



## 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

### Technical Advisory Committee Meeting

Thursday, January 16, 2025

9:00 am to 11:00 am

#### VIRTUAL MEETING:

Via Teams by clicking [HERE](#)

Meeting ID: 252 399 278 05

Passcode: CB2qW6He

Mobile One Click Number

[+1 872 242 8088](#)

Phone Conference ID 121 149 772#

Contact: Billy McGregor, [bmcgregor@ocwcog.org](mailto:bmcgregor@ocwcog.org)

### AGENDA

1)	9:00	Call to Order, Agenda Review, and Roll Call	2024 Chair, Chris Cerklewski
2)	9:05	Public Comments	2024 Chair
3)	9:10	Approve minutes of Joint MPO TAC meeting on December 19, 2024 (Attachment A)  <i>Action: Decision on minutes</i>	2024 Chair
4)	9:15	Chair and Vice Chair Elections Each year the AAMPO TAC members elect a new chair and vice-chair for the full calendar year. For 2024, the Chair was Albany representative Chris Cerklewski, and Vice-Chair, was Tangent representative Joe Samaniego.	Staff
5)	9:20	Public Participation Plan, Comments Review The Joint AAMPO/CAMPO Public Participation Plan is ready for review by the AAMPO TAC and Policy Board. Draft has been emailed to members for comment and will be reviewed publicly during this meeting. Please email staff comments before meeting.  <i>Action: Discussion</i>	Staff, Billy McGregor
6)	9:40	FY26 Unified Planning Work Program Review Staff is drafting the FY 2026 UPWP and would like additional workplan guidance from the TAC. Draft has been emailed to members for comment and will be reviewed publicly during this meeting.  <i>Action: Discussion</i>	McGregor

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

7)	10:00	<b>STIP Clean Up</b> Staff recently Slipped a large number of projects into FY 2025, many that have already been slipped. Staff is requesting TAC members review those projects still open in their jurisdictions.  <b>Action:</b> <i>Information and Discussion</i>	McGregor
8)	10:15	<b>Letters of Support (Attachment B1-4)</b> AAMPO staff would like to share with the group Letters of Support submitted for the Oregon Community Paths Program.  <b>Action:</b> <i>Information and Discussion</i>	McGregor
9)	10:30	<b>AAMPO FY25 In-Kind Match Update</b> Staff discussion of the upcoming fiscal year In-Kind/Match requirements and strategies to meeting them, including new information from ODOT.  <b>Action:</b> <i>Information and Discussion</i>	McGregor
10)	10:45	<b>Jurisdictional Updates/Other Business</b> <ul style="list-style-type: none"> <li>• Albany</li> <li>• Jefferson</li> <li>• Millersburg</li> <li>• ODOT</li> <li>• Benton County</li> <li>• Linn County</li> <li>• Tangent</li> </ul>	All
11)	11:00	<b>Adjournment</b> Next regularly scheduled meeting: Thursday, February 20, 2025.	Chair

AAMPO FY'25 In-Kind Match Tracker			
Group	Meetings	Time	Match
Policy Board	5/5	64	\$2,471.68
TAC	4/6	42	\$3,801.88
Loop, AAMPO Half	1		\$917.45
ATS Match	-	-	\$4,000
Additional Time	-	4.25	\$425.00
<b>Totals</b>	<b>9/11</b>	<b>110.25</b>	<b>\$7,616.01</b>

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## ATTENDANCE (FOR QUORUM PURPOSES)

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

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

- AAMPO Technical Advisory Committee Bylaws, Section 6: Meetings, Subsection F: Quorum

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

**Joint AAMPO/CAMPO TAC Hybrid Meeting**

Albany ABC (Downstairs) Conference Room

1400 Queen Ave SE, Albany Oregon 97322

or

Virtual via Microsoft Teams Technologies

**Thursday, December 19, 2024**

<b>TAC Members</b>	<b>Jurisdiction</b>	<b>Attendance</b>
David Watkins	City of Jefferson	No
Janelle Booth	City of Millersburg	Yes
Chris Cerklewski (AAMPO Chair)	City of Albany	Yes
Joe Samaniego (Vice-Chair)	City of Tangent	No
Daineal Malone	Linn County	Yes
Gary Stockhoff	Benton County	Yes
James Feldmann	Oregon Department of Transportation	Yes

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

**Guests:** Cody Franz, Steve Harvey, Andrew Potts (Millersburg City Engineer), Wendy Byrne

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

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, Roll Call	Staff Ashlyn Muzechenko conducted roll call after the AAMPO Chair Chris Cerklewski called meeting to order at 9:03am. There were no changes made to the agenda.	<b>The meeting was called to order at 9:03am by the AAMPO Chair Chris Cerklewski</b>
2. Public Comments	There were no public comments presented to the AAMPO/CAMPO TAC members and guests in attendance.	<b>There were no public comments.</b>
3. Approve AAMPO TAC minutes of November 21, 2024. (Attachment A1) and CAMPO TAC minutes of November 13, 2024 (Attachment A2)  <b>Action: Decision on Minutes</b>	The AAMPO TAC members in attendance agreed to approve the AAMPO TAC Minutes of the November 21, 2024, meeting by consensus. The minutes were approved with no objections or corrections.  The CAMPO TAC members in attendance agreed to approve the CAMPO TAC Minutes of the November 13, 2024, meeting by consensus. The minutes were approved with no objections or corrections.	<b>The AAMPO and CAMPO TAC members in attendance approved their November meeting minutes by consensus.</b>
4. TPAU Resources for TSP Updates  <b>Action: Informational</b>	Alexander Bettinardi from ODOT's Transportation Planning and Analysis Unit (TPAU) shared a presentation introducing the services and mission of and how they could assist in coming Transportation System Plan (TSP) updates for the joint technical advisory committee. .  The TPAU team develops, implements and applies travel forecast models to support long range transportation planning and policy development. These tools support Regional Transportation Plans (RTPs), TSPs, Climate Friendly Area modeling, air quality analysis, and all other model and information requests.	

	<p>The Oregon Modeling Improvement Program (OMIP) focuses on supporting regulatory compliance, developing/implementing travel models, State policy development analysis, data acquisition and Dissemination, and developing procedures and guidance.</p> <p>TPAU gets involved by confirming high level approach when scoping, refining analysis methods based on community input, forecasting future conditions to identify needs and solutions, and identifying and modeling project alternatives if needed.</p> <p>The timeline for this looks like:</p> <ul style="list-style-type: none"> <li>• Community engagement</li> <li>• Goal setting</li> <li>• Analysis methods</li> <li>• Existing conditions</li> <li>• Future needs and solutions</li> <li>• Project list and funding plan</li> <li>• Final TSP</li> </ul> <p>Climate friendly area<sup>1</sup> vehicle miles traveled (VMT) modeling:</p> <p>Land use and demographic inputs</p> <ul style="list-style-type: none"> <li>• Household size distribution, age, income</li> <li>• Housing types and zoning</li> <li>• Employment forecasts</li> </ul> <p>Transportation inputs</p> <ul style="list-style-type: none"> <li>• Funding and projects supportive of short, non-auto trips</li> <li>• Elimination of rule 0060 in CFAs</li> <li>• Parking policies, pricing, and management</li> <li>• Project prioritization</li> </ul>	
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<sup>1</sup> Places that are designated by Oregon statute as being mixed-use, of higher density, with non-auto infrastructure and/or transportation services.

	McGregor shared that the MPO has worked with TAPU on the most recent RTP process. Both Albany and Tangent have their TSP updates coming up and Millersburg has been funded for their as well in the upcoming 24-27 cycle.	
<p>5. New STIP Amendment Guidelines and process (Attachment B1 and B2)</p> <p><b>Action:</b> <i>Discussion and Adoption</i></p>	<p>CAMPO Planner Corum Ketchum shared the new Statewide Transportation Improvement Program (STIP) amendment guidelines and process which will hopefully be adopted jointly by both AAMPO and CAMPO.</p> <p>Ketchum provided context on this topic as well. The Federal Highway Administration (FHWA) is changing the recommend process for the STIP. Attached in the meeting agenda packet is the current process and the proposed new one.</p> <p>Items 6, 7, and 8, on the memo, indicate what levels of involvement are needed from the board, TAC, and staff on these amendments. The biggest change would be for amendments will be in this category. Staff believe the change will give a better approach to processing the smaller process change requests for STIF.</p> <p>With the change, projects that are smaller, can change by a percentage basis and not trigger the full amendment process. This creates operational efficiency and helps maintain a healthier timeline for the amendment process.</p> <p>Ketchum noted that the policy boards for both MPO's have already tentatively adopted this new process, but finalization will be made at the meetings in the beginning of the new year.</p>	
<p>6. Joint Public Participation Plan</p> <p><b>Action:</b> <i>Informational</i></p>	<p>McGregor shared an update on the joint public participation plan with the AAMPO and CAMPO TAC members in attendance.</p> <p>Recently, the Title VI joint plan was completed and approved via ODOT as well.</p>	

	<p>The next step is completing the joint public participation plan. This plan would not exist without the Title VI plan.</p> <p>The joint plan is about 75% completed, and an internal review will be completed by early January. After internal review, the draft plan will be brought back to the two TACs for approval in January 2025. AAMPO will hope to approve late January and CAMPO will hope to approve early February 2025.</p>	
<p>7. STIP Amendments (Attachment C)</p> <p><b>Action:</b> Discussion and Decision</p>	<p>McGregor shared STIP amendments for the AAMPO Projects 23796 &amp; 23818.</p> <p>The AAMPO Policy Board already tentatively approved these amendments pending TAC approval.</p> <p>AAMPO Chair, Cerklewski provided further background on the projects in question with the noted amendments.</p> <p>The AAMPO TAC members in attendance approved the two STIP amendments on projects 23796 and 23818 by consensus.</p>	<p><b>The AAMPO TAC members in attendance approved the two STIP amendments on projects 23796 and 23818 by consensus.</b></p>
<p>8. MPO Deliverables Calendar</p> <p>Action: Informational</p>	<p>McGregor shared the newly drafted MPO deliverables calendar with the joint MPO TAC members in attendance.</p> <p>This calendar covers a list of documents the MPO's are expected to deliver along with the schedule of when these documents are expected to be reappraised.</p>	
<p>9. MPO Merger Conversation</p> <p>Action: Discussion</p>	<p>CED Planning Manager Matt Lehman shared an update regarding the MPO merger conversation.</p> <p>Lehman shared a work to date review of the merger, including finance forecast, and discussed next steps on this process.</p> <p>Lehman added that staff have made the decision to slow the role on the discussion of the merger due to a few reasons. The first being a formula change on how the MPO's are being funded from ODOT. There has also been a change on the match portion of the federal</p>	



	<p>planning (PL) funds as well, the first year has a 5% reduction, followed by another 5% in the next year. Over the next two years will be a 10% reduction in funds. A third reason is the change of administration in Washington and seeing what funding changes will come out of that for the MPO's.</p> <p>Lehman shared a funding estimate breakdown for merger scenarios with the AAMPO/CAMPO TAC members in attendance. Should the MPO's merged, there is a significant cost reduction which would mean almost a full loss of Full Time Employee (FTE) if the merger were to happen as current changes had stood. With all the expected changes there would be a loss of roughly \$100,000.</p>	
<p>10. FY26 UPWP Preliminary Tasks</p> <p>(Attachment D1 and D2)</p> <p>Action: Discussion</p>	<p>Ketchum shared he took the suggestions back from the CAMPO TAC's Halloween meeting and presented them to the CAMPO policy board meeting this month.</p> <p>Highlighted on the ideas list, are the ideas the policy board was resonating with.</p> <p>Ketchum shared further explanation and background on CAMPO's UPWP Tasks that are on the draft UPWP.</p> <p>Ketchum shared a new proposed task would be active safety transportation support. This one hasn't been added to the list yet, but the goal is to get it added as well. This would be a joint UPWP task between both AAMPO and CAMPO.</p> <p>Steve Harvey, member of the public, was in favor of the neighborhood bikeway and counts programs being on the UPWP. He also is favorable to the safe streets for all work too.</p> <p>Harvey, inquired about the Bell Fountain /Fern road corridor and if work would be done from CAMPO and if it is being outlined in the UPWP.</p>	

	<p>Ketchum noted input can be provided by the MPO, but member jurisdictions will need to discuss internally before changes can be reflected or made.</p> <p>Harvey inquired about public engagement for the promotion and support of the Corvallis to Albany path.</p> <p>Ketchum noted that the geographic information science(GIS) work or wayfinding areas can likely be done by CAMPO, but the strategy hasn't been fully developed or worked out completely by staff yet.</p> <p>McGregor shared an updated on the draft AAMPO UPWP with the TAC members in attendance.</p> <p>AAMPO is beginning this update work as well and has a similar first page to CAMPO. AAMPO is looking at removing their voluntary white papers in preparations for the 10% budget cuts coming over the next 2 years.</p> <p>AAMPO Chair, Cerklewski noted for Albany, feedback can be brought back to AAMPO in January 2025.</p> <p>Harvey noted that both folks in CAMPO and AAMPO have reached out to Mid-Willamette bike club, and the group looks forward to having a meeting towards the first part of the year to discuss this count program in more details.</p> <p>Wendy Byrne, member of the public, shared that she is curious if anyone is considering doing bike counts around the schools. Annually repeated counts would show a bump in riding.</p> <p>The group agreed both ideas would be great ones to follow up with.</p> <p>UPWP final adoption is due to ODOT by May 01, 2025. The draft version will be reviewed with state and federal partners in February 2025.</p>	
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<p>11. Jurisdictional Updates/Other Business</p> <ul style="list-style-type: none"> <li>• AAMPO</li> <li>• Adair Village</li> <li>• Albany</li> <li>• Benton County</li> <li>• Corvallis</li> <li>• Jefferson</li> <li>• Linn County</li> <li>• Millersburg</li> <li>• Tangent</li> <li>• ODOT</li> </ul>	<p><b>MPO Updates:</b> There were no further MPO updates to be shared.</p> <p><b>Jurisdictional Updates:</b> <i>Albany:</i> Chris Cerklewski noted for Albany there are no new updates.</p> <p><i>Benton County:</i> Gary Stockhoff left early due to a conflicting meeting.</p> <p><i>Jefferson:</i> There were no members from Jefferson present.</p> <p><i>Linn County:</i> Daineal Malone shared for Linn County, the Waverley drive and Cox creek bridge, contract has been awarded. They are currently in the negotiation process and the contractor submitted the proposed quote, which is currently 50% of the construction costs, so more negotiations will be made.</p> <p><i>Millersburg:</i> Andrew Potts shared for Millersburg the transition parkway continues to move forward. The next phase is awaiting funding to be released from their funding source.</p> <p><i>Tangent:</i> There were no members from Tangent present.</p> <p><i>ODOT:</i> James Feldmann shared for ODOT that there are no further project updates. Oregon community path grant applications are due January 18<sup>th</sup>. There are construction projects updates will be presented at the policy board meetings by Christine Hildebrandt. The Corvallis to Albany path will be hosting interviews next month.</p> <p><i>Corvallis:</i> Rory Rowan with the city of Corvallis shared the safe streets and roads for all project is being coordinated with Benton County's project. This project is kicking off shortly and is being managed by Adam Steele. The scope has been finalized last month. Federal Highway also set up a series of peer exchange meetings that have been through the safe streets for all grant recipients or interested parties.</p>	
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	<p><i>Adair Village:</i> Pat Hare with the city of Adair Village shared that one of the biggest roads in Adair will start from Ryals Ave. to Santiam Christan, and to improve Vandenburg Ave. This has some construction funding from the school. All the roads will be funded by the two developments.</p> <p><b>Other Business:</b> Jaclyn Disney noted that OCWCOG is working with Linn County and Lincoln County on their Safe Streets for All programs as well.</p>	
12. Adjournment	<p><i>The next joint TAC meeting date is to be determined.</i></p> <p><i>The next regularly scheduled AAMPO TAC meeting date will be January 16, 2025.</i></p> <p><i>The next regularly scheduled CAMPO TAC meeting date will be in 2025!</i></p>	<p><b>The meeting was adjourned at 10:35am by the AAMPO Chair Chris Cerklewski.</b></p>



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André Lightsey-Walker | Co-Chair

January 6, 2025

Dave Thomson | Co-Chair

Oregon Bicycle and Pedestrian Advisory Committee

555 13th ST NE, Suite 3

Salem, OR 97301-4178

Dear Review Committee Members,

The Albany Area Metropolitan Planning Association (AAMPO) formed in 2013 to provide continuing, comprehensive, and cooperative planning for the urban regions of Albany, Jefferson, Millersburg, and Tangent urges serious consideration of the following project: Corvallis to Albany Path Project. AAMPO supports this project and acknowledges its importance and alignment with federal planning goals within the AAMPO Regional Transportation Plan (RTP) and Safe Streets and Roads for All (SS4A) program, state goals within the Climate Friendly and Equitable Communities (CFEC), and local planning goals at the Transportation System Plan (TSP) level.

This project connecting the south side of the Willamette River to the north seeks to “construct a Multi-use Path connecting Albany’s historic downtown across the Willamette River to residential, commercial and medical services in North Albany and Corvallis.” This critical crossing point over the Willamette River would link the Dave Clark Trail (1.5 miles west-east) with the Albany Corvallis Path currently being constructed.

North Albany is located on the north bank of the Willamette River and is connected to the major portion of Albany across a significant choke point, the Ellsworth and Lyons Bridges. While some scant signalization for cyclists and sidewalks for pedestrians exist, these users have expressed safety concerns to the MPO during the RTP public outreach process.

Support of this project would continue to connect more users to the multi-use separated paths network existing in Albany that the city has worked hard to improve upon, as well as possibly connecting to Corvallis in the near future. With almost 1.5 miles of path already constructed and 2 miles in design, the Corvallis Albany Path could link up with the long linear trails for pedestrian, cyclist, and rolling uses in Albany such as the Dave-Clark Trail, east-west 1.5 miles, the Simpson Park Trail, north-south 2.3 miles, and the Periwinkle Creek Bike Path, north-south 3.8 miles. This project is critical to completing a truly inter-urban multi-use path that is safe and comfortable for users.

Sincerely,

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Matthew Lehman, Transportation and  
Economic Development Planning Manager  
Albany Area MPO  
[mlehman@ocwcog.org](mailto:mlehman@ocwcog.org)  
(541)574-4544 ext 301

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Ray Kopczynski, Policy Board Chair  
Albany Area MPO  
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Oregon Bicycle and Pedestrian Advisory Committee

555 13th ST NE, Suite 3

Salem, OR 97301-4178

Dear Review Committee Members,

The Albany Area Metropolitan Planning Association (AAMPO) formed in 2013 to provide continuing, comprehensive, and cooperative planning for the urban regions of Albany, Jefferson, Millersburg, and Tangent urges serious consideration of the following project: Geary Street-Queen Avenue Safety Improvements. AAMPO supports this project and acknowledges its importance to federal planning goals within the AAMPO Regional Transportation Plan (RTP) and Safe Streets and Roads for All (SS4A) program, state goals within the Climate Friendly and Equitable Communities (CFEC), and local planning goals at the Transportation System Plan (TSP) level.

This project refinement in the southern section of the City of Albany would “evaluate and determine safety improvements needed to link Periwinkle Creek Path across the Queen Avenue-Geary Street intersection.”

The southern neighborhoods of Albany are primarily comprised of mid-1970s suburban single-family homes with few commercial activity centers or medical facilities. With close to fifty years since its build out period, the area is seeing strain from increasing commuter use. Many vulnerable communities within the area such as seniors have sought ODOT and City assistance for dealing with driver speeding issues and unsafe crossing points.

This project is important to the progression of CFEC development in Albany as Periwinkle path currently crosses through CFEC Site E located at Queen Avenue and Geary Street. The project intersection is noted in the AAMPO RTP as a vehicle crash hotspot and the site of a serious pedestrian injury crash. While some partial updates to the intersection have occurred in the previous two years there are still remaining gaps.

Support of this project would improve safety along Albany’s primary north-south multi-use separated path and provide better access to much needed commercial and medical spaces.

Sincerely,

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Matthew Lehman, Transportation and  
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Oregon Bicycle and Pedestrian Advisory Committee

555 13th ST NE, Suite 3

Salem, OR 97301-4178

Dear Review Committee Members,

The Albany Area Metropolitan Planning Association (AAMPO) formed in 2013 to provide continuing, comprehensive, and cooperative planning for the urban regions of Albany, Jefferson, Millersburg, and Tangent urges serious consideration of the following project: South Waterfront Trail. AAMPO supports this project and acknowledges its importance to federal planning goals within the AAMPO Regional Transportation Plan (RTP), state goals within the Climate Friendly and Equitable Communities (CFEC), and local planning goals at the Transportation System Plan (TSP) level.

This project along the south side of the Willamette River seeks to “connect existing neighborhoods with downtown Albany, a large commercial retail center, employment opportunities, and the neighboring community of Millersburg.” Connecting multiple paths will help create a 2.75 mile inter-urban trail system between the cities of Albany and Millersburg.

Critical connections with the contiguous urban region of Millersburg and Albany are becoming increasingly more vital. As both cities have seen great increase in their populations and jobs over the last ten years the steady flow of commuters and freight between the two is ever more strained. Creating quality pedestrian paths separate from heavy traffic is of value to the region as Albany begins its CFEC work. The proposed increase and focus in more walkable urban nodes needs to be supported by safe networks between activity centers.

Support of this project would continue the important multi-use separated paths network existing in Albany that the city has worked hard to improve upon. Long linear trails for pedestrian, cyclist, and rolling uses such as the Dave-Clark Trail, east-west 1.5 miles, the Simpson Park Trail, north-south 2.3 miles, and the Periwinkle Creek Bike Path, north-south 3.8 miles, help connect large areas of Albany as well as connecting locations listed on the state’s Willamette River Greenway and Water Trail.

Sincerely,

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Matthew Lehman, Transportation and  
Economic Development Planning Manager  
Albany Area MPO  
[mlehman@ocwcog.org](mailto:mlehman@ocwcog.org)  
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Salem, OR 97301-4178

Dear Review Committee Members,

The Albany Area Metropolitan Planning Association (AAMPO) formed in 2013 to provide continuing, comprehensive, and cooperative planning for the urban regions of Albany, Jefferson, Millersburg, and Tangent urges serious consideration of the following project: SS-01 Phase 1 or Second Street Student Link. AAMPO supports this project and acknowledges its alignment with federal planning goals within the AAMPO Regional Transportation Plan (RTP) and Safe Streets and Roads for All (SS4A) program, state goals within Safe Routes to School (SRTS) program, and local planning goals at the Transportation System Plan (TSP) level.

This project in the heart of the City of Jefferson would implement a well-considered TSP project “connecting the Jefferson High School and Middle School to downtown Jefferson.” Providing student users (ages 11-18) an alternative to having to share space designed for automobile use from “walking along the unimproved shoulder of the state highway” this project would improve safety along a route that has not seen substantial improvements. It is considered by AAMPO to be a critical project within the City of Jefferson. The provision to create safe facilities for pedestrians, cyclists, and rollers along/across the State Highway 99E that bisects Jefferson has long been supported by the MPO.

AAMPO has continuously supported Safe Streets and Roads for All and Safe Routes to School work within Jefferson as this is the most effective and straightforward method toward providing safe and user friendly non-automotive options. Jefferson has long sought access to regional public transit from both the Salem area Cherriots service and the Albany Transit Service (ATS), but neither transit provider is able to extend any level of service to the city. Given this, it is vitally important that work prioritizing safe multi-modal pedestrian, cyclist, and rolling service within the city be seriously considered.

We are enthusiastic about this opportunity to support the City of Jefferson in accomplishing their TSP goals and urge you to fully fund this project request.

Sincerely,

Matthew Lehman, Transportation and  
Economic Development Planning Manager  
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