



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, February 19, 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

AGENDA

1)	9:00	Call to Order, Agenda Review	Chair, Joe Samaniego
2)	9:07	Public Comments	Chair
3)	9:10	Approve the minutes of TAC meeting on Wednesday, January 15, 2026 (Attachment A pg. 03)	Chair
<i>Action: Decision on minutes</i>			
4)	9:25	MPO Interjurisdictional RTP Goals (Attachment B pg. 14) Review of CAMPO feedback on Interjurisdictional Goals.	All
<i>Action: Review and Recommendation for Policy Board</i>			
5)	9:35	AAMPO RTP Priority Corridors (Attachment C pg. 15) Review of collected corridors from both AAMPO and CAMPO. Request for Millersburg and Tangent for final recommendations.	All
<i>Action: Review and Discussion</i>			
6)	9:45	RTP Scenarios (Attachment D pg. 23) Review draft Scenario 3 candidates and recommendation if ready.	All
<i>Action: Discussion</i>			
7)	10:00	Jurisdictional Updates/Other Business • Albany • Jefferson	All
• Benton County • Linn County			

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.

- Millersburg
- ODOT
- Tangent

8) 11:00 **Adjournment**

Chair

Next regularly scheduled meeting: Thursday, March 19, 2026, and will be virtual only.

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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Albany Area Metropolitan Planning Organization (AAMPO)**AAMPO TAC Virtual Meeting****Thursday, January 15, 2025**

Virtual via Microsoft Teams Technologies

TAC Members	Jurisdiction	Attendance
Kyle Ward	City of Jefferson	Yes
Andrew Potts	City of Millersburg	No
Chris Cerklewski	City of Albany	Yes
Joe Samaniego	City of Tangent	No
Dainéal Malone	Linn County	No
Gary Stockhoff	Benton County	Yes
James Feldmann	Oregon Department of Transportation	Yes

Guests: None.**Staff:** AAMPO Planner Billy McGregor, Assistant Planner Justin Epiaka, CED Supervisor Justin Peterson, and Executive Assistant Ashlyn Muzechenko

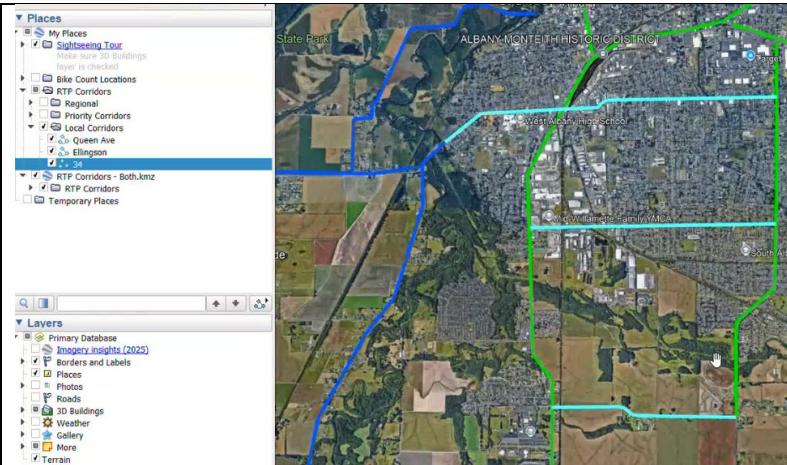
TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, Roll Call	Staff Ashlyn Muzechenko conducted a roll call and determined a quorum of members was present. The meeting was called to order at 9:03am by the 2025 Vice-Chair, Chris Cerklewksi.	The meeting was called to order at 9:03am by the 2025 Vice-Chair Chris Cerklewski.

2. Chair and Vice Chair Elections	<p>Gary Stockhoff nominated Joe Samaneigo to continue to serve as chair for the 2026 calendar year. James Feldmann seconded. The motion carried.</p> <p>Gary Stockhoff nominated Chris Cerklewski to continue to service as the vice chair for the 2026 calendar year. James Feldmann seconded. The motion carried.</p> <p>Gary Stockhoff of Benton County voted in favor. James Feldmann with ODOT voted in favor. Kyle Ward of Jefferson voted in favor. Chris Cerklewski of Albany voted in favor. There were no votes against.</p>	<p>The AAMPO TAC members voted and selected Joe Samaneigo and Chris Cerklewski to continue to serve as Chair and Vice Chair respectively for the 2026 calendar year.</p>
3. Public Comments	There were no public comments received by the AAMPO TAC Members in attendance.	There were no public comments.
4. Approve minutes for the December 10, 2025, Super MPO Meeting. <i>(Attachment A)</i> Action: Decision on Minutes	<p>The AAMPO TAC members in attendance agreed to approve the Super MPO Meeting Minutes of December 10, 2025, meeting by consensus. The minutes were approved with no objections or corrections.</p> <p>Gary Stockhoff of Benton County voted in favor. James Feldmann with ODOT voted in favor. Kyle Ward of Jefferson voted in favor. Chris Cerklewski of Albany voted in favor. There were no votes against.</p>	<p>The AAMPO TAC members in attendance approved the December 10, 2025, Super MPO Meeting Minutes by consensus.</p>
5. STIP Administrative Amendments <i>(Attachment B)</i> Action: Informational	<p>Staff McGregor shared Administrative Amendments are the lowest level of State Transportation Improvement Program amendment and require TAC notification of changes.</p> <p>McGregor shared attachment B, the STIP Administrative amendment for 5 projects which are as follows:</p>	

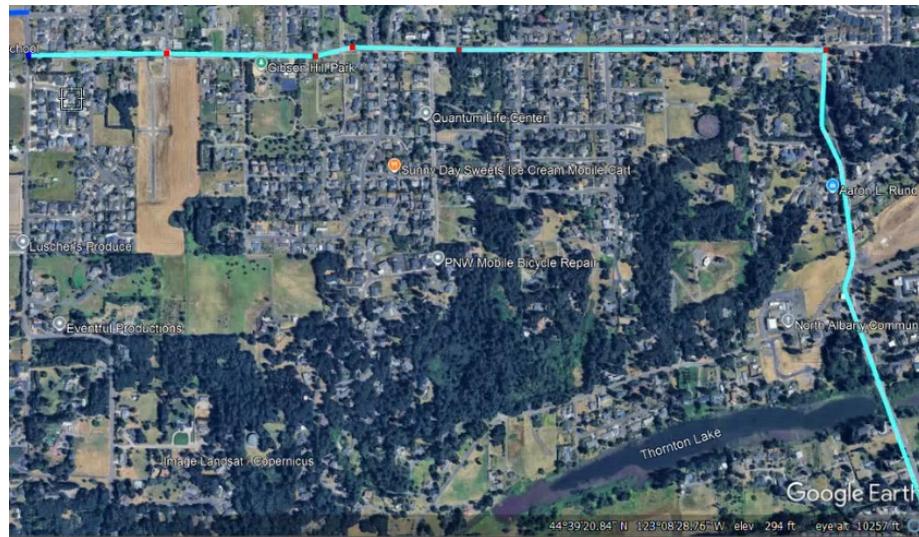
	Row	Revision Type	Project Key Number/s & Name/s	Project Description	Revision Information	
	1	Administrative Amendment 24-27-3415	22872 Albany area MPO planning SFY28	Planning funds for projects identified in state fiscal year 2028 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation 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 \$600 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	23140	Replace the bridge to meet current standards.	Slip project w/in current STIP	
<p>This agenda item is informational only as administrative amendments are approved at the staff level.</p> <p>James Feldmann inquired about moving the right of way construction for amendment 18850.</p> <p>Stockhoff answered he doesn't have any backstory on this amendment near North Albany between scenic and hickory. He will follow up with Latural and report back to those who are interested.</p>						
6. MPO Jurisdictional RTP Goals (Attachment C)	McGregor introduced the conversation concerning Regional Transportation Plan (RTP) Goals, with review of AAMPO & CAMPO Goals & Objectives. McGregor noted staff are requesting TAC members input toward Regional Goals as this is the primary purpose of this agenda item.					
Action: Discussion and Information						

<p>Overview The purpose of this memorandum is to provide a draft version of potential regional AAMPO and CAMPO Goals, as shown in Table 1.</p> <p><i>Table 1. Draft Goals</i></p>	<table border="1"> <tbody> <tr> <td>Safety, Health, and Usability</td><td>Create interjurisdictional networks that support active transportation modes (walk, bike, rolling, etc) and are accessible for a variety of users of different abilities.</td></tr> <tr> <td>Safety, Health, and Usability</td><td>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.</td></tr> <tr> <td>Planning Ahead</td><td>Harden regional infrastructure to ensure connectivity in the event of a manmade or natural disaster.</td></tr> <tr> <td>Planning Ahead</td><td>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.</td></tr> <tr> <td>Economic Accessibility</td><td>Ensure a variety of levels of service provided by main regional networks that effectively connect people to work, services, and leisure destinations.</td></tr> <tr> <td>Economic Mobility</td><td>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.</td></tr> </tbody> </table> <p>The group noted the planning ahead is a bit too vague, the group noted adding infrastructure resiliency are better descriptors to use for this goal.</p> <p>The AAMPO TAC agreed to select the option one for Safety, Health, and Usability, but wanted to add transit into the goal language as well. Thus, the goal selected would read: Improve interjurisdictional networks that support active transportation modes (walk, bike, rolling, transit, etc.) and are accessible for a variety of users of different abilities.</p> <p>The group agreed to select option two for the planning ahead (infrastructure resiliency) goals which will read: 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.</p>	Safety, Health, and Usability	Create interjurisdictional networks that support active transportation modes (walk, bike, rolling, etc) and are accessible for a variety of users of different abilities.	Safety, Health, and Usability	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.	Planning Ahead	Harden regional infrastructure to ensure connectivity in the event of a manmade or natural disaster.	Planning Ahead	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.	Economic Accessibility	Ensure a variety of levels of service provided by main regional networks that effectively connect people to work, services, and leisure destinations.	Economic Mobility	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.	
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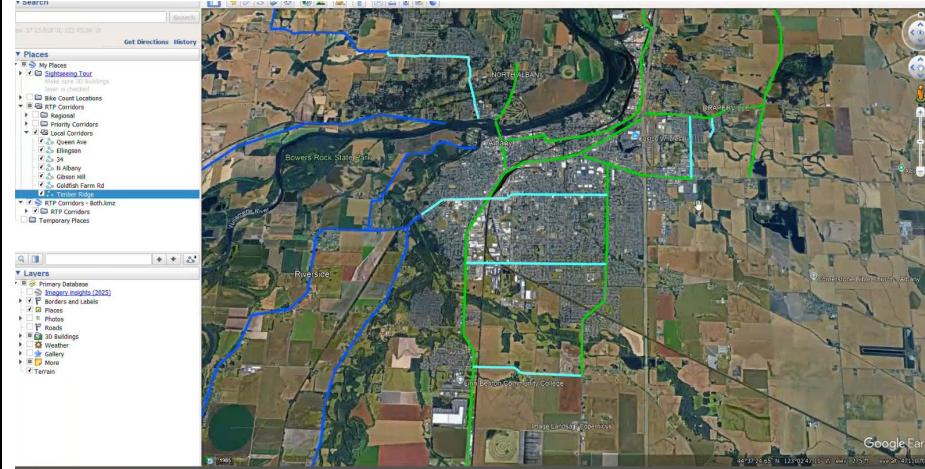
	<p>The TAC members agreed to select option two for the Economic based goals. The members noted that the language around smoothing out was inaccurate and opted to change that verbiage to “distribute” instead. Thus, the goal adopted will read: Provide multiple options for regional transit and transportation users to access, with the intent to distribute peak traffic volumes across multiple modes ensuring cost and congestion savings for network users of all types.</p> <p>Staff will send these goals to CAMPO for feedback and changes. The next step will be getting approval from the TAC to forward these onto the policy board for approval.</p>	
<p>7. AAMPO RTP Local Corridors</p> <p>Action: Activity and Discussion</p>	<p>McGregor conducted a google earth exercise with the TAC members in attendance to determine locally preferred parallel networks to accompany major throughfares.</p> <p>The group also reviewed FFC roads.</p> <p>There was discussion from AAMPO TAC Members regarding which local corridors should be included and which acknowledged as local corridors that are of vital importance for jurisdictional traffic flow.</p> <p>The following were added as Local Corridors:</p> <ul style="list-style-type: none"> • Queen Ave • Ellingson • 34 	



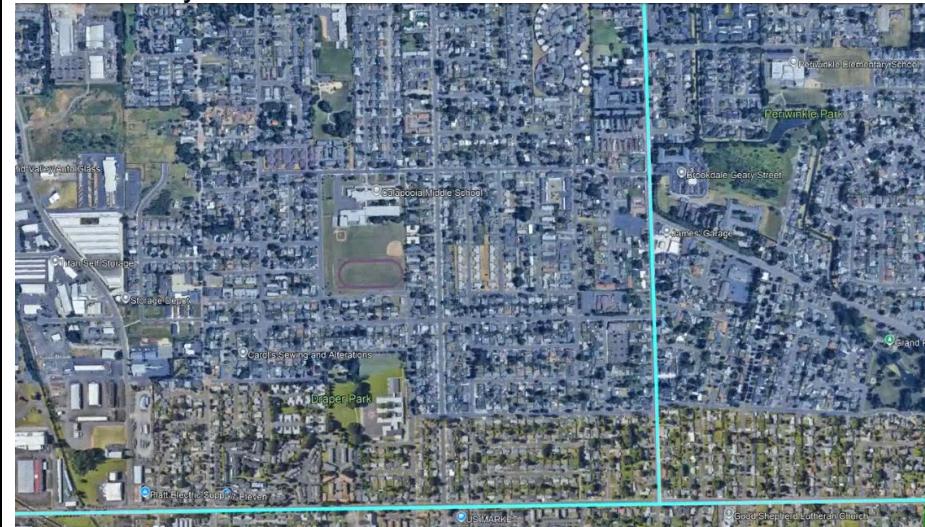
- North Albany Road
- Gibson Hill Road



- Goldfish Farm Road
- Timber Ridge Street



- Geary Street



Councilor Ward noted the highway is the major corridor in Jefferson. The next would-be 5th Street to Hazel Street. The development of 5th to

	<p>continue through will be dependent on development due to all the railroad crossings.</p> <p>Another for Jefferson would be all of Hazel, near the E and W of the highway.</p> <p>Staff noted changes can be made up until the draft RTP is finalized.</p> <p>Feldmann inquired about I5 and if it's included as a corridor.</p> <p>McGregor noted it hasn't been included in the RTP in the past.</p> <p>The group agreed to include it in its own category as it will need to be included if a project is going to happen on it, then it will need to be included.</p> <p>This item will be revisited as a TAC to encompass Millersburg and Tangent when those representatives can be present.</p>	
<p>8. RTP Scenarios (Attachment D)</p> <p>Action: <i>Information and Discussion</i></p>	<p>McGregor reviewed previous RTP Scenarios with the TAC Members in attendance and asked for discussion around any changes or new scenarios needed.</p> <p>The group noted anticipating trends can be tricky, but looking into one with reduced funding, and another with less remote work could be options.</p> <p>The third scenario they are uncertain about may focus more on "doom" but will be postponed to the next meeting so members can think about scenario options they would like to investigate further.</p>	
<p>9. Upcoming Projects for 2027-2030 Statewide capital improvement plan</p> <p>Action: <i>Discussion</i></p>	<p>McGregor shared that this is similar to adding projects to the Transportation Improvement Plan (TIP) done for 2024-2027.</p> <p>The Statewide Capital improvement plan is coming up; state partners are asking member jurisdictions to add their projects to the plan like what was done previously.</p>	

	<p>The time frame on this process hasn't fully been identified but will be shared once more information is available.</p> <p>McGregor shared this is for the MTIP and most of the documents are supplied by ODOT.</p> <p>Additional information and a draft project list were sent out by Lead Planner Corum Ketchum to members for their review.</p>	
10. Activity based model refund <i>Action: Informational</i>	<p>McGregor shared a brief notice regarding the Oregon MPO Consortium (OMPOC) refund from ABM Oregon Household Activity Survey (OHAS) work totaling approximately \$16,250. The final amount is pending for an ODOT recalculation.</p> <p>The revision from ODOT which was received this morning is a tentative \$16,295 to receive back in AAMPO Funding.</p>	
11. AAMPO Unified Planning Work Program <i>Action: Information and Discussion</i>	<p>McGregor shared the AAMPO UPWP FY2027 draft and was emailed out to TAC members this morning prior to the meeting for review. The UPWP will be reviewed with ODOT staff and federal partners in February and will need to be finalized prior to May 2026.</p> <p>McGregor walked through major changes in the UPWP coming for the TAC to review and deliberate.</p> <p>The biggest change in this UPWP is the addition of the joint AAMPO-CAMPO RTP which is under task 220. This is a large work product that will take up most of the planner's time throughout the rest of the year.</p> <p>McGregor shared background information on the draft budget, with this year being a larger year for the AAMPO Budget. The tentative numbers currently show around \$400,000 for this year's budget.</p> <p>Feldmann noted one idea for a project would be to add money to the Corvallis to Albany path near Springhill that is currently in flux while an alignment is being narrowed down. There could be an add on to the</p>	

	<p>existing project depending on if it is short, however this can only go to 30% so it may not work out.</p> <p>Staff noted they can follow up on how the special projects fund can be used and will share out at the next meeting in February.</p> <p>Feldmann asked if the funding could be used to enlarge the STBG pot. Staff are unsure but will report back in February.</p> <p>The TAC members noted, if available to do so, enlarging the STBG funding would be the best course of action.</p>	
<p>12. Jurisdictional Updates/Other Business</p> <ul style="list-style-type: none"> • AAMPO • Albany • Benton County • Jefferson • Linn County • Millersburg • Tangent • ODOT 	<p>AAMPO Updates: McGregor shared staff are working on pushing STBG money and sending the remaining Covid Funds out the door.</p> <p>Jurisdictional Updates: <i>Albany:</i> Chris Cerklewski shared there were no further updates from the city of Albany.</p> <p><i>Benton County:</i> Gary Stockhoff shared they met with Kittleson and are moving forward. At the moment an implementation team is being put together with the service to start on July 1, 2027, which matches STIF Cycles and the County's two-year budget. This means the county would be hiring on and taking on staffing transit. Additionally, the courthouse is taking shape now with the operations center there as well.</p> <p><i>Jefferson:</i> Kyle Ward for Jefferson shared a multi-modal inventory project had their first meeting yesterday.</p> <p><i>Linn County:</i> There were no members from Linn County present for this meeting.</p> <p><i>Millersburg:</i> There were no members from Millersburg present for this meeting.</p>	

	<p><i>Tangent:</i> There were no members from Tangent present for this meeting.</p> <p><i>ODOT:</i> James Feldmann shared he met previously with Parametrix to meet on the Corvallis to Albany Path. He cannot speak to any ODOT projects in the works.</p> <p>Other Business: There was no other business shared with the AAMPO TAC members.</p>	
13. Adjournment	The next AAMPO TAC Meeting is scheduled for Thursday, February 19, 2025.	The meeting was adjourned at 11:00am by the 2026 Vice-Chair Chris Cerklewski.

MEMORANDUM

Albany Area Metropolitan Planning Organization

City of Albany • City of Jefferson • City of Millersburg • City of Tangent • Linn County •
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Date: February 19, 2026
To: AAMPO 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. It was reviewed by the AAMPO TAC at the January 15, 2026 and by the CAMPO TAC at their January 29, 2026 meeting with edits being suggested and reflected in this version.

Table 1. Draft Goals

Safety, Health, and Usability*	Improve interjurisdictional networks that support active transportation modes (walk, bike, rolling, transit, etc) and are accessible for a variety of users of different abilities.
Infrastructure Resiliency*	Provide multimodal options so that in the event of a shutdown or loss, the system can maintain connectivity.
Economic Mobility*	Provide multiple options for regional transit and transportation users to access, distributing peak traffic volumes across multiple modes ensuring cost and congestion savings for network users of all types.

*Option is the preferred choice of AAMPO TAC, 1/15/2026

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.

Action

Final Edits or; Recommendation to AAMPO Policy Board for Final Approval.

MEMORANDUM

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Date: February 19, 2026
To: AAMPO Technical Advisory Committee and Policy Board
From: Billy McGregor, AAMPO Staff & Corum Ketchum, CAMPO Staff
Re: RTP Freight and Study Corridors

Background

For the 2050 AAMPO – CAMPO Joint Regional Transportation Plan (RTP) the two planning organizations have agreed upon a corridor level approach for identifying places and projects that would have the most impact on safety and mobility in the region.

The content of this memo is to solidify previously identified key study corridors and reflect any new additions to that list. For the three groups of corridors (freight, previous study corridors and new additions), members of the AAMPO Policy Board and Technical Advisory Committee are asked to give their feedback to determine if this list is accurately reflective of local priorities and travel needs.

Action:

Review of Freight Routes and MPO Priority Corridors.

Are there any changes or additions from the group?

Recommendation for AAMPO Policy Board.

Designated Freight Routes, AAMPO - CAMPO

To help facilitate the efficient movement of freight the State of Oregon and the United States Department of Transportation (USDOT) designate specific routes for long-distance truck travel based on volume of freight carried, connections to other routes, and connections to significant freight generating land uses. Designated freight routes are recognized as appropriate travel corridors for large trucks which means decisions impacting design, maintenance and operation must consider potential impacts on the safe and efficient movement of truck traffic. However, the intent is not to compromise the safety of other road users to accommodate truck traffic, especially in areas where conflicts may occur. A sketch of these routes within the CAMPO planning area is shown by Figure 1.

In the AAMPO/CAMPO planning area, the following highway segments are designated as both Oregon Freight Routes and National Highway System (NHS) Routes:

- Interstate 5
- Albany – Junction City Highway (99E)
- Santiam Highway SE (US 20)
- Corvallis-Lebanon Highway (OR 34)

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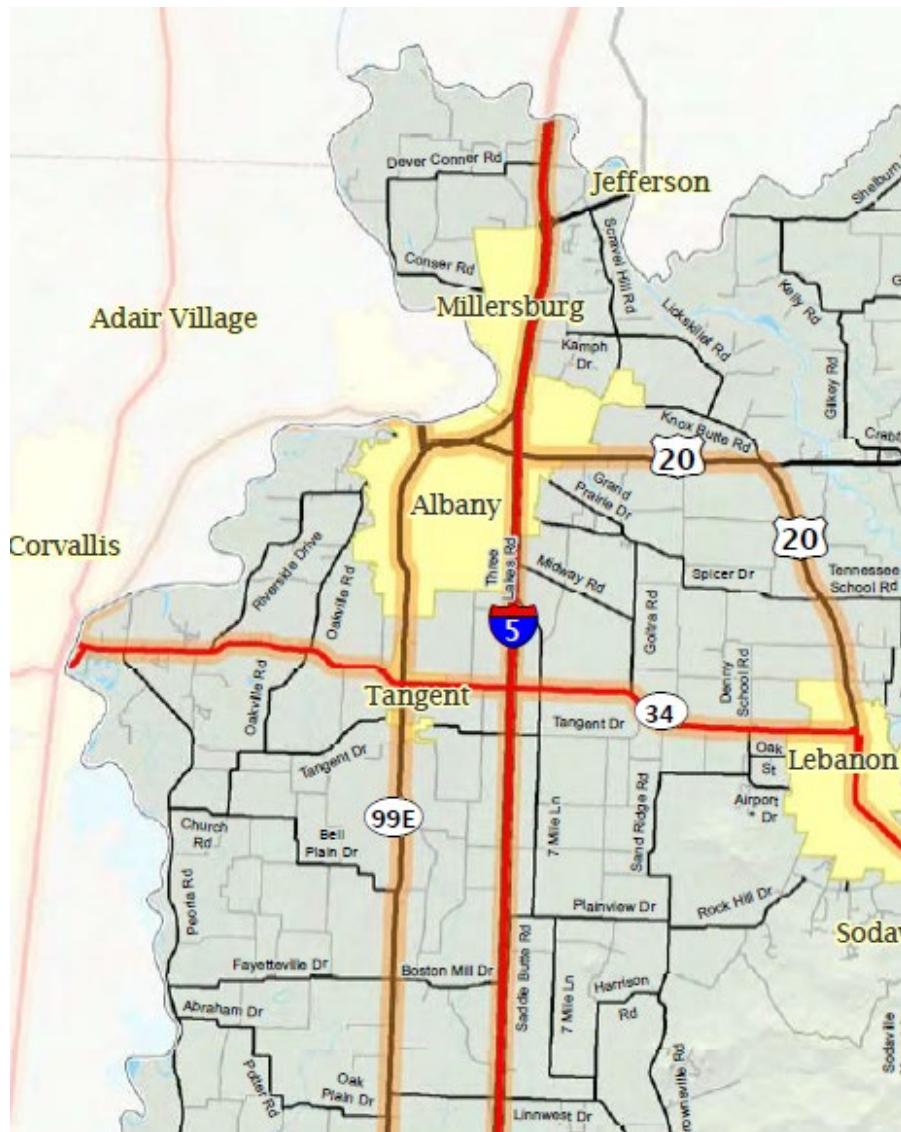
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- Corvallis-Newport Highway (US 20/OR 34)
- Pacific Highway West (OR 99W)

Figure 1 - AAMPO Designated Freight Routes, Linn County TSP 2016



Designated Truck and Freight Routes

- Oregon Highway Plan Freight Routes
- National Network (Federal Truck Routes)

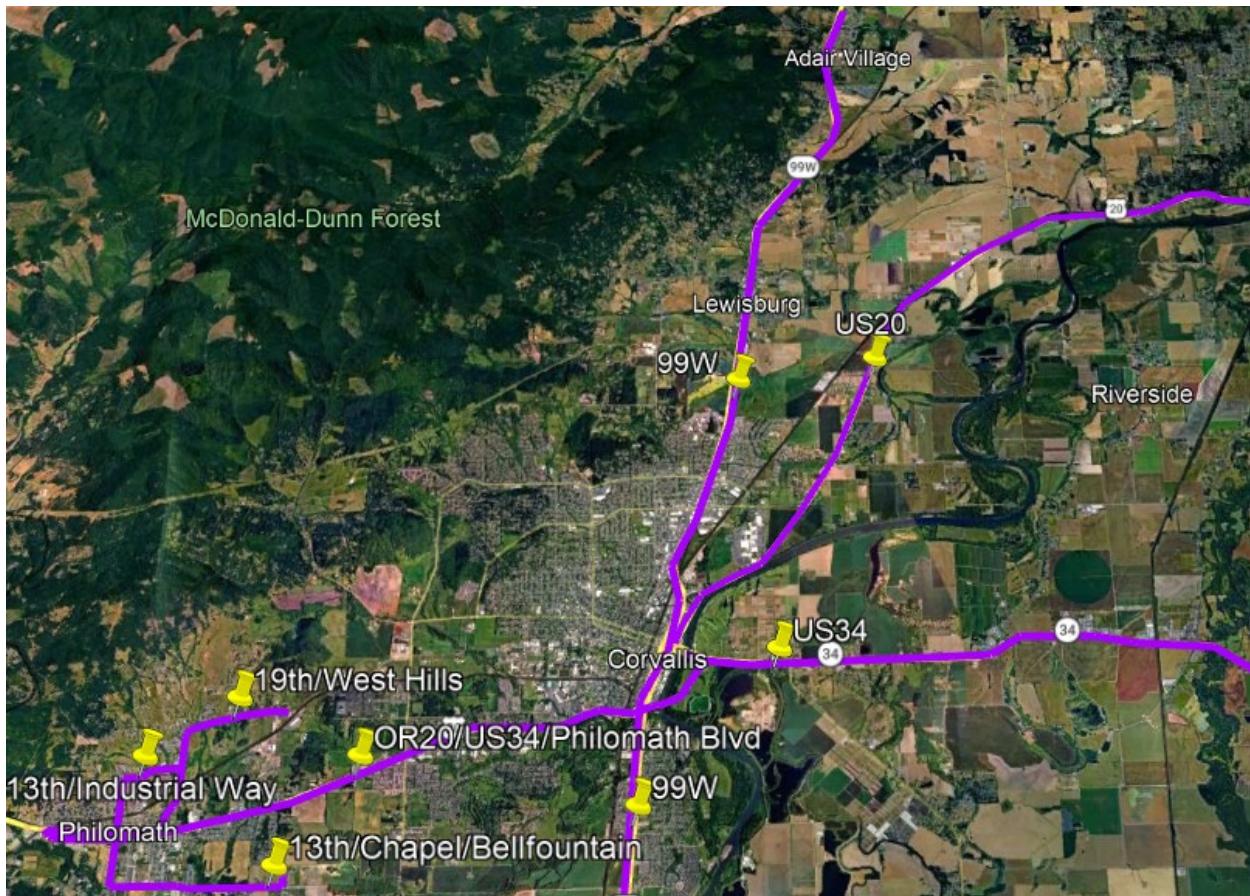
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Figure 2- CAMPO Designated Freight Routes



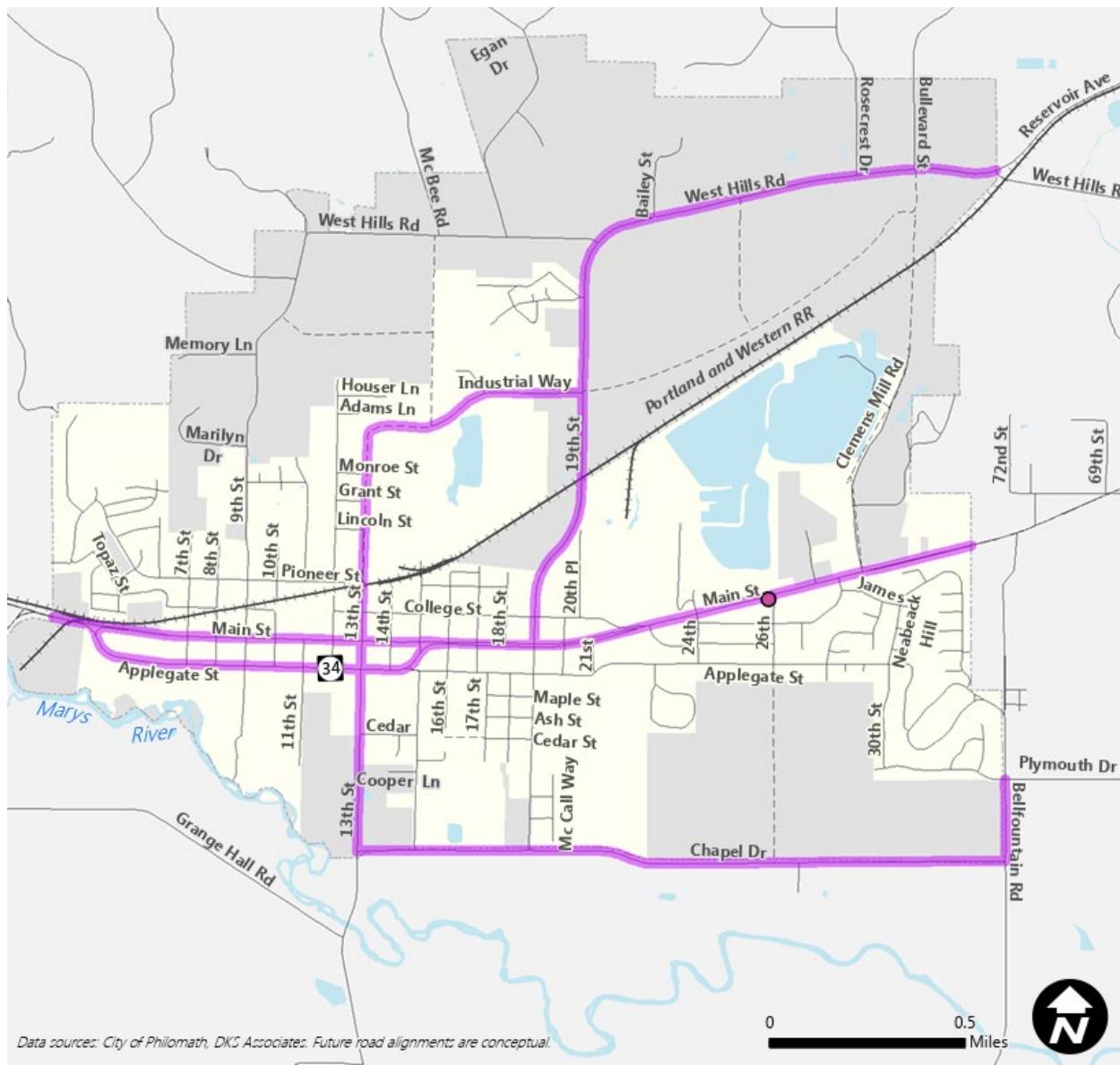
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Figure 3 - Philomath Designated Freight Routes, Philomath TSP 2018



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Previous RTP Study Corridors

Within the development of the previous RTP, both AAMPO and CAMPO agreed to focus the planning analysis on a limited number of corridors. These corridors, illustrated by Figure 4 from the previous AAMPO RTP and Figure 5 from the previous CAMPO RTP, are significant to regional travel:

These corridors were selected because they reflect the following priorities identified by the plan:

- 1) Improving safety for all users,
- 2) Increasing transit use, and;
- 3) Increasing level of comfort for bicycle facilities.

Staff identified projects through two methods: consulting with technical engineering and planning experts, soliciting input from the public on locations they considered unsafe, and opportunities to improve transit and bicycle conditions through the region.

Previous RTP study corridor maps found on the next two pages:

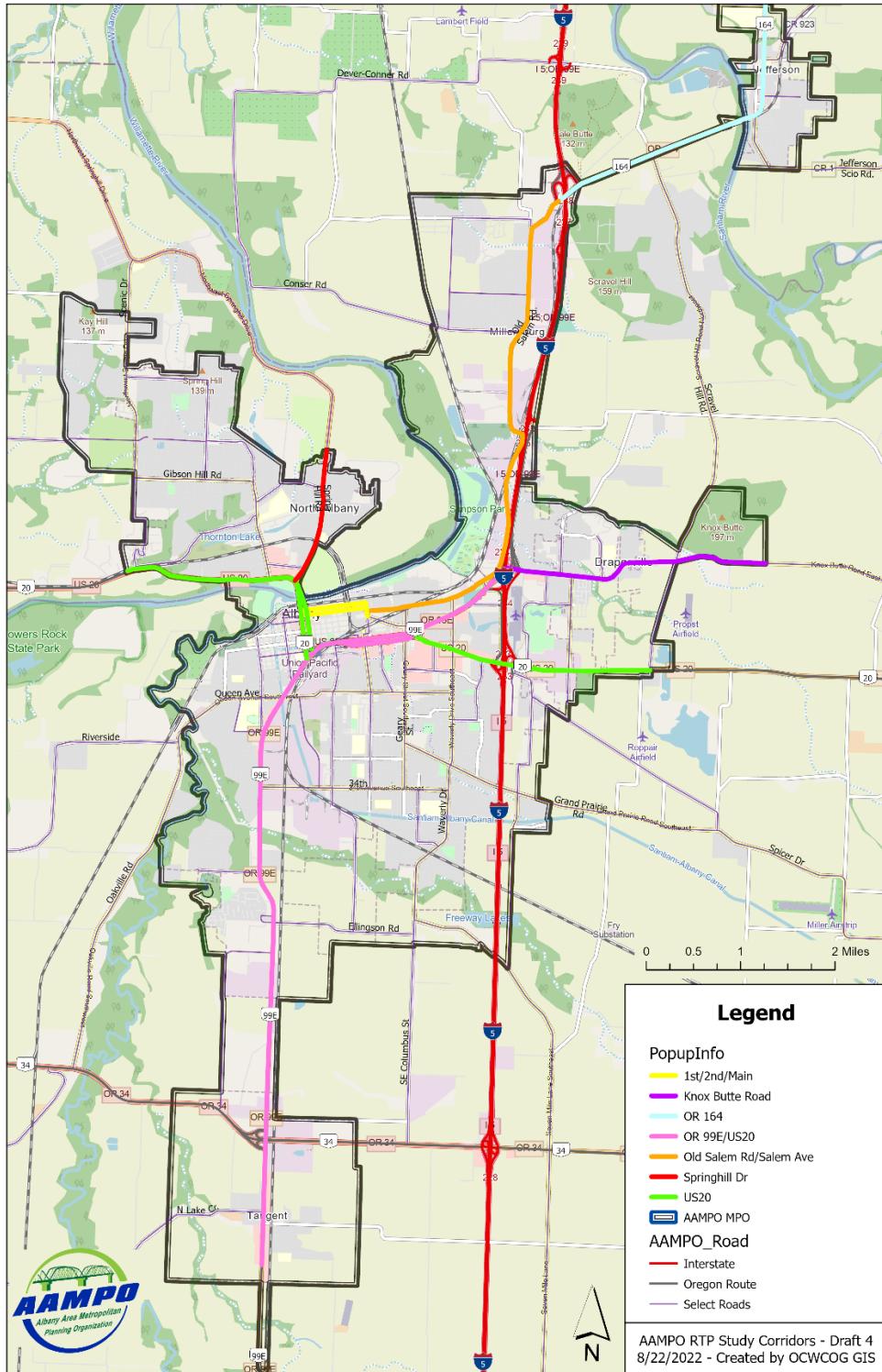
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Figure 4 - Key Study Corridors, AAMPO RTP 2023



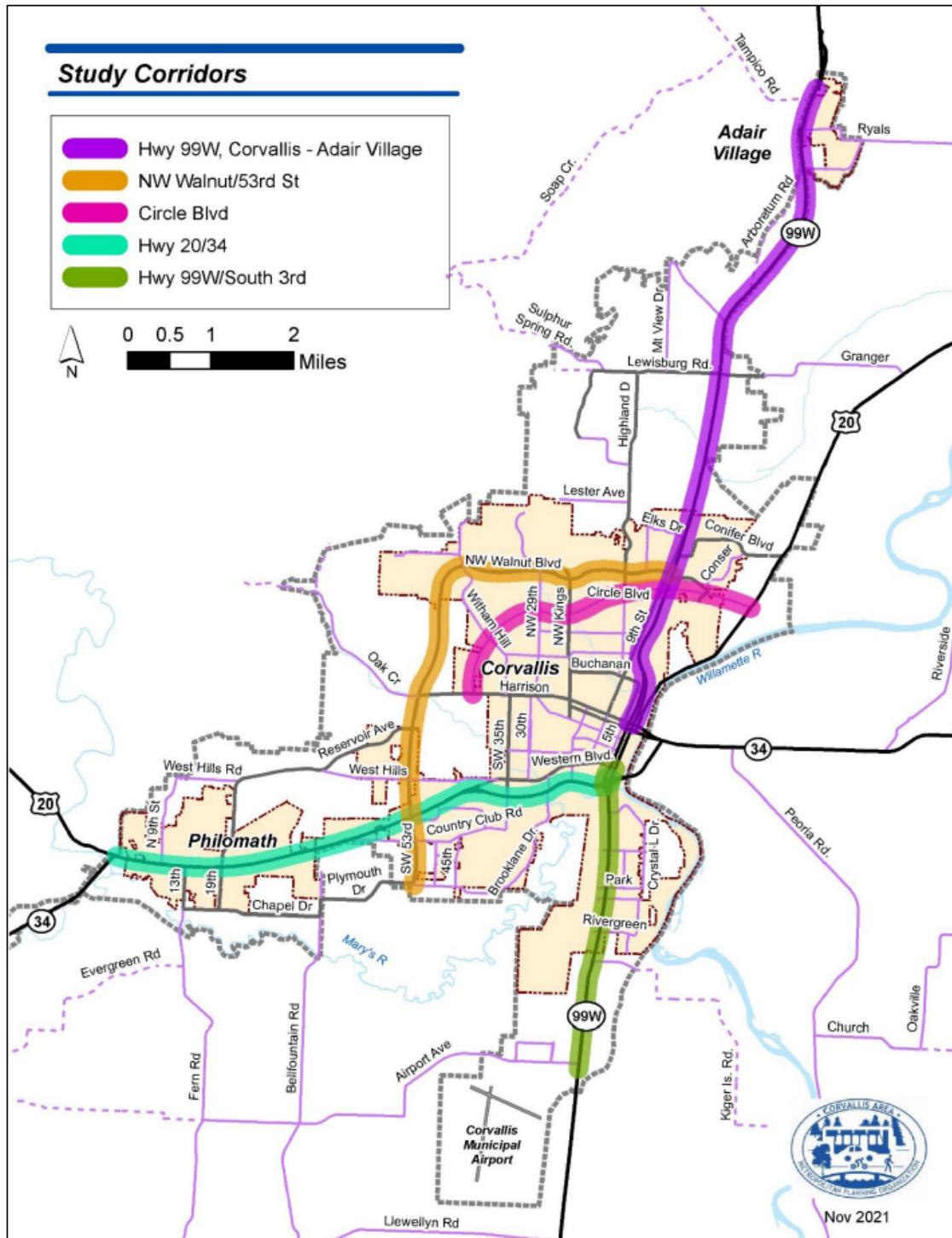
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Figure 5 - Key Study Corridors, CAMPO RTP 2022



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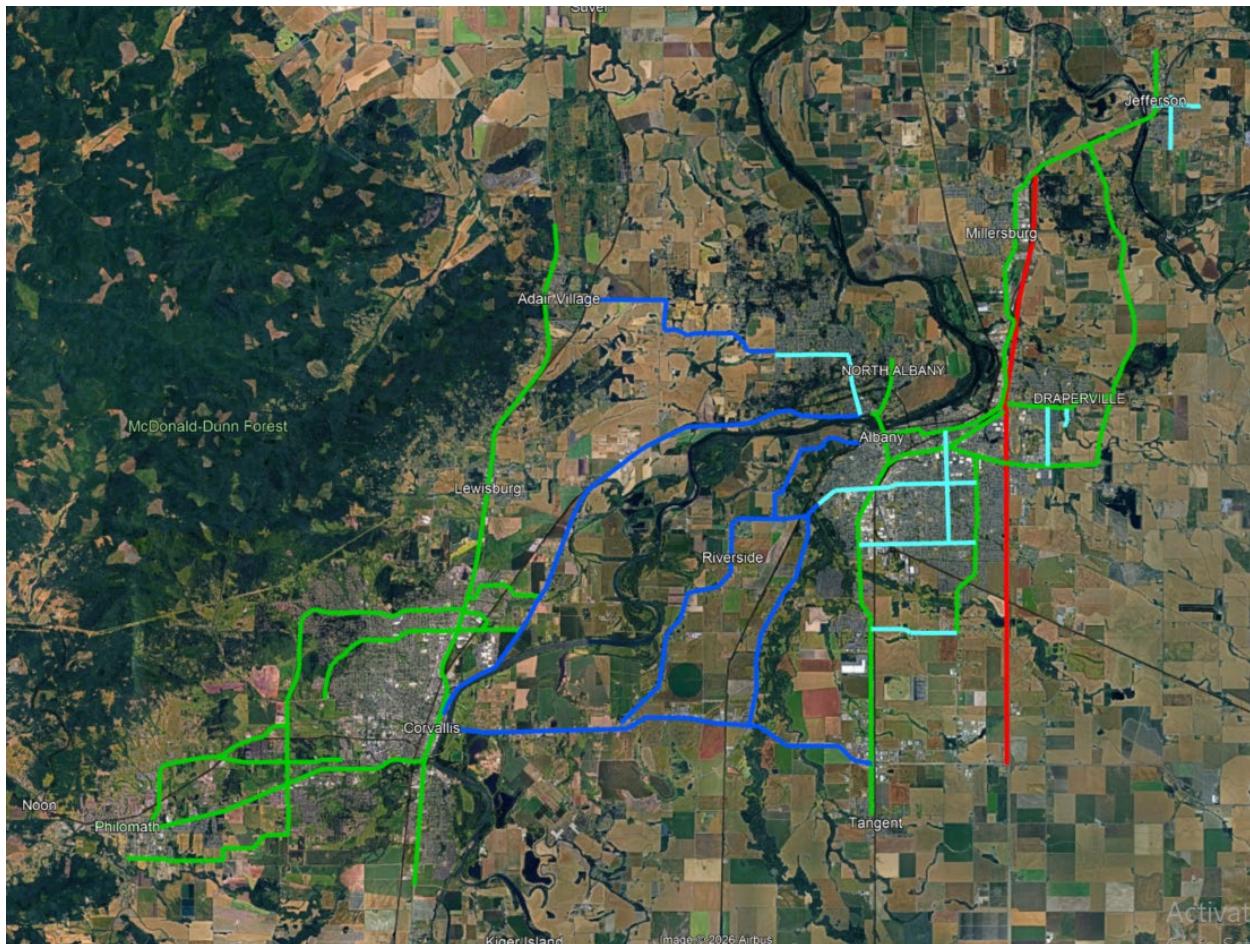


Future RTP Priority Corridors

With work accomplished at meetings over the last few months the following (see Figure 6) draft priority corridors have been mapped. Work left to do consists of:

- Receiving priority corridor recommendations for Tangent and Millersburg.
- Confirming AAMPO corridors are at 90% decisiveness.
- Receive confirmation from CAMPO that their corridors are 90% decided.

Figure 6 – AAMPO – CAMPO Combined Priority Corridors



Action Requested:

- What corridors need to be added for Tangent and Millersburg?
- Are there any changes or additions from the group?
- If corridors are deemed ready by AAMPO TAC, are they ready to be approved by AAMPO Policy Board?

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Date: February 19, 2026
To: AAMPO TAC
From: Billy McGregor, AAMPO Staff
Re: Scenarios Discussion for the AAMPO-CAMPO RTP

Action Requested

Discussion to determine a third scenario for evaluation.

Overview

These scenarios will be modeled by ODOT's Transportation Planning and Analysis Unit (TPAU) to determine their potential effect on future traffic conditions. Scenarios 1 and 2 will likely carry over with suggested changes from the AAMPO TAC.

Scenario 1. Trend Scenario

This scenario serves as the baseline to measure outcomes against and assumes nominal transit investment (current conditions with no noticeable increase/decrease) over 20 years. Included are notable policy decisions that could impact transportation and are expected to carry through most/all of the 20 year planning horizon.

Assumptions:

- i. No significant capacity projects (i.e. highway widening), as confirmed by the Financial Constrained project list in each local member Transportation System Plan.
- ii. Projects currently funded on the MPO's MTIP are included.
- iii. Conditions based on adopted land use plans are included.
- iv. Adopted policies that affect land use and transportation network use are included.

Scenario 2. Increased Transit + Increased Biking Scenario

This scenario would increase transit and the attractiveness of walking and bicycling.

Assumptions:

- i. Transit service would reflect the described level of service for advanced phases as shown in their respective service development plans.
- ii. All transit routes will have 15 minute frequencies as a base assumption, unless service development plans have higher frequency described.
- iii. The bicycle network assumes an increased level of comfort, illustrating a broader population willing to travel by bike.
- iv. The multimodal network will include all pedestrian and bicycle projects currently being planned for.

MEMORANDUM

Albany Area Metropolitan Planning Organization

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



Scenario Design Workshopping

The previous RTP Scenarios may or may not still be valid as a several year snapshot of a twenty year planning process. What additional scenario circumstances can be defined for TPAU that the MPO would be interested in learning the model impacts of?

Examples from previous meeting conversations:

Interstate 5 widening and interchange restructure.

Reduced funding for projects.

A majority (90%) return to work in office, or pre-Covid remote work assumptions.

Examples from other Oregon RTPs:

Work from Home, *CAMPO RTP2022*

ODOT Funding Crisis, *Lane RTP 2025-2049*

Base/Committed/Constrained/Aspirational, *Bend RTP 2024-2045*

Next Steps/Action

It is expected that the AAMPO TAC & Policy Board in coordination with the CAMPO TAC & Policy Board 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.