



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

Policy Board Meeting
Wednesday, February 25, 2026
2:30 pm to 4:30 pm

VIRTUAL MEETING

Via Teams by Clicking [HERE](#)

Meeting ID: 270 714 726 493 9

Passcode: wV7nH2cS

Mobile One Click Number

[+1 872 242 8088](#)

Phone Conference ID: 515 662 179#

Contact: Billy McGregor, bmcgregor@ocwcog.org

AGENDA

- | | | | |
|----|------|---|---------------------------------------|
| 1) | 2:30 | Call to Order, Agenda Review, and Roll Call | 2025 Chair,
Commissioner
Malone |
| 2) | 2:40 | Public Comments | Chair |
| 3) | 2:45 | Approve minutes of Policy Board Meeting on Wednesday,
January 28, 2026. (Attachment A pg. 04) | Chair |
| | | <i>Action: Decision on minutes</i> | |
| 4) | 3:10 | MPO Interjurisdictional RTP Goals (Attachment B pg. 12)
Final review of Interjurisdictional Goals. | All |
| | | <i>Action: Review and Approval Decision</i> | |
| 5) | 3:25 | AAMPO RTP Priority Corridors (Attachment C pg. 13)
Final review of collected corridors from both AAMPO and
CAMPO. | All |
| | | <i>Action: Review and Approval Decision</i> | |
| 6) | 3:40 | RTP Scenarios (Attachment D pg. 21)
Review draft Scenario 3 candidates and recommendations
for/from potential candidates. | All |
| | | <i>Action: Discussion and Recommendations</i> | |

7) 4:15 **Jurisdictional Updates/Other Business**

- Staff
- Benton County
- Linn County
- Tangent
- Albany
- Jefferson
- Millersburg
- ODOT

All

8) 4:30 **Adjournment**

Next Meeting: Wednesday, March 25, 2026.

Chair

Joint RTP Schedule

Combined MPO	AAMPO + CAMPO Combined RTP 3 Month Schedule											
AAMPO	26-Feb				26-Mar				26-Apr			
CAMPO	2	9	16	23	4	11	18	25	6	13	20	27
Finalized Goals & Objectives conversation w/ Policy Board		11		25								
Finalized Regional & Local priority corridors w/ Policy Board		11		25								
Future Trends & Scenarios (3-4 total) w/ TAC			19	26			19	26		16		
Future Trends & Scenarios (3-4 total) w/ Policy Board		11		25		11		25	8		22	
Share existing conditions and future growth assumptions w/ TAC							19	26		16		30
Share existing conditions and future growth assumptions w/ PB								25	8		22	
Solicit public input and feedback on vision and goals, should include prioritization									Web Survey, Posting at Library, News Ad			
Share future scenario results with the public and gather input on the preferred future scenario									Web Survey, Posting at Library, News Ad			

ATTENDANCE (FOR QUORUM PURPOSES)

Board Members	Jurisdiction	Attendance
Councilor Walt Perry	City of Jefferson	
Councilor Ray Hunt	City of Millersburg	
Councilor Carolyn McLeod	City of Albany	
Councilor Greg Jones	City of Tangent	
Commissioner Roger Nyquist	Linn County	
Commissioner Pat Malone, Chair	Benton County	
Darrin Lane	Citizen Representative	
Christine Hildebrandt	Oregon Department of Transportation	
Alternates	Jurisdiction	Attendance
Kyle Ward	City of Jefferson	
Andrew Potts	City of Millersburg	
Councilor Michael Thomson	City of Albany	
Joe Samaniego	City of Tangent	
Amy Ramsdell	Linn County	
Gary Stockhoff	Benton County	
James Feldmann	Oregon Department of Transportation	

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

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

**ALBANY METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD HYBRID MEETING
Wednesday, January 28, 2025
2:30 – 4:30 pm**

Virtual Via Microsoft Teams Technologies

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

Guests: Justin Epiaka, Assistant Planner at OCWCOG

Staff Present: 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	<p>The January AAMPO Policy Board meeting was called to order at 2:36pm by the 2025 Vice-Chair, Councilor Carolyn McLeod.</p> <p>There were no changes to the meeting agenda.</p> <p>Executive Assistant Ashlyn Muzechenko conducted roll call for the meeting.</p>	The meeting was called to order at 2:36pm by the 2025 Vice-Chair, Councilor Carolyn McLeod.
2. Chair and Vice-Chair Elections	<p>Commissioner Pat Malone nominated Councilor Carolyn McLeod to continue to serve as Vice-Chair. The nomination was accepted.</p> <p>Commissioner Malone agreed to serve as the chair again for the 2026 calendar year.</p> <p>The Albany AAMPO Policy Board members approved the nominations by consensus.</p> <p>Commissioner Pat Malone of Benton County voted in favor. Darrin Lane, Citizen Representative, voted in favor. Councilor Greg Jones of Tangent voted in favor. Councilor Carolyn McLeod of Albany voted in favor. Amy Ramsdell of Linn County voted in favor. Scott Cowan of Millersburg voted in favor. James Feldmann with ODOT voted in favor. Kyle Ward of Jefferson voted in favor. There were no votes against.</p>	The 2026 Chair for AAMPO will be Commissioner Pat Malone, the 2026 Vice-Chair for AAMPO will be Councilor Carolyn McLeod.
3. Public Comments	There were no public comments provided to the AAMPO Policy Board members and guests present.	There were no public comments.
<p>4. Approve minutes of the Super MPO Meeting of December 10, 2025 (Attachment A)</p> <p>Action: Decision on Minutes</p>	<p>The AAMPO Policy Board members approved of the Super MPO meeting minutes from December 10, 2025, by consensus with no corrections.</p> <p>Commissioner Pat Malone of Benton County voted in favor. Darrin Lane, Citizen Representative, voted in favor. Councilor Greg Jones of Tangent voted in favor. Councilor Carolyn McLeod of Albany voted in favor. Amy Ramsdell of Linn County voted in favor. Scott Cowan of Millersburg voted in favor. James Feldmann with ODOT voted in favor. Kyle Ward of Jefferson voted in favor.</p>	The AAMPO Policy Board members approved of the Super MPO meeting minutes from December 10, 2025, by consensus with no corrections.

	There were no votes against.	
5. Appointment of AAMPO Member to Linn-Benton Loop Governing Board	<p>McGregor shared that now it is a new calendar year, and the 2026 AAMPO member for the Loop Policy Board must be selected along with an alternate.</p> <p>Carolyn McLeod was selected to serve as the Loop Member for the AAMPO Board. Commissioner Malone was selected to serve as her alternate.</p> <p>Commissioner Pat Malone of Benton County voted in favor. Darrin Lane, Citizen Representative, voted in favor. Councilor Greg Jones of Tangent voted in favor. Councilor Carolyn McLeod of Albany voted in favor. Amy Ramsdell of Linn County voted in favor. Scott Cowan of Millersburg voted in favor. James Feldmann with ODOT voted in favor. Kyle Ward of Jefferson voted in favor. There were no votes against.</p>	The 2026 AAMPO Loop member and Alternate are: Councilor Carolyn McLeod, and Commissioner Pat Malone.
6. Appointment of an AAMPO Member for OMPOC	<p>McGregor shared that it is now a new calendar year and the 2026 AAMPO member for the OMPOC and an alternate will need to be selected.</p> <p>Commissioner Pat Malone agreed to be the alternate from AAMPO. For the OMPOC.</p> <p>Staff will be following up with Joe Samaniego of Tangent to see if he will be willing to continue to serve as the AAMPO OMPOC member for this calendar year.</p> <p>Commissioner Pat Malone of Benton County voted in favor. Darrin Lane, Citizen Representative, voted in favor. Councilor Greg Jones of Tangent voted in favor. Councilor Carolyn McLeod of Albany voted in favor. Amy Ramsdell of Linn County voted in favor. Scott Cowan of Millersburg voted in favor. James Feldmann with ODOT voted in favor. Kyle Ward of Jefferson voted in favor. There were no votes against.</p>	The 2026 AAMPO OMPOC member and Alternate are: Joe Samaneigo, and Commissioner Pat Malone

<p>7. AAMPO Scenarios Discussion (Attachment B)</p> <p>Action: Discussion and Decision</p>	<p>McGregor shared attachment b, the AAMPO Scenarios for review by the Policy Board. The attachment shows potential RTP scenarios that will be submitted to ODOT's Transportation Planning Analysis Unit (TPAU).</p> <p>The Chair, Commissioner Malone, inquired about how to use this scenario in their planning.</p> <p>McGregor answered first the scenarios will be approved to look at. Then staff will take them to ODOT, their TPAU. TPAU will spend a few months fine tuning the model to make it capable of running the scenarios while working with MPO staff. After Staff and modelers are at a high degree of certainty that the outputs are of use, the outputs will be brought to TAC and Policy Boards for review, and the Board will choose one scenario to move forward with as preferred.</p> <p>The preferred scenario helps guide the priority projects through the fiscally constrained listing of the RTP.</p> <p>Vice-Chair, Councilor McLeod shared availability of transportation is a painful point for her and her family.</p> <p>The AAMPO Policy Board would like the AAMPO TAC to review and fine tune and send back to the board for adoption.</p>	<p>The AAMPO Policy Board would like the AAMPO TAC to review and fine tune and send back to the board for adoption.</p>
<p>8. MPO Interjurisdictional RTP Goals (Attachment C)</p>	<p>McGregor shared the foreground conversation concerning Regional Transportation Plan (RTP) goals and asked for the policy board to review the AAMPO/CAMPO goals and objectives. Staff asked for Policy Board's input toward regional goals as the primary purpose for this agenda topic.</p>	

	<p>Overview</p> <p>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 meeting with edits being suggested and reflected in this version.</p> <p><i>Table 1. Draft Goals</i></p> <table><tr><td>Safety, Health, and Usability*</td><td>Improve interjurisdictional networks that support active transportation modes (walk, bike, rolling, transit, 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>Infrastructure Resiliency</td><td>Harden regional infrastructure to ensure connectivity in the event of a manmade or natural disaster.</td></tr><tr><td>Infrastructure Resiliency*</td><td>Provide multimodal 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, distributing peak traffic volumes across multiple modes ensuring cost and congestion savings for network users of all types.</td></tr></table> <p>*Option is the preferred choice of AAMPO TAC, 1/15/2026</p> <p>The group will review these again with CAMPO in April 2026.</p>	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.	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.	Infrastructure Resiliency	Harden regional infrastructure to ensure connectivity in the event of a manmade or natural disaster.	Infrastructure Resiliency*	Provide multimodal 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, distributing peak traffic volumes across multiple modes ensuring cost and congestion savings for network users of all types.	
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.													
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.													
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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, distributing peak traffic volumes across multiple modes ensuring cost and congestion savings for network users of all types.													
<p>9. Draft FY2027 UPWP Review and Presentation (Attachment D)</p> <p>Action: Discussion and Information</p>	<p>McGregor shared attachment D, the draft AAMPO FY2027 Unified Planning Work Program (UPWP) and asked for the Board to review.</p> <p>McGregor shared the draft fiscal year budget for the program.</p> <p>McGregor shared the changes with the AAMPO Policy Board members. The Adoption date for this document is targeted for April of 2026.</p>													

Task	FY27 Amount	FY26 Amount	Dollar Change	Percent Change
TASK 100: Program Management	\$107,500	\$141,250	(\$33,750)	-31%
110: MPO Operation	\$50,000			
120: MPO Administration	\$30,000			
130: Annual Document Review	\$25,000			
140: MPO Education and Training	\$2,500			
TASK 200: Long Range Transportation Planning	\$84,000	\$52,500	\$31,500	38%
210: Technical Assistance to Communities	\$24,000			
220: AAMPO-CAMPO Joint RTP	\$50,000			
230: Regional Count Program	\$5,000			
240: Safety and Active Transportation Planning Support	\$5,000			
TASK 300: Inter-Regional Transportation Planning	\$65,000	\$75,000	(\$10,000)	-15%
310: CAMPO Collaboration	\$30,000			
320: Local Transit Planning Support	\$10,000			
330: Linn-Benton Loop Support	\$15,000			
340: Travel Model Coordination	\$10,000			
TASK 400: Transportation Programming	\$20,000	\$10,000	\$10,000	50%
410: MTIP Amendments	\$10,000			
420: FY 2027-2030 MTIP Development	\$10,000			
TASK 500: Special Projects	\$125,348	\$93,421	\$31,927	25%
510: Special Project Pool	\$94,348			
520: RTP External Costs	\$25,000			
530: Task 230 Equipment Costs	\$6,000			
540: Corvallis-Albany Path Gap Study, Rainwater-N Albany Rd*				
550: Riverside Dr Study*				
TOTAL	\$401,848.35	\$372,171.13	\$29,677	7%

Note: \$401,848.35 is the SFY27 funding amount provided by ODOT on November 12, 2025.

*Details TBD

McGregor shared the draft AAMPO Budget numbers from ODOT.

Albany Area MPO Agreement No. PR27(204) #000			22870	11/12/2025	
FUND TYPE	FEDERAL	STATE	LOCAL	TOTAL	Fund Type Totals
FY 2027 PL (#22870)	170,133.63	9,736.28	9,736.28	189,606.18	PL Match 21,943.14
FY 2025 PL Saving (Move from #21862 to #22870)	21,585.78	2,470.59	0	24,056.37	PL Total 213,662.55
FY 2027 2.5% set aside for Safe & Access Transportation Options (#22870)	4,406.11	0	0	4,406.11	SATO Match 0
FY 2025 2.5% set aside for Safe & Access Transportation Options Savings (Moved from #21862 to #22870)	127.54	0	0	127.54	SATO Total 4,533.65
FY 2027 5303 Funding (#22870)	59,989.09	0	6,866.02	66,855.11	5303 Match 18,861.08
FY 2025 5303 Funding (Move from #21862 to #22870)	104,801.98	0	11,995.06	116,797.04	5303 Total 183,652.15
Albany Area Total	361,044.13	12,206.87	28,597.35	401,848.35	Total 421,848.35

	<p>McGregor shared staff will review the UPWP with state and federal partners in February. Then approval will need to be sought after in April.</p> <p>Members can also email staff with concerns, questions, or comments should they prefer. This can be emailed to bmcgregor@ocwcoq.org.</p>	
10. Jurisdictional Updates/Other Business	<p>AAMPO Staff Updates: There were no staff updates to share with the group.</p> <p>Jurisdictional Updates: <i>Albany</i> – Councilor Carolyn McLeod shared there are no new updates for Albany.</p> <p><i>Benton County</i> – Commissioner Pat Malone shared work continues for the Corvallis to Albany Path, and there has been progress made. Gary Stockhoff noted there are no additional transportation updates.</p> <p><i>Jefferson</i> – Kyle Ward shared there were no new updates for Jefferson.</p> <p><i>Linn County</i> – Amy Ramsdell shared for Linn County she is the new roadmaster. They are working on storm cleaning up in and around the bridges.</p> <p><i>Millersburg</i> – Andrew Potts for Millersburg shared the city is working on TSP updates and continuing with transition parkway project.</p> <p><i>Tangent</i> – Greg Jones shared there is nothing new from Tangent.</p> <p><i>ODOT</i> – James Feldmann shared on the Corvallis to Albany path; there was a presentation at the Albany Transportation Advisory Committee Meeting. This was well received and there was no big news out of that meeting. Currently ODOT is between open houses with the next coming in April. Staff are working to reach out to property owners for right-of-way discussions. Also, the Cascades West Area Commission on Transportation (CWACT) have interesting meetings for the Albany Area. The group will be looking for feedback on top priority projects to be incorporated into ODOT's 10-year Capital Improvement Plan. The CWACT TAC will be meeting on the second of February.</p> <p>Other Business:</p>	

	There was no other business to share with the AAMPO Policy Board members and guests present.	
11. Adjournment	The next AAMPO Policy Board Meeting is scheduled for Wednesday, February 25, 2025.	The meeting was adjourned at 4:00pm by the 2026 Chair, Commissioner Pat Malone.

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 25, 2026
To: AAMPO Policy Board
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. CAMPO approved draft goals at their February 11, 2026 meeting.

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 and Approval Decision.

MEMORANDUM

Albany Area Metropolitan Planning Organization

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Date: February 25, 2026
To: AAMPO Policy Board
From: Billy McGregor, AAMPO Staff & Corum Ketchum, CAMPO Staff
Re: RTP Priority 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?
Approval Decision.

AAMPO Policy Board: *Consensus to approve Priority Corridors as presented (or amended by the TAC on February 19, 2026).*

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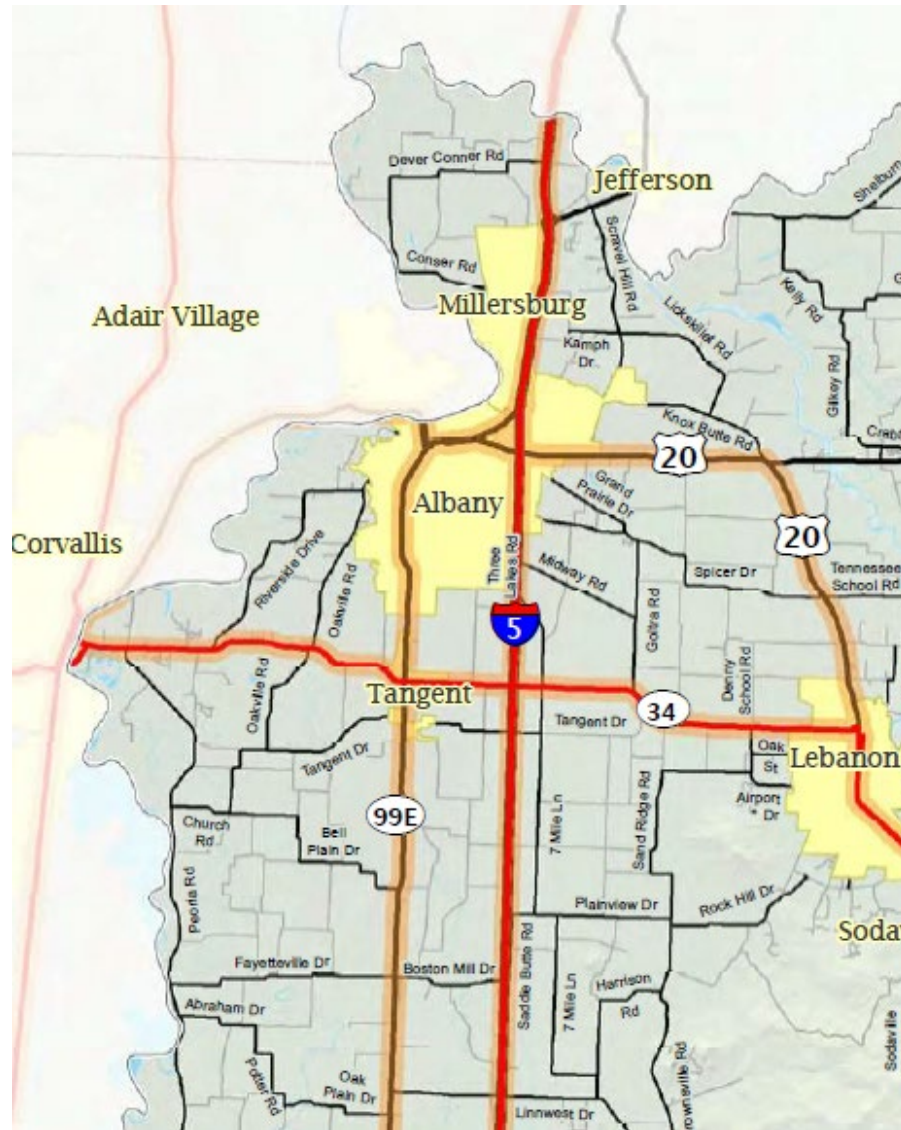
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- Corvallis-Newport Highway (US 20/OR 34)
- Pacific Highway West (OR 99W)

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)

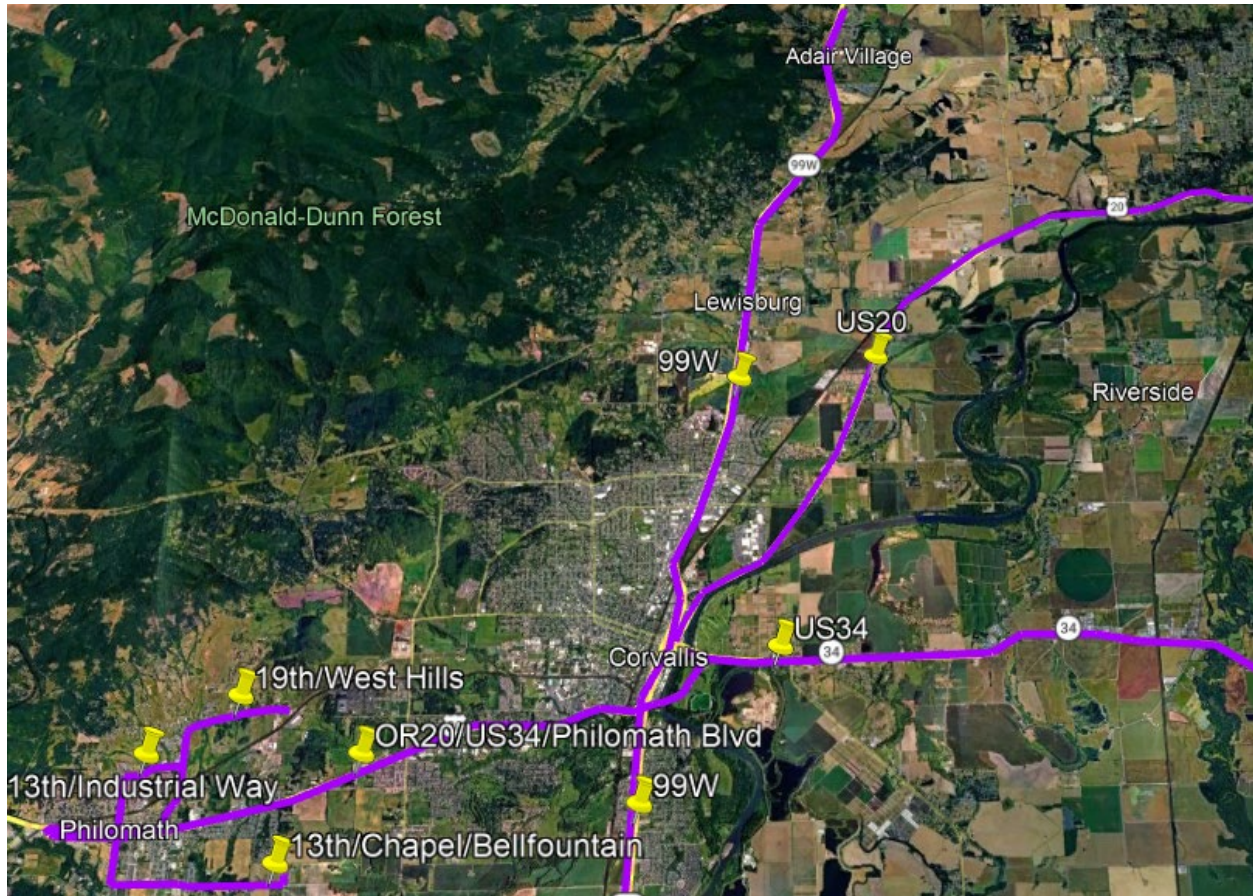
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Figure 2- CAMPO Designated Freight Routes



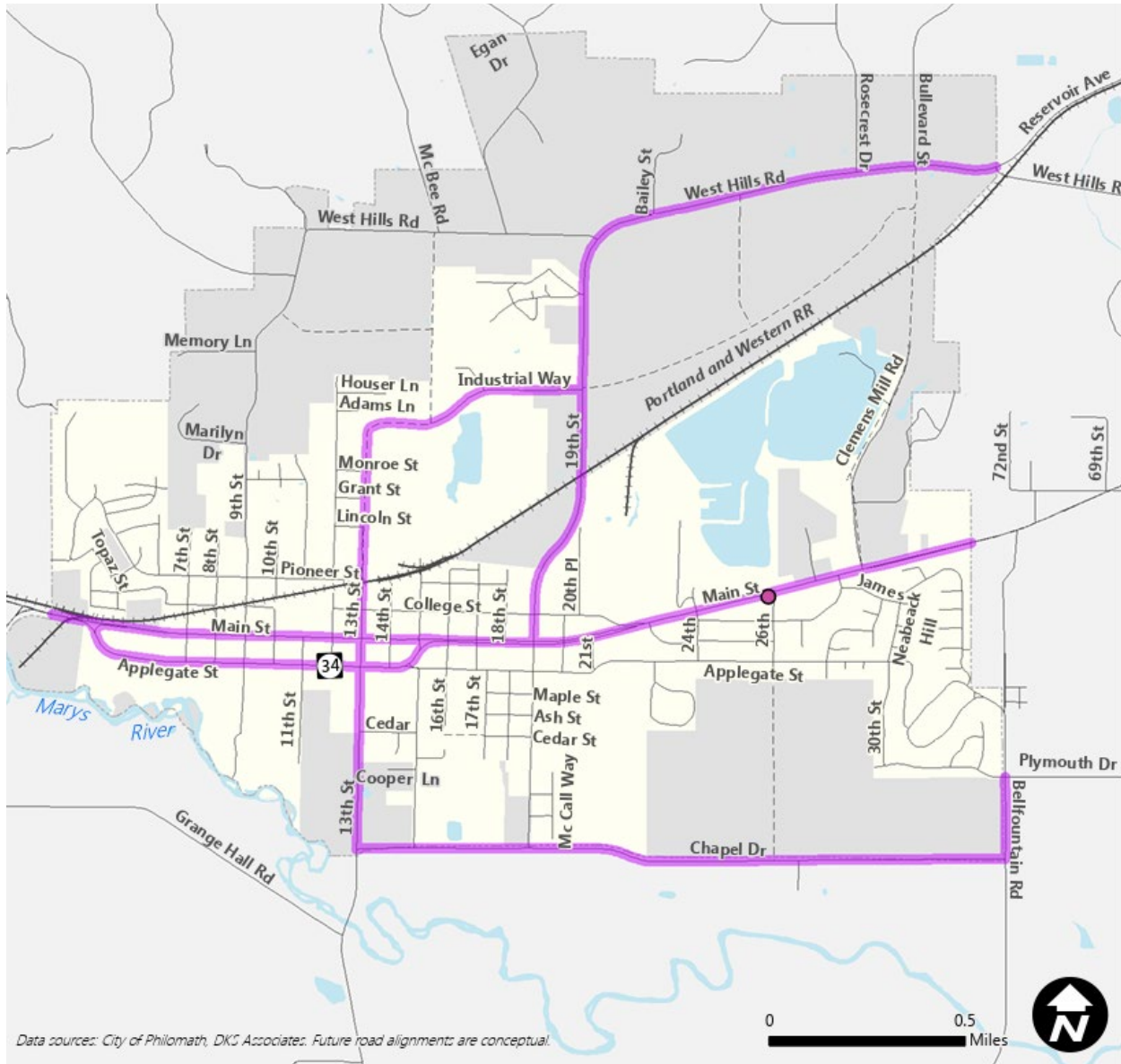
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Figure 3 - Philomath Designated Freight Routes, Philomath TSP 2018



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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:

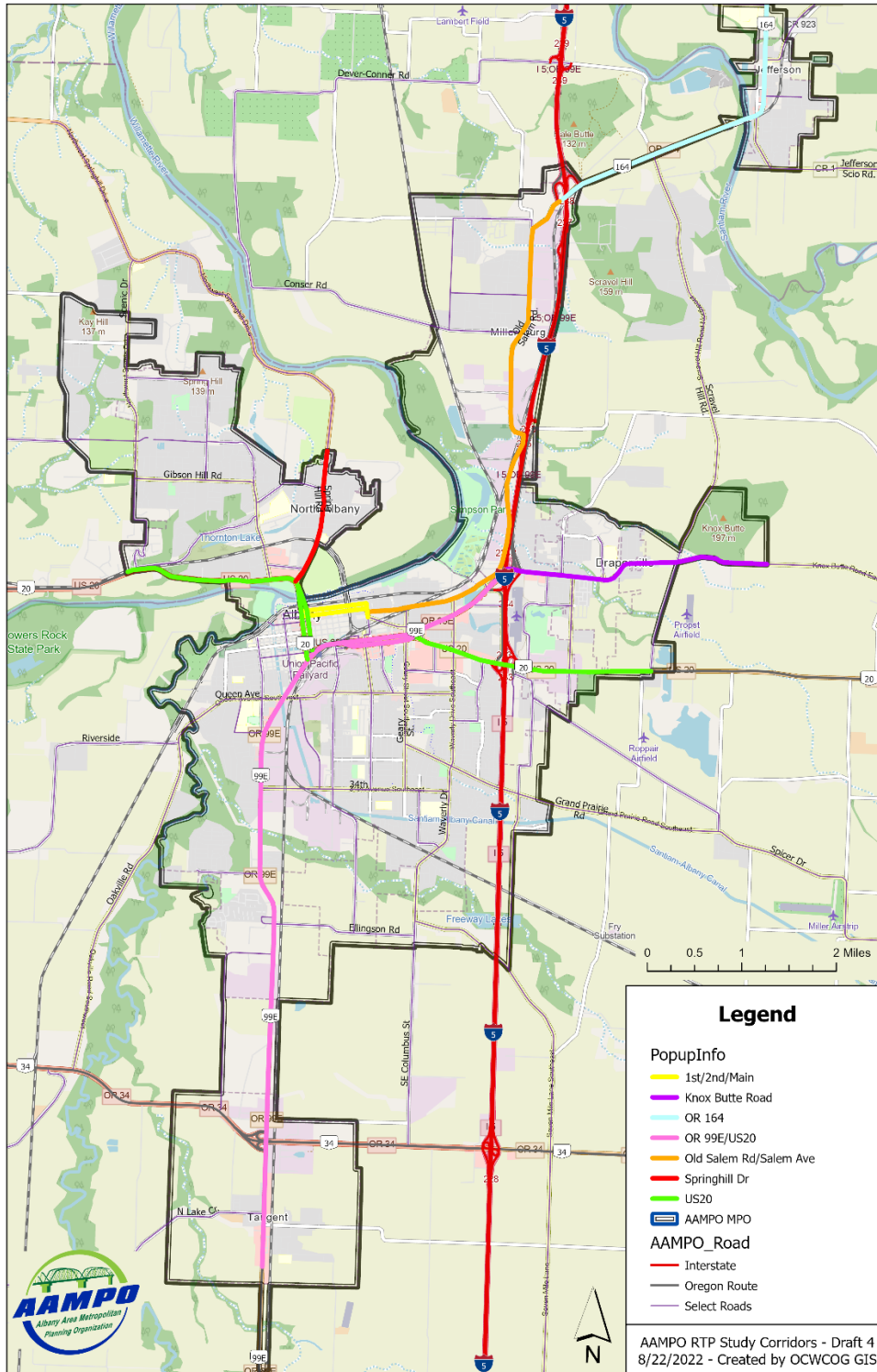
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Figure 4 - Key Study Corridors, AAMPO RTP 2023



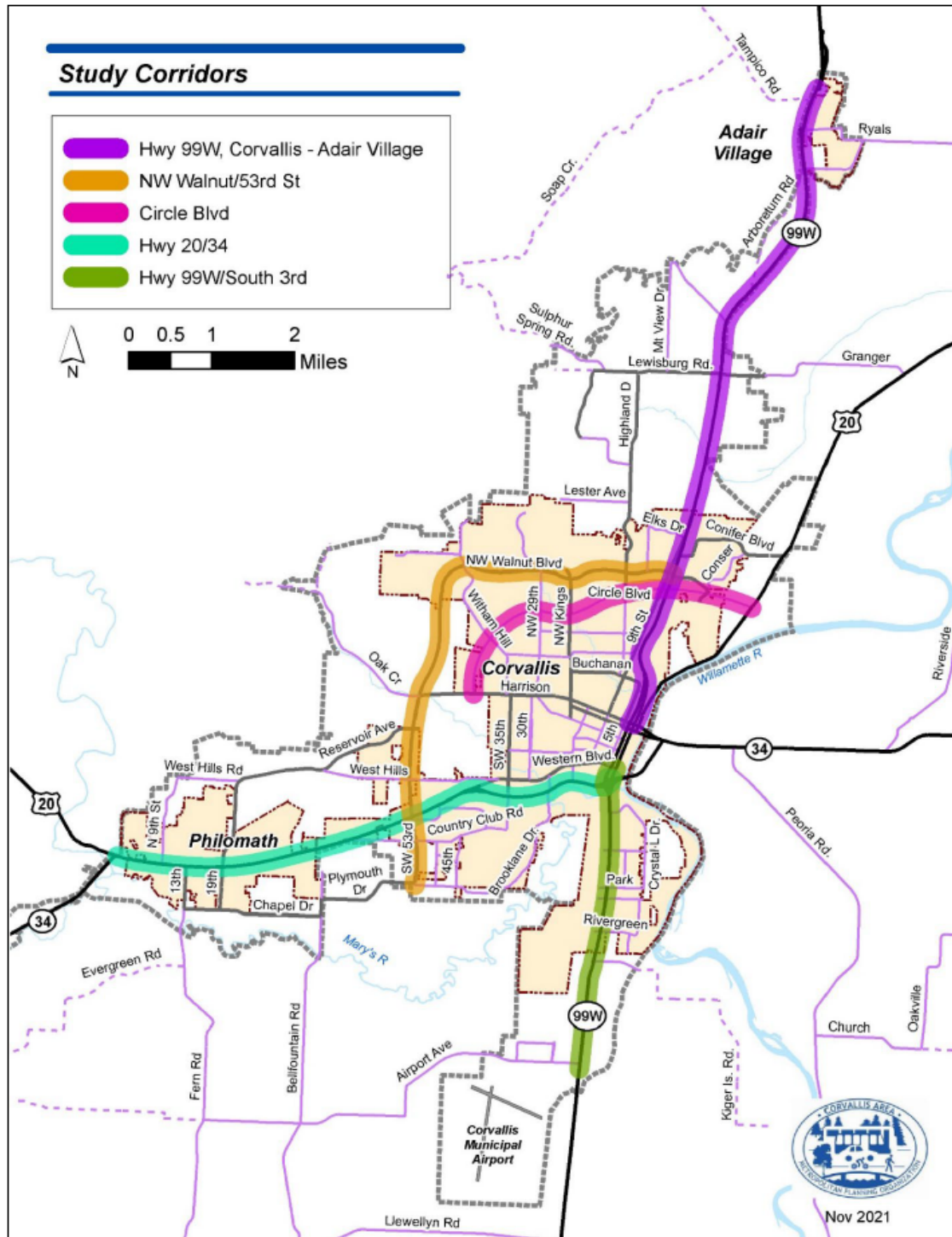
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Figure 5 - Key Study Corridors, CAMPO RTP 2022



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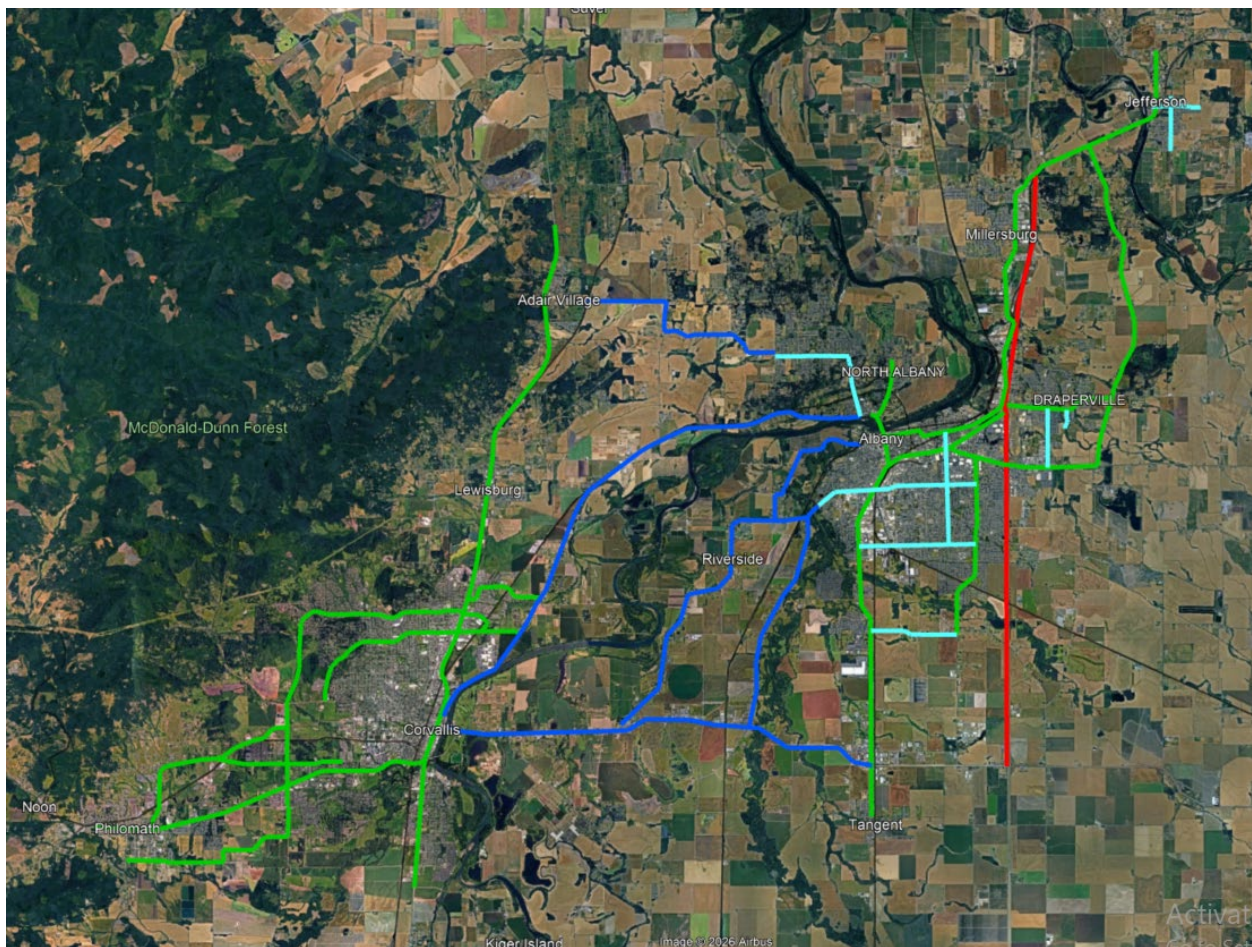


Future RTP Priority Corridors

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:

- Including priority corridor recommendations for Tangent and Millersburg.
- Confirming AAMPO corridors are at 90% decisiveness.

Figure 6 – AAMPO – CAMPO Combined Priority Corridors



MEMORANDUM

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Date: February 25, 2026
To: AAMPO Policy Board
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, *AAMPO TAC/Staff*.

Overall decreases in funding source, *CAMPO Policy Board*.

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 review public input and recommendations and decide on their preferred scenario. These scenarios will be prioritized against.