting streets, so there is no need for adaptive light timing or other 'smart city' tweaks.

The following images picture the intersection of 53rd Street and Philomath Boulevard (OR Hwy 34 and US Hwy 20) in SW Corvallis as it currently is, as ODOT proposes to change it, and as it could be with a roundabout, which would save money, improve traffic flow and improve safety:



← Current layout with traffic signal

Current ODOT proposal with traffic signal →



← Possible roundabout solution

Note that:

- Right and left turns are easily accomplished without waiting
- pedestrians need to cross only a single traffic lane at a time, in an area where cars are moving at relatively low speed
- Bicycles can safely and conveniently get through the intersection with good visibility
- The roundabout requires no extra roadway space

	<p><i>Thanks for your consideration, Dave Rabinowitz</i></p>	
<p>3. Approve Minutes of June 12, 2024, CAMPO Policy Board Meeting and Joint Policy Board Minutes from the July 10, 2024, Meeting. (Attachment A1 and A2)</p> <p>Action: Approval of Minutes</p>	<p>The CAMPO Policy Board Members in attendance approved the June 12 CAMPO Policy Board Meeting, and the July 10, Joint Policy Board Meeting minutes by consensus with no changes or corrections to the minutes. The motion passed unanimously.</p>	<p>The CAMPO Policy Board Members in attendance approved the June 12 CAMPO Policy Board Meeting, and the July 10, Joint Policy Board Meeting minutes by consensus with no changes or corrections to the minutes. The motion passed unanimously.</p>
<p>4. Title VI Plan Adoption</p> <p>(Attachment B)</p> <p>ACTION: Adopt the AAMPO-CAMPO Joint Title VI and Environmental Justice Plan.</p>	<p>CAMPO Planner Corum Ketchum shared that no public comments were received on this plan, AAMPO Policy Board had approved this plan at the August Meeting.</p> <p>ODOT Representative, Christine Hildebrandt moved to adopt the Title VI Plan. Councilor Jan Napack seconded. The motion carried unanimously, and the Title VI plan was adopted.</p>	<p>Christine Hildebrandt moved to adopt the Title VI Plan. Councilor Napack seconded. The motion carried unanimously, and the Title VI plan was adopted.</p>
<p>5. HWY 20/34 Planning Study Outcomes (Attachment C)</p> <p>ACTION: Review recommendations and amend into RTP</p>	<p>Ketchum shared the HWY 20/34 planning study outcomes. Attached in the packet is the full study and the outcomes.</p> <p>Ketchum shared a presentation covering the outcomes for the planning study with the member and guests in attendance.</p> <p>Ketchum provided project background on this study for the members and guests in attendance.</p> <p>This corridor has been identified as a regional issue dating back to 2006. This corridor is growing, becoming more urbanized, and safety has become a concern. This project is a series of short-term improvements supporting safety for all modes. This study is also</p>	<p>Commissioner Pat Malone moved to amend the RTP to include the HWY 20/34 planning study. Councilor Jan Napack seconded. The motion carried unanimously.</p>

	<p>coordinated with ODOT on recommended improvements that could move into the design phase.</p> <p>Ketchum shared a series of graphs that communicates vehicular behavior along the corridor itself.</p> <p>Ketchum noted there is a lot of variability on the eastbound route. Congestion has slightly improved since before COVID-19 pandemic and travel times are more consistent when traveling west on this corridor.</p> <p>Ketchum shared that there are additional crossings recommended on this section as there currently aren't any available. Additionally, there are recommendations to segment multimodal facilities and do multiple improvements there to enhance this corridor and make it safer for all modes.</p> <p>Councilor Napack asked about what a leading pedestrian interval is. Ketchum explained that this is a way to give the pedestrians a head starts to move through the intersections before the cars get a chance to start.</p> <p>Ketchum covered new design proposals that came with this planning study. These are available as attachments in the meeting agenda packet.</p> <p>Councilor Napack asked if any of the marks are pedestrian refuges. Ketchum Confirmed.</p> <p>The group discussed members concerns on the safety of the crossings in the proposal.</p> <p>Councilor Napack asked for clarification for the 53rd street intersection graphic. Ketchum provided further insight.</p> <p>Steve Harvey asked if the North South crossings would be receiving the painting treatment. James Feldmann noted that since they are mixed-use, he isn't sure. The ones that are east west are bike only. This would be evaluated later once the determination is made on which ones would get the specific striping.</p> <p>Councilor Lehman asked about the crossing times in the study area.</p> <p>Ketchum noted he wasn't sure on what part of the area was used, but he will look into it.</p> <p>The total estimated cost is 22.5 million for this project.</p>	
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	<p>Commissioner Malone asked if there are pedestrian crossing safety lights (such as a rectangular rapid flashing beacon or [RRFB]) included in this proposal. Ketchum confirmed.</p> <p>Ketchum shared the following takeaways:</p> <ul style="list-style-type: none"> • The goal is to improve safety and travel time reliability by reducing active transportation conflicts. This can be done by adding or removing turn lanes where necessary. • Another takeaway is reducing conflicts by enhancing crossings and creating new active transportation infrastructure, such as a new multiuse path on the north side of the corridor, sidewalk widening, and features to make crossings safer. <p>For next steps, CAMPO will adopt this into the CAMPO RTP, an ODOT will review when needed.</p> <p>The chair asked if there is a ready source for design dollars. Ketchum noted not at this time.</p> <p>Councilor Napack asked if there were other projects in competition for this project. Ketchum noted that CAMPO voted on their state highway funding previously, but this project can be included in next cycles funding.</p> <p>James Feldmann noted that the city of Corvallis usually uses their state highway funding for repaving, so there would need to be a discussion with public works.</p> <p>Ketchum noted that there are other planning grant opportunities that staff can start researching to move this design process forward. The construction funds cannot be applied for until the designs are “shovel ready”.</p> <p>There may be right away acquisition needs on all intersections. But this cannot be determined until the construction planning process.</p> <p>Commissioner Malone asked if there was a way to change this project into bite sized pieces. Feldmann noted yes, but it would be rather challenging to weed out what sections could be segregated out and applied for from different funding sources. Currently, the funding situation with ODOT is very limited. It currently is really challenging to find non-maintenance funding.</p> <p>Commissioner Pat Malone moved to amend the RTP to include the HWY 20/34 planning study. Councilor Jan Napack seconded. The motion carried unanimously.</p>	
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	Ketchum noted he will begin the process for amending the RTP, once updates have been made a new copy will be made available on the website.	
6. Mobility Hub Updates ACTION: Information only	<p>Ketchum shared an update on the Mobility Hub project. In coordination with Oregon State University, the consultants will be providing final design documents by the end of September, and it will be handed off to the respective representatives to get bid proposals to go out for construction for 2025 and will be operational for the next school year.</p> <p>Ketchum noted that outstanding question is the screen situations and finding good pricing and continued maintenance.</p> <p>Councilor Napack asked for the price of this project. Ketchum answered that it is close to in total a \$4 million project, including the Linn Benton Community College site.</p> <p>Commissioner Malone asked about timeline, Ketchum noted design completes this month, bidding would be November and December, and construction would be in summer 2025, completed by the next academic year.</p>	
7. STIP Updates (Attachment D) ACTION: Approval	<p>Ketchum shared the following STIP amendments.</p> <p>These amendments involve reconciliation with the 24-27 STIP restructuring Benton Count's enhances mobility program. Authorizing local safe streets for all planning and purchasing four low-floor diesel busses for Corvallis transit system (CTS).</p>	Commissioner Malone moved to approve the STIP amendments that are listed in attachment d of the meeting packet. Councilor Napack seconded. This motion carried successfully and the STIP amendments were passed.
8. Jurisdictional and other CAMPO Updates:	<p>CAMPO and COG Updates:</p> <p>Ketchum shared that the AAMPO merger conversation is still moving forward. The AAMPO Board had additional questions and requested for staff to meet with the different boards, commissions, and councils, in the AAMPO Regin. The CAMPO board had already approved exploring the merger at the joint policy board meeting in July.</p> <p>The Corvallis open streets received around 3,000 attendees and staff encourage all members to attend next year.</p> <p>The OCWOCG CED planning manager position is posted and is open until filled.</p>	

	<p>Staff noted that members should look into different EV Charging availabilities and opportunities for our region.</p> <p>Our region has been selected as a possible side for the West Coast truck charging and fueling projects and could possibly get additional charging stations or hubs in the Corvallis to Albany area.</p> <p>Jurisdictional Updates: Commissioner Malone noted that the contract was awarded for the Corvallis Section between Pilkerton and Merloy. Currently the project is working on negotiating with landowners on right of way on the paths. However, there will be pavement work done this fall.</p> <p>Feldmann shared the two Benton County projects that were awarded for the community path's grant program. Applegate street in philomath also now has a two-way cycle track it is the first on the highway in Oregon thanks to several staff that were able to make that happen. For the HWY 99 S Corvallis facility plan, the Corvallis City Council initiated the land use approval process.</p> <p>The Chair Lehman noted that Philomath has almost completed the paving for the streetscapes process. Visitors will be welcome in the next little while and there will be a groundbreaking for 16th street project, however for the whole project that groundbreaking is still yet to come as more work still needs to be done.</p> <p>Councilor Napack shared for the City of Corvallis, they are working on revisiting the strategic operating plan with the council and city management. Currently they are working on simplifying the whole document.</p> <p>Christine Hildebrandt for ODOT noted that Van Buren will be under construction through October. The US 20 safety project should all be wrapped up, there is no construction funding on the horizon. There will be significant cuts on the horizon if there isn't legislative support for ODOT. They are currently in a gap of \$350 million.</p>	
9. Adjournment	<i>The Next CAMPO Policy Board Meeting is scheduled for Wednesday, October 09, 2024.</i>	The meeting was adjourned at 5:05 pm by the Chair, Councilor Matt Lehman.

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

TAC Members	Jurisdiction	Attendance
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

Board Members	Jurisdiction	Attendance
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
Alternates	Jurisdiction	Attendance
Councilor David Watkins	City of Jefferson	Yes
Janelle Booth	City of Millersburg	Yes
Chris Cerklewski	City of Albany	Yes
Joe Samanigo	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.	The meeting was called to order at 9:03am by the TAC Chair Chris Cerklewski

2. Public Comments	There were no public comments presented to the AAMPO TAC and Policy Board members and guests in attendance.	There were no public comments.
3. Approve AAMPO TAC minutes of October 17, 2024 (Attachment A1), and AAMPO Policy Board Minutes of October 23, 2024 (Attachment A2) Action: <i>Decision on minutes</i>	<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>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.</p> <p>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.</p>
4. Staff Introduction Action: <i>Informational</i>	<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>	
5. STIP Staff Adjustment (Attachment B1) Action: <i>Informational</i>	<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>	

	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>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>The AAMPO TAC members in attendance approved all 4 administrative amendments by consensus.</p>
<p>7. STIP Full Amendment (Attachments B3 and B4)</p> <p>Action: Decision on Amendment</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>The AAMPO TAC members in attendance approved all five STIP Full amendments by consensus.</p> <p>The AAMPO Policy Board members in attendance approved all five STIP full amendments by consensus.</p>

<p>8. State of the System (Attachment C2)</p> <p>Action: <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: https://www.oregom.gov/odot/sate-of-the-system/pages/default.aspx</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>AAMPO Updates: 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"> • AAMPO • Albany • Benton County • Jefferson • Linn County • Millersburg • Tangent • ODOT 	<p>Jurisdictional Updates:</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 20th 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 13th 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>Other Business:</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 9th Street).</p>	The meeting was adjourned at 10:45am by the TAC Chair Chris Cerklewski.

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
If a project is NOT in the MTIP			
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		
If a project is ALREADY in the MTIP			
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

FULL AMENDMENTS	
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"> • Increase in project location greater than 1 mile • Project modifications that result in NEPA re-evaluation • Change affects air quality conformity • Adding capacity per FHWA Standards • Adding or deleting scope from the project that is outside of the current approved intent of the project
3	Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> • Total project cost increase/decrease (all phases, any type of funding increase/decrease): <ul style="list-style-type: none"> - Projects under \$1M – increase/decrease 50% and over - Projects \$1M to \$5M – increase/decrease 30% and over - Projects \$5M and over – increase/decrease 20% and over
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.
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS	
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.

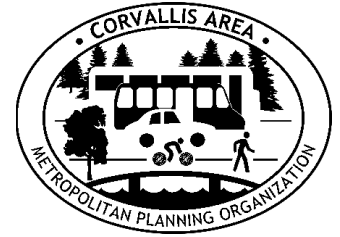
**Temporary emergency repair (ER) projects are not added to the STIP.

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

Corvallis Area Metropolitan Planning Organization
1121 NW 9th Street
Corvallis, Oregon 97330



Date: December 11th, 2024
To: CAMPO Technical Advisory Committee and Policy Board
From: Corum Ketchum, CAMPO Staff
Re: Statewide Transportation Improvement Program (STIP) Amendments

Overview

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

Four amendments are presented to the Policy Board for approval:

- Amendment #24-27-2067 - Action requested.
- Amendment #24-27-2070 - Action requested.
- Amendment #24-27-2088 - Action requested.

The first listed amendment advances Corvallis' electric bus project, which is funded by Federal Transit Agency (FTA) 5307 dollars, and will site equipment for bus charging. The other two listed amendments provide Benton County with FTA 5310 funding for FFY25 – 27, which pays for programming related to providing services to seniors and people with disabilities.

Background on the STIP and MTIP

The STIP is the Oregon Department of Transportation's capital improvement plan for state and federally funded transportation projects. CAMPO acts as the regional coordinator to the STIP helping ensure that amendments and other adjustments are processed appropriately. CAMPO also maintains a Metropolitan Transportation Improvement Program (MTIP) which is consistent with the STIP.

Amendment Types

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

- **Full Amendments:** Require the greatest level of scrutiny including communicating project information to the Policy Board. The Technical Advisory Committee (TAC) determines if significant public outreach is necessary. At a minimum, the item will be reviewed by the TAC and placed on the next Policy Board agenda, which comes with notification requirements. Additional items for consideration include provision of a public comment period (two weeks), holding a public meeting, and any other actions deemed advisable by the TAC.
- **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, CAMPO staff have the authority to approve adjustments. Adjustments do not require committee approval or public notice.

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

Action Requested

Technical Advisory Committee

- Amendment #24-27-2067 - Information only.
- Amendment #24-27-2070 - Information only.
- Amendment #24-27-2088 – Information only.
- Amendment #24-27-1927 – Information only.
- Amendment #24-27-1952 – Information only.
- Amendment #24-27-1955 – Information only.
- Amendment #24-27-1956 – Information only.
- Amendment #24-27-1957 – Information only.
- Amendment #24-27-1958 – Information only.
- Amendment #24-27-1959 – Information only.
- Amendment #24-27-1960 – Information only.
- Amendment #24-27-1961 – Information only.
- Amendment #24-27-2026 – Information only.
- Amendment #24-27-2059 – Information only.

Policy Board

- Amendment #24-27-2067 - Action requested.
- Amendment #24-27-2070 - Action requested.
- Amendment #24-27-2088 - Action requested.
- Amendment #24-27-1927 – Information only.
- Amendment #24-27-1952 – Information only.
- Amendment #24-27-1955 – Information only.
- Amendment #24-27-1956 – Information only.
- Amendment #24-27-1957 – Information only.
- Amendment #24-27-1958 – Information only.
- Amendment #24-27-1959 – Information only.
- Amendment #24-27-1960 – Information only.
- Amendment #24-27-1961 – Information only.
- Amendment #24-27-2026 – Information only.
- Amendment #24-27-2059 – Information only.

Table 1 - STIP Amendments

Amendment	Key	Project Name	Project Change	Requested Action	Amendment Type
24-27-2067	22331	Purchase Equipment and Construct Bus Charging Facilities (Corvallis)	ADD PROJECT	Add project to current STIP from 21-24. Slip all phases from 23 to 25 and update bid-let.	Full
24-27-2070	23779	Oregon Transportation Network - Benton Co FFY26	ADD PROJECT	Add new transit project.	Full
24-27-2088	23792	Oregon Transportation Network - Benton Co FFY27	ADD PROJECT	Add new project.	Full
24-27-1927	22331	Purchase Equipment and Construct Bus Charging Facilities (Corvallis)	SLIP	Slip all phases from 2022 to 2023. The phases were obligated in TRAMS in 23 (OR2023-007) but for ODOT to show as obligated the phases need to be in 2023.	Adjustment
24-27-1952	23673	CWCOG Transportation Options FFY24 - FFY27	Slip Other phase to 2025.	Slip Other phase to 2025.	Adjustment
24-27-1955	20955	FY21 loop operations (CAMPO)	Slip Other phase to 2025.	Slip Other phase to 2025.	Adjustment
24-27-1956	22212	FY22 Linn-Benton Loop Capital Project - set aside (CAMPO)	Slip Other phase to 2025.	Slip Other phase to 2025.	Adjustment
24-27-1957	22214	FY22 Loop Preventative Maintenance (CAMPO)	Slip Other phase to 2025.	Slip Other phase to 2025.	Adjustment
24-27-1958	22217	FY23 Linn-Benton Loop Capital Project - set aside (CAMPO)	Slip Other phase to 2025.	Slip Other phase to 2025.	Adjustment
24-27-1959	22218	FY23 Loop Preventative Maintenance (CAMPO)	Slip Other phase to 2025.	Slip Other phase to 2025.	Adjustment
24-27-1960	23190	Loop Operations (CAMPO) FFY24 (5307)	Slip Other phase to 2025.	Slip Other phase to 2025.	Adjustment
24-27-1961	23191	Loop Preventative Maintenance (CAMPO) FFY24 (5307)	Slip Other phase to 2025.	Slip Other phase to 2025.	Adjustment
24-27-2026	21863	Corvallis area MPO planning SFY25	SINGLE PROJECT ADJUSTMENT	Adjust to align PL & 5303 changes	Adjustment
24-27-2059	23718	Oregon Transportation Network - Benton Co FFY25	SINGLE PROJECT ADJUSTMENT	Update project to match 5310 grant amounts. Funding was incorrect at first submittal - this action will correct.	Adjustment

MEMORANDUM

Albany Area Metropolitan Planning Organization

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



Date: 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 12/4/2024 regarding Full Amendment to projects 23796 & 23818, pending public comment period and TAC decision.

Public outreach occurred 12/4/2024 to 12/18/2024.

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

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
From: Billy McGregor, AAMPO Staff, adapted from Corum Ketchum, CAMPO Staff
Re: FY25 UPWP Budget Amendment

The Unified Planning Work Program (UPWP) is a key document in metropolitan planning organization (MPO) planning. The UPWP describes the tasks the MPO seeks to accomplish, and the budget it has to do so. Metropolitan Planning Organizations submit their UPWP to state and federal agencies ahead of their fiscal year, and often must amend it later to reflect changes in the funding they receive from federal sources, among other reasons to make adjustments to the document.

Staff are submitting the UPWP for amendment by the Policy Board. The amendment moves \$386 from Task 500 to Task 100.

The current UPWP table is given on the next page, and the amended table follows.

This amendment moves \$386 dollars between the two tasks. This consists of \$386 planning dollars and the associated 10.27% ODOT match against the total task budget.

Action: Amend the FY25 budget by \$386 to account for requested change by OCWCOG staff.

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 - FY25 UPWP as of August, 2024

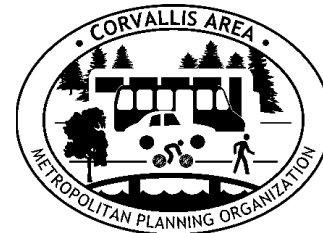
Task	Task Budget Total (Personnel + Non-Payroll + Contracted Staff)	PL Funds	FTA 5303/SATO Funds	PL Match Funds (10.27% from ODOT)	Local Match (5303/SATO) (Funds and In-kind)
Task 100: Program Management	\$105,000	\$94,217	\$0	\$10,784	\$0
Task 200: Long Range Transportation Planning	\$63,000	\$56,530	\$0	\$6,470	\$0
*Task 240: Regional Count Feasibility Study	\$4,160		\$4,160		\$0
Task 300: Inter-Regional Transportation Planning	\$75,000	\$0	\$67,298	\$0	\$7,703
Task 400: Transportation Programming	\$20,080	\$18,018	\$0	\$2,062	\$0
Task 500: Special Projects	\$96,469	\$0	\$86,561	\$0	\$9,907
Total SFY25 Budget*	\$363,708.44	\$168,764.26	\$152,932.07	\$19,315.83	\$17,609.85

Table 2 - Amended FY25 UPWP, December 2024

Task	Task Budget Total (Personnel + Non-Payroll + Contracted Staff)	PL Funds	FTA 5303/SATO Funds	PL Match Funds (10.27% from ODOT)	Local Match (5303/SATO) (Funds and In-kind)
Task 100: Program Management	\$105,386	\$94,563	\$0	\$10,823	\$0
Task 200: Long Range Transportation Planning	\$63,000	\$56,530	\$0	\$6,470	\$0
*Task 240: Regional Count Feasibility Study	\$4,160		\$4,160		\$0
Task 300: Inter-Regional Transportation Planning	\$75,000	\$0	\$67,298	\$0	\$7,703
Task 400: Transportation Programming	\$20,080	\$18,018	\$0	\$2,062	\$0
Task 500: Special Projects	\$96,083	\$0	\$86,215	\$0	\$9,868
Total SFY25 Budget*	\$363,708.44	\$169,110.62	\$157,672.14	\$19,355.47	\$17,570.21

MEMORANDUM

Corvallis Area Metropolitan Planning Organization
1121 NW 9th Street
Corvallis, Oregon 97330



Date: December 11th, 2024
To: CAMPO Technical Advisory Committee and Policy Board
From: Corum Ketchum, CAMPO Staff
Re: Unified Planning Work Program Amendment

The Unified Planning Work Program (UPWP) is a key document in metropolitan planning organization (MPO) planning. The UPWP describes the tasks the MPO seeks to accomplish, and the budget it has to do so. Metropolitan Planning Organizations submit their UPWP to state and federal agencies ahead of their fiscal year, and often must amend it later to reflect changes in the funding they receive from federal sources, among other reasons to make adjustments to the document.

Staff are submitting the UPWP for amendment by the Policy Board. This change is to account for FY23-24 charges that were paid in FY24-25 related to former Task 520, which constitutes the recently completed Philomath Boulevard report. As Task 500 in FY24-25 does not have a budget, the UPWP must be amended in order to account for these charges. The total is approximately \$4,100, and concerns Philomath Boulevard, so the amount will be moved from the related Task 220 (Philomath Boulevard Support).

The current UPWP table is given on the next page, and the amended table follows.

This amendment moves \$4,101 dollars between the two tasks.

Action: Amend the FY24-25 budget by \$4,101 to account for the closing of the Philomath Boulevard report.

Table 1 - FY25 UPWP as of July 2024

Task	Task Budget Total ¹	PL Funds	FTA 5303/SATO Funds	PL Match Funds (10.27% from ODOT)	Local Match (5303) (Funds and In-kind)
Task 100: Program Management	\$100,377	\$90,068	\$0	\$10,309	\$0
Task 200: Long Range Transportation Planning	\$45,001	\$40,379	\$0	\$4,622	\$0
Task 240: Count Program	\$20,010	\$14,125	\$4,268	\$1,617	
Task 300: Inter-Regional Transportation Planning (5303)	\$86,036	\$0	\$77,200	\$0	\$8,836
Task 400: Transportation Programming	\$21,246	\$19,064	\$0	\$2,182	\$0
Task 500: Special Projects	\$0	\$0	\$0	\$0	\$0
Total SFY25 Budget	\$272,669	\$163,636	\$81,467	\$18,730	\$8,836

Table 2 - New Amended FY25 UPWP, December 2024

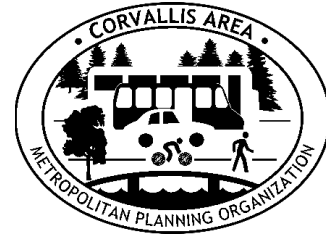
Task	Task	PL Funds	FTA 5303/SATO Funds	PL Match Funds (10.27% from ODOT)	Local Match (5303) (Funds and In-kind)
Task 100: Program Management	\$100,377	\$90,068	\$0	\$10,309	\$0
Task 200: Long Range Transportation Planning	\$40,900	\$36,700	\$0	\$4,200	\$0
Task 240: Count Program	\$20,009	\$14,125	\$4,267	\$1,617	
Task 300: Inter-Regional Transportation Planning (5303)	\$86,036	\$0	\$77,200	\$0	\$8,836
Task 400: Transportation Programming	\$21,246	\$19,064	\$0	\$2,182	\$0
Task 500: Special Projects	\$4101	\$3680	\$0	\$421	\$0
Total SFY25 Budget	\$272,679	\$163,637	\$81,467	\$18,729	\$8,836

Note some amounts have fluctuated slightly to account for rounding

¹ Includes personnel, non-payroll, and contracted staff.

MEMORANDUM

Corvallis Area Metropolitan Planning Organization
1121 NW 9th Street
Corvallis, Oregon 97330



Date: December 11th, 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 1st, 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
TASK 100: Program Management
110: MPO Operation
120: MPO Administration
130: Annual Document Review
140: MPO Education and Training
TASK 200: Long Range Transportation Planning
210: RTP Performance Monitoring
220: Philomath Boulevard Support <ul style="list-style-type: none"> - Fundraising/grant prospecting - 53rd Intersection shovel-readiness
230: Technical Assistance to Communities <ul style="list-style-type: none"> - Adding grant writing and prospecting
240: CAMPO Multi-Modal Count Program <ul style="list-style-type: none"> - Supporting Corvallis Neighborhood Bikeways ie Tyler Street bike counts - Investigating Philomath active transportation patterns (how do students and other residents, especially those in newer developments, move around the community?)
<i>Other Projects or Activities</i>
2A: Safe Streets for All Support <ul style="list-style-type: none"> - Data sharing/GIS - Bellfountain/Fern Corridor
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"> - Developing wayfinding - Supporting the planning of connections to the path - General promotion and public engagement

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
From: Billy McGregor, AAMPO Staff, adapted 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 1st, 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 AAMPO be considering?
- B. How can AAMPO deliver on member priorities via partnerships and regional collaboration?
- 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:

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

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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
TASK 100: Program Management
110: MPO Operation
120: MPO Administration
130: Annual Document Review
140: MPO Education and Training
TASK 200: Long Range Transportation Planning
210: Technical Assistance to Communities
220: AAMPO RTP Performance Monitoring
230: Oregon Pop-Up Infrastructure <ul style="list-style-type: none">- Remove voluntary staff white papers in favor of TAC/Policy Board directed projects
240: Regional Count Feasibility Study
TASK 300: Inter-Regional Transportation Planning
310: CAMPO Collaboration
320: Local Transit Planning Support
330: Linn-Benton Loop Support
340: Travel Model Coordination
350: RESEARCH PROJECT? <ul style="list-style-type: none">- Explore strategies and next steps to extend Transit service further, ATS to Tangent & Millersburg- Work with Marion County to provide transit service to Jefferson in any capacity
TASK 400: Transportation Programming
410: MTIP Amendments
420: 2030 OHAS Set-Aside
TASK 500: Special Projects
510: Special Projects Pool