



## 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 (TAC)**  
**Thursday, January 15, 2026**  
**9:00 am to 11:00 am**

**VIRTUAL MEETING:**

Via Teams by clicking [HERE](#)

Meeting ID: 294 464 589 587 8

Passcode: 8kV6Rt3U

**Mobile One Click Number**

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

Phone Conference ID: 193 067 353#

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

## AGENDA

- |           |             |   |  |
|-----------|-------------|---|--|
| <b>1)</b> | <b>9:00</b> | <b>Call to Order, Agenda Review</b>   | <b>2025 Chair,<br/>Joe<br/>Samaniego</b> |
| <b>2)</b> | <b>9:05</b> | <b>Chair and Vice Chair Elections</b>   | <b>Staff</b>                             |
| <b>3)</b> | <b>9:07</b> | <b>Public Comments</b>  | <b>Chair</b>                             |
| <b>4)</b> | <b>9:10</b> | <b>Approve the minutes of Super MPO meeting on Wednesday, December 10, 2026 (<a href="#">Attachment A</a>)</b>  | <b>Chair</b>                             |
|           |             | <b>Action: Decision on minutes</b>  |  |
| <b>5)</b> | <b>9:15</b> | <b>STIP Administrative Amendments (<a href="#">Attachment B</a>)</b><br>Administrative Amendments are the lowest level of State Transportation Improvement Program amendment and require TAC notification of changes.   | <b>Staff,<br/>McGregor</b>               |
|           |             | <b>Action: Information</b>  |  |
| <b>6)</b> | <b>9:25</b> | <b>MPO Interjurisdictional RTP Goals (<a href="#">Attachment C</a>)</b><br>Foreground conversation concerning Regional Transportation Plan (RTP) Goals, with review of AAMPO & CAMPO Goals & Objectives. Input toward Regional Goals being the primary purpose. | <b>All</b>                               |
|           |             | <b>Action: Information and Discussion</b>   |  |

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)	9:35	<b>AAMPO RTP Local Corridors</b> Similar Google Earth exercise to determine locally preferred parallel networks to accompany major thoroughfares. Will review FFC roads.	All
		<b>Action: Activity and Discussion</b>	
8)	9:50	<b>RTP Scenarios (Attachment D)</b> Review previous RTP Scenarios and discuss any needed changes or new scenarios.	All
		<b>Action: Information and Discussion</b>	
9)	10:00	<b>Upcoming Projects for 2027-2030 Statewide Capital Improvement Plan</b> Similar to adding projects to the Transportation Improvement Plan (TIP) done for 2024-2027.	All
		<b>Action: Discussion</b>	
10)	10:15	<b>Activity Based Model Refund</b> Brief notice regarding the MPO Oregon MPO Consortium (OMPOC) refund from ABM/Oregon Household Activity Survey (OHAS) work totaling ~\$16,250 (final amount pending ODOT recalculation).	Staff, McGregor
		<b>Action: Information</b>	
11)	10:20	<b>AAMPO Unified Planning Work Program</b> The AAMPO UPWP FY27 draft will be emailed to TAC members prior to the meeting date for review. The UPWP will be reviewed with ODOT staff in February and finalized prior to May.	Staff, McGregor
		<b>Action: Information and Discussion</b>	
12)	10:30	<b>Jurisdictional Updates/Other Business</b> <ul style="list-style-type: none"> <li>• Albany</li> <li>• Benton County</li> <li>• Jefferson</li> <li>• Linn County</li> <li>• Millersburg</li> <li>• Tangent</li> <li>• ODOT</li> </ul>	All
13)	11:00	<b>Adjournment</b> Next regularly scheduled meeting: Thursday, February 19, 2026, and will be virtual only.	Chair

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## Upcoming RTP Schedule

Combined MPO	AAMPO + CAMPO Combined RTP 3 Month Schedule												
AAMPO	25-Dec					26-Jan				26-Feb			
CAMPO	1	8	15	22	29	5	12	19	26	2	9	16	23
Goals & Objectives conversation w/ TAC		10					15		29				
Finalized Goals & Objectives conversation w/ Policy Board		10									11		25
Review Federal Functional Classification (FFC) roads w/ TAC							15		29				
Confirm Regional & Local priority corridors w/ TAC & Policy Board		10					15		29				
Finalized Regional & Local priority corridors w/ Policy Board											11		25
Future Trends & Scenarios (3-4 total) w/ TAC							15		29				
Future Trends & Scenarios (3-4 total) w/ TAC, Policy Board, & TPAU		10									11		25

### ATTENDENCE (FOR QUORUM PURPOSES)

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

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

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

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**SUPER MPO HYBRID MEETING OF THE  
ALBANY METROPOLITAN PLANNING ORGANIZATION &  
CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION  
POLICY BOARDS AND TECHNICAL ADVISORY COMMITTEES**

**Wednesday, December 10, 2025**

**3:30 – 5:30 pm**

**Via Microsoft Teams Technologies &  
The AAMPO Meeting Room (1400 Queen Ave SE, Albany, Oregon 97322)**

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

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

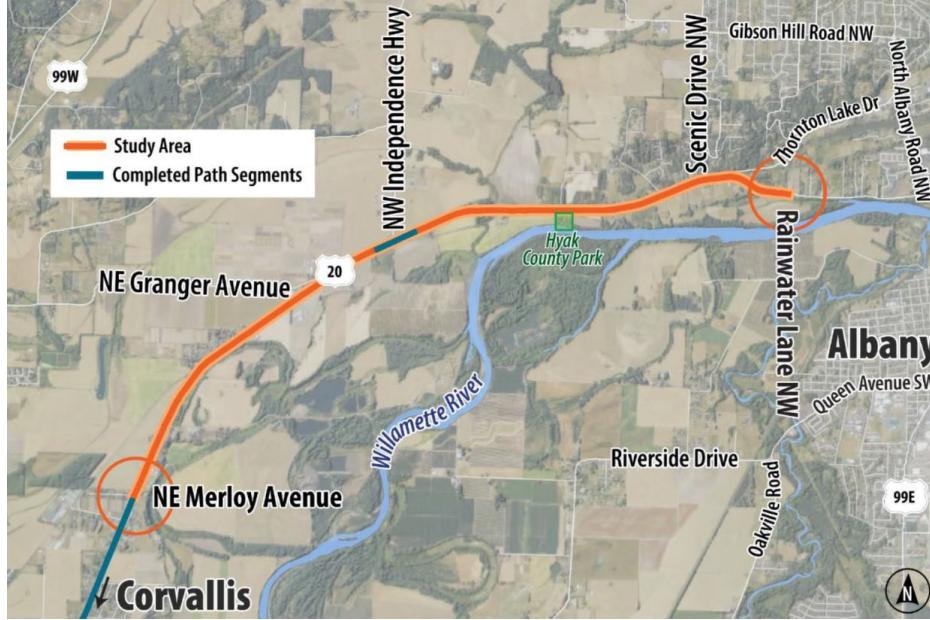
<b>AAMPO TAC Members</b>	<b>Jurisdiction</b>	<b>Attendance</b>
Kyle Ward	City of Jefferson	No
Andrew Potts	City of Millersburg	Yes
Chris Cerklewski (Chair)	City of Albany	Yes
Joe Samaniego (Vice-Chair)	City of Tangent	No
Daineal Malone	Linn County	Yes
Gary Stockhoff	Benton County	Yes
James Feldmann	Oregon Department of Transportation	Yes
<b>CAMPO TAC Members</b>	<b>Jurisdiction</b>	<b>Attendance</b>
Pat Hare	City of Adair Village	Yes
Rory Rowan	City of Corvallis	Greg Gescher
Chris Workman	City of Philomath	Yes
Gary Stockhoff	Benton County	Yes
Rebecca Houghtaling	Oregon State University	Sarah Robertson
James Feldmann	Oregon Department of Transportation	Yes

**Guests:** Steve Harvey (Mid-Valley Bike Club), Robert Upson (Mid-Valley Bike Club), Rob Emmons, Dave Rabinowitz, Zohora Sultana, Alexander O Bettinardi, Phone Number: 1-541-967-8630, Richard Hill, Ainsley Wilson, Ryan Farcomb, Laurel Beyer.

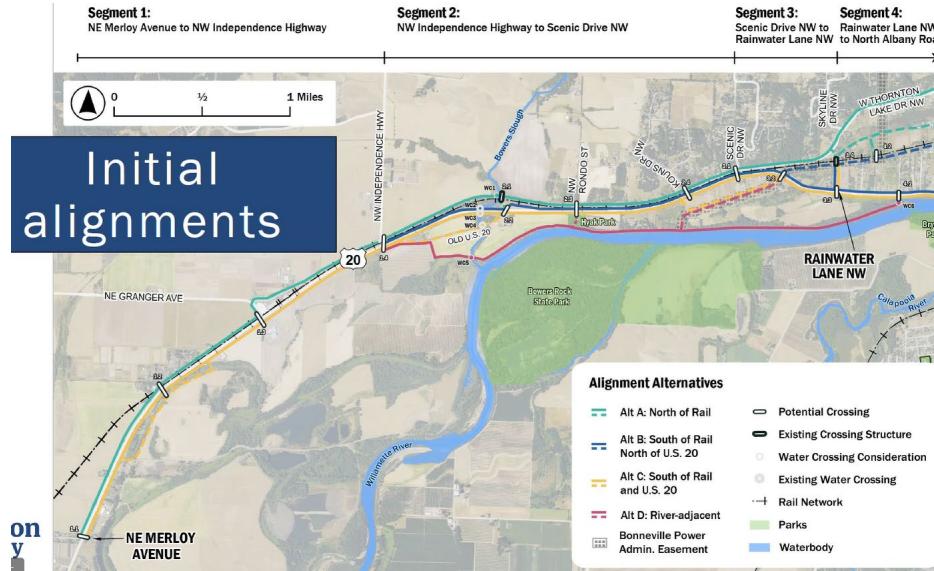
**Staff Present:** CED Director Matt Lehman, CED Supervisor Justin Peterson, AAMPO Planner Billy McGregor, CAMPO Planner Corum Ketchum, and Executive Assistant Ashlyn Muzechenko.

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, and Roll Call/Introductions	<p>The AAMPO Chair Commissioner Pat Malone called the meeting to order at 3:34pm.</p> <p>Executive Assistant Ashlyn Muzechenko conducted a roll call for the December Super MPO Meeting of the AAMPO and CAMPO Policy Boards and Technical Advisory Committees.</p> <p>There were no changes to the meeting agenda.</p>	<b>The joint AAMPO/CAMPO Policy Board meeting for December 2025 was called to order at 3:34pm by AAMPO TAC Chair Chris Cerklewski.</b>
2. Public Comments	<p>There were no public comments presented to the members and guests present.</p>	<b>There were no public comments.</b>
3. Approve Minutes of November 12, 2025, AAMPO/CAMPO Policy Board Meeting (Attachment A1)  Approve Minutes of November 20, 2025, AAMPO/CAMPO TAC Meeting (Attachment A2)  <b>Action:</b> Approval of minutes	<p>Councilor Carolyn McLeod moved to approve the Joint Policy Board meeting minutes for the November 12, 2025, meeting. Councilor Jan Napack seconded. The motion was approved via consensus, and the minutes were adopted as written.</p> <p>Councilor Carolyn McLeod voted in Favor. Councilor Greg Jones voted in Favor. Commissioner Pat Malone voted in Favor. Andrew Potts voted in Favor Danieal Malone voted in Favor. Christine Hildebrant voted in Favor. Councilor John Wilson voted in Favor. Chris Workman voted in Favor. Councilor Jan Napack voted in Favor. There were no votes against. The minutes were approved unanimously.</p>	<b>Both AAMPO and CAMPO Board and TAC Meeting minutes were approved by each respective body. There were no votes against for either set of minutes.</b>

	<p>James Feldmann of ODOT, moved to approve the minutes from the AAMPO/CAMPO Joint TAC meeting. Chris Cerklewski seconded. The motion was approved via consensus, and the minutes were adopted with no changes.</p> <p>Daineal Malone voted in Favor.      Greg Gescher voted in Favor.      Gary Stockhoff voted in Favor.      Sara Robertson voted in Favor.      Andrew Potts voted in Favor.      Chris Cerklewski voted in Favor.      Chris Workman voted in Favor.      Pat Hare voted in Favor.      James Feldmann voted in Favor.      There were no votes against.      The minutes were approved unanimously with no corrections.</p>																	
<p><b>4. STIP Amendments</b>  <b>(Attachment B)</b></p> <p><b>ACTION:</b> Discussion and Decision</p>	<p>Staff CAMPO Ketchum shared a full amendment for the STIP. There will be a full amendment to add a location. This was a bookkeeping error on the program side.</p> <p>Councilor John Wilson moved to approve. Commissioner Malone seconded. The motion carried with no opposition.</p> <table border="1" data-bbox="608 910 1495 1398"> <thead> <tr> <th>Initiative</th> <th>Action</th> <th>Category</th> <th>Type</th> </tr> </thead> <tbody> <tr> <td>24-27-3352 23846 Astoria-Cottage Grove curb ramps</td> <td>Construct curb ramps along various sections of US101, US30, US20, OR99, OR51, OR219, OR240, OR22, OR126, and OR569 in Northwest Oregon to meet compliance with the Americans with Disabilities Act (ADA) standards. Bicycle and pedestrian safety upgrades at OR99 between Harrison Ave and E. Main St to include four enhanced crossings with striping, lighting, curb extensions and pedestrian refuge island. The segment will be restriped to add buffered bike lanes and narrow travel lanes to slow drivers and improve safety.</td> <td>Update project description to include bike and pedestrian safety upgrades</td> <td>Single Project Adjustment/ Technical Corrections</td> </tr> <tr> <td>24-27-3336 22724 OR99W: (3rd St and 4th St) at Western Blvd (Corvallis)</td> <td>Rebuild signals at the intersections of 3rd St and Western Blvd and 4th St and Western Blvd and repair of curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.</td> <td>Add location: intersection of SW 4th St. (OR99W south bound) and SW Western Blvd. The location is in the project name and description but was not entered in the location data</td> <td>Single Project Adjustment</td> </tr> <tr> <td></td> <td></td> <td></td> <td>Full Amendment</td> </tr> </tbody> </table>	Initiative	Action	Category	Type	24-27-3352 23846 Astoria-Cottage Grove curb ramps	Construct curb ramps along various sections of US101, US30, US20, OR99, OR51, OR219, OR240, OR22, OR126, and OR569 in Northwest Oregon to meet compliance with the Americans with Disabilities Act (ADA) standards. Bicycle and pedestrian safety upgrades at OR99 between Harrison Ave and E. Main St to include four enhanced crossings with striping, lighting, curb extensions and pedestrian refuge island. The segment will be restriped to add buffered bike lanes and narrow travel lanes to slow drivers and improve safety.	Update project description to include bike and pedestrian safety upgrades	Single Project Adjustment/ Technical Corrections	24-27-3336 22724 OR99W: (3rd St and 4th St) at Western Blvd (Corvallis)	Rebuild signals at the intersections of 3rd St and Western Blvd and 4th St and Western Blvd and repair of curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.	Add location: intersection of SW 4th St. (OR99W south bound) and SW Western Blvd. The location is in the project name and description but was not entered in the location data	Single Project Adjustment				Full Amendment	
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			Full Amendment															

<p>5. Corvallis to Albany Path Alignments (Attachment C)</p> <p><b>Action:</b> Presentation and Discussion</p>	<p>James Feldmann shared Benton County and ODOT have been working on the Corvallis to Albany Path Alignment. An open house was held in October and again in November of this year. Ryan Farcomb with Parametrix was present to give a presentation on the Corvallis to Albany Path.</p> <p>Farcomb shared a presentation covering alignment screening results, outreach milestone results, and next steps.</p> <p>The study area is shown below:</p>  <p>For the process the team is looking at developing evaluation criteria, and then following an initial screening of possible alignments. The step we are currently at in the process is to narrow down the possible alignments.</p> <p>The criteria looks are project outcomes and feasibility as the two</p>	
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main criteria for evaluation.



Farcomb shared for the north side alignments, between the rail and highway is not feasible due to Rail Right of way. North of the rail is a possibility, ROW acquisition and steep slopes, however at least one crossing is required.

South Side alignments have notes on the proximity to homes/driveways, floodplains and steep slopes, and at least one highway crossing will be required.

Farcomb shared the following updates on crossings, the grade highway crossing is challenging and may not be feasible. Existing rail crossings are challenging and may not be feasible, New Rail/highway over crossings have high costs and potential impacts.

Farcomb shared outreach results. The purpose was to let the public know the project was going to be happening, and to gather general feedback on community priorities.

Farcomb noted shared the different methods of public awareness which were used. Additionally, an outreach video was created in tangent with this project which was a partnership with Metro East Community Media in Gresham.

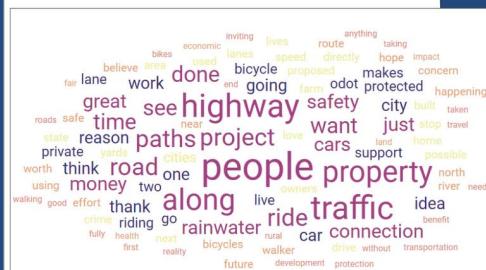
The survey findings found that safety and comfort were some of the highest identified worries for most people.

### Other Key Findings include:

## Key Findings

- General support for the concept
  - Opposition is concentrated around alignment-specific impacts
    - Crime and policing concerns are major barriers
    - Desire for transparent messaging around benefits and alignment-specific tradeoffs
  - Safety expectations are high—strong desire for fully separated facility
  - Clear next steps and transparency will build trust

Do you have any other thoughts you would like to share?



Next steps include the follow:

<h2>Next Steps</h2> <ul style="list-style-type: none"> <li>• Corridor outreach to property owners/residents</li> <li>• Begin advancing design on narrowed set of alternatives</li> <li>• Develop initial recommended alternative</li> <li>• Review alternatives and findings with the community in Spring 2026</li> <li>• Advance design further, wrap up toward end of 2026 – set stage for construction funding</li> </ul> <p>Commissioner Malone inquired how many recommended alternatives there were.</p> <p>Feldmann answered approximately two on for the north side and one for the south side.</p> <p>McGregor asked what options would be considered to cross route 20 and still keep the path for all ages.</p> <p>Farcomb answered an up and over crossing would be the best way to go in order to achieve this goal. Another potential option is an under crossing.</p> <p>Councilor Wilson asked that if at a minimum there will be a requirement for at least one crossing.</p> <p>Councilor McLeod inquired for the grade being adatable for those in a wheelchair.</p> <p>Farcomb answered all crossings will need to be ADA compliant.</p>		
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	<p>Feldmann shared an alignment screening memo will be available this winter 2025.</p> <p>Dave Rabinowitz, member of the public, shared the following notes in the meeting chat:</p> <p>One of the safest, least disruptive and least costly approaches to crossing the highway is roundabouts, where crossers are crossing only one lane at a time and traffic is temporarily slower.</p> <p>Bicycles are only marginally compatible with pedestrians and e-bikes are only marginally compatible with regular bikes and totally incompatible with pedestrians. How do we handle that issue? In the West Hills Rd. project, the current proposal is separate paths for pedestrians and wheeled vehicles.</p>	
<p>6. Regional Transportation Plan (RTP) Timeline Discussion</p> <p><b>Action:</b> Presentation</p>	<p>McGregor shared the RTP timeline presentation with the members and guests in attendance. This is the overview for the RTP 2050 Process. The RTP is updated every 5 years, with multiple outreach events for public comments and feedback.</p> <p>The RTP has the following requirement factors</p>	

## RTP Requirements – 12 Factors



The metropolitan transportation plan shall include:

1. Current/projected transportation demand
2. Existing/proposed transportation facilities
3. Description of performance measures used
4. System performance report
5. Strategies to improve existing facilities
6. Consideration of congestion management process
7. Assessment of capital investment/strategies for preservation
8. Must consider role of transit, especially for intercity travel
9. Proposed projects shall be financially constrained
10. Discussion of potential environmental mitigation
11. Financial plan showing adopted plan can be implemented
12. Pedestrian and Bicycle transportation in accordance with 23 USC 217(g)



McGregor shared the scope of work for the goals and objectives. For Tasks 1 through Task 7.

McGregor shared the RTP Timeline as follows:

### RTP Timeline

Current Timeline	October	November	December	January	February	March	April	May	June	July	August	September	October	November	December	January	February
Update Existing Conditions + Verify Future Model Year Inputs							X										
Review and Update RTP Goals and Objectives + Review Performance Measures					X												
Determine, Model, and select Preferred Future Scenario								X									
Identify System Gaps + Future Projects										X							
Refine and Prioritize Future Projects + Financial Plan												X					
Draft Report Review + Public Comment													X				
Final Report														X			

12

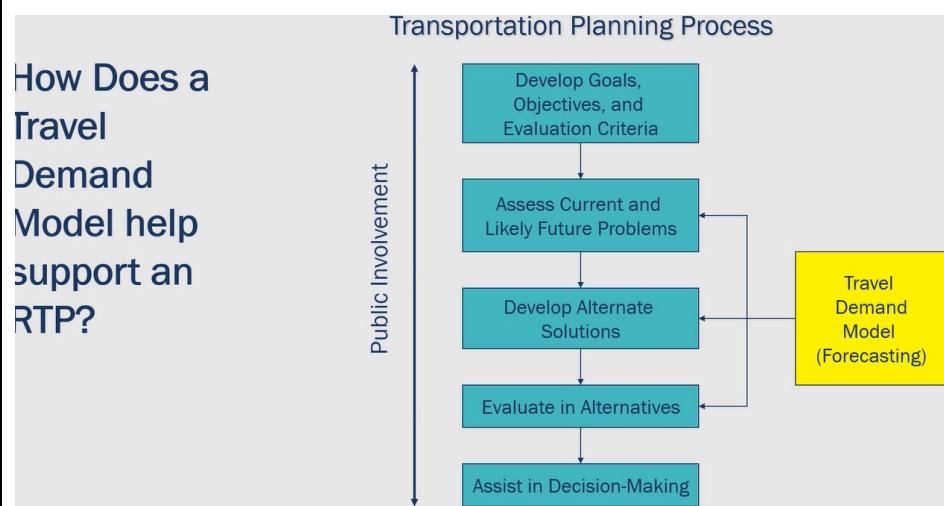
### 7. RTP Goals and Objectives Approval

For AAMPO's RTP Goals and adjectives Councilor McLeod moved to approve attachment D1. Commissioner Malone

**For AAMPO's RTP Goals and adjectives**

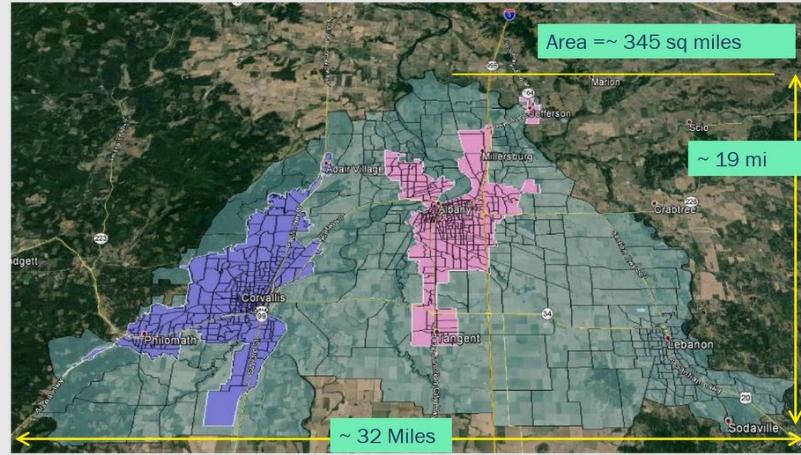
<p>(Attachments D1 and Attachment D2)</p> <p><b>Action:</b> Discussion and Decision</p>	<p>seconded. The motion carried successfully.</p> <p>Daineal Malone voted in favor.  Andrew Potts voted in favor.  Greg Jones voted in favor.  Councilor Carolyn McLeod voted in favor.  Christine Hildebrant voted in favor.  Commissioner Pat Malone voted in favor.</p> <p>For CAMPO's RTP Goals and Objectives Councilor John Wilsone moved to approve. Commissioner Malone seconded. The motion carried successfully.</p> <p>Councilor John Wilson voted in favor.  Chris Workman voted in favor.  Councilor Jan Napack voted in favor.  Commissioner Pat Malone voted in favor.  Christine Hildebrant voted in favor.</p> <p>Both sets for RTP Goals and Objectives were approved.</p> <p>Councilor Napack asked if there were ways to measure these items.</p> <p>Ketchum answered there are performance measures baked into the plan to do so.</p>	<p><b>Councilor McLeod moved to approve attachment D1. Commissioner Malone seconded. The motion carried successfully.</b></p> <p><b>For CAMPO's RTP Goals and Objectives Councilor John Wilsone moved to approve. Commissioner Malone seconded. The motion carried successfully.</b></p>
<p>8. RTP Priority Corridors Approval</p> <p>(Attachment E)</p> <p><b>Action:</b> Update and Discussion</p>	<p>McGregor shared attachment E the RTP Corridors which were discussed last month.</p> <p>Councilor John Wilson asked for clarification for identifying corridors for potential funding.</p> <p>McGregor confirmed it does help to have projects identified in the RTP when applying for federal and state funding. Narrowing it down to corridors is more useful as well. AAMPO and CAMPO</p>	<p><b>Councilor McLeod moved to approve of the AAMPO RTP Corridors. Commissioner Malone seconded. The motion carried with consensus.</b></p> <p><b>CAMPO Members will revisit their MPO Priority</b></p>

	<p>can apply funding allocations to those identified on the corridors and federally functionally classified roads.</p> <p>Ketchum noted to have a joint plan, there needs to be shared corridors between the two MPO regions.</p> <p>Councilor McLeod moved to approve of the AAMPO RTP Corridors. Commissioner Malone seconded. The motion carried with consensus.</p> <p>Daineal Malone voted in favor.          Andrew Potts voted in favor.          Greg Jones voted in favor.          Councilor Carolyn McLeod voted in favor.          Christine Hildebrant voted in favor.          Commissioner Pat Malone voted in favor.</p> <p>Greg Gescher asked about the underline criteria for selecting these routes. As Walnut has weight limitations that limit the ability for freight to use this route. Additionally, the western portion for Circle Blvd. also has weight limits.</p> <p>Chris Workman noted that 13<sup>th</sup> Street to connect Chappel up to HWY 20 needs to be added. As it's a freight route designated in Philomath's TSP's and it's in Benton County's TSP too. There was consensus to bring this item back to the CAMPO TAC for review and approval.</p> <p>Gescher asked if these priority routes were established prior to circle being extended to Harrison.</p> <p>Ketchum noted they were drafted from the previous RTP and should be updated with the current connections.</p> <p>CAMPO will revisit these items during the January meetings.</p>	<p><b>Corridors for approval during their January meetings.</b></p>
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<p>9. RTP Preferred Scenario Discussion</p>	<p>Alex Bettinardi with ODOT's Transportation Analysis Unit shared a presentation on the Regional Transportation Plan (RTP) Preferred Scenario Discussion and Adoption.</p> <p>This presentation will cover a quick background and the analytical tools and process supporting RTP. Along with Prior RTP Scenarios.</p> <p>Bettinardi shared what the Urban Travel Demand model is and what it pairs with Land use, spatial iterations and the transportation networks.</p> <p><b>How Does a Travel Demand Model help support an RTP?</b></p>  <p>The following is an image of the CALM Model:</p>	
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## What is the Corvallis/Albany/Lebanon Model

### Model Extent



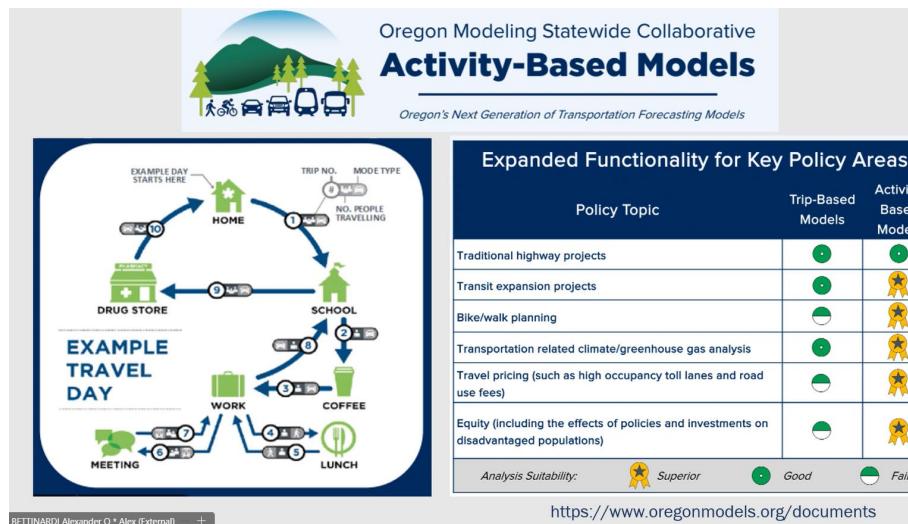
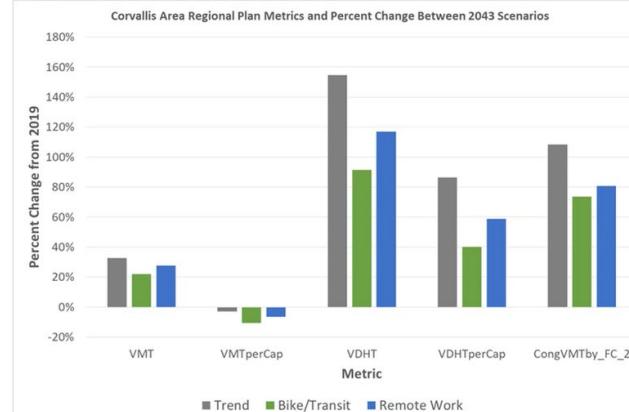
Bettinardi shared an example travel day from a participant in the model.

As well as the main scenarios that were run through the two MPOs. These were a trend scenario, and Increased Transit + Increased walking and biking scenario along with State and Federal Policies Scenario.

## Prior RTP Metrics and Findings



Figure 28: Model Scenarios and Metric Comparison



The new models will use an activity based model with a starting point of representing individuals rather than trip-based models.

10. OCWCOG/MPO  
funded presentation

Due to Time constraints this meeting topic will be moved to individual board meetings in the new year.

11. Other Business:	<p>McGregor shared MPO Staff will be working on the UPWP building for the next year. The largest change will be added to the RTP work.</p> <p>Ketchum shared for the CAMPO side; there will need to be a larger conversation on bike counts in inclusion of the RTP Work.</p> <p>Ketchum shared a quick shout out to the 99 Vine which is now open from McMinnville to Eugene, with multiple services stops. It is 4 times a day free service. This pilot is alive for the next six months. It's a free way to get to the Eugene airport as well.</p> <p>Christine Hildebrant with ODOT shared the Jefferson bridge project and was completed 6 months ahead of schedule. VanBuren is still on the schedule and should be completed before the end of next year.</p> <p>Daneal Malone noted the alternate for the Policy Board will be changed from Daneal to Amy Ramsdale.</p> <p>Councilor Napack, shared for the city of Corvallis has launched its SW Corvallis plan, transportation is one of their top priorities and is inclusive of Hwy 20, there were around 170 in attendance in this meeting.</p>	
12. Adjournment	<p>The next meeting will be in January after the New Year.</p>	<p><b>The Joint Policy Board meeting was adjourned at 5:36 pm by AAMPO TAC Chair Chris Cerklewski.</b></p>

# MEMORANDUM

## Albany Area Metropolitan Planning Organization

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**Date:** January 15, 2026  
**To:** AAMPO Technical Advisory Committee (TAC)  
**From:** Billy McGregor, AAMPO Staff  
**Re:** Statewide Transportation Improvement Program (STIP) Revisions

### Action Requested

Decision regarding Administrative Amendments to projects 22872, 23850, 23143, 18850, and 23140.

### 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.

**STIP Revisions**

Row	Revision Type	Project Key Number/s & Name/s	Project Description	Revision Information
1	Administrative Amendment 24-27-3415	22872  Albany area MPO planning SFY28	Planning funds for projects identified in state fiscal year 2028 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).	Technical corrections  Adjust match (FR: MPO Plan-Albany & FC Y450) to align with revised PL match - 50/50 state/local. Change FC 21MP to 25MP.
2	Administrative Amendment 24-27-3416	23850  IOF: Transition Parkway (Project Delorean) Millersburg	Schedule A construction of a local road, Transition Parkway. The project will add the necessary road capacity for essential business access to the new manufacturing facility.	Change project cost - no effect on fiscal constraint  Add \$2 to the IOF funding amount to reflect the award amount. Update comment, CN cost, IOF FC and S600 FC.
3	Administrative Amendment 24-27-3391	23143  Cox Creek (Waverly) Dr bridge (city of Millersburg)	Replace the bridge with one that meets current standards.	Add/Cancel a non-CN phase  Cancel RW.
4	Administrative Amendment 24-27-3381	18850  Corvallis to Albany Trail: Scenic Dr. - Springhill	Complete NEPA and right of way purchase, construct off-highway multiuse path.	Slip project w/in current STIP  Move the unobligated \$131,459.98 from RW to CN and slip the CN phase to begin in FFY27, update bid-let date.
5	Administrative Amendment 24-27-3385	23140  Truax Creek (Clover Ridge Road) bridge (Linn Co)	Replace the bridge to meet current standards.	Slip project w/in current STIP  Slip the CN phase to FFY27.

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**Date:** January 15, 2026  
**To:** AAMPO Technical Advisory Committee (TAC)  
**From:** Billy McGregor, AAMPO Staff  
**Re:** Draft Goals for the AAMPO-CAMPO RTP

### Action Requested

Comments on Draft Goals for the AAMPO CAMPO Regional Transportation Plan (RTP) focused on the need to provide better interjurisdictional transportation network support.

### Overview

The purpose of this memorandum is to provide a draft version of potential regional AAMPO and CAMPO Goals, as shown in Table 1.

*Table 1. Draft Goals*

<b>Safety, Health, and Usability</b>	Create interjurisdictional networks that support active transportation modes (walk, bike, rolling, etc) and are accessible for a variety of users of different abilities.
<b>Safety, Health, and Usability</b>	Improve regional interjurisdictional networks to better accommodate the variety of transportation travel modes, providing space along main thoroughfares where necessary and parallel networks where able.
<b>Planning Ahead</b>	Harden regional infrastructure to ensure connectivity in the event of a manmade or natural disaster.
<b>Planning Ahead</b>	Provide multiple transit and transportation network options so that in a shutdown or loss event of one or more the system can still provide connectivity.
<b>Economic Accessibility</b>	Ensure a variety of levels of service provided by main regional networks that effectively connect people to work, services, and leisure destinations.
<b>Economic Mobility</b>	Provide multiple options for regional transit and transportation users to access, with the intent to smooth out peak traffic volumes across multiple modes ensuring cost and congestion savings for network users of all types.

### Justification and Development

The draft goals presented in Table 1. were pulled from recurring themes in both of the existing AAMPO and CAMPO RTP Goals. The goals for this are intended to apply to the interjurisdictional routes that connect the cities and counties of the two MPO areas.

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**Date:** January 15, 2026  
**To:** AAMPO Technical Advisory Committee (TAC)  
**From:** Billy McGregor, AAMPO Staff  
**Re:** Scenarios Discussion for the AAMPO-CAMPO RTP

### Action Requested

Comments on Past Scenarios for the AAMPO CAMPO Regional Transportation Plan (RTP). The TAC should recommend 3-4 scenarios for the Policy Board to approve for forwarding to ODOT's Transportation Planning Analysis Unit (TPAU) to model.

### Overview

The purpose of this memorandum is to facilitate discussion regarding the regional AAMPO and CAMPO Scenarios, as shown in Table 1.

<p><b>Scenario 1. Trend Scenario</b></p> <p>This scenario serves as the baseline to measure outcomes against and assumes nominal transit investment over 20 years.</p> <p>Assumptions:</p> <ul style="list-style-type: none"> <li>i. No significant capacity projects (i.e. highway widening), as confirmed by the Financial Constrained project list in each local member Transportation System Plan.</li> <li>ii. Projects currently funded on the MPO's MTIP are included.</li> <li>iii. Conditions based on adopted land use plans are included.</li> </ul>
<p><b>Scenario 2. Increased Transit + Increased Biking Scenario</b></p> <p>This scenario would increase transit and the attractiveness of walking and bicycling.</p> <p>Assumptions:</p> <ul style="list-style-type: none"> <li>i. Transit service would reflect the recently re-designed Albany Transit System, as shown in the Service Development Plan.</li> <li>ii. All routes will have 15 minute frequencies.</li> <li>iii. The bicycle network has an increased level of comfort, illustrating a broader population willing to travel by bike.</li> </ul>
<p><b>Scenario 3. State and Federal Policies Scenario</b></p> <p>This scenario focuses on changes that align with trends in state and federal policies, including DLCD's Climate Friendly and Equitable Community Rulemaking effort which focuses on meeting our State's climate pollution reduction goals. This scenario will model increased barriers to single occupancy vehicle use, such as road usage fees/taxes and parking fees.</p> <p>Assumptions:</p> <ul style="list-style-type: none"> <li>i. The State of Oregon initiates a pay per mile fee beginning in 2027 for all model year vehicles 2028 and newer, equivalent to a rate of 1.9 cents per mile.</li> </ul>

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- ii. The Climate Friendly Areas establish a higher land use density in specific zones across the city of Albany, implementing the CFEC rulemaking approved in 2022.

### **Scenario 4. Transit/Bike Investment and CFA**

This scenario combines Scenario 2 and 3 above, to represent the most likely and desirable future state as discussed by the Technical Advisory Committee and Policy Board.

#### Assumptions:

- i. Scenario 2 and Scenario 3 are both implemented.

### **Previous Scenario Findings**

The previous RTP Scenarios data tables are shown, beginning on the next page, across four data tables. It is important to note that the previous scenarios outputs were generated using the trip based model whereas this new RTP will utilize the activity based modeling approach as described by ODOT's TPAU at the joint MPO December meeting.

### **Next Steps/Action**

The previous RTP Scenarios may or may not still be valid as a several year snapshot of a twenty year planning process. Should the previous scenarios be changed, focus on different elements of the same theme, or can they be selectively carried forward?

It is expected that the AAMPO TAC in coordination with the CAMPO TAC will develop/determine what goals the scenarios will attempt to describe. With this TPAU should be submitted 3-4 scenarios to model. From these model outputs the TAC and Policy Boards will recommend and decide on their preferred scenario by which projects should be prioritized against.

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Scenario 1 - Trend Scenario			
Metric	Unit	2019	2043
VMT	Daily All vehicle roadway VMT	1,092,280.0	1,505,262.0
VMTperCap	Daily All vehicle roadway VMT/capita	17.3	17.5
VDHT	Delay hours (PM Peak)	692.0	1,505.0
VDHTperCap	Annual delay hours per Capita (PM Peak)	4.0	6.4
CongVMTby_Collector	Congested Roadway VMT (PM Peak)	411.0	3,602.0
CongVMTby_Freeway	Congested Roadway VMT (PM Peak)	0	15,030.0
CongVMTby_Local	Congested Roadway VMT (PM Peak)	43.0	129.0
CongVMTby_Minor Arterial	Congested Roadway VMT (PM Peak)	2,193.0	4,744.0
CongVMTby_Principal Arterial	Congested Roadway VMT (PM Peak)	1,546.0	8,123.0
CongVMTby_Ramp	Congested Roadway VMT (PM Peak)	958.0	1,052.0
Mode Split - All Trips		Sums to 100%	
Bike		5	5
Drive Alone		42	41
Shared Ride		45	46
Transit		1	1
Walk		8	7
Mode Split - Journey to Work		Sums to 100%	
Bike		2	2
Drive Alone		86	86
Shared Ride		10	10
Transit		0	1
Walk		2	2

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Scenario 2 - Increased Transit, Walking, and Biking Scenario			
Metric	Unit	2019	2043
VMT	Daily All vehicle roadway VMT	1,092,280.0	1,437,692.0
VMTperCap	Daily All vehicle roadway VMT/capita	17.3	16.8
VDHT	Delay hours (PM Peak)	692.0	1,262.0
VDHTperCap	Annual delay hours per Capita (PM Peak)	4.0	5.4
CongVMTby_Collector	Congested Roadway VMT (PM Peak)	411.0	3,181.0
CongVMTby_Freeway	Congested Roadway VMT (PM Peak)	0	14,935.0
CongVMTby_Local	Congested Roadway VMT (PM Peak)	43.0	45.0
CongVMTby_Minor Arterial	Congested Roadway VMT (PM Peak)	2,193.0	3,516.0
CongVMTby_Principal Arterial	Congested Roadway VMT (PM Peak)	1,546.0	4,326.0
CongVMTby_Ramp	Congested Roadway VMT (PM Peak)	958.0	886.0
Mode Split - All Trips		Sums to 100%	
Bike		5	15
Drive Alone		42	36
Shared Ride		45	41
Transit		1	1
Walk		8	7
Mode Split - Journey to Work		Sums to 100%	
Bike		2	16
Drive Alone		86	75
Shared Ride		10	7
Transit		0	1
Walk		2	1

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Scenario 3 - State and Federal Policies Scenario			
Metric	Unit	2019	2043
VMT	Daily All vehicle roadway VMT	1,092,280.0	1,454,682.0
VMTperCap	Daily All vehicle roadway VMT/capita	17.3	17.4
VDHT	Delay hours (PM Peak)	692.0	1,351.0
VDHTperCap	Annual delay hours per Capita (PM Peak)	4.0	5.9
CongVMTby_Collector	Congested Roadway VMT (PM Peak)	411.0	3,181.0
CongVMTby_Freeway	Congested Roadway VMT (PM Peak)	0	15,879.0
CongVMTby_Local	Congested Roadway VMT (PM Peak)	43.0	43.0
CongVMTby_Minor Arterial	Congested Roadway VMT (PM Peak)	2,193.0	3,880.0
CongVMTby_Principal Arterial	Congested Roadway VMT (PM Peak)	1,546.0	5,608.0
CongVMTby_Ramp	Congested Roadway VMT (PM Peak)	958.0	1,158.0
Mode Split - All Trips		Sums to 100%	
Bike		5	5
Drive Alone		42	40
Shared Ride		45	43
Transit		1	1
Walk		8	11
Mode Split - Journey to Work		Sums to 100%	
Bike		2	2
Drive Alone		86	83
Shared Ride		10	9
Transit		0	1
Walk		2	5

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Scenario 4 - Increased Transit, Walking, and Biking Scenario + State and Federal Policies Scenario			
Metric	Unit	2019	2043
VMT	Daily All vehicle roadway VMT	1,092,280.0	1,393,145.0
VMTperCap	Daily All vehicle roadway VMT/capita	17.3	16.7
VDHT	Delay hours (PM Peak)	692.0	1,144.0
VDHTperCap	Annual delay hours per Capita (PM Peak)	4.0	5.0
CongVMTby_Collector	Congested Roadway VMT (PM Peak)	411.0	2,939.0
CongVMTby_Freeway	Congested Roadway VMT (PM Peak)	0	15,754.0
CongVMTby_Local	Congested Roadway VMT (PM Peak)	43.0	42.0
CongVMTby_Minor Arterial	Congested Roadway VMT (PM Peak)	2,193.0	2,511.0
CongVMTby_Principal Arterial	Congested Roadway VMT (PM Peak)	1,546.0	3,224.0
CongVMTby_Ramp	Congested Roadway VMT (PM Peak)	958.0	1,025.0
<b>Mode Split - All Trips</b>		<b>Sums to 100%</b>	
Bike		5	16.0
Drive Alone		42	35.0
Shared Ride		45	38.0
Transit		1	1.0
Walk		8	10.0
<b>Mode Split - Journey to Work</b>		<b>Sums to 100%</b>	
Bike		2	19
Drive Alone		86	70
Shared Ride		10	7
Transit		0	1
Walk		2	3