



Corvallis Area Metropolitan Planning Organization

1121 NW 9th Street, Corvallis, Oregon 97330
541-223-7040 | CKetchum@ocwcog.org

Albany Area Metropolitan Planning Organization

1400 Queen Avenue SE, Suite 205; Albany, Oregon 97322
541-924-4548 / bmcgregor@ocwcog.org

Joint Policy Board Meeting
Wednesday, November 12, 2025
3:30 pm to 5:30 pm

HYBRID MEETING: IN PERSON AT THE CAMPO CONFERENCE ROOM
1121 NW 9th Street, Corvallis, Oregon 97330

Or

Via Microsoft Teams by clicking [HERE](#)

Meeting ID: 254 489 822 468

Passcode: DJ6Kp7Vs

Mobile 1 Click Number

[+1 872 242 8088](#)

Phone Conference ID: 101 027 258#

Contact: Corum Ketchum, CAMPO or Billy McGregor, AAMPO

AGENDA

- | | | | |
|----|------|---|-----------------------------------|
| 1) | 3:30 | Welcome, Agenda Review, and Roll Call | AAMPO Chair,
Pat Malone |
| | | | CAMPO Chair,
Jan Napack |
| 2) | 3:35 | Public Comments | Chairs |
| 3) | 3:40 | Approve minutes of August 27, 2025, AAMPO Meeting
(Attachment A1 pg. 5) | Chairs |
| | | Approve minutes of October 08, 2025, CAMPO Meeting
(Attachment A2 pg. 12) | |
| | | Action: <i>Decision on minutes</i> | |
| 4) | 3:45 | STIP Amendments (Attachment B1, pg. 19 ;
Attachment B2, pg. 22 ; and Attachment B3 pg. 24) | Staff,
McGregor and
Ketchum |
| | | Action: <i>Discussion and Decision</i> | |
| 5) | 4:10 | Regional Transportation Plan Goals and Objectives
Work Session (Attachment C pg. 26) | Staff,
McGregor and
Ketchum |
| | | Action: <i>Presentation and Discussion</i> | |
| 6) | 4:30 | Regionally Significant Corridors Identification
(Attachment D pg. 33)
Review significant corridors from prior RTPs. | Staff,
McGregor and
Ketchum |
| | | Action: <i>Presentation and Concurrence</i> | |

- 7) 4:50 **RTP Scenario Planning Discussion (Attachment E pg. 39)** Review preferred scenarios from prior RTPs. **Staff, McGregor and Ketchum**
Action: *Presentation and Discussion*
- 8) 5:00 **Local Government Network Introduction** **Staff, Matt Lehman**
Action: *Update & Discussion*
- 9) 5:10 **Other Business** **All**
 - ODOT Project Updates/CIP
 - FY26 UPWP Administrative Adjustments
 - CAMPO Permanent Counter Updates
 - Member Discussion
 - Jurisdictional Updates
- 10) 5:30 **Adjournment** **Chairs**
*The next meeting will be a **Super Joint Meeting** consisting of AAMPO, CAMPO and their respective Technical Advisory Committees. It is scheduled for Wednesday, December 10th at 3:30 PM.*

RTP Upcoming Work Schedule

AAMPO	Oct 25				Nov 25				Dec 25				
CAMPO	6	13	20	27	3	10	17	24	1	8	15	22	29
Goals & Objectives conversation w/ TAC & Policy Board			22	30			20						
Future Trends & Scenarios (3-4 total) w/ TAC							20						
Future Trends & Scenarios (3-4 total) w/ TAC & TPAU									10				
Review Federal Functional Classification (FFC) roads w/ TAC							20						
Confirm Regional & Local priority corridors w/ TAC & Policy Board									10				

AAMPO ATTENDANCE (FOR QUORUM PURPOSES)

Board Members	Jurisdiction	Attendance
Walt Perry	City of Jefferson	
Councilor Ray Hunt	City of Millersburg	
Councilor Carolyn McLeod	City of Albany	
Councilor Greg Jones	City of Tangent	
Commissioner Roger Nyquist	Linn County	
Commissioner Pat Malone	Benton County	
Darrin Lane	Citizen Representative	
Christine Hildebrandt	Oregon Department of Transportation	
Alternates	Jurisdiction	Attendance
Kyle Ward	City of Jefferson	
Andrew Potts	City of Millersburg	
Michael Thomson	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
Councilor John Wilson	City of Adair Village	
Councilor Jan Napack	City of Corvallis	
Councilor Rich Saalsaa	City of Philomath	
Commissioner Pat Malone	Benton County	
Christine Hildebrant	Oregon Department of Transportation	
Alternates	Jurisdiction	Attendance
Pat Hare	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.

**ALBANY METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD HYBRID MEETING
Wednesday, August 27, 2025
2:30 – 4:30 pm**

**In Person at OCWCOG Albany Office
1400 Queen Ave SE, Albany Oregon 97322
or Virtual Via Microsoft Teams Technologies**

Board Members	Jurisdiction	Attendance
Walt Perry	City of Jefferson	No
Councilor Ray Hunt	City of Millersburg	No
Councilor Carolyn McLeod	City of Albany	No
Greg Jones	City of Tangent	No
Commissioner Roger Nyquist	Linn County	No
Commissioner Pat Malone	Benton County	Yes
Darrin Lane	Citizen Representative	Yes
Christine Hildebrandt	Oregon Department of Transportation	Yes
Alternates	Jurisdiction	Attendance
Kyle Ward	City of Jefferson	No
Andrew Potts	City of Millersburg	Yes
Michael Thomson	City of Albany	No
Joe Samaniego	City of Tangent	Yes
Daineal Malone	Linn County	No
Gary Stockhoff	Benton County	No
James Feldmann	Oregon Department of Transportation	Yes

Guests: There were no guests present.

Staff Present: Planning Manager Matt Lehman, AAMPO Planner Billy McGregor, CAMPO Planner Corum Ketchum, and Executive Assistant Ashlyn Muzechenko

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, and Roll Call	The August AAMPO Policy Board meeting was called to order at 2:31pm by The Chair, Benton County Commissioner Pat Malone. There were no changes to the meeting agenda. Executive Assistant Ashlyn Muzechenko conducted roll call for the August AAMPO Policy Board Meeting.	The meeting was called to order at 2:31pm by the Chair, Commissioner Pat Malone.
2. Public Comments	There were no public comments provided to the AAMPO Policy Board members and guests present.	There were no public comments.
3. Approve minutes of the AAMPO Policy Board Meeting of April 23, 2025 (Attachment A) Action: Decision on Minutes	The AAMPO Policy Board members approved of the AAMPO Policy Board minutes from July 23, 2025, by consensus with no corrections. City of Tangent representative Joe Samaniego voted in favor. Benton County Commissioner Pat Malone voted in favor. Citizen Representative Darrin Lane voted in favor. ODOT Representative Christine Hildebrandt voted in favor. There were no votes against.	The AAMPO Policy Board members approved of the AAMPO Policy Board minutes from July 23, 2025, by consensus with no corrections.
4. Appointment of AAMPO Member to Linn-Benton Loop Governing Board	The AAMPO Policy Board members approved to have Councilors McLeod who volunteered via an email to AAMPO Staff, to serve as their AAMPO Jurisdiction representative for the Linn-Benton Loop Governing Board for the remainder of the calendar year. New members for the Loop Board are appointed at the beginning of each calendar year. This position on the Loop Board became vacant due to the former Councilor Jackie Montague's departure from Albany City Council earlier this year. Joe Samaneigo moved to approve Councilor McLeod's appointment with the Linn-Benton Loop Governing Board. Andrew Potts Seconded. The motion carried successfully. City of Tangent representative Joe Samaniego voted in favor. Benton County Commissioner Pat Malone voted in favor. Citizen Representative Darrin Lane voted in favor.	

	ODOT Representative Christine Hildebrant voted in favor. There were no votes against.																					
5. STIP Full Amendments (Attachment B) Action: Discussion and Decision	McGregor shared the STIP Full Amendment pending approval from the AAMPO Policy Board. This Full Amendment is an approval amendment. <table><tr><th colspan="5">STIP Revisions</th></tr><tr><th>Row</th><th>Revision Type</th><th>Project Key Number/s & Name/s</th><th>Project Description</th><th>Revision Information</th></tr><tr><td>1</td><td>Full Amendment 24-27-2926</td><td>22958 Enhanced Mobility S&ID - Linn County FFY25</td><td>Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas. State administration included.</td><td>Change project costs - affects fiscal constraint Increase the project by \$165,407 to match the FTA grant and slip the project to start in federal fiscal year 2026.</td></tr><tr><td>2</td><td>Full Amendment 24-27-2847</td><td>23956 Northwest Oregon ADA curb ramp design, phase 1</td><td>Design for future construction of curb ramps along various segments of OR104 MPs 1-4, OR104S MPs 3-4, OR126B MPs 1-7.58, OR131 MPs 0-11.1, OR188 MPs 1-2, OR194 MPs 6-7, OR200 MPs 0-1, OR202 MPs 0-1, OR213 MPs 16.1-29, OR214 MPs 19-50.35, OR22 MPs 1.54-8.26, 25-26.18, OR221 MPs 18.33-20.78, OR223 MPs 0-1, 2.92-4, OR228 MPs 0-21, OR34 MPs 1.19-190, OR51 MPs 0-1.3, 4-5, OR58 MPs 34-35, OR6 MPs 0-1, OR99 MPs 5-15.36, 16.67-118, OR99E MPs 0-32, 24.88-46.49, US101 MPs 3.8-190.7, US101B MPs 0-7, US20 MPs -.03-28, 0-1, 50-56, 2.21-11.1 and US30 MPs 19.76-61.47, 96-97 including push buttons through the cities of Albany, Astoria, Bay City, Cannon Beach, Cloverdale, Corvallis, Cottage Grove, Creswell, Dallas, Eugene, Florence, Garibaldi, Halsey, Harrisburg, Hubbard, Junction City, Lebanon, McMinnville, Monmouth, Monroe, Nehalem, Newberg, Newport, Philomath, Rockaway Beach, Salem, Shedd, Sherwood, Silverton, Springfield, Stayton, Sublimity, Sweet Home, Tillamook, Waldport & Warrenton.</td><td>Add new project Add a new project using GARVEE funds. CN planned for 27-30. Submitted for July 2025 OTC meeting.</td></tr></table> The comment period for these two projects expires on August 28, 2025. The period has been open for the past two weeks and was reviewed and recommended for approval at the Policy Board level by the AAMPO Technical Advisory Committee. The AAMPO Policy Board approved of these two amendments by consensus. The motion carried. City of Tangent representative Joe Samaniego voted in favor. Benton County Commissioner Pat Malone voted in favor. Citizen Representative Darrin Lane voted in favor. ODOT Representative Christine Hildebrant voted in favor. There were no votes against.	STIP Revisions					Row	Revision Type	Project Key Number/s & Name/s	Project Description	Revision Information	1	Full Amendment 24-27-2926	22958 Enhanced Mobility S&ID - Linn County FFY25	Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas. State administration included.	Change project costs - affects fiscal constraint Increase the project by \$165,407 to match the FTA grant and slip the project to start in federal fiscal year 2026.	2	Full Amendment 24-27-2847	23956 Northwest Oregon ADA curb ramp design, phase 1	Design for future construction of curb ramps along various segments of OR104 MPs 1-4, OR104S MPs 3-4, OR126B MPs 1-7.58, OR131 MPs 0-11.1, OR188 MPs 1-2, OR194 MPs 6-7, OR200 MPs 0-1, OR202 MPs 0-1, OR213 MPs 16.1-29, OR214 MPs 19-50.35, OR22 MPs 1.54-8.26, 25-26.18, OR221 MPs 18.33-20.78, OR223 MPs 0-1, 2.92-4, OR228 MPs 0-21, OR34 MPs 1.19-190, OR51 MPs 0-1.3, 4-5, OR58 MPs 34-35, OR6 MPs 0-1, OR99 MPs 5-15.36, 16.67-118, OR99E MPs 0-32, 24.88-46.49, US101 MPs 3.8-190.7, US101B MPs 0-7, US20 MPs -.03-28, 0-1, 50-56, 2.21-11.1 and US30 MPs 19.76-61.47, 96-97 including push buttons through the cities of Albany, Astoria, Bay City, Cannon Beach, Cloverdale, Corvallis, Cottage Grove, Creswell, Dallas, Eugene, Florence, Garibaldi, Halsey, Harrisburg, Hubbard, Junction City, Lebanon, McMinnville, Monmouth, Monroe, Nehalem, Newberg, Newport, Philomath, Rockaway Beach, Salem, Shedd, Sherwood, Silverton, Springfield, Stayton, Sublimity, Sweet Home, Tillamook, Waldport & Warrenton.	Add new project Add a new project using GARVEE funds. CN planned for 27-30. Submitted for July 2025 OTC meeting.	
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6. STIP/MTIP Revision Policy Change (Attachment C)	Staff McGregor shared attachment c with the AAMPO Policy Board members and guests present. McGregor noted the purpose of the policy change is to bring the AAMPO STIP amendment policy into compliance with the latest public meeting law guidelines. Specifically, this change will update																					

	language where it was previously listed that public bodies were permitted to make approvals via email. The AAMPO Policy Board Members approved of the Policy Change by consensus. City of Tangent representative Joe Samaniego voted in favor. Benton County Commissioner Pat Malone voted in favor. Citizen Representative Darrin Lane voted in favor. ODOT Representative Christine Hildebrant voted in favor. There were no votes against.	
7. Bike Count Location Report Action: Discussion and Information	Staff Billy McGregor shared the Bike Count Location report with the AAMPO Policy Board members and guests in attendance. This report shared the Bike Study's overview and where the locations were located in-which counts occurred. The Chair Commissioner Malone inquired about what areas will be counted and how frequently they will be counted. Staff McGregor noted that locations will be counted multiple times, but the goal would be to count all locations first, then circle back to previously counted locations. McGregor shared that locations next year will include count locations in Millersburg and Tangent. The group discussed the proposed locations. Staff noted they are open to suggestions for counting locations in those jurisdictions.	
8. COVID/STBG Funds Update (Attachment D) Action: Information	Staff McGregor shared an update on the COVID/STBG Funds, and the current MOUs are invoices being processed by AAMPO/COG staff for STBG/COVID funds projects.	

	Background Described in the tables below is the project each jurisdiction currently has in the MPO Memorandum of Understanding (MOU) pipeline and its current status. For agencies to receive money/amounts approved by the MPO Policy Board MOUs are signed by the agreeing agencies describing the work and amount of funds. After a MOU is agreed to and signed, the agency files an invoice with the COG on their own letterhead at which point funds can begin being paid out. COVID MOUs <table><tr><th>Jurisdiction</th><th>Project Name</th><th>Total Cost</th><th>AAMPO Contribution</th><th>Project Status</th></tr><tr><td>Millersburg</td><td>Woods Road Shared Use Path Design/ROW</td><td>\$526,000</td><td>\$100,000</td><td>Complete/Paid</td></tr><tr><td>Albany</td><td>Queen Ave Resurfacing</td><td>\$1,200,000</td><td>\$350,000</td><td>Complete/Paid</td></tr><tr><td>Benton County</td><td>Gibson Hill Modernization</td><td>\$1,200,000</td><td>\$150,000</td><td>Complete/Unpaid Needs Invoice</td></tr><tr><td>Tangent/Linn County</td><td>Old Oak Dr/Old Oak Rd Improvements</td><td>\$246,000+</td><td>\$175,000</td><td>TBD</td></tr><tr><td>Jefferson</td><td>TBD Ped crossing/shared use path (new TSP)</td><td>TBD</td><td>\$75,000</td><td>TBD/ SS-01 Phase 1 or Second Street Student Link</td></tr></table> STBG MOUs <table><tr><th>Jurisdiction</th><th>Project Name</th><th>STBG Cycle</th><th>AAMPO Contribution</th><th>Project Status</th></tr><tr><td>Millersburg</td><td>TSP Update</td><td>24-27</td><td>\$90,000</td><td>MOU Signed/Needs Invoice</td></tr><tr><td>Albany</td><td>Salem Ave Resurfacing</td><td>18-21</td><td>\$650,000</td><td>MOU Signed/Needs Invoice</td></tr></table>	Jurisdiction	Project Name	Total Cost	AAMPO Contribution	Project Status	Millersburg	Woods Road Shared Use Path Design/ROW	\$526,000	\$100,000	Complete/Paid	Albany	Queen Ave Resurfacing	\$1,200,000	\$350,000	Complete/Paid	Benton County	Gibson Hill Modernization	\$1,200,000	\$150,000	Complete/Unpaid Needs Invoice	Tangent/Linn County	Old Oak Dr/Old Oak Rd Improvements	\$246,000+	\$175,000	TBD	Jefferson	TBD Ped crossing/shared use path (new TSP)	TBD	\$75,000	TBD/ SS-01 Phase 1 or Second Street Student Link	Jurisdiction	Project Name	STBG Cycle	AAMPO Contribution	Project Status	Millersburg	TSP Update	24-27	\$90,000	MOU Signed/Needs Invoice	Albany	Salem Ave Resurfacing	18-21	\$650,000	MOU Signed/Needs Invoice	
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9. Jurisdictional Updates/Other Business	AAMPO Staff Updates: Corum Ketchum shared there is an update to the Transit App, the new version 6.0 is now available. This can be downloaded with the following QR Code:  Download Transit Jurisdictional Updates: <i>Albany</i> – there were no representatives from Albany present. McGregor																																														

	shared light project updates for the City of Albany focusing on the re-paving on 3rd street. <i>Benton County</i> – Commissioner Pat Malone shared there is a special legislative session happening Friday regarding the Transportation package. It is a five-pronged approach to raising revenue. At the governor’s request ODOT has postponed any layoffs until September 15th. <i>Jefferson</i> – There were no representatives from Jefferson present to provide updates. McGregor shared a new member for Jefferson has been appointed to the TAC. <i>Linn County</i> – Darrin Lane shared for Linn County Goldfish Farm Road bridge project is supposed to be wrapping up within a month. Next summer there will be the goldfish farm road project as well. There was a single shot chip seal done on the Old Salem Road portion headed into Millersburg as well. <i>Millersburg</i> – Andrew Potts for Millersburg shared, Transition Parkway project is still underway in addition to multiple other projects. The TSP update will go out for proposal in less than two weeks as well. <i>Tangent</i> – Joe Samaniego for the City of Tangent shared the city is working on their transportation system plan. Additionally, the downtown development committee has also been launched with the first priority being more streetlights. The committee has been working with pacific power on it as well. The city-wide survey with 37 participants, with the number one priority being more sidewalks, the second highest was protected bike lanes. September 17th will be Tangent’s Harvest Festival as well and all are invited. <i>ODOT</i> – There will be an open house coming out in October, there was not a clear winner for the path alignment both sides of 99W received advocating. The online open house will close on September 11th. The VanBuren Bridge has one lane open; in November of 2025 the bridge should be open with all lanes running and available. There is a signed agreement with the provider on the Corvallis to Albany Path as well and the project is underway.	
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	Other Business: There was no other business to share with the AAMPO Policy Board members and guests present.	
10. Adjournment	The next AAMPO Policy Board Meeting is scheduled for Wednesday, September 24, 2025.	The meeting was adjourned at 3:50pm by the Chair, Commissioner Pat Malone.

**CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD MEETING
Wednesday, October 08, 2025
3:30 pm – 5:00 pm
In Person at the Corvallis Area MPO Office
1121 NW 9th Street
or
Virtual Via Microsoft Teams Technologies**

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

Guests: Steve Harvey

CAMPO Staff: CAMPO Planner Corum Ketchum, and Executive Assistant Ashlyn Muzechenko.

TOPIC	DISCUSSION	DECISION
1. Call to Order and Agenda Review	The Chair, Councilor Jan Napack called October 08, 2025, CAMPO Policy Board meeting to order at 3:33pm. There were no changes to the meeting agenda.	The meeting was called to order at 3:33pm by the Chair, Councilor Jan Napack.
2. Public Comments	There were no public comments presented to the CAMPO Policy Board members and guests.	There were no public comments.

3. Approve Minutes of September 10, 2025, Policy Board Meeting. <i>(Attachment B)</i> Action: Approval of Minutes	Councilor Rich Saalsaa motioned to approve the September 10, 2025, CAMPO Policy Board meeting minutes. Commissioner Pat Malone seconded. The motion passed unanimously. Councilor John Wilson voted in support. The Chair, Councilor Jan Napack voted in support. Commissioner Pat Malone voted in support. ODOT Staff James Feldmann voted in support. Councilor Rich Saalsaa voted in support. There were no votes against.	
4. STIP Amendment Policy Change <i>(Attachment B)</i> ACTION: Discussion	Ketchum shared the STIP amendments needing Policy Board Approval. These amendments can be found starting on page 7 of the meeting agenda packet as attachment b.	Councilor John Wilson motioned to approve the four STIP amendments with pending key numbers. Councilor Rich Saalsaa seconded. The motion was approved unanimously.

	Overview The purpose of this memorandum is to provide an update on recent and ongoing amendments to the Statewide Transportation Program (STIP) relevant to the Corvallis Area Metropolitan Planning Organization (CAMPO). A summary table of amendments can be found on the final page. Four full amendments are being submitted to the Policy Board for approval related to Corvallis Transit System (CTS) FY26 FTA 5307 funding. These amendments are pending key numbers and amendment identification numbers, but temporary identification numbers are given in the table on the final page. These projects and their value are listed below: Corvallis Transit - Fixed Route Operations. Description: FTA grant program 5307 funds for fixed route operations of Corvallis Transit System to improve traffic flow. Total \$4,146,914; 5307 Funds \$2,073,457; Local Match \$2,073,457 Corvallis Transit – Preventive Maintenance. Description: FTA grant program 5307 funds for preventive maintenance to ensure continued upkeep of service. Total \$1,000,000; 5307 Funds \$800,000; Local Match \$200,000 Corvallis Transit – Paratransit Operations. Description: FTA grant program 5307 funds for Paratransit operations to ensure continued provision of service. Project helps fulfill ADA paratransit requirements. Total \$500,000; 5307 Funds \$400,000; Local Match \$100,000 Corvallis Transit – 1% Safety and Security. Description: FTA grant program 5307 funds for safety and security. Lighting at bus stops and shelters. Total \$66,130; 5307 Funds \$33,065; Local Match \$33,065 Total Project Amount: \$5,713,044 5307 Funds: \$3,306,522 Local Match: \$2,406,522 Councilor John Wilson motioned to approve the four STIP amendments with pending key numbers. Councilor Rich Saalsaa seconded. The motion was approved unanimously. Councilor John Wilson voted in support. The Chair, Councilor Jan Napack voted in support. Commissioner Pat Malone voted in support. ODOT Staff James Feldmann voted in support. Councilor Rich Saalsaa voted in support. There were no votes against.	
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**5. ODOT
Funding
Updates**

Staff Corum Ketchum shared a light presentation discussing the ODOT Funding updates and House Bill 3991 that recently passed the legislature.

The summary of the package raises \$4.3 Billion over the 10 years, maintains critical 50;30;20 split of state highway fund. It also temporarily (2 Year) stabilizes the STIP, but it will be sunset in 2 years.

Focuses on road user charges, OReGO program for electric and hybrid vehicle owners and increases of registration fees especially for EV/Hybrids. It also brings weight per mile trucking fees in line with the recent highway cost allocation study which will likely be a 20% decrease for freight.

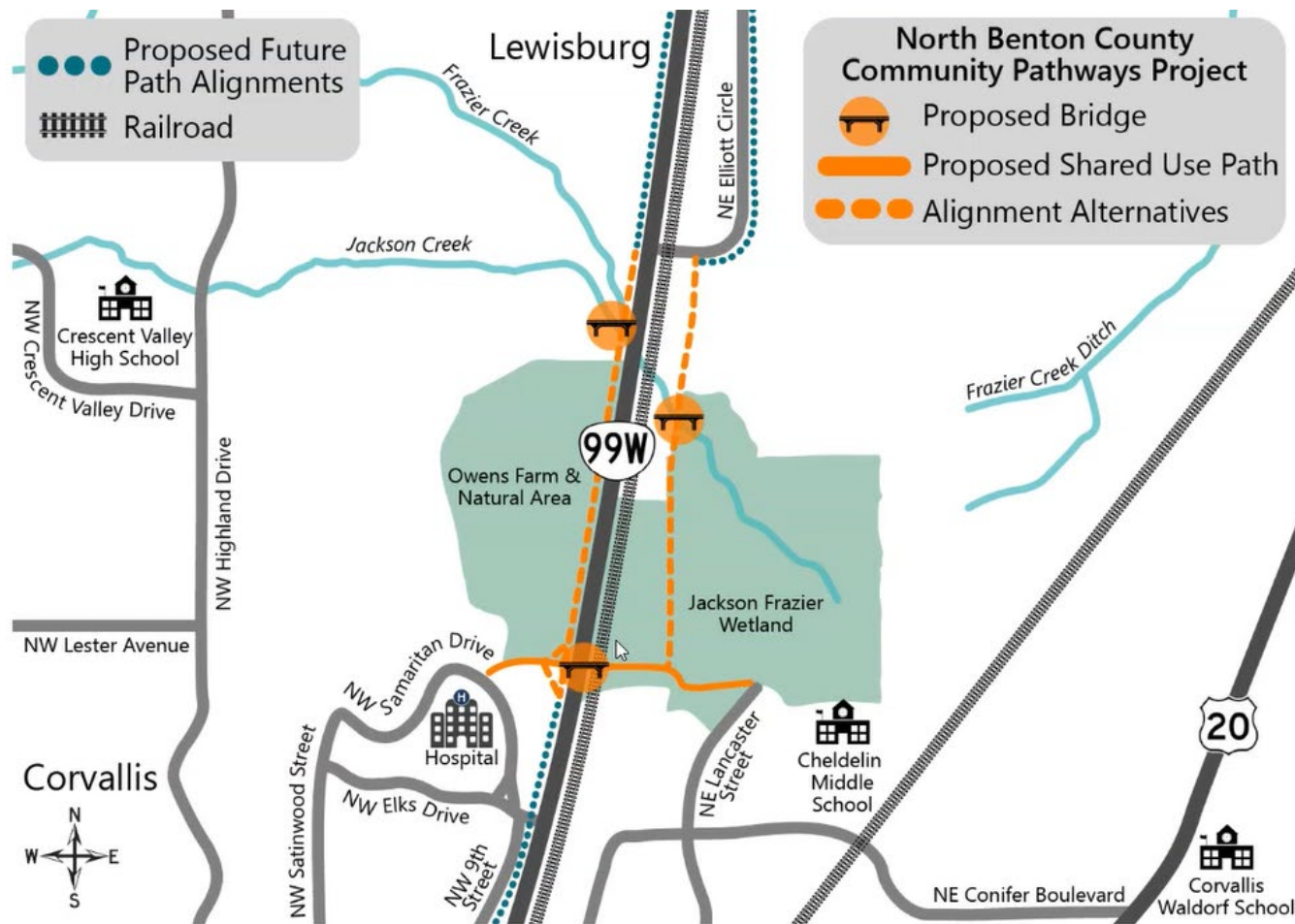
Outcomes are a focus on road maintenance and option while preventing deep cuts to DOT staff. It also funds by increasing the gas tax, registration fees, and the payroll tax. League of Oregon Cities estimates a 25% boost to local funding from additional taxes, which comes out to be approximately \$350 million per year in additional revenue to be split.

Table of Changes:

Funding Measure	Before HB 3991	After HB 3991	Effective
State Gasoline Tax	\$0.40 per gallon	\$0.46 per gallon	January 1st, 2026
Vehicle Registration (annual)	\$43 (passenger car)	\$85 (passenger car)	January 1st, 2026
Vehicle Title Fee (one-time)	\$77 (standard title)	\$216 (standard title)	January 1st, 2026
High-MPG Vehicle Surcharge	\$35/year (40+ MPG cars)	\$65/year (40+ MPG cars)	2026
Electric Vehicle Surcharge	\$115/year (EVs)	\$145/year (battery EVs)	2026
Road Usage Charge (OReGO)	Voluntary (EVs pay \$0.021/mi, opt-in)	Mandatory for EVs by 2027; PHEVs (Hybrids) by 2028 – or pay \$340/yr opt-out fee	Phased 2027–2028
State Transit Payroll Tax	0.1% of wages (permanent)	0.2% of wages (temporary)	2026–2027

Corum Ketchum  

	Commissioner Pat Malone shared no republican voted in the house or senate to approve this package. There is an effort from this group to refer this to voters, but all signatures need to be collected within 90 days. Councilor John Wilson shared the governor has not yet signed the bill as of today's date. James shared all layoffs for ODOT have been cancelled, and they are now hiring for all the winter jobs they were waiting to post for.	
6. Jurisdictional and other CAMPO Updates:	CAMPO and COG Updates: <i>CAMPO –</i> Staff are gearing up for the long-range regional plan update. There will be joint meetings with AAMPO board coming up as RTP will be joint with the Albany MPO as well. ODOT staff will also be attending these meetings to assist with the modeling. Staff will take Board, TAC, and public input to build the draft which will be about a year long process to reflect. <i>OCWCOG -</i> Ketchum shared a new assistant planner who was hired at OCWCOG, Justin Epiaka, who will primarily be focused on land use but will be assisting in all types of planning projects. One of this planner's new projects is to inform the communities about the quick build projects options coming available in the rural communities in Linn, Benton, and Lincoln Counties. Other Business: <i>North Benton Pathways Project –</i> James Feldmann shared Laurel Beyer and himself went to the work session with the Benton County commissioners who discussed the project for extended time. They selected the east side alignment for the north-south path. Ideally there would be a path on both sides, but due to funding constraints only one side could be selected. The consultant will now be moving forward with the selected alignment. The hospital is funding this project with approximately \$10million available. The next time this project will go to the public and the county commissioners will be to discuss bridge related topics. Councilor Jan Napack inquired if it would be easier to build a bridge or a tunnel. Feldmann noted ODOT engineers have not evaluated a tunnel option for this project, however given the wetlands in the area the bridge would likely be the best option, however that would be a decision for the engineers to investigate. The next round of Oregon Community Path grants will open next year. This path project and the Corvallis to Albany Path Project would be sufficient to apply for construction funding for either. There will be just under \$10million available. The next round will be federal in 2028 and will likely have less funding available.	



Jurisdictional Updates:

Adair Village: Councilor John Wilson shared there were no further updates for Adair Village.

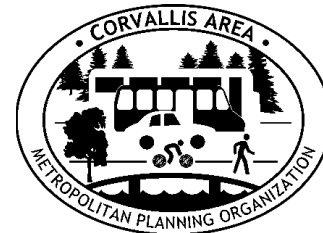
Corvallis: Greg Gescher for the city of Corvallis, shared there are a couple new employees in the Transportation Division. Jillian Trinkaus took over for Lisa Scherf, there also will be a new airport coordinator starting next week. The city is also continuing to work on the safe streets and roads for all projects with an open house coming up in November.

The Chair, Councilor Napack asked about information about crystal lake driving and the controversy around it.

	Gescher answered it is an arterial, the only discussions around this are in the South Corvallis Area Plan. This will get worked out with this area plan coming to the planning commission and city council. <i>Philomath:</i> Councilor Rich Saalsaa shared, there are no urgent updates from Philomath at this time. Chris Workman also noted there were no further updates for Philomath. <i>ODOT:</i> James Feldmann for ODOT shared there will be an open house for Corvallis to Albany Path at the Corvallis and Albany Farmers' Markets. The Van Buren bridge is on track along with the Harrison Street Project. The new bridge will be fully open early 2026. <i>Benton County:</i> Gary Stockhoff with Benton County shared about the IMP grant the county received to do an analysis on their rural shuttle that would serve Kings Valley, Alsea, Alpine, and Monroe. The RFP is being run by ODOT, and a consultant will hopefully be on board in the next two months. There will also be a COMP plan update upcoming for the county soon. The last time this was updated was in 2007. Meetings have already started to lay the foundations and will be picking up around the first of the year. There is also an analysis being completed for Benton Area Transit, which could be done by the county themselves this will be coming to the board in early December to get final guidance to move forward. A pilot project that was received five years ago from ODOT for bus service from Junction City to McMinnville, will be kicking off in November in conjunction with Yamhill County who will pick it up in Monmouth. Eventually this service will run from Hillsboro to Eugene, but the project is happening in phases. The vendor is Pacific Crest; the bus will be called the 99Vine. Additionally, if people need to go to Albany through Hwy20, the steelwork and frame have been completed for the New Benton County Court House. They will start soon at the new emergency operations center. Commissioner Pat Malone shared on the 99 Vine bus service; he appreciates the add-ons to the service at either end to make this a more attractive transit service. The only transfer would be on the county lines. The tentative start date will be around November 10th, and more information will be out and available soon.	
7. Adjournment	<i>The Next CAMPO Policy Board Meeting is scheduled for Wednesday, November 12, 2025, and will be joint with the AAMPO Policy Board.</i>	The meeting was adjourned at 5:00pm by the Chair, Councilor Jan Napack.

MEMORANDUM

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



Date: October 30th, 2025
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 Program (STIP) relevant to the Corvallis Area Metropolitan Planning Organization (CAMPO). A summary table of amendments can be found on the final page.

The projects presented to the TAC and Policy Board this month are routine slips/advances, but there is the addition of Federal Transit Administration (FTA) grant funding to purchase 3 low-emission buses on behalf of Corvallis Transit Service (CTS), at an estimated cost of \$3,127,139 from the 5339c Low or No Emission (LONO) grant program.

The Low or No Emission competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.

Learn more about the LONO program here: <https://www.transit.dot.gov/lowno>

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](#).

Additional project information is available on the ODOT Transportation Project Tracker by searching for the key number (the five digit code shown in the table) or key words from the project title:

<https://gis.odot.state.or.us/tpt/>

Action Requested

Technical Advisory Committee

- Amendment #24-27-2948 – Information only.
- Amendment #24-27-3234 – Information only.

Policy Board

- Amendment #24-27-2948 – Information only.
- Amendment #24-27-3234 – Action Requested.

Table 1 - STIP Amendments

Amendment	Key	Project Name	Description	Requested Action	Change Category	Amendment Type
24-27-2948	22948	Enhanced Mobility S&ID - Benton County FFY25	Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas. State administration included.	Slip OT to 26.	SLIP	Adjustment
24-27-3234	24359	Corvallis Transit - Purchase of Three Low Emission Buses	FTA grant program 5339(c) funds for purchase of three (3) low emission buses to replace diesel buses that have exceeded their useful life.	Add new grant project.	ADD PROJECT	Full Amendment

MEMORANDUM

Albany Area Metropolitan Planning Organization

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Date: November 12, 2025
To: AAMPO Policy Board
From: Billy McGregor, AAMPO Staff
Re: Statewide Transportation Improvement Program (STIP) Revisions

Action Requested

Request for preemptive approval for changes in budget to KN 21862 FY'25 and KN 22858 FY'26 AAMPO UPWP budgets requiring deobligation of FY'25 Task 500 Special Projects funds (\$90,000) and applying those to FY'26 Special Projects funds. The amendment process with ODOT is ongoing and requires several more authoritative levels of approval before being entered into the STIP. To ensure that this deobligation of funds can occur before the end of the Fiscal Year this is being brought to both the AAMPO TAC and Policy Board, as well as starting the public comment period, preemptively so that staff may approve the STIP amendment as expeditiously as possible.

Overview

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

Background on the STIP and MTIP

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

Revision Types

There are three types of STIP and MTIP revisions processed by AAMPO, listed below. Additional details on STIP and MTIP amendments can be found in the AAMPO MTIP policy [HERE](#).

- **Full Amendments:** Require the greatest level of scrutiny and are brought to the Policy Board for discussion and approval. The TAC makes a recommendation to the Policy Board regarding approval of the amendment and also determines what level public outreach is necessary. At a minimum, the item will be reviewed by the TAC and placed on the next Policy Board agenda, which comes with notification requirements. Additional items for consideration include provision of a public comment period (two weeks), holding a public meeting, and any other actions deemed advisable by the TAC.
- **Administrative Amendment:** Require less scrutiny and are usually familiar to local staff members. For administrative amendments AAMPO staff has the authority to approve the amendment. Amendments are brought to the TAC for review and discussion. The Policy Board is notified of Administrative Amendments at their next regularly scheduled meeting.

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See Attachment C for Project Details

See Attachment F for MPO Budget

MEMORANDUM

Albany Area Metropolitan Planning Organization

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Date: November 12, 2025
To: AAMPO Policy Board
From: Billy McGregor, AAMPO Staff
Re: Statewide Transportation Improvement Program (STIP) Revisions

Action Requested

Decision regarding Full Amendments to projects 24374.

Requesting Policy Board approval on 11/12/2025, with staff updating the approval status with ODOT on 11/19/2025 following public comment period.

Public Comment period held from 11/5/2025 to 11/19/2025.

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

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STIP Revisions

Row	Revision Type	Project Key Number/s & Name/s	Project Description	Revision Information
1	Full Amendment 24-27-3268	24374 3rd Avenue: Calapooia River Bridge (Albany)	Design for future construction to repair or replace the poor condition bridge. PE – Preliminary Engineering 2027 \$1,640,000.00	Add a new project.

MEMORANDUM

Albany Area Metropolitan Planning Organization

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Date: October 16th, 2025; October 30th, 2025
To: AAMPO and CAMPO Technical Advisory Committees (TACs)
From: Billy McGregor, AAMPO Staff; Updated by Corum Ketchum, CAMPO Staff
Re: RTP Goals & Objectives

Overview

Goals and Objectives are set for the MPO Area for each Regional Transportation Plan (RTP) with consideration toward local Transportation System Plans (TSPs) and jurisdictional needs. For the upcoming 2027-2032 RTP coverage, the Albany Area Metropolitan Planning Organization (AAMPO) is joining with Corvallis Area MPO (CAMPO) to create a Regional RTP that examines the critical linkages between the two neighbors.

Goals and Objectives Refinement Outcomes

The desired outcome is to craft a set of regional goals and objectives that takes into consideration the individual MPO “Goals” and “Objectives” below. The Goals and Objectives should reflect local priorities and highlight areas for cooperation between the two MPOs. Staff will work with both MPOs’ TAC and Policy Boards over the next several months (roughly October 2025 to March 2026) to refine the Goals and Objectives, which will be reflected in scenario and action planning.

Of the 15 total goals of both organizations, six (6) are shared between the organizations. These are denoted by an asterisk* in the tables on the following pages. This amounts to a rough overlap of ~85%, or in other words roughly 6 out of the 7 AAMPO goals are shared, and 6 out of the 8 CAMPO goals are shared. Those goals are:

- i. Transportation Equity
- ii. Safety
- iii. Balanced Multi-Modal System
- iv. Economic Vitality
- v. Healthy & Active Living
- vi. Reliability and Efficiency

Each MPO defines these goals differently, and has differing objectives specific to the planning area, but this broad overlap shows strong potential for a shared vision of the region. The MPOs will have opportunities to identify individual and joint Goals and Objectives.

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AAMPO RTP Goals & Objectives, 2023-2028

AAMPO TAC discussions and memos can be found in materials and minutes from the meetings on January 19, 2023, and February 16, 2023. Goals shared between the MPOs are denoted by an asterisk*.

AAMPO Goals and Objectives

Goal 1* – Transportation Equity: Provide an equitable transportation system that ensures mobility for all members of the community.

Objectives:

- Support implementation of standards to meet the requirements set forth in the Americans with Disabilities Act (ADA).
- Support a complete pedestrian and bicycle network throughout the MPO area.
- Promote equitable access to underserved, disenfranchised, and vulnerable populations in the transportation system.
- Identify areas that could support additional transit service, and work with transit providers to improve the coverage, quality, and frequency of services.¹

Goal 2* – Safety: Support a safe and comfortable transportation system for all travel modes.

Objectives:

- Support design solutions that balance reducing congestion with improved safety for people walking and biking.
- Support the identification of truck routes to reduce commercial vehicle and neighborhood conflicts.
- Promote the installation of enhanced pedestrian crossings to improve safety² of underserved and vulnerable populations.
- Promote projects that improve safety for all users and identify opportunities for including system management solutions.
- Help implement streetscape projects that enhance the comfort and aesthetics of the surrounding environment, promoting safe active transportation modes.

Goal 3* – Balanced Multi-Modal System: Ensure the transportation system meets existing and future needs through wholistic, context sensitive multimodal solutions.

Objectives:

- Promote the addition of streets or roads, as identified in AAMPO Member plans, to increase connectivity between isolated areas.
- Educate the region on the benefits of mixed-use development and reducing trip length through improved land use.
- Promote Complete Street design principles, the use of ODOT's Blueprint for Urban Design, and FHWA's Safe Systems approach, for use in street design.
- Improve multimodal connectivity across physical and natural barriers (i.e. I-5/OR-34, Willamette River, Railroads³, etc.).
- Identify regional corridors of significance that are important to multimodal travel in the region.

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Goal 4 – Regional Collaboration: Partner with local and state agencies on regional transportation issues.

Objectives:

- Collaborate with the Corvallis Area MPO to investigate inter-regional housing, employment and travel demands, and their impact on the transportation system.
- Pursue grants and collaboration with other agencies to efficiently fund transportation improvements and programs.
- Support statewide and regional transit opportunities, including high-speed rail and passenger rail. Coordinate with agencies external to the AAMPO region as appropriate.
- Coordinate transit services, facilities, and improvements with local jurisdictions within AAMPO.

Goal 5* – Economic Vitality: Ensure the transportation system supports a prosperous local and regional economy that leverages strengths to compete globally.

Objectives:

- Support a freight system provides for the efficient movement of goods within and connecting to the AAMPO region.
- Identify transportation improvements that will enhance access to employment.
- Support reduced system lifecycle costs through asset-based planning and preventative maintenance.
- Consider the increased cost of long commutes by populations that are unable to afford housing in more urban areas.
- Improve the resilience of the region's transportation system by planning for the protection of regionally critical facilities from catastrophic events and natural disasters.

Goal 6* – Healthy & Active Living: Plan and design a transportation system to enhance livability and supports positive environmental health outcomes.

Objectives:

- Encourage minimized impacts to the scenic, natural and cultural resources within the region from transportation related projects.
- Help maintain roadway and intersection operations while considering environmental and land use impacts.
- Improve health and wellness of the general population by increasing active transportation choices and access to health care and related facilities.
- Support lifecycle reduction of total air contaminants and toxins by transportation projects.
- Support access to public spaces and encourage active transportation and social interaction.

Goal 7* – Reliability and Efficiency: Provide an efficient transportation system that facilitates the local and regional multimodal movement of people and goods.

Objectives:

- Support programmatic approaches for increased user transportation options, commute reduction, and travel demand management.
- Promote projects that support a comfortable and inviting downtown to promote regional tourism.
- Support connectivity between the various communities within the member region and nearby.
- Minimize conflicts between active transportation users and vehicles along high volume and/or highspeed corridors, especially corridors with a multimodal focus.

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- Help maintain a minimum level of freight and/or motor vehicle travel efficiency and by which land use amendments and development proposals can be evaluated.

1 Recommended to look at geographical focus, will look at scenarios, projects, and corridor level solutions.

2 Albany has identified project locations for RRFB crosswalk enhancements.

3 Added Railroads as an example barrier.

CAMPO RTP Goals & Objectives, 2022-2027

CAMPO TAC discussions and memos can be found in materials and minutes from the meeting on September 30, 2021. Goals shared between the MPOs are denoted by an asterisk*.

Goals and Objectives

Goal 1* – Balanced Multi-Modal System: Fund and support a balanced multi-modal accessible¹ regional transportation system (including transit, highway, bicycle, pedestrian, and accessible transportation) that meets existing needs and prepares for future demand.

Objectives:

- Align MTIP project evaluation criteria with federal performance measures and local priorities to assist in funding a balanced, multi-modal transportation system.
- Pursue state and federal grant opportunities to assist in implementation of RTP projects.
- Provide a forum for MPO partners to collaborate as an organized collective and plan for the future needs of the regional transportation system.
- Maintain knowledge on national transportation trends and innovative best practices.
- Inventory and address gaps in sidewalks, trails paths² and bicycle routes to improve non-motorized Connectivity.

Goal 2* – Reliability and Efficiency: Efficiently³ manage and operate the regional transportation system enabling people⁴ and goods to safely and reliably reach their destinations by a variety of travel modes.

Objectives:

- Prioritize intelligent transportation systems and travel demand management strategies before expanding the existing roadway system.
- Evaluate options for increasing transit system capacity, to replace or delay the need for roadway network expansion.
- Support programmatic approaches to reduce reliance on single occupancy vehicles through Transportation Options investments (e.g. bike/scooter share), commute trip reduction programs, and other travel demand management strategies (e.g. flexible work schedules, telework).
- Support freight movement on major truck routes by balancing multi-modal needs in line with state and federal performance measures.
- Support increased automation in vehicles only as a means to further local and regional goals.

Goal 3* – Safety⁵: Prioritize safety of all people traveling on the region's transportation system, especially vulnerable road users⁶.

Objectives⁷:

- Monitor regional crash data to track trends, in comparison with federal performance measures.

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Albany Area Metropolitan Planning Organization

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- Examine crash data to better understand causes of fatal and serious injury crashes, and potential countermeasures.
- Educate member agencies on FHWA's Proven Safety Countermeasures, to identify new solutions for reducing fatal and serious injuries on the transportation system, for all modes.
- Include safety as prioritization criteria in MTIP project funding selection.
- Support increased automation in vehicles as a means to reduce the number of fatal and serious injury crashes.

Goal 4 – Climate Adaptation Prioritize policies, projects and actions that seek to minimize the impacts of climate change, support climate adaptation, and improve the resilience of the regional transportation system in the face of manmade and natural disasters.

Objectives:

- Track performance measures identified in CAMPO's 2020 Report "Reducing Reliance on Single Occupancy Vehicle Trips," which strives to reduce vehicle miles traveled and greenhouse gas emissions in the CAMPO region.
- Promote travel demand management and the use of active modes of travel (walking, rolling⁸, bicycling, and transit) to reduce environmental impacts from transportation.
- Support implementation of local agency policies and projects that reduce climate impacts related to transportation.
- Consider the climate impact of regional transportation policies, plans and projects.
- Improve the resilience of the region's transportation system by planning for the protection of regionally critical facilities from catastrophic events and natural disasters.

Goal 5* – Healthy & Active Living Promote public health through transportation policies and investments supporting active modes of travel (walking, biking, and taking transit).

Objectives⁹:

- Collaborate with public health partners to educate the public on the connection between transportation and health.
- Support local and regional programs and events that lead to increased walking, bicycling and transit use (such as Safe Route to School and Corvallis Open Streets).
- Support electric vehicle (e.g. passenger cars, transit, freight) adoption to reduce Greenhouse Gas (GHG) Emissions in the CAMPO region.
- Support regional programs, plans and projects (such as Safe Routes to School) that make walking and bicycling more comfortable and safer for students traveling to and from school.
- Promote electric assist bicycles (i.e. e-bikes) as a reliable alternative to the automobile, and encourage broad adoption.

Goal 6* – Transportation Equity: Prioritize equity in regional transportation decision making in order to eliminate barriers related to access, safety, affordability and health outcomes experienced by people of color, low-income people, older adults, people with disabilities and other historically marginalized communities.

Objectives:

- Maintain data in CAMPO's Title VI and Non-Discrimination Plan to understand the changing demographics of the region.

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- Collaborate with community organizations representing traditionally underserved populations to share information, and obtain input on transportation projects and programs.
- Document the history of the CAMPO region as it pertains to traditionally underserved populations, as well as tribal nations.
- Evaluate and consider the impact of transportation policies, plans and projects on people of color, low-income people, older adults, people with disabilities and other historically marginalized communities.
- Explore evaluation tools that measure accessibility to jobs and services for low income and marginalized groups.

Goal 7* – Economic Vitality: Promote the region’s economic vitality through transportation policies and investments that connect people with jobs and services while connecting businesses with employees, goods and customers.

Objectives:

- Ensure job and commercial centers are easily accessible via all modes¹⁰ of transportation.
- Collaborate with economic development staff to understand the economic impacts of transportation plans and projects.
- Explore alternative delivery methods for first/last-mile city deliveries, including cargo bikes and personal delivery vehicles.
- Support freight movement on major truck routes by balancing multi-modal needs in line with state and federal performance measures.
- Consider additional metrics for regional transportation performance, including access to jobs, Housing and Transportation Cost Index (i.e. H+T Index), etc.

Goal 8 – Land Use Coordination Work with member jurisdictions to coordinate land use and transportation decision making processes to promote development patterns that support transit ridership, encourage physical activity, and decrease reliance on single occupancy vehicles.

Objectives¹¹:

- Examine the impacts of land use policies, such as adding commercial centers, and increasing population/employment density to support high-capacity transit.
- Encourage policies that support mixed use neighborhoods, and transit-oriented development.
- Collaborate with the Albany Area MPO to investigate inter-regional housing, employment and travel demands, and their impact on the transportation system.

1 Added “accessible” to Goal language.

2 Remove trails and replace with paths, as trails indicates recreation and paths transit.

3 How to communicate reliability versus technology - financial responsibility vs life cycle costs?

4 How to acknowledge aging populations and their needs?

5 How does this relate to Vision Zero?

6 How to support non-vehicle transportation users in safely navigating system?

7 Be specific - how are we going to improve safety outcomes - reduce number of fatal and serious crashes regardless of mode?

8 Added “rolling” to Goal language.

9 How to acknowledge bike and multimodal count programs within the objectives?

10 Support for “all modes.”

11 How can the MPO/s coordinate these conversations to ensure a regional perspective is brought?

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Discussion Questions

1) Regionality

The expectation is that the above goals are likely still applicable to each of their MPOs and only minor adjustment will be required.

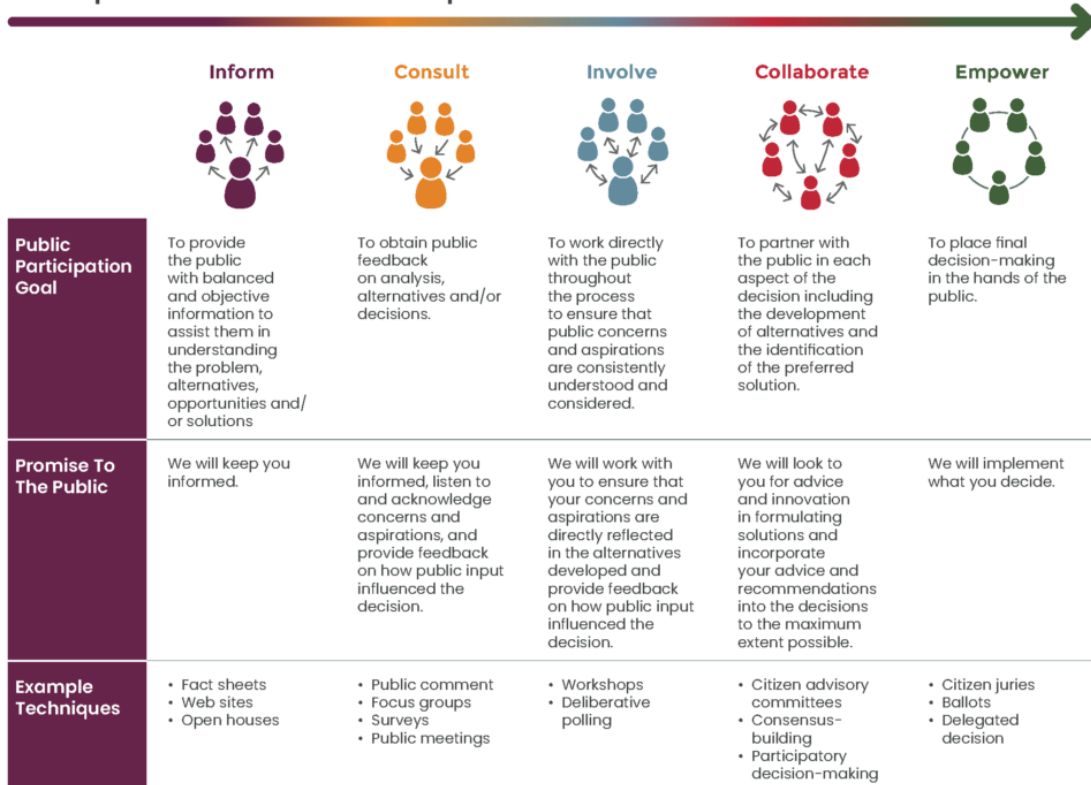
Looking at the two MPOs as a cooperative and interconnected region, what Goals would best shape the future growth and funding concentration from MPO activities and efforts? Should we be considering any additional Goals or Objectives? Where are the opportunities for collaboration?

2) Public Participation

The goals and objectives will be reviewed by the public during outreach events to be announced later this year or early next year. Tentatively the first outreach event is plotted to occur sometime between February and March.

Which public outreach strategies does the TAC and Policy Board recommend (or have found effective in the past), and what level of public engagement is appropriate? Please refer to the IAP2 "Spectrum of Public Participation" on the following page to guide the discussion

IAP2 Spectrum of Public Participation



MEMORANDUM

Albany Area Metropolitan Planning Organization & Corvallis Area Metropolitan Planning Organization

City of Adair Village • City of Albany • City of Corvallis • City of Jefferson • City of Millersburg • City of Philomath
• City of Tangent • Linn County • Benton County • Oregon Department of Transportation



Date: November 12th, 2025
To: AAMPO and CAMPO Technical Advisory Committees (TACs) & Policy Boards
From: Billy McGregor, AAMPO Staff; Updated by Corum Ketchum, CAMPO Staff
Re: RTP Significant Corridors

Overview

During the last RTP cycle both MPOs chose to take a Corridors based approach to project focus for the MPO Area for each Regional Transportation Plan (RTP) with consideration toward local Transportation System Plans (TSPs) and jurisdictional needs. For the upcoming 2027-2032 RTP coverage, the Albany Area Metropolitan Planning Organization (AAMPO) is joining with Corvallis Area MPO (CAMPO) to create a Regional RTP that examines the critical linkages between the two neighbors.

Corridor Refinement Outcomes

The desired outcome is to craft a set of map books showing priority corridors of highest regional significance for each MPO as well as local corridors that are of lower volume, appropriate for regional bike and active transit, and still considered for MPO funding based of Federal Functional Classification (FFC) status.

Jointly both MPOs are being asked to identify significant corridor linkage between the two MPOs in order to focus on projects that would improve congestion and traffic volume flowing between the two areas.

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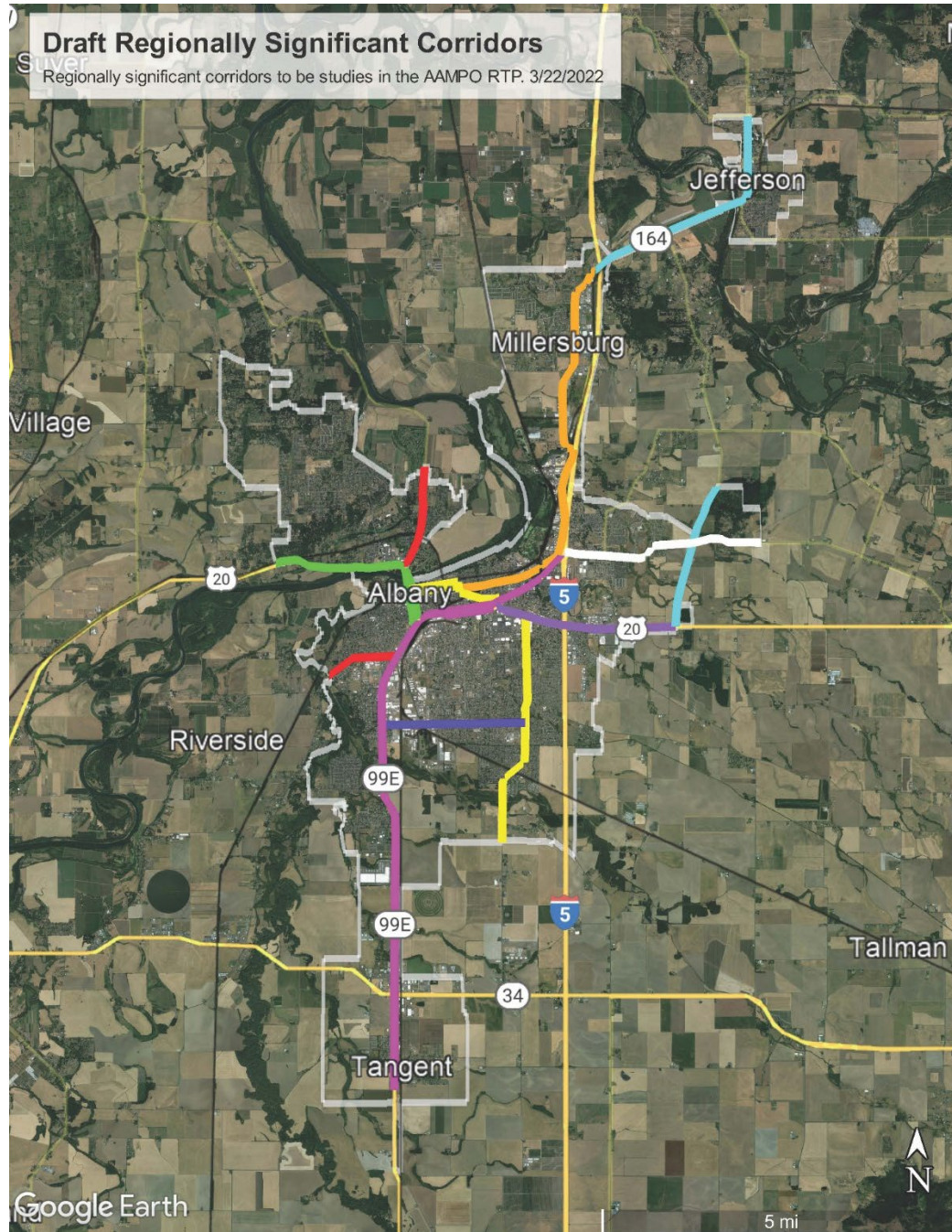
Albany Area Metropolitan Planning Organization & Corvallis Area Metropolitan Planning Organization

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AAMPO RTP Corridors, 2023-2028

AAMPO TAC discussions and memos can be found in materials and minutes from the meetings on March 10, 2022, April 21, 2022, and August 22, 2022.



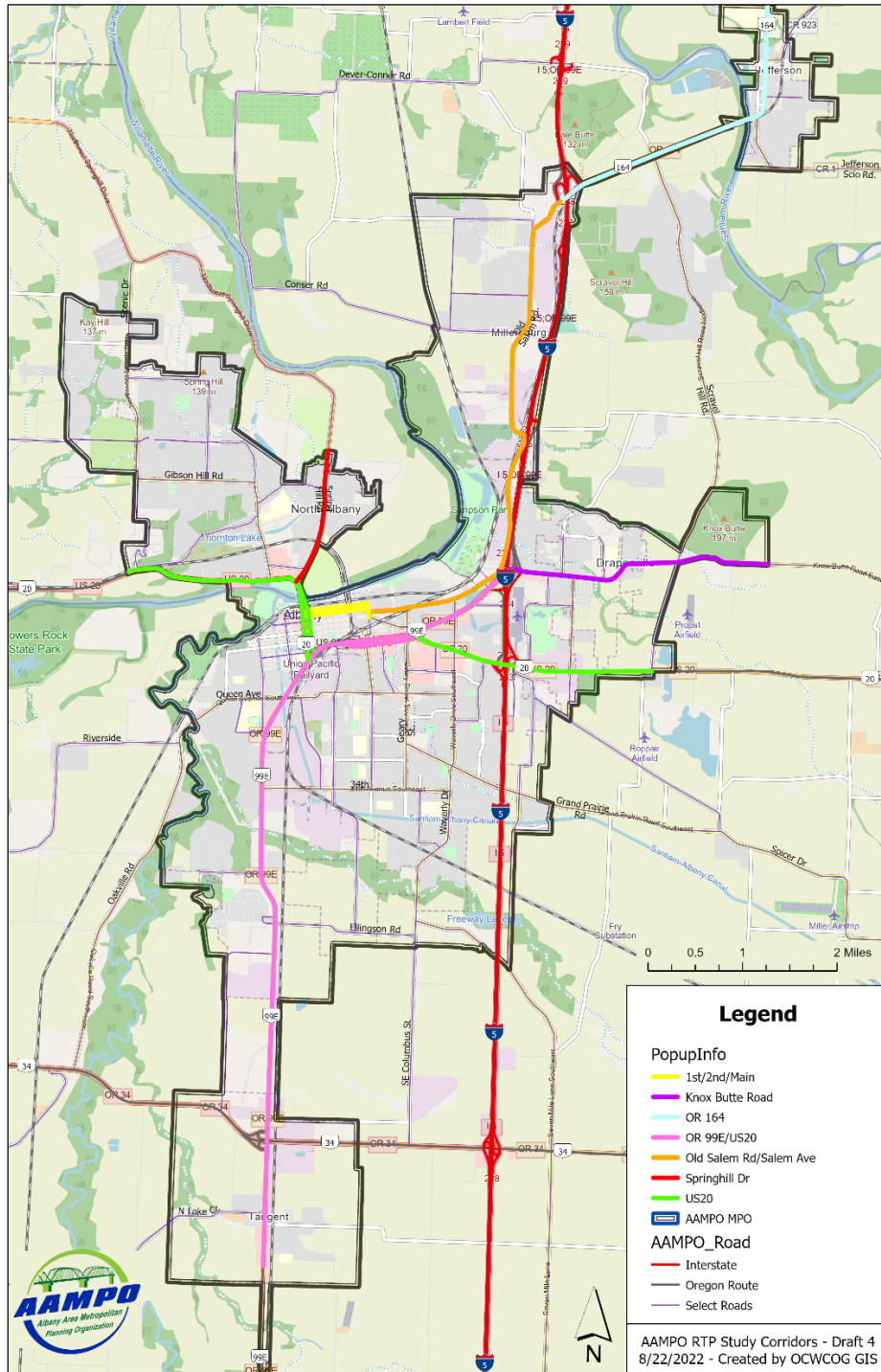
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Final AAMPO Corridors



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CAMPO RTP Corridors, 2022-2027

CAMPO TAC discussions and memos can be found in materials and minutes from the meeting on April 19, 2021, and presented January 6 & 12, 2022. A summary of those conversations is available below:

Corridor Approach

All of the cities within CAMPO's region have recently updated their transportation system plans. In this sense, they have already identified local projects needed to improve their system over the next 20 years. Since a key element of Metropolitan Planning Organizations is regional collaboration and coordination, staff are proposing to frame this RTP update as focusing on a series of corridors. This would incorporate all of the local projects, but then spend the bulk of the RTP planning process on connections between the cities, and allow for a more focused look.

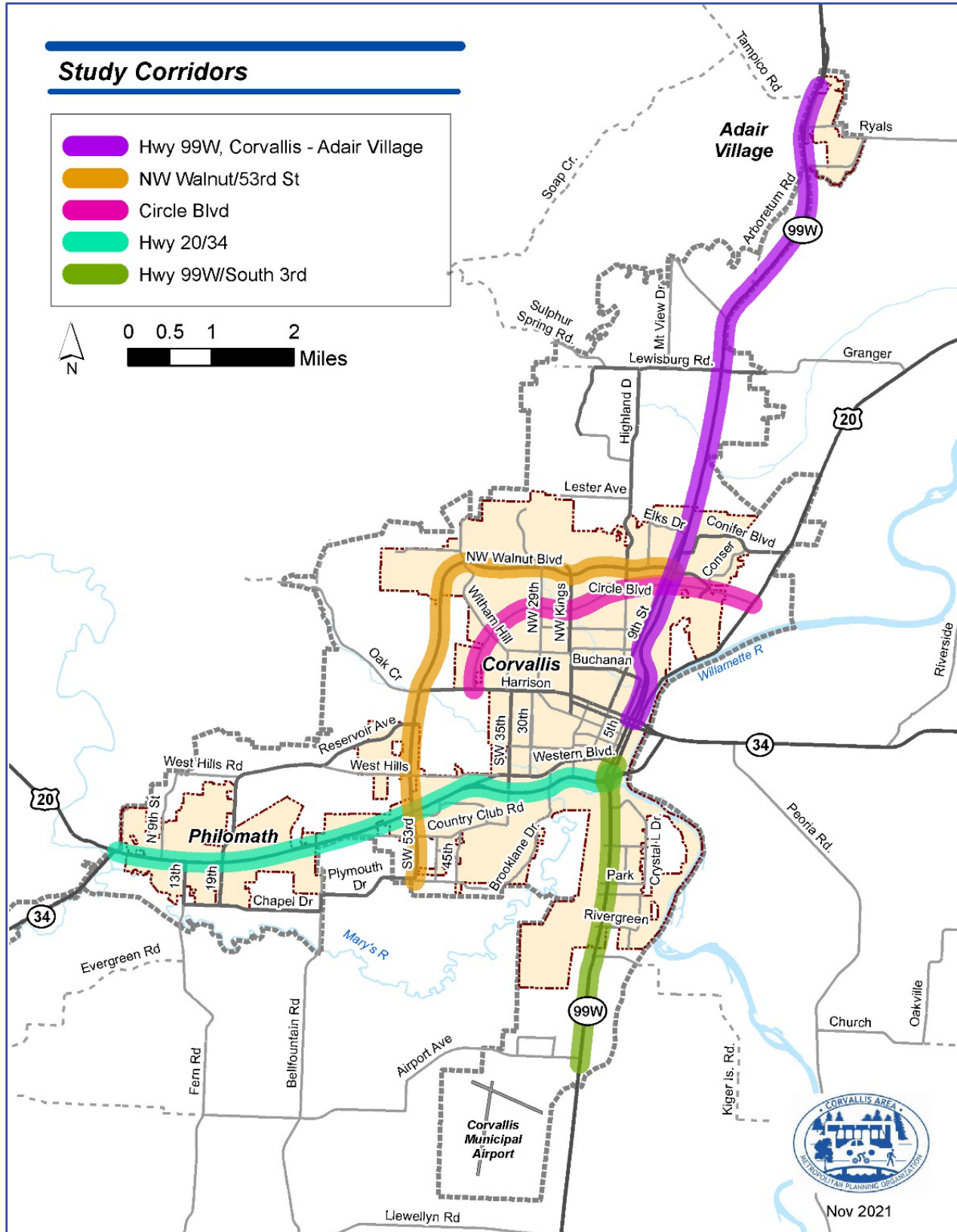
Currently staff identified five or six corridors/areas, including:

- Central Corvallis (within Circle Boulevard)
- Surrounding Corvallis (outside Circle Boulevard)
- South Corvallis
- Philomath to Corvallis
- Corvallis to Adair Village
- Corvallis to Albany

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Discussion Questions

1) Regionality

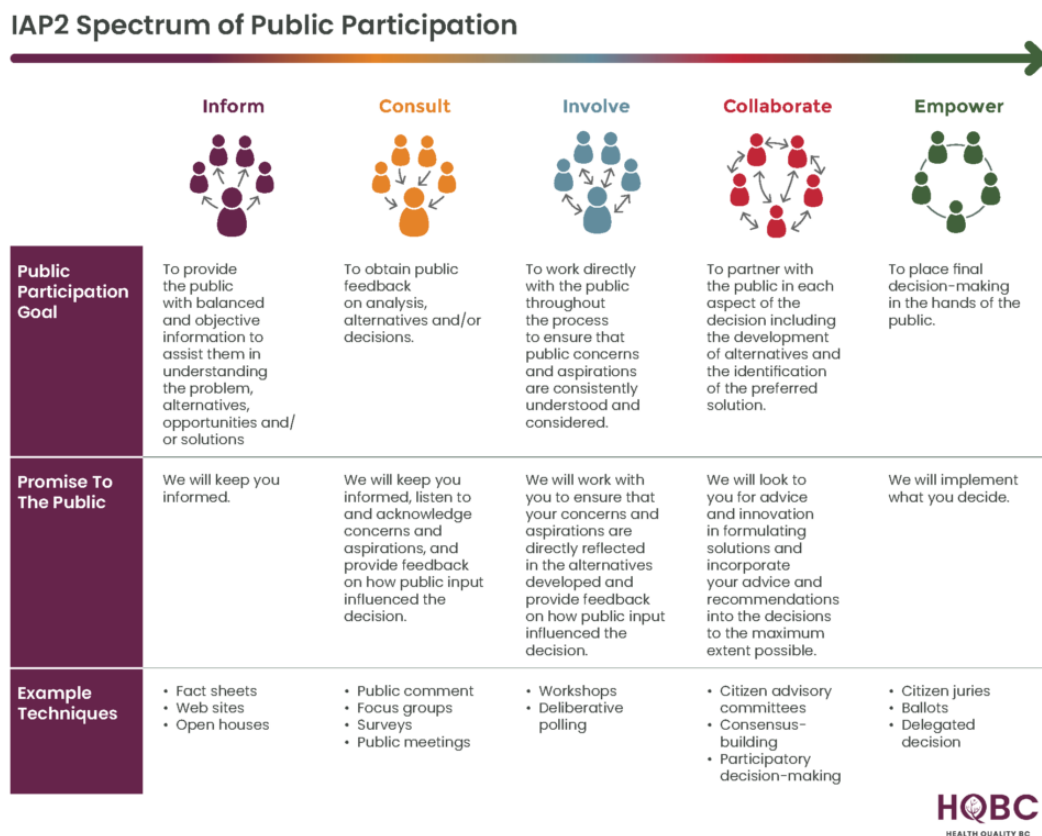
The expectation is that the above corridors are likely still applicable to each of their MPOs and only minor adjustment will be required.

Google Earth Work Session - Looking at the two MPOs as a cooperative and interconnected region, what corridors are considered most significant between the two? Should we be considering any additional corridors locally? Where are the opportunities for collaboration?

2) Public Participation

The corridors will be reviewed by the public during outreach events to be announced later this year or early next year, as well as the opportunity presented during these public meetings. Tentatively the first outreach event is plotted to occur sometime between February and March.

Which public outreach strategies do Policy Board members recommend (or have found effective in the past), and what level of public engagement is appropriate? Please refer to the IAP2 “Spectrum of Public Participation” to guide the discussion.



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Date: November 12th, 2025
To: AAMPO and CAMPO Technical Advisory Committees (TACs) and Policy Boards
From: Billy McGregor, AAMPO Staff; Updated by Corum Ketchum, CAMPO Staff
Re: RTP Scenarios

Overview

Preferred Scenarios are set for the MPO Area for each Regional Transportation Plan (RTP) with consideration toward local Transportation System Plans (TSPs) and jurisdictional needs. For the upcoming 2027-2032 RTP coverage, the Albany Area Metropolitan Planning Organization (AAMPO) is joining with Corvallis Area MPO (CAMPO) to create a Regional RTP that examines the critical linkages between the two neighbors.

Scenario Outcomes

The desired outcome is to craft a set of regional scenarios that takes into consideration the interchange of traffic trips between the two MPO areas. The goal is to look at several scenarios of potential future pattern congestion to determine a preferred strategy for future project investment.

Individually it is expected that the previous RTP preferred scenario for each MPO will likely still apply to its area and primarily will require an update to its CALM Model output as worked by ODOT's Transportation Planning Analysis Unit (TPAU).

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AAMPO RTP Scenarios, 2023-2028

AAMPO TAC discussions and memos can be found in materials and minutes from the meetings on November 10, 2022, December 15, 2022, and April 20, 2023.

Table 18. Base Year and Future Scenarios: Travel Demand, Delay, and Congestion

Unit	BASE YEAR 2019	SCENARIO 1 2043 Trend	SCENARIO 2 2043 Invest in Transit/Bike Infrastructure	SCENARIO 3 2043 State and Federal Policies Scenario	SCENARIO 4 2043 Increased Transit, Walking, and Biking Scenario + State and Federal Policies
Daily All Vehicle Roadway (VMT)	1,092,257	1,504,324	1,437,228	1,466,287	1,402,394
Daily All Vehicle Roadway (VMT/Capita)	17.4	17.5	16.7	17.5	16.8
Total Daily Delay Hours (PM Peak)	693	1,501	1,262	1,377	1,164
Annual Delay Hours Per Capita (PM Peak)	4.0	6.4	5.4	6.0	5.1
Congested Freeway VMT (PM Peak)	0	15,028	14,929	15,868	15,736
Congested Minor Arterial VMT (PM Peak)	2,195	4,828	3,469	4,261	2,375
Congested Principal Arterial VMT (PM Peak)	1,547	7,950	4,316	6,744	3,870

Source: ODOT TPAU

Final Scenario Choice:
Scenario 4

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CAMPO RTP Scenarios, 2022-2027

CAMPO TAC discussions and memos can be found in materials and minutes from the meeting on September 23, 2021.

Table 16: Model Scenarios and Corresponding Outputs

Unit	Metric	BASE YEAR 2019	SCENARIO 1 2043 Trend	SCENARIO 2 2043 Invest in Transit/Bike Infrastructure	SCENARIO 3 2043 Work From Home
Daily All Vehicle Roadway VMT	VMT	808,800	1,070,400	988,000	1,030,700
Daily All Vehicle Roadway VMT/Capita	VMTperCap	12.0	11.6	10.7	11.2
Total Daily Delay Hours (PM Peak)	VDHT	380	925	694	780
Annual Delay Hours Per Capita (PM Peak)	VDHTperCap	2.1	3.7	2.7	3.1
Congested Roadway VMT (PM Peak)	CongVMTby_FC_2	8,200	18,100	15,600	16,200

Reported findings to 2021 CAMPO TAC.

“With minimal investment in the transportation system, congestion and VMT are expected to go up significantly, with no appreciable change in mode splits. Perhaps not surprisingly, if there is significant investment in transit and bicycle infrastructure, the model predicts a decrease in VMT per capita, and significant mode shifts (both transit and bike trips double). The Work from Home Scenario has minimal impact for the future year, other than reducing VMT slightly.

With this in mind, staff recommend Scenario 2 (*Scenario 2: Invest in Transit and Bike Infrastructure—approximately doubles frequency of transit service, which is in line with Corvallis’ TDP. Also assumes a doubling of intercity routes from STIF and increased federal funding. Establishes a more “comfortable” bicycle network both within and between cities within the region.*) be the preferred scenario for the RTP work. This in turn would target MPO funding towards bicycle and transit projects, with the exception of pavement preservation and roadway efficiency improvements. Even with the decrease in VMT per capita, the MPO supports a more efficient roadway system.”

Final Scenario Choice:
Scenario 2

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Discussion Questions

1) Regionality

The expectation is that the above scenarios are likely still applicable to each of their MPOs and only minor adjustment will be required.

Looking at the two MPOs as a cooperative and interconnected region, what scenarios would best shape the future growth and funding concentration from MPO activities and efforts? Should we be considering any additional Scenarios? Where are the opportunities for collaboration and how could they be posed as Scenarios?

2) Public Participation

The Scenarios will be reviewed by the public during outreach events to be announced later this year or early next year. Tentatively the first outreach event is plotted to occur sometime between February and March.

Which public outreach strategies does the TAC/Policy Board recommend (or have found effective in the past), and what level of public engagement is appropriate? Please refer to the IAP2 "Spectrum of Public Participation" to guide the discussion.

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IAP2 Spectrum of Public Participation

	Inform	Consult	Involve	Collaborate	Empower
Public Participation Goal	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision-making in the hands of the public.
Promise To The Public	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.
Example Techniques	• Fact sheets • Web sites • Open houses	• Public comment • Focus groups • Surveys • Public meetings	• Workshops • Deliberative polling	• Citizen advisory committees • Consensus-building • Participatory decision-making	• Citizen juries • Ballots • Delegated decision

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