



**Corvallis Area Metropolitan Planning Organization**

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**Albany Area Metropolitan Planning Organization**

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**Joint Technical Advisory Committee Meeting  
Thursday, November 20, 2025  
9:00am to 11:00am**

**HYBRID MEETING: IN PERSON AT THE ALBANY ABC CONFERENCE ROOM**  
1400 Queen Ave, SE Albany, Oregon 97322; Downstairs Conference Room

**OR**

**Via Teams by clicking [HERE](#)**

Meeting ID: 252 399 278 05

Passcode: CB2qW6He

**Mobile One Click Number**

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

Phone Conference ID: 121 149 772#

**Contact: Corum Ketchum, CAMPO or Billy McGregor, AAMPO**

**AGENDA**

- |    |      |                                                                                                 |                                  |
|----|------|-------------------------------------------------------------------------------------------------|----------------------------------|
| 1) | 9:00 | Welcome, Agenda Review, and Roll Call                                                           | AAMPO Chair,<br>Chris Cerklewski |
|    |      |                                                                                                 | CAMPO Chair,<br>James Feldmann   |
| 2) | 9:05 | Public Comments                                                                                 | Chairs                           |
| 3) | 9:10 | Approve minutes of August 21, 2025, AAMPO Meeting ( <a href="#">Attachment A1</a> )             | Chairs                           |
|    |      | Approve minutes of September 25, 2025, CAMPO Meeting ( <a href="#">Attachment A2</a> )          |                                  |
|    |      | <i>Action: Decision on minutes</i>                                                              |                                  |
| 4) | 9:15 | STIP Amendments ( <a href="#">Attachment B</a> )                                                | Staff                            |
|    |      | <i>Action: Informational</i>                                                                    |                                  |
| 5) | 9:20 | Regional Transportation Plan Goals and Objectives Work Session ( <a href="#">Attachment C</a> ) | Staff, McGregor and Ketchum      |
|    |      | <i>Action: Presentation and Discussion</i>                                                      |                                  |
| 6) | 9:35 | Regionally Significant Corridors Identification ( <a href="#">Attachment D</a> )                | Staff, McGregor and Ketchum      |

**Action:** *Presentation and Concurrence*

- 7) 9:50 **RTP Scenario Planning Discussion (Attachment E)** Staff, McGregor and Ketchum  
Review preferred scenarios from prior RTPs

**Action:** *Discussion*

- 8) 10:00 **Local Government Network Introduction** Staff, Lehman

**Action:** *Update & Discussion*

- 9) 10:15 **MPO Priority Projects Discussion** Staff  
Review suggested priority projects that will be completed within the scope of the RTP, gleaned from local Transportation Systems Plans. This information will be used to inform the transportation model behind the RTP.

**Action:** *Discussion*

- 10) 10:45 **Other Business**
- ODOT Project Updates
  - Member Discussion
  - Jurisdictional Updates

- 11) 11:00 **Adjournment** Chairs  
*The next joint TAC meeting date is to be determined.*

*The next regularly scheduled AAMPO TAC meeting date will be January 2026!*

*The next regularly scheduled CAMPO TAC meeting date will be in January 2026!*

*The 2026 Meeting invites will be sent out to members before the end of the calendar year.*

## AAMPO ATTENDANCE (FOR QUORUM PURPOSES)

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

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

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

## CAMPO AAMPO ATTENDANCE (FOR QUORUM PURPOSES)

TAC Members	Jurisdiction	Attendance
Pat Hare	City of Adair Village	
Rory Rowan	City of Corvallis	
Chris Workman	City of Philomath	
Gary Stockhoff	Benton County	
Rebecca Houghtaling	Oregon State University	
James Feldmann	Oregon Department of Transportation	
Ex-Officio Members	Jurisdiction	Attendance
Mary Camerata	Oregon Department of Environmental Quality	
Barry Hoffman	Albany Transit/Linn Benton Loop	
Patrick Wingard	Department of Land Conservation and Development	
Jasmine Harris	US Federal Highway Administration	
Danielle Casey	US Federal Transit Administration	
Mark Bernard	ODOT Region 2 Principal Planner	
VACANT	Oregon Department of State Lands	

**Quorum Requirement:** MPO business may be conducted provided a quorum of the members attends. A quorum consists of at least a majority of the voting members. The TAC members may participate telephonically or by other means of electronic communication, provided the meeting is called to order at a meeting place where the public can attend, hear, understand and/or read the comments of the members participating by telephonic or electronic means and the members so participating can fully hear, understand, and/or read the comments of the other members participating in the meeting.

**Albany Area Metropolitan Planning Organization (AAMPO)  
AAMPO TAC Hybrid Meeting**

In Person at the Albany ABC Conference Room

*and*

Virtual via Microsoft Teams Technologies

**Thursday, August 21, 2025**

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

**Guests:** Steve Harvey (Mid-Valley Bike Club)

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

<b>TOPIC</b>	<b>DISCUSSION</b>	<b>DECISION / CONCLUSION</b>
1. Call to Order, Agenda Review, Roll Call	Staff Ashlyn Muzechenko conducted a roll call and determined a quorum of members was present. AAMPO Staff called the August AAMPO TAC meeting to order at 9:00am until the Chair or Vice Chair arrives.  There was one change to the meeting agenda, instead of approving the April TAC meeting minutes as listed, the TAC will be approving the July 17 <sup>th</sup> meeting minutes.	<b>The meeting was called to order at 9:00am by the Chair Joe Samaniego.</b>

2. Public Comments	There were no public comments received by the AAMPO TAC Members in attendance.	<b>There were no public comments.</b>
3. Approve minutes of July 17, 2025, Meeting. (Attachment A)  <b>Action: Decision on Minutes</b>	The AAMPO TAC members in attendance agreed to approve the AAMPO TAC Minutes of July 17, 2025, meeting by consensus. The minutes were approved with no objections or corrections.  Chris Cerklewski with the city of Albany voted with approval. Kyle Ward with the city of Jefferson voted with approval. Gary Stockhoff with Benton County voted with approval. Daniel Malone with Linn County voted with approval. James Feldmann with ODOT voted with approval. Andrew Potts with the city of Millersburg voted with approval. There were no votes against. The city of Tangent was absent from the meeting.	<b>The AAMPO TAC members in attendance agreed to approve the AAMPO TAC Minutes of July 17, 2025, meeting by consensus.</b>
4. STIP Full Amendments (Attachment B)  <b>Action: Recommendation to Policy Board</b>	Staff Billy McGregor shared the STIP Full Amendments that will need TAC's recommendation for forwarding onto the AAMPO Policy Board for final review and approval. McGregor shared background on the three amendments pending TAC recommendation. The two amendments that are needing approval are for projects 22958 (Linn County Transit) and 23956 (State Project).	

STIP Revisions				
Row	Revision Type	Project Key Number/s & Name/s	Project Description	Revision Information
1	Full Amendment 24-27-2926	22958 Enhanced Mobility S&ID - Linn County FFY25	Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas. State administration included.	Change project costs - affects fiscal constraint  Increase the project by \$165,407 to match the FTA grant and slip the project to start in federal fiscal year 2026.
2	Full Amendment 24-27-2847	23956 Northwest Oregon ADA curb ramp design, phase 1	Design for future construction of curb ramps along various segments of OR104 MPs 1-4, OR104S MPs 3-4, OR126B MPs 1-7.58, OR131 MPs 0-11.1, OR188 MPs 1-2, OR194 MPs 6-7, OR200 MPs 0-1, OR202 MPs 0-1, OR213 MPs 16.1-29, OR214 MPs 19-50.35, OR22 MPs 1.54-8.26, 25-26.18, OR221 MPs 18.33-20.78, OR223 MPs 0-1, 2.92-4, OR228 MPs 0-21, OR34 MPs 1.19-190, OR51 MPs 0-1.3, 4-5, OR58 MPs 34-35, OR6 MPs 0-1, OR99 MPs 5-15.36, 16.67-118, OR99E MPs 0-32, 24.88-46.49, US101 MPs 3.8-190.7, US101B MPs 0-7, US20 MPs -.03-28, 0-1, 50-56, 2.21-11.1 and US30 MPs 19.76-61.47, 96-97 including push buttons through the cities of Albany, Astoria, Bay City, Cannon Beach, Cloverdale, Corvallis, Cottage Grove, Creswell, Dallas, Eugene, Florence, Garibaldi, Halsey, Harrisburg, Hubbard, Junction City, Lebanon, McMinnville, Monmouth, Monroe, Nehalem, Newberg, Newport, Philomath, Rockaway Beach, Salem, Shedd, Sherwood, Silverton, Springfield, Stayton, Sublimity, Sweet Home, Tillamook, Waldport & Warrenton.	Add new project  Add a new project using GARVEE funds. CN planned for 27-30. Submitted for July 2025 OTC meeting.

Gary Stockhoff motioned for the TAC to approve and send the STIP Full Amendments to the Policy Board. Daneal Malone seconded. The motion passes unanimously.

Chris Cerklewski with the city of Albany voted with approval.  
 Kyle Ward with the city of Jefferson voted with approval.  
 Gary Stockhoff with Benton County voted with approval.  
 Daniel Malone with Linn County voted with approval.  
 James Feldmann with ODOT voted with approval.  
 Andrew Potts with the city of Millersburg voted with approval.  
 There were no votes against. The city of Tangent was absent from the meeting.

5. Bike Count Location Report  
  
**Action: Discussion**

Staff Billy McGregor shared the Bike Count Location report on count data taken from placement along the Dave Calrk Path. Staff are requesting recommendations and discussion on bike counter placement throughout the area in addition to the report.  
  
James Feldmann inquired about the public having access to the dashboard.

	<p>McGregor noted the current dashboard via Eco Vision is not set up for public use. However, it would be possible should a different version or dashboard become available.</p> <p>Staff will do research to investigate a public facing data dashboard for the bike count data.</p> <p>Next summer there will be a series of locations in Tangent and one in Millersburg and one in Jefferson for bike counts during the peak season.</p> <p>McGregor noted if there are ideas of where to place bike lane counter locations, please send those to staff.</p> <p>Steve Harvey noted if it is possible, one good place would be to get counts from bicyclists on the bridge.</p> <p>McGregor shared staff cannot place bike counters on the bridge, but a pedestrian counter could be placed.</p> <p>James Feldmann noted the Eco Visio Account that ODOT has he can view a network of Oregon Counting Locations. Feldmann inquired if it would be possible to have CAMPO and AAMPO set their count locations set up to be a part of the Oregon sites and visible to the public.</p>	
<p>6. COVID/STBG Invoices (Attachment C)</p> <p><b>Action: Informational</b></p>	<p>McGregor provided a reminder to AAMPO TAC Members who are awaiting MPO funds to submit invoices requesting funds on jurisdiction watermarked forms.</p> <p>McGregor noted attachment c is only an example invoice.</p> <p>Feldmann noted this isn't officially approved, but the funding has been allocated for these projects. The official approval will not be done until the project has been added to the STIP.</p>	

<p>7. Jurisdictional Updates/Other Business</p> <ul style="list-style-type: none"> <li>• AAMPO</li> <li>• Albany</li> <li>• Benton County</li> <li>• Jefferson</li> <li>• Linn County</li> <li>• Millersburg</li> <li>• Tangent</li> <li>• ODOT</li> </ul>	<p><b>AAMPO Updates:</b> There were no staff updates to be shared with the AAMPO TAC members and guests in attendance.</p> <p><b>Jurisdictional Updates:</b> <i>Albany:</i> Chris Cerklewski shared there is a lot of construction work happening. The most destructive one tends to be Salem Ave. This road is planned to be opened back up by the end of next week. There is also an overlay happening on North Albany Road near the highway and railroad tracks. The curb ramps here near Highway 20 were also completed as a joint project with ODOT. The goal will be to have this completed before Labor Day.</p> <p><i>Benton County:</i> Gary Stockhoff shared there is not a lot in the AAMPO Area. The courthouse project will start with Steel going up next week. One lane of the new VanBuren bridge is open, the other is being used to take down the temporary bridge. There will be a new county surveyor coming to Benton County in the near future.</p> <p><i>Jefferson:</i> Kyle Ward for Jefferson shared the city was awarded for a STA grant to do a downtown Mainstreet project. This will start in spring of 2026.</p> <p><i>Linn County:</i> Daineal Malone shared a new roadmaster was hired, Amy Ramsdale, who came from ODOT. Waverly Drive to Cox creek bridge, David Evans is working on that and will have 90% design finished by next Wednesday. Daneal shared the following outreach flyer with the TAC members and guests present:</p>	
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# Waverly Drive over Cox Creek Bridge Replacement

The existing Waverly Drive bridge over Cox Creek has deteriorated timber members that have restricted the bridge to one lane with weight restrictions. The existing timber bridge piles trap logs and debris in the creek below the bridge.



Existing Bridge is Restricted



Logs & Debris at Existing Bridge

## Proposed Bridge Typical Section

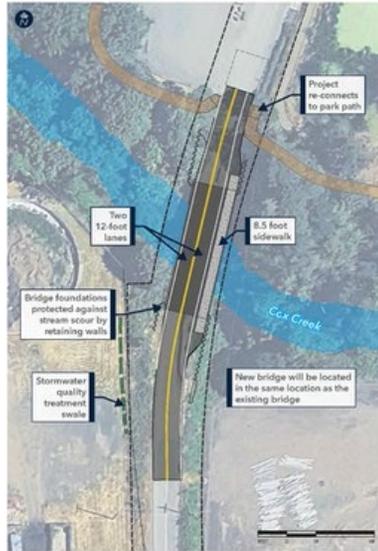


This project will replace the existing bridge with a concrete bridge that provides two lanes for vehicles and an 8.5-foot-wide sidewalk. The new bridge will have one 110-foot-long span over the creek and foundations protected against stream scour.

## Project Schedule



## Proposed Improvements Site Map



The new bridge will be constructed one half at a time, allowing traffic to access Simpson Park, Talking Waters Gardens, and the railroad to access their yard during construction.

### What to expect during construction

The parks will remain open during the construction. One lane will remain open during construction to vehicles, pedestrians, and bicycles.

Vehicles, pedestrians, and bicycles can expect up to 20-minute delays to cross the bridge during construction activities. Bridge foundation construction will include pile driving which produces very loud sounds.

The pedestrian paths immediately north of the bridge will remain open during construction. The path to the east that connects to Old Salem Road will have a short detour through Talking Waters Garden.

### Pedestrian & Bicycle Detour



This City of Millersburg Project is being developed in partnership with City of Albany. Linn County is administering the project. The design consultant is David Evans and Associates, Inc.

	<p>The goldfish farm road bridge project is underway, that should be completed by the end of September and has been troublesome. Cloverridge bridge will be being replaced as well with construction targeting 2027. Goldfish Farm Road project is scheduled for construction next year (2026) as well. The county was selected for an ARTS Grant as Well.</p> <p><i>Millersburg:</i> Andrew Potts shared transition parkway is still underway. This is on schedule for closing the intersection at Woods and Concer next month. Paving is scheduled for end of September as well. This will hopefully get us traffic onto transition parkway by this winter. A variety of crosswalk additions have been added as well. The city's TSP update has a 90% complete RFP as well and will try to get it out in early September to advertise for proposals.</p> <p><i>Tangent:</i> There were no members from Tangent present for this meeting.</p> <p><i>ODOT:</i> James Feldmann shared he is working with Benton County on two path projects. An open house with a survey is available at this project webpage:  <a href="https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=23512">https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=23512</a>. The third project is Albany TSP and is still in negotiations with Kittleson and the Department of Justice.</p> <p><b>Other Business:</b>  There was no other business shared with the AAMPO TAC members and guests.</p>	
8. Adjournment	The next AAMPO TAC Meeting is scheduled for Thursday, September 18, 2025.	<b>The meeting was adjourned at 9:53am by the Vice-Chair Chris Cerklewski.</b>

**CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION  
TECHNICAL ADVISORY COMMITTEE**

Thursday, September 25, 2025

*Virtual Meeting*

Via Microsoft Teams Technologies

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

**Guests:** Wendy Byrne, Jacob Grandwohl, and Robert Upson

**Staff:** CAMPO Planner Corum Ketchum, AAMPO Planner Billy McGregor, Assistant Planner Justin Epiaka, and CED Supervisor Justin Peterson.

<b>TOPIC</b>	<b>DISCUSSION</b>	<b>DECISION / CONCLUSION</b>
<b>1. Call to Order and Agenda Review</b>	The CAMPO Technical Advisory Committee meeting was called to order meeting by the Chair James Feldmann at 9:01am.	<b>The meeting was called to order at 9:01am by the Chair James Feldmann</b>
<b>2. Public Comments</b>	There were no public comments shared with the CAMPO TAC Members in attendance.	<b>There were no public comments</b>
<b>3. Minutes of the CAMPO TAC Meeting on July 31, 2025, (Attachment A)</b>  <b>Action: Decision on Minutes</b>	The CAMPO TAC Members in attendance approved of the CAMPO TAC Meeting Minutes of July 31, 2025, by consensus.  Rebecca Houghtaling with OSU voted in favor. James Feldmann with ODOT voted in favor. Chris Workman with Philomath voted in favor. Pat Hare from the city of Adair Village voted in favor. There were no votes against.	<b>The CAMPO TAC Members approved of the July minutes by consensus.</b>

<p><b>4. STIP Updates (Attachment B)</b></p> <p><b>Action: Informational</b></p>	<p>Ketchum shared the STIP update which is Attachment B in the meeting agenda packet. This item is informational only as the STIP Update is administrative and only requires staff approval and adjustment.</p> <p>The projects with amendments can be shown below:</p> <p>These projects and their value are listed below:</p> <p><b>Corvallis Transit - Fixed Route Operations. Description:</b> FTA grant program 5307 funds for fixed route operations of Corvallis Transit System to improve traffic flow. <b>Total</b> \$4,146,914; <b>5307 Funds</b> \$2,073,457; <b>Local Match</b> \$2,073,457</p> <p><b>Corvallis Transit – Preventive Maintenance. Description:</b> FTA grant program 5307 funds for preventive maintenance to ensure continued upkeep of service. <b>Total</b> \$1,000,000; <b>5307 Funds</b> \$800,000; <b>Local Match</b> \$200,000</p> <p><b>Corvallis Transit – Paratransit Operations. Description:</b> FTA grant program 5307 funds for Paratransit operations to ensure continued provision of service. Project helps fulfill ADA paratransit requirements. <b>Total</b> \$500,000; <b>5307 Funds</b> \$400,000; <b>Local Match</b> \$100,000</p> <p><b>Corvallis Transit – 1% Safety and Security. Description:</b> FTA grant program 5307 funds for safety and security. Lighting at bus stops and shelters. <b>Total</b> \$66,130; <b>5307 Funds</b> \$33,065; <b>Local Match</b> \$33,065</p> <p>The ODOT STIP Coordinator noted they are preparing for the 2027 STIP so CAMPO staff will be reaching out to everyone soon to have better control on the delivery of these projects and to be in line with the ODOT Capital Investment Plan.</p>	
<p><b>5. CAMPO Project Tracker Work Session (Attachment C)</b></p> <p><b>Action: Update 2024 CAMPO Project Tracker</b></p>	<p>TAC Members were asked to review the project tracker spreadsheet and provide edits to staff via email or verbally or via the chat during the meeting. The spreadsheet once updated by CAMPO Staff will be posted to the CAMPO Website.</p> <p>The group agreed to have staff reach out individually to those who aren't here to get their input on the project list.</p> <p>ODOT provided updates to the project list.</p> <p>The city of Adair Village provided updates to the project list.</p> <p>OSU provided updates to the project list.</p>	

	The City of Philomath provided updates to the project list.	
<p><b>6. Jurisdictional and Other Updates:</b></p> <ul style="list-style-type: none"> <li>• <b>CAMPO Updates</b></li> <li>• <b>Jurisdictional Updates</b></li> </ul>	<p><b><u>Other Business/CAMPO Updates:</u></b></p> <p><b>Other Business:</b> Interested Party Robert Upson shared an update about the Walnut Corridor and the funding changes requested by the City.</p> <p><b>CAMPO UPDATES:</b> There were no CAMPO updates.</p> <p><b>JURISDICTIONAL UPDATES:</b> Pat Hare with Adair Village shared the city also got an ODOT small city allotment for \$250,000 for a large overlay. The city is also meeting with ODOT to discuss Frontage Road. Additionally, the city has just approved 300 new homes, with interest continuing with the city's downtown project.</p> <p>Rebecca Houghtaling for OSU shared the university is done with Washington Way until the railroad finishes their crossings.</p> <p>Chris Workman for Philomath shared the city has been doing some striping and added bike lines on both sides of Applegate Street. They are also working with ODOT to add marked crosswalks on the highway through Philomath.</p> <p>James Feldmann for ODOT noted for construction VanBuren is on track and the Harrison project is on track as well. For planning the North Benton County Community Pathways project will be going to the county commissioners on October 7<sup>th</sup> to get sign off with moving forward with the different alignments. Hopefully by mid-October there will be a promotional video for the Corvallis to Albany Path ready to share out.</p>	
<p><b>7. Adjournment</b></p>	The next CAMPO TAC meeting will be in November.	<p><b>The meeting was adjourned at 9:35am by the Chair, James Feldmann.</b></p>

# 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



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

### Action Requested

Decision regarding Full Amendments to projects 24374.

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

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

### Overview

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

### Background on the STIP and MTIP

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**

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

# MEMORANDUM

## Albany Area Metropolitan Planning Organization & Corvallis Area Metropolitan Planning Organization

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



**Date:** November 20<sup>th</sup>, 2025  
**To:** AAMPO and CAMPO Technical Advisory Committees (TACs)  
**From:** Billy McGregor, AAMPO Staff; Updated by Corum Ketchum, CAMPO Staff  
**Re:** RTP Goals & Objectives

### Overview

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

### Goals and Objectives Refinement Outcomes

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

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

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

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

# 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



### AAMPO RTP Goals & Objectives, 2023-2028

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

#### AAMPO Goals and Objectives

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

**Objectives:**

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

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

**Objectives:**

- Support design solutions that balance reducing congestion with improved safety for people walking and biking.
- Support the identification of truck routes to reduce commercial vehicle and neighborhood conflicts.
- Promote the installation of enhanced pedestrian crossings to improve safety<sup>2</sup> of underserved and vulnerable populations.
- Promote projects that improve safety for all users and identify opportunities for including system management solutions.
- Help implement streetscape projects that enhance the comfort and aesthetics of the surrounding environment, promoting safe active transportation modes.

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

**Objectives:**

- Promote the addition of streets or roads, as identified in AAMPO Member plans, to increase connectivity between isolated areas.
- Educate the region on the benefits of mixed-use development and reducing trip length through improved land use.
- Promote Complete Street design principles, the use of ODOT's Blueprint for Urban Design, and FHWA's Safe Systems approach, for use in street design.
- Improve multimodal connectivity across physical and natural barriers (i.e. I-5/OR-34, Willamette River, Railroads<sup>3</sup>, etc.).
- Identify regional corridors of significance that are important to multimodal travel in the region.

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

**Objectives:**

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

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

**Objectives:**

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

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

**Objectives:**

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

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

**Objectives:**

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

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

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

2 Albany has identified project locations for RRFB crosswalk enhancements.

3 Added Railroads as an example barrier.

### CAMPO RTP Goals & Objectives, 2022-2027

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

#### Goals and Objectives

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

##### Objectives:

- Align MTIP project evaluation criteria with federal performance measures and local priorities to assist in funding a balanced, multi-modal transportation system.
- Pursue state and federal grant opportunities to assist in implementation of RTP projects.
- Provide a forum for MPO partners to collaborate as an organized collective and plan for the future needs of the regional transportation system.
- Maintain knowledge on national transportation trends and innovative best practices.
- Inventory and address gaps in sidewalks, trails paths<sup>2</sup> and bicycle routes to improve non-motorized Connectivity.

**Goal 2\* – Reliability and Efficiency:** Efficiently<sup>3</sup> manage and operate the regional transportation system enabling people<sup>4</sup> and goods to safely and reliably reach their destinations by a variety of travel modes.

##### Objectives:

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

**Goal 3\* – Safety<sup>5</sup>:** Prioritize safety of all people traveling on the region's transportation system, especially vulnerable road users<sup>6</sup>.

##### Objectives<sup>7</sup>:

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

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

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

**Objectives:**

- Track performance measures identified in CAMPO’s 2020 Report “Reducing Reliance on Single Occupancy Vehicle Trips,” which strives to reduce vehicle miles traveled and greenhouse gas emissions in the CAMPO region.
- Promote travel demand management and the use of active modes of travel (walking, rolling<sup>8</sup>, bicycling, and transit) to reduce environmental impacts from transportation.
- Support implementation of local agency policies and projects that reduce climate impacts related to transportation.
- Consider the climate impact of regional transportation policies, plans and projects.
- Improve the resilience of the region’s transportation system by planning for the protection of regionally critical facilities from catastrophic events and natural disasters.

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

**Objectives<sup>9</sup>:**

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

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

**Objectives:**

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

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

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

**Objectives:**

- Ensure job and commercial centers are easily accessible via **all modes**<sup>10</sup> of transportation.
- Collaborate with economic development staff to understand the economic impacts of transportation plans and projects.
- Explore alternative delivery methods for first/last-mile city deliveries, including cargo bikes and personal delivery vehicles.
- Support freight movement on major truck routes by balancing multi-modal needs in line with state and federal performance measures.
- Consider additional metrics for regional transportation performance, including access to jobs, Housing and Transportation Cost Index (i.e. H+T Index), etc.

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

**Objectives**<sup>11</sup>:

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

1 Added “accessible” to Goal language.

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

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

4 How to acknowledge aging populations and their needs?

5 How does this relate to Vision Zero?

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

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

8 Added “rolling” to Goal language.

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

10 Support for “all modes.”

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

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### Discussion Questions

#### 1) Regionality

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

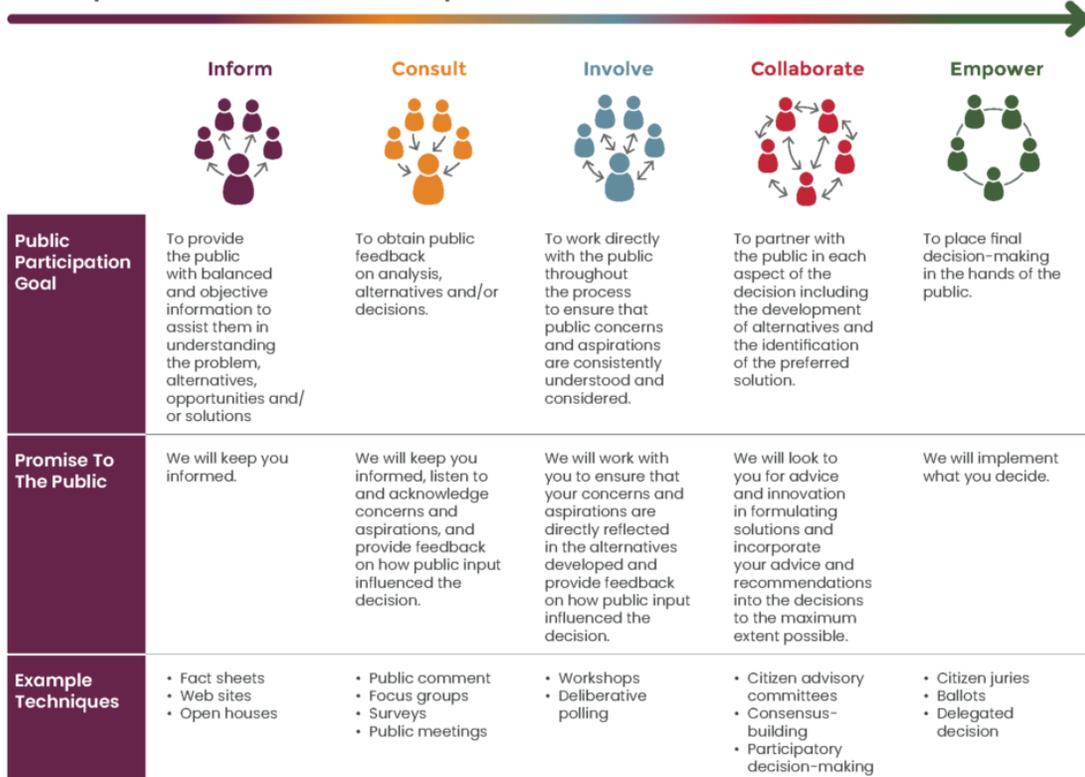
*Looking at the two MPOs as a cooperative and interconnected region, what Goals would best shape the future growth and funding concentration from MPO activities and efforts? Should we be considering any additional Goals or Objectives? Where are the opportunities for collaboration?*

#### 2) Public Participation

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

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

#### IAP2 Spectrum of Public Participation



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**Date:** November 20<sup>th</sup>, 2025  
**To:** AAMPO and CAMPO Technical Advisory Committees (TACs) & Policy Boards  
**From:** Billy McGregor, AAMPO Staff; Updated by Corum Ketchum, CAMPO Staff  
**Re:** RTP Significant Corridors

### Overview

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

### Corridor Refinement Outcomes

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

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

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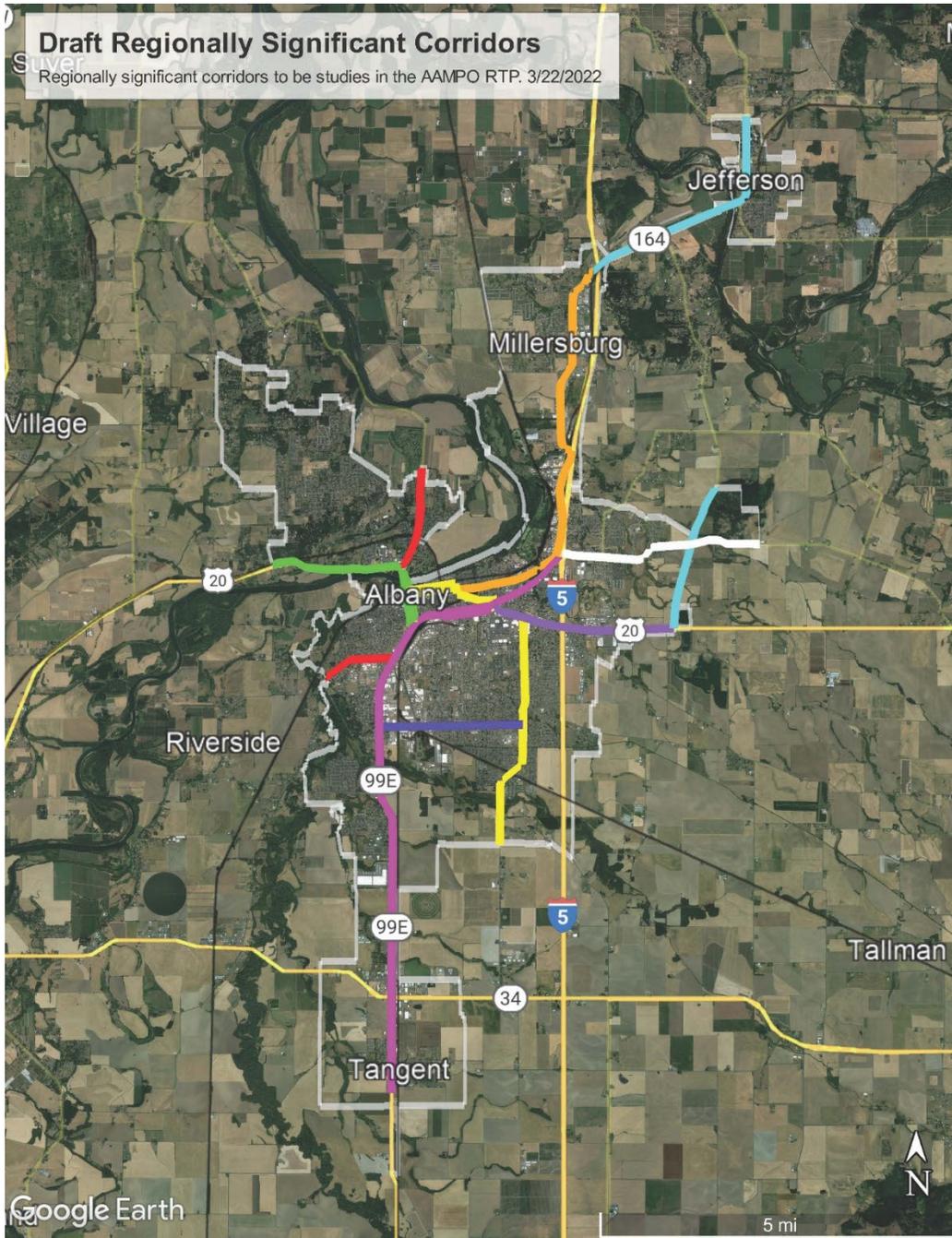
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### AAMPO RTP Corridors, 2023-2028

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



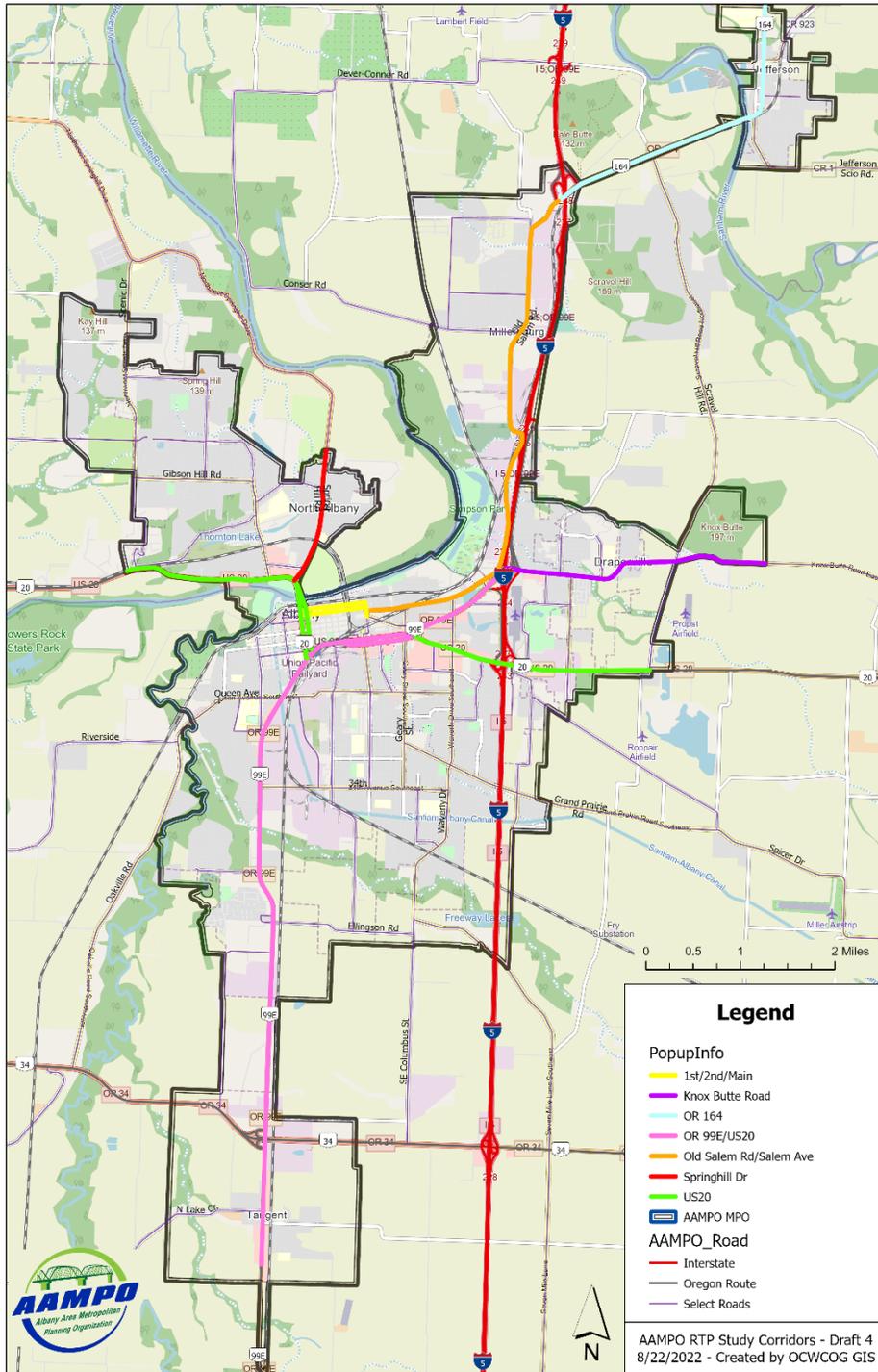
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### Final AAMPO Corridors



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### CAMPO RTP Corridors, 2022-2027

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

#### Corridor Approach

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

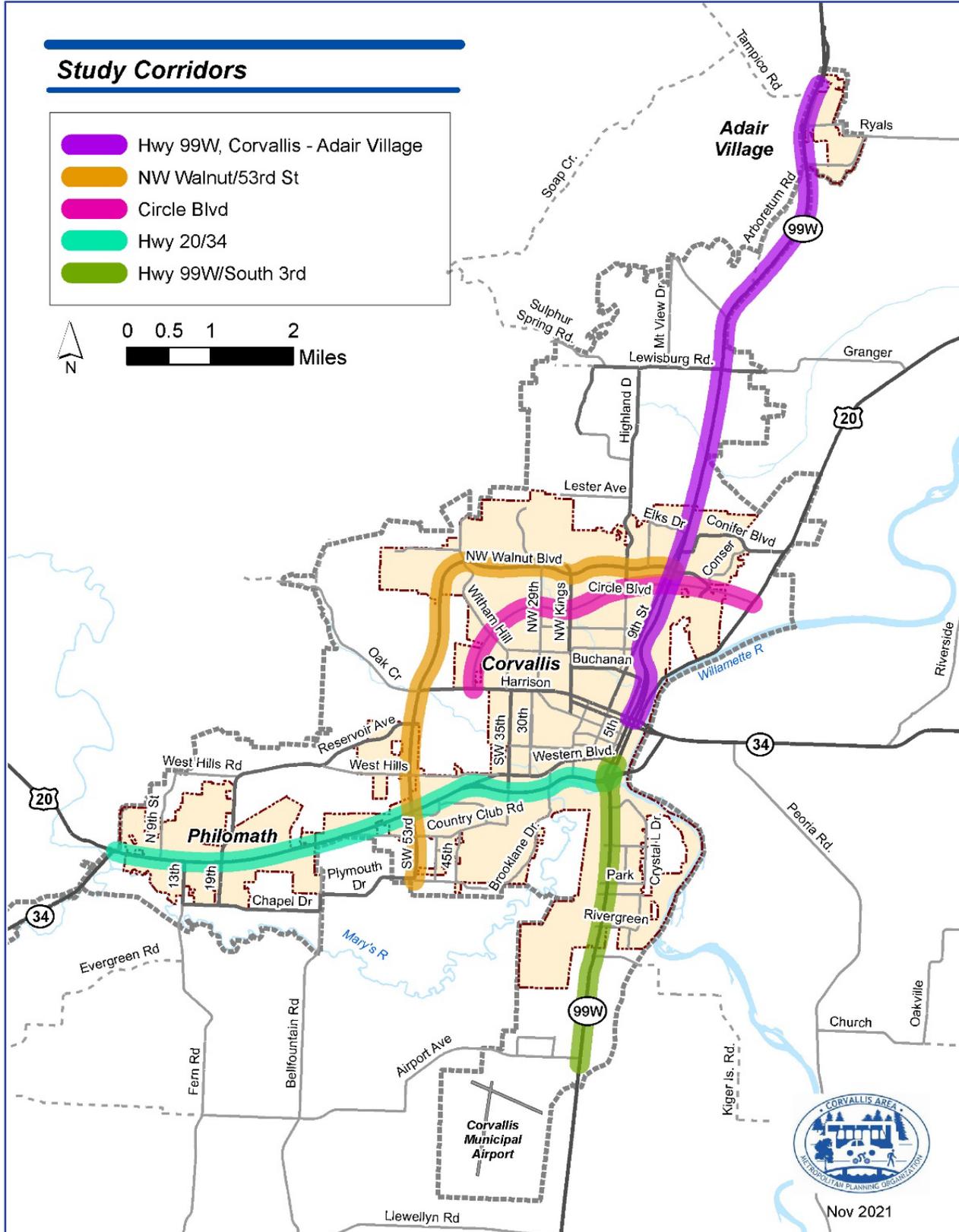
Currently staff identified five or six corridors/areas, including:

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

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### Discussion Questions

#### 1) Regionality

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

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

#### 2) Public Participation

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

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

#### IAP2 Spectrum of Public Participation

	Inform	Consult	Involve	Collaborate	Empower
<b>Public Participation Goal</b>	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision-making in the hands of the public.
<b>Promise To The Public</b>	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.
<b>Example Techniques</b>	<ul style="list-style-type: none"> <li>• Fact sheets</li> <li>• Web sites</li> <li>• Open houses</li> </ul>	<ul style="list-style-type: none"> <li>• Public comment</li> <li>• Focus groups</li> <li>• Surveys</li> <li>• Public meetings</li> </ul>	<ul style="list-style-type: none"> <li>• Workshops</li> <li>• Deliberative polling</li> </ul>	<ul style="list-style-type: none"> <li>• Citizen advisory committees</li> <li>• Consensus-building</li> <li>• Participatory decision-making</li> </ul>	<ul style="list-style-type: none"> <li>• Citizen juries</li> <li>• Ballots</li> <li>• Delegated decision</li> </ul>



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**Date:** November 20<sup>th</sup>, 2025  
**To:** AAMPO and CAMPO Technical Advisory Committees (TACs) and Policy Boards  
**From:** Billy McGregor, AAMPO Staff; Updated by Corum Ketchum, CAMPO Staff  
**Re:** RTP Scenarios

### Overview

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

### Scenario Outcomes

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

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

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### AAMPO RTP Scenarios, 2023-2028

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

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

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

Source: ODOT TPAU

Final Scenario Choice:  
 Scenario 4

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### CAMPO RTP Scenarios, 2022-2027

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

**Table 16: Model Scenarios and Corresponding Outputs**

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

Reported findings to 2021 CAMPO TAC.

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

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

Final Scenario Choice:  
 Scenario 2

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### Discussion Questions

#### 1) Regionality

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

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

#### 2) Public Participation

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

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

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### IAP2 Spectrum of Public Participation

