



**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

**Joint Technical Advisory Committee and Policy Board Meeting  
Thursday, November 21, 2024  
9:00 am to 11:00 am**

**HYBRID MEETING:**

**In Person at the Albany ABC Conference Room  
1400 Queen Ave SE, Albany Oregon 97322**

*or*

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

Meeting ID: 295 018 527 261

Passcode: 35XuKi

**Mobile One Click Number**

**[+1 872 242 8088](#)**

Phone Conference ID 419 584 141#

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

**AGENDA**

1)	9:00	Call to Order, Agenda Review, and Roll Call	Chairs, Chris Cerklewski and Ray Kopczynski
2)	9:05	Public Comments	Chair, Cerklewski
3)	9:10	Approve AAMPO TAC minutes of October 17, 2024 (Attachment A1), and AAMPO Policy Board Minutes of October 23, 2024 (Attachment A2)  <i>Action: Decision on minutes</i>	Chairs, Cerklewski and Kopczynski
4)	9:15	<b>Staff Introduction</b> Introduction from OCWCOG CED's new Transportation and Economic Development Planning Manager Matt Lehman.  <i>Action: Information</i>	Staff, Matt Lehman
5)	9:30	<b>STIP Staff Adjustment (Attachment B1)</b> Staff Adjustments are the lowest level of STIP amendment and require TAC notification of changes.  <i>Action: Information</i>	Staff, Billy McGregor
6)	9:35	<b>STIP Administrative Amendment (Attachment B2)</b>	Staff, McGregor

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

		<p>Administrative Amendments are brought to the TAC for approval and require Policy Board notification of changes. Projects included here are each concerning Albany Transit Service funding.</p> <p><b>Action:</b> <i>Decision and Information</i></p>	
7)	9:45	<p><b>STIP Full Amendment (Attachment B3 &amp; B4)</b>  Full amendments are brought to the TAC for approval before going to the Policy Board. Amendments are for projects 22238 &amp; 23272 regarding Albany Transit Service safety improvements funding.  Amendments are for projects 23722 &amp; 23785 regarding Linn Co transit capital funding.  Amendment is for project 23806 regarding Linn Co Safe Streets for All grant funding.</p> <p><b>Action:</b> <i>Decision on Amendment</i></p>	Staff, McGregor
8)	10:00	<p><b>State of the System</b></p> <ul style="list-style-type: none"> <li>A. Review statewide MPO legislative priorities (Attachment C1).</li> <li>B. Discuss ODOT's State of the System and the outcomes of the Joint Commission on Transportation tour.</li> <li>C. Discuss MPO priority projects.</li> </ul> <p>Joint Committee of Transportation Workgroups:  <a href="https://www.oregonlegislature.gov/committees/202311-JCT/">https://www.oregonlegislature.gov/committees/202311-JCT/</a></p> <p>League of Oregon Cities JCT Summary (Attachment C2)  <a href="https://www.orcities.org/resources/communications/bulletin/joint-transportation-committee-workgroup-process">https://www.orcities.org/resources/communications/bulletin/joint-transportation-committee-workgroup-process</a></p> <p>ODOT State of the System  <a href="https://www.oregon.gov/odot/state-of-the-system/pages/default.aspx">https://www.oregon.gov/odot/state-of-the-system/pages/default.aspx</a></p> <p><b>Action:</b> <i>Discussion and Decision on Legislative Priorities</i></p>	Staff, McGregor
9)	10:30	<p><b>UPWP Development (Attachment D)</b>  What member priorities can be furthered by AAMPO activities?</p> <ul style="list-style-type: none"> <li>A. Begin setting the FY25/26 workplan for the MPO</li> <li>B. Discuss ways for tracking workplan items publicly.</li> </ul> <p><b>Action:</b> <i>Discussion</i></p>	Staff, McGregor
10)	10:40	<p><b>Ellsworth Bridge Finished (Attachment E)</b>  ODOT project on Ellsworth Bridge, raising trusses, has completed!</p> <p><b>Action:</b> <i>Information</i></p>	Staff, McGregor

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11)	10:45	<b>Jurisdictional Updates/Other Business</b> <ul style="list-style-type: none"> <li>• AAMPO Staff</li> <li>• Benton County</li> <li>• Linn County</li> <li>• Tangent</li> <li>• Albany</li> <li>• Jefferson</li> <li>• Millersburg</li> <li>• ODOT</li> </ul>	<b>All</b>
12)	11:00	<b>Adjournment</b> Next regularly scheduled meeting for:  AAMPO TAC: Joint with CAMPO TAC – Thursday, December 19, 2024, from 9:00am to 11:00am, at Albany OCWCOG Location (1400 Queen Ave NE).  AAMPO Board: Joint with CAMPO Board – Wednesday, December 11, 2024, from 3:30pm to 5:30pm, at the Corvallis OCWCOG Location (1121 NW 9 <sup>th</sup> Street).	<b>Chairs</b>

<b>AAMPO FY'25 In-Kind Match Tracker</b>			
<b>Group</b>	<b>Meetings</b>	<b>Time</b>	<b>Match</b>
Policy Board	3/3	23.5	\$976.41
TAC	2/4	11.25	\$750.35
Loop (Combined)	NA	NA	NA
ATS Match	-	-	\$4,000
<b>Totals</b>	<b>5/7</b>	<b>34.75</b>	<b>\$5,726.76</b>

### **ATTENDANCE (FOR QUORUM PURPOSES)**

<b>TAC Members</b>	<b>Jurisdiction</b>	<b>Attendance</b>
Councilor David Watkins	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	

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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

### **ATTENDANCE (FOR QUORUM PURPOSES)**

<b>Board Members</b>	<b>Jurisdiction</b>	<b>Attendance</b>
Walt Perry	City of Jefferson	
Councilor Mike Hickam	City of Millersburg	
Councilor Ray Kopczynski	City of Albany	
Councilor Greg Jones	City of Tangent	
Commissioner Roger Nyquist	Linn County	
Commissioner Pat Malone	Benton County	
Darrin Lane	Citizen Representative	
Christine Hildebrant	Oregon Department of Transportation	
<b>Alternates</b>	<b>Jurisdiction</b>	<b>Attendance</b>
Councilor David Watkins	City of Jefferson	
Janelle Booth	City of Millersburg	
Chris Cerklewski	City of Albany	
Joe Samaniego	City of Tangent	
Daineal Malone	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

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

**AAMPO TAC Virtual Meeting**  
Virtual via Microsoft Teams Technologies  
**Thursday, October 17, 2024**

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

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

**Staff:** AAMPO Planner Billy McGregor, CED Director Jaclyn Disney, and Administrative Assistant Ashlyn Muzechenko

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, Roll Call	Staff Billy McGregor conducted roll call after the Chair Chris Cerklewski called meeting to order at 9:03am.	<b>The meeting was called to order at 9:03am by the Chair Chris Cerklewski</b>
2. Public Comments	There were no public comments presented to the AAMPO TAC members and guests in attendance.	<b>There were no public comments.</b>
3. Approve minutes of August 15, 2024,  (Attachment A)  <b>Action: Decision on Minutes</b>	The AAMPO TAC members in attendance agreed to approve the AAMPO TAC Minutes of the August 15, 2024, meeting by consensus. The minutes were approved with no objections or corrections.	<b>The AAMPO TAC members in attendance agreed to approve the AAMPO TAC Minutes of the August 15, 2024, meeting by consensus.</b>
4. Transportation Options Presentation  (Attachment B)  <b>Action: Informational</b>	<p>OCWCOG Transportation Options program is run by Ana Duffy the CED Departments Community Outreach coordinator (<a href="mailto:aduffy@ocwcoq.org">aduffy@ocwcoq.org</a>).</p> <p>The transportation options program has a grant period that runs October 01, 2024, to September 30, 2027, and will follow that pattern in 3-year cycles.</p> <p>Transportation Options at the COG covers the following projects, Get There Oregon, Emergency Ride home, and CW Ride.</p> <p>McGregor provided background on these different projects under the Transportation Options program.</p> <p>Jaclyn Disney shared further background on the Transportation Options program and how this program benefits the AAMPO and CAMPO regions.</p>	
5. STIP Staff Adjustment  (Attachment C)	McGregor shared the STIP Staff adjustments which included 33 staff adjustments which will slip and enter these into federal fiscal year 25.	

<p><b>Action: Informational</b></p>	<p>McGregor noted that he has connected with several of the project managers to see which ones can be closed out.</p> <p>The AAMPO TAC Members in attendance did not have any questions for staff.</p>	
<p>6. STIP Full Amendment (Attachment D)</p> <p><b>Action: Decision on Amendment</b></p>	<p>McGregor share the STIP full amendment that is currently out for public outreach. This public comment period will close next Wednesday as well.</p> <p>This revision will increase the project budget by \$66,978 to match the FTA grant. It will also update the project name to "Enhanced Mobility S&amp;ID - Linn County FFY23". This will also add state administration included to project description.</p> <p>Chair Cerklewski asked if this amendment has a specific project in mind, or what the purpose was behind it.</p> <p>McGregor noted he is unsure, and there currently is not a representative from Linn County here this morning to provide background as well.</p> <p>Daineal Malone of Linn County joined late but was not able to provide any background on this project.</p> <p>McGregor noted he can start including more information from the STIP on these line items.</p> <p>The group concluded that this was in fact an ODOT project rather than a Linn County project.</p> <p>McGregor shared further information noting that the federal group deemed it necessary to provide more funding to this project.</p> <p>Janelle Booth moved that TAC recommends the STIP full amendment to the policy board for approval. Daineal Malone seconded. The motion carried unanimously. This will go to the October Policy Board Meeting for final approval.</p>	<p><b>Janelle Booth moved that TAC recommends the STIP full amendment to the policy board for approval. Daineal Malone seconded. The motion carried unanimously.</b></p>

<p>7. AAMPO In-Kind Match Report</p> <p>(Attachment E)</p> <p><b>Action: Information and Discussion</b></p>	<p>McGregor introduced the continued conversation of the IN-KIND match with AAMPO.</p> <p>This fiscal year there is approximately \$17,027.69 in IN-KIND Match due for this year. This year that cash match is not available.</p> <p>AAMPO has an excess for required match for FY25 due to a savings balance carryover from previous fiscal years.</p> <p>For next steps, staff will work with ODOT to determine a more fixed AAMP Match that tasks into account the savings that we have already had match met during the previous fiscal years it carried over from.</p> <p>Another next step is to have longer/more AMPO Tac meetings. What would this look productive for members what material could be covered?</p> <p>Booth agreed that longer and more meetings would not be beneficial for all members.</p> <p>Booth asked about the reasoning behind the deficit and if it is a one-time thing.</p> <p>McGregor answered that in FY23, AAMPO had additional funds to distribute to Albany to the bus design facility. The match requirement that year was \$25,000. The majority of this was provided by the City of Albany in Cash.</p> <p>The TAC and Policy Board meetings that year met more frequently and were longer.</p> <p>The savings fund from this year is now hitting this next year's budget which is causing the larger match.</p> <p>Feldmann noted that staff should likely talk to ODOT contact Arlene to look at what options can be available to AAMPO.</p>	
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	<p>Disney shared that there are two separate things happening with this match.</p> <p>There is a one-time problem, because of the savings carry over. But there may be an ongoing problem looking at the year-end totals where the IN-KIND match, may not be met due to participation issues.</p> <p>McGregor shared that traditionally AAMPO has met its IN-KIND Match requirements. However, a threat to this match would be carry over savings and participation issues due to not meeting quorum at meetings.</p> <p>Feldmann inquired if non-meeting time can be used for IN-KIND Match as well such as reviewing meeting materials via email and such.</p> <p>McGregor noted that this would be another question for Arlene as well.</p>	
<p>8. Funding Opportunities (Attachment F1 and F2)</p> <p><b>Action:</b> <i>Informational</i></p>	<p>McGregor shared an overview of the funding opportunities listed in attachments F1 and F2.</p> <p>One of the three is STIF funding that is currently in the pre-application period which is coming up quick the formal process will be due on January 16, 2025. There are no match requirements for STIF funds.</p> <p>McGregor shared that the COG is planning to throw ideas at the STIF Committee as well.</p> <p>Disney noted there are no projects on the radar right now.</p> <p>David Watkins noted he is looking to get public transportation from Jefferson to Salem and Albany and was curious as to if this funding opportunity to get this project started.</p> <p>McGregor noted a conversation can be started, but it may not be in the realm of possibility, as tangent is also in the process of trying to join ATS.</p>	

	<p>The Albany Call-a-Ride service can be provided out in Tangent now and Millersburg also has this sort of agreement as well.</p> <p>Booth added that Millersburg has Call-a-Ride services as well. This is paid for via the city, however there is no bus line out in Millersburg at this point.</p> <p>McGregor shared that his thought is perhaps, Jefferson could coordinate with Sarah Cook, Barry Hoffman (ATS) and AAMPO Staff to see if those call-a-ride service availability could be accessed in Jefferson as well.</p> <p>Staff will be reaching out to Cherriots service as well to see if they could add Jefferson in for their area.</p> <p>For Innovative Mobility Grant, there is also a pre-application and regular application process. This is a broadly available grant program with 10.27% match.</p>	
<p>9. Joint December Meeting w/ CAMPO (Attachment G)</p> <p><b>Action: Information and Discussion</b></p>	<p>McGregor noted that to provide flexible holiday scheduling for both MPOS and the Albany Area MPO TAC and Corvallis Area MPO TAC will be conducting a joint meeting on December 19, 2024.</p> <p>AAMPO/CAMPO Policy board will be joint on 12/11/2024.</p> <p>AAMPO/CAMPO TAC Date: 12/19/2024.</p> <p>The November AAMPO TAC meeting will be joint with the AAMPO Policy Board.</p>	
<p>10. Jurisdictional Updates/Other Business</p> <ul style="list-style-type: none"> <li>• AAMPO</li> <li>• Albany</li> <li>• Benton County</li> </ul>	<p><b>Jurisdictional Updates:</b></p> <p><i>Albany:</i> Chris Cerklewski noted for Albany they are working on wrapping up the Queen Ave project. This is the section from Pacific to Marion.</p> <p><i>Benton County:</i> There was not a representative for Benton County present.</p>	

<ul style="list-style-type: none"> <li>• Jefferson</li> <li>• Linn County</li> <li>• Millersburg</li> <li>• Tangent</li> <li>• ODOT</li> </ul>	<p><i>Jefferson:</i> David Watkins shared the bridge is looking good and the traffic hasn't been too much of an issue. This will be a great addition for the future.</p> <p><i>Linn County:</i> Daineal Malone shared the county is planning to go out to bid this fall for goldfish farm road bridge project. The Goldfish Farm Road project will go out for bid next year as well.</p> <p><i>Millersburg:</i> Janelle Booth and Andrew Potts had to leave early and were unable to provide a jurisdictional update to the group.</p> <p><i>Tangent:</i> There were no members from Tangent present.</p> <p><i>ODOT:</i> James Feldmann shared for ODOT there is scoping happening for the 27-30 STIP. It is focused on maintenance. Feldmann is also working on Corvallis to Albany path solicitation and is with the DOJ for review on the 2<sup>nd</sup> time now and will be posted in late November to see who will be taking on the planning and design for that project as well.</p> <p>Steve Harvey asked for someone to address the construction for the project on Pilkerton to Merloy.</p> <p>Feldmann answered that this is the western end of the project his is currently working on. This section that Harvey referenced will hopefully be completed by next fall.</p> <p><b>Other Business:</b> McGregor shared that staff are opening the floor to start scheduling meeting and greets with CED Director and AAMPO staff and the different AAMPO members with the TAC and their Policy Board Associates.</p> <p>To schedule these meet and greets, members can reach out to Jaclyn and Billy via email at <a href="mailto:jdisney@ocwcog.org">jdisney@ocwcog.org</a> and <a href="mailto:bmcgregor@ocwcog.org">bmcgregor@ocwcog.org</a>.</p>	
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11. Adjournment	The next AAMPO TAC Meeting is scheduled for Thursday, November 17, 2024, and it will be joint with the AAMPO Policy Board.	<b>The meeting was adjourned at 10:15am by the Chair Chris Cerklewski.</b>
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**ALBANY METROPOLITAN PLANNING ORGANIZATION  
POLICY BOARD HYBRID MEETING  
Wednesday, October 23, 2024  
2:30 – 4:30 pm  
Albany ABC Conference Room or  
Via Microsoft Teams Technologies**

<b>Board Members</b>	<b>Jurisdiction</b>	<b>Attendance</b>
Walt Perry	City of Jefferson	No
Councilor Mike Hickam	City of Millersburg	Yes
Councilor Ray Kopczynski	City of Albany	Yes
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
<b>Alternates</b>	<b>Jurisdiction</b>	<b>Attendance</b>
David Watkins	City of Jefferson	No
Janelle Booth	City of Millersburg	No
Chris Cerklewski	City of Albany	No
Joe Samaniego	City of Tangent	Yes
Daineal Malone	Linn County	No
Gary Stockhoff	Benton County	Yes
James Feldmann	Oregon Department of Transportation	Yes

**Guests:** Steve Harvey and Cody Franz.

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

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, and Roll Call	<p>The AAMPO Policy Board Chair, Ray Kopczynski called the meeting to order at 2:31pm.</p> <p>Staff Ashlyn Muzechenko conducted roll call for today’s AAMPO Policy Board Meeting.</p>	<p><b>The meeting was called to order at 2:30pm by the AAMPO Policy Board Chair, Ray Kopczynski.</b></p>
2. Public Comments	<p>There were no public comments shared with the AAMPO Policy Board and guests in attendance.</p>	<p><b>There were no public comments.</b></p>
3. Approve minutes of the AAMPO Policy Board Meeting of August 28, 2024  (Attachment A)  <b>Action:</b> Decision on Minutes	<p>The AAMPO Policy Board approved the AAMPO Policy Board minutes from August 28, 2024, by consensus with no corrections or adjustments.</p>	<p><b>The AAMPO Policy Board approved the AAMPO Policy Board minutes from August 28, 2024, by consensus.</b></p>
4. STIP Full Amendment  (Attachment B)  <b>Action:</b> Decision on Amendment	<p>Staff Billy McGregor shared attachment B which is an update to the Linn County project which is the innovative mobility project. This amendment will increase the project by \$66,978 to match the FTA grant, update project name, and adds state administration included to the project description. This will also slip the project to start in federal fiscal year 2025.</p> <p>To read more about the enhanced mobility program you can view this link - <a href="https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310">https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310</a>.</p> <p>The AAMPO Board members in attendance approved the STIP full amendment by consensus.</p>	
5. AAMPO FY25 In-Kind Match Overview  (Attachment C)	<p>McGregor shared the AAMPO In-Kind Match overview for fiscal year 2025 for the AAMPO Policy Board Members and guests in attendance.</p> <p>For this fiscal year, we owe more match than we currently have in reserves. The breakdown and background can be found in attachment c, an</p>	

<p><b>Action:</b> Information and Discussion</p>	<p>informational memo sent out in the meeting agenda packet.</p> <p>James Feldmann noted that in order to pay that match back, funding would need to be paid back from a different bucket or have many more meetings.</p> <p>McGregor noted that this year's match requirement is significantly higher than regular years due to a savings carry-over from previous years.</p> <p>Darrin Lane, inquired about how the hourly rate is calculated and if staff are sure that it is fully being tallied. Additionally, Lane was curious as to what the options are for meeting match.</p> <p>McGregor noted the options are to have higher attendance during meetings and having longer or more frequently meetings.</p> <p>If by the end of the year, AAMPO's match requirement isn't met, ODOT will bill the MPO. If it is not met, then the billing would go out to members to cover the difference.</p> <p>At the AAMPO TAC meeting earlier this year, it was discussed that there may be ability to include AAMPO Work done outside of the regular meetings. However, since we aren't in an RTP schedule, there likely wouldn't be significant number of hours to include.</p> <p>Corum Ketchum added that staff are valued at 100\$ an hour (TAC Members), for non-paid elected official (Policy Board) would not be counted. Non-stipend would be \$33 an hour which is the national rate.</p> <p>McGregor noted that if we cannot meet quorum the meeting does not count.</p> <p>Jaclyn Disney shared there is a 17,000 match to make for FY25, we already met FY24.</p> <p>Lane inquired that if all meetings were held, how much would we still be short.</p> <p>Commissioner Malone noted that an email should go out to members</p>	
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	<p>stating the high points from this discussion and that their attendance is worth dollar credit for the MPO in terms of In-Kind Match. We will owe real money should we not be able to meet the \$17,000 deficits.</p> <p>The group decided that AAMPO Roadshow hours could possibly count towards these hours as well.</p> <p>We are still awaiting confirmation as to whether MPO hours outside of regular meetings can be counted as well.</p> <p>Staff are anticipating that the Loop meeting contributions will be similar to the previous years, same with the Albany transit match.</p> <p>McGregor noted that this will be a recurring agenda item to update the members at all future meetings.</p> <p>Feldmann shared that Albany is working on TSP updates, or presenting on this topic, as it will count towards the match. For indirect, the charges include rent as they wouldn't be eligible.</p> <p>Steve Harvey noting that for advisory capacity, maybe more positions could be added such as cycling and pedestrian representatives. This would be an addition to membership.</p> <p>Ketchum noted that the citizen rep would have the 33\$ rate, and OSU is not counted towards match as they are funded by federal funding.</p> <p>Commissioner Malone inquired if participation in OMPOC could work towards this challenge. Additionally, could any participation in Mobility Hub could provide match allocations as well.</p> <p>Ketchum noted that staff are not logging hours as MPO staff for In-kind. This is more related to AAMPO jurisdiction members, and their time that is getting provided too in-kind.</p> <p>Councilor Hickam noted It might be easier to increase participation by looking at the time this meeting happens.</p>	
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	<p>Staff noted a poll will be sent out to see if a better meeting time could be selected.</p> <p>Ketchum added AAMPO TAC meetings generally happen during work hours since they involve staff. However, the AAMPO Policy Board meetings are more similar to other public meetings, like City Council Meetings, so they can be more flexible and meeting times can be adjusted easier.</p>	
<p>6. MPO Merger Conversation</p> <p><b>Action:</b> Discussion</p>	<p>McGregor shared this agenda item covering the MPO merger conversation between AAMPO and CAMPO.</p> <p>The next road show meetings will be in Jefferson, and other AAMPO member jurisdictions will follow those presentations will start up in November 2024.</p> <p>Disney shared that the role of staff in this is to ensure all communities have the information needed to make a decision on the merger discussion.</p>	
<p>7. Joint December Meeting w/CAMPO</p> <p>(Attachment D)</p> <p><b>Action:</b> Informational</p>	<p>There will be a joint AAMPO/CAMPO Policy Board Meeting on December 11<sup>th</sup> at 3:30pm to 5:30pm. This would be an hour later in time that the same time.</p> <p>McGregor shared possible joint meeting topics for the December 2024 meeting.</p>	
<p>8. Jurisdictional Updates/Other Business</p>	<p><b>AAMPO Staff Updates:</b></p> <p>McGregor shared an introduction for CED Director Jaclyn Disney, the goal is to have in person meetings with all Policy Board and TAC members and AAMPO staff throughout the rest of the fiscal year.</p> <p>Disney noted that the goal of staff is to hopefully conclude the search for a planning manager shortly which would be another addition to the meet and greets as well.</p> <p><b>Jurisdictional Updates:</b></p> <p>Albany – Councilor Ray Kopczynski had to leave the meeting early.</p> <p>Benton County – Commissioner Malone shared the Corvallis to Albany path is close to having pavement done on the Corvallis end. Gary Stockhoff shared for North Albany there is a meeting happening at Knife River for</p>	

	<p>transportation issues in the North Albany Area, this is coming up soon. On the good news front, the county is in the process of buying 4 electric vehicles for Benton County Transit. There will also be a charging station put in at the sunset building as well.</p> <p>Jefferson – There were no members of Jefferson available to give updates.</p> <p>Linn County – Darrin Lane, Citizen Representative and Linn County staff, shared, the road department is working on a bridge project for Millersburg and Albany this is near the talking water gardens and is a project focusing on replacing the old bridge at that site. Additionally, the inter-modal center is having an operator that initially will be off-lading bio0fuels that will be shipped in by rail and transported by trucks through the Willamette valley. This operator will attempt to get container traffic coming into the center as well.</p> <p>Millersburg – Councilor Hickam shared Millersburg’s transitional parkway has started construction. Additionally, the DeLorean project will start breaking ground in November as well. Timber Lodge is waiting to breakdown as well but is waiting to get permits from the county and Pacific Power.</p> <p>Tangent – Greg Jones shared there were no updates for Tangent.</p> <p>ODOT – James Feldmann noted yesterday the ACT met with OTC members in Salem and discussed what’s going on with ODOT and other ACTs. One topic would be more conversations happening between MPO’s and ACTs statewide.</p>	
9. Adjournment	The next AAMPO Policy Board Meeting is scheduled for Thursday, November 21, 2024, from 9:00am – 11:00am and will be joint with the AAMPO TAC.	<b>The meeting was adjourned at 4:00 pm by the Chair Councilor Ray Kopczynski.</b>

# 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 21, 2024  
**To:** AAMPO Technical Advisory Committee  
**From:** Billy McGregor, AAMPO Staff  
**Re:** Statewide Transportation Improvement Program (STIP) Revisions

### Action Requested

Notice to Technical Advisory Committee regarding Staff Adjustment to projects 23256, 23264, 23273, & 21862.

### 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 (FY2021-2024) went into effect October 1, 2020 and expires September 30, 2024. 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. Administrative amendments are brought to the TAC for discussion and approval. The Policy Board is notified of Administrative Amendments at their next regularly scheduled meeting.
- **Adjustment:** For minor changes, AAMPO staff has the authority to approve adjustments. Adjustments do not require committee approval or public notice.

**STIP Revisions**

Row	Revision Type/Amendment	Project Key Number/s & Name/s	Project Description	Revision Information/Amendment Detail
1	Staff Adjustment 24-27-2087	23256  ATS first 20% ADA paratransit operating funds FFY25 (5307)	Funds (5307) used for ADA complimentary paratransit service for equal access for seniors and disabled throughout the community.	Add \$35,000 (total cost) to the Other phase.  Requested by City of Albany staff.
2	Staff Adjustment 24-27-2106	23264  ATS first 20% ADA paratransit operating funds FFY26 (5307)	Funds (5307) used for ADA complimentary paratransit service for equal access for seniors and disabled throughout the community.	Add \$27,500 (total cost) to the Other phase.  Requested by City of Albany staff.
3	Staff Adjustment 24-27-2108	23273  ATS first 20% ADA paratransit operating funds FFY27 (5307)	Funds (5307) used for ADA complimentary paratransit service for equal access for seniors and disabled throughout the community.	Add \$32,500 (total cost) to the Other phase.  Requested by City of Albany staff.
4	Staff Adjustment 24-27-2029	21862  Albany area MPO planning SFY25	Planning funds for projects identified in state fiscal year 2025 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).	Adjust to align PL & 5303 changes.  Increase project costs by \$5,790.92 per the MPO annual work plan.

# 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 21, 2024  
**To:** AAMPO Technical Advisory Committee & Policy Board  
**From:** Billy McGregor, AAMPO Staff  
**Re:** Statewide Transportation Improvement Program (STIP) Revisions

### Action Requested

Decision by Technical Advisory Committee regarding Administrative Amendment to projects 22239, 23196, 23255, & 23263. Notice to Policy Board of TAC decision.

### 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 (FY2021-2024) went into effect October 1, 2020 and expires September 30, 2024. 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.

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- **Administrative Amendment:** Require less scrutiny and are usually familiar to local staff members. Administrative amendments are brought to the TAC for discussion and approval. The Policy Board is notified of Administrative Amendments at their next regularly scheduled meeting.
- **Adjustment:** For minor changes, AAMPO staff has the authority to approve adjustments. Adjustments do not require committee approval or public notice.

**STIP Revisions**

Row	Revision Type/Amendment	Project Key Number/s & Name/s	Project Description	Revision Information/Amendment Detail
1	Administrative Amendment 24-27-2041	22239  FY23 First 20% ATS ADA Paratransit Operations	Funds (5307) used for ADA complimentary paratransit service for equal access for seniors and disabled throughout the community.	Add \$61,250 to Other phase.  Requested by City of Albany staff.
2	Administrative Amendment 24-27-2084	23196  ATS 1% for safety improvements FFY24 (5307)	Funds (5307) used to improve safety.	Add \$2,125 (total cost) to the Other phase.  Requested by City of Albany staff.
3	Administrative Amendment 24-27-2085	23255  ATS 1% for safety improvements FFY25 (5307)	Funds (5307) used to improve safety.	Add \$4,250 (total cost) to the Other phase.  Requested by City of Albany staff.
4	Administrative Amendment 24-27-2105	23263  ATS 1% for safety improvements FFY26 (5307)	Funds (5307) used to improve safety.	Add \$4,125 (total cost) to the Other phase.  Requested by City of Albany staff.

# MEMORANDUM

## Albany Area Metropolitan Planning Organization

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**Date:** November 21, 2024  
**To:** AAMPO Technical Advisory Committee & Policy Board  
**From:** Billy McGregor, AAMPO Staff  
**Re:** Statewide Transportation Improvement Program (STIP) Revisions

### Action Requested

Decision by Technical Advisory Committee regarding Full Amendment to projects 22238 & 23272. Decision by Policy Board regarding Full Amendment to projects 22238 & 23272.

Public outreach occurred 11/7/2024 to 11/21/2024.

### 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 (FY2021-2024) went into effect October 1, 2020 and expires September 30, 2024. 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

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- **Adjustment:** For minor changes, AAMPO staff has the authority to approve adjustments. Adjustments do not require committee approval or public notice.

**STIP Revisions**

<b>Row</b>	<b>Revision Type/Amendment</b>	<b>Project Key Number/s &amp; Name/s</b>	<b>Project Description</b>	<b>Revision Information/Amendment Detail</b>
1	Full Amendment  24-27-2040	22238  FY23 ATS 1% for Safety Improvements	Funds (5307) used to improve safety.	Add \$5,375 (total cost) to the Other phase.  Requested by City of Albany staff.
2	Full Amendment  24-27-2107	23272  ATS 1% for safety improvements FFY27 (5307)	Funds (5307) used to improve safety.	Add \$5,375 (total cost) to the Other phase.  Requested by City of Albany staff.

# 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:** November 21, 2024  
**To:** AAMPO Technical Advisory Committee & Policy Board  
**From:** Billy McGregor, AAMPO Staff  
**Re:** Statewide Transportation Improvement Program (STIP) Revisions

### Action Requested

Decision by Technical Advisory Committee regarding Full Amendment to projects 23785, 23806, & 23722.  
 Decision by Policy Board regarding Full Amendment to projects 23785, 23806, & 23722.

Public outreach occurred 11/14/2024 to 11/28/2024.

### 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

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- **Adjustment:** For minor changes, AAMPO staff has the authority to approve adjustments. Adjustments do not require committee approval or public notice.

**STIP Revisions**

Row	Revision Type/Amendment	Project Key Number/s & Name/s	Project Description	Revision Information/Amendment Detail
1	Full Amendment 24-27-2077	23785  Oregon Transportation Network - Linn Co FFY26	Urbanized public transit capital funding for federal fiscal year 2026. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	Add new transit project to the 2024-2027 STIP.  Add new transit project. No D&O approval needed per J. Flowers.
2	Full Amendment 24-27-2120	23806  Linn County Oregon Multijurisdictional Safety Action Plan	This Safe Streets for All (SS4A) planning grant funded project will develop a new multijurisdictional Safety Action Plan for five Oregon cities (Albany, Lebanon, Sweet Home, Millersburg, and Tangent) and Linn County, aimed at reducing motor-vehicle fatalities and injuries to zero.	Add new project, using USDOT Safe Streets for All grant funds.  Add new Safe Streets for All (SS4A) grant funded project awarded to the City of Tangent.
3	Full Amendment 24-27-2047	23722  Oregon Transportation Network - Linn Co FFY25	Urbanized public transit capital funding for federal fiscal year 2025. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	Increase the project by \$76,014 to match the grant.  Increase the project to match the grant. Updated the amendment to reflect the STBG 5310 allocation.

# Oregon Metropolitan Planning Organization Consortium (OMPOC)

## 2025 Legislative Priorities

OMPOC is a partnership of Oregon's eight Metropolitan Planning Organizations working together on matters of mutual interest and statewide significance and representing approximately 70% of Oregon's population. OMPOC has long advocated for increased investment in active transportation and transit; a safe transportation system for all Oregonians; and sustainable transportation funding.

OMPOC presents the following priorities for a 2025 State Transportation Package.

<b>Core Operations and Maintenance</b>	<p>Oregon's transportation system is underfunded. If this continues, existing local and state infrastructure will fail, requiring more expensive repairs or even more expensive rebuilds. We must invest in the system we have to ensure it is safe, resilient, and reliable. A stable, significant investment in state and local transportation facilities will help address this situation.</p>
<b>Transportation Safety</b>	<p>Traffic fatalities and serious injuries have continued to rise in the last few years. Increasing investments in safety improvements that minimize conflicts between transportation modes, such as ADA compliant pedestrian crossings and adequate bike infrastructure, are necessary to make Oregon communities safer.</p> <p>Over the last five years, some areas in Oregon have been facing significant increases in the loss of life along roadways. These include fatal vehicular crashes, bike crashes, and those involving pedestrians. From our view, more funding available for investment in safety projects will make a difference.</p>
<b>Diversify and Index Full Range of Transportation Revenue Sources</b>	<p>The gas tax buying power has been significantly reduced. We must stop this continued erosion and stabilize revenue for transportation investments. This should include establishing a fee structure based on the true impact of vehicles on Oregon's transportation infrastructure. We support a discussion of both state and local revenue sources including, but not limited to, those listed below. All must be indexed to inflation and all state roadway revenues should be shared with Counties and Cities.</p> <ul style="list-style-type: none"> <li>• Road user fee</li> <li>• Electric Vehicle registration fee</li> <li>• Studded tire fee</li> <li>• City gas tax</li> <li>• County registration fee at the cap</li> <li>• Maintain current 50-30-20 funding distribution allocations</li> <li>• Retail Delivery Fee</li> </ul>

<b>Additional Transit Funding</b>	Transit is critical to connecting communities. One of the most significant investments made in HB 2017 was an annual infusion of transit funding to build capacity and create inter-community connections. We must continue this investment with a focus on underserved communities, and inter-community transit investment. Funding to support core transit operations and maintenance is critical to maintaining a complete and safe system that is compelling and efficient for people to use.
<b>Finish Projects in HB 2017</b>	<p>There are 43 projects across Oregon that were part of the commitments made in 2017. The scale of these investments was historic in scope and resulted from a significant bipartisan effort, but not all have been completed. These projects must be completed because they remain critical for all communities in Oregon; particularly the Interstate Bridge, and I-5 Rose Quarter.</p> <p>If these projects are not completed, bottlenecks and economic impacts will only worsen. We also risk losing the public’s confidence in the legislature’s ability to deliver on commitments.</p>



## Why is it Essential for the 2025 Legislature to Increase Transportation Funding?

**Oregon's Legislature made significant progress in 2017** with the passage of [HB 2017](#), the largest multimodal transportation package in state history. This \$5.3 billion package provided a critical funding increase for local government investments and state projects in key transportation corridors. The package also included significant investment in public transit and shuttle service across Oregon and improved safety enhancements such as [Safe Routes to School](#), a program which has dramatically improved safe walking and biking routes for youth.

As the Legislature approaches the 2025 legislative session, it's crucial to maintain the momentum of the past seven years. However, we face significant challenges, including cost inflation for transportation construction materials and labor — the National Highway Construction Cost Index currently shows inflation at 80%. The declining purchasing power of the gas tax, the state's primary revenue source overall, is eroding the scale of investments, hindering the completion of key projects in HB 2017 and the ability of local jurisdictions to deliver basic operations and maintenance services.

**If the Legislature fails to pass** a transportation package in 2025, communities across the state will see more potholes, unmaintained streets and traffic signals, and other critical failures for both the local and state systems. This would also threaten the completion of critical project investments.

**Urgency is needed now** to build support for a robust transportation package in 2025 that reinforces the state's investment in Oregon's entire transportation system across all modes. The 2025 transportation package can and should be a statewide investment that includes local governments as a full partner.

**There are fundamental elements** that must be considered when building a transportation package in 2025. The process will require a return to the basics and a fundamental investment in Oregon's entire transportation system. These fundamental elements must include:

**A stable, significant investment in state and local government facilities.** If core operations and maintenance of Oregon's transportation system continue to be underfunded, existing local and state infrastructure will fail, requiring more expensive repairs.

- Due to gas tax stagnation and significant inflation, state and local governments are experiencing a continued decline in street conditions.
- Additional state funding allows Oregon to maintain and operate a transportation system that can efficiently and safely move people, goods, and services.





**Additional transit funding** is critical to connecting communities. One of the most significant investments made in HB 2017 was an annual infusion of transit funding to build capacity and create inter-community connections. We must continue this investment, focusing on underserved communities and those without public transit options, specifically through inter-community transit investment. Funding to support core operations and maintenance activities is critical to maintaining a complete and safe transit system.



**Transportation safety remains** a top concern, as traffic fatalities and serious injuries have continued to rise over the last few years. Increasing investments in safety improvements which minimize conflicts between transportation options, such as improved pedestrian crossings, are necessary to make Oregon communities safer. Transportation safety is most critically needed on our high-traffic roads and near our schools.

Over the last five years, cities have faced significant increases in the loss of life along roadways. This includes fatal vehicular crashes, bike crashes, and those involving pedestrians. Increased investment in safety projects will make a significant difference.



**Start the transition to a Road User Fee**, which will reduce the continued erosion of buying power with the gas tax and stabilize revenue for transportation investments. This will create a fee structure based on the true impact of vehicles on Oregon's transportation infrastructure.



**Finish projects in HB 2017.** There are 43 projects across Oregon that were part of the commitments made in 2017. The scale of these investments was historic and resulted from a significant bipartisan effort, but not all have been completed. These unfinished projects must be completed because they remain critical for all communities in Oregon.

- If these projects are not completed, we risk losing the public's confidence in the Legislature's ability to deliver on commitments.
- Now is not the time to go back. It's time to press on and deliver a funding package that can complete these long-term investments.

## How Can You Help? Use Your Local Stories to Highlight Transportation Needs

Each city has a story worth sharing with members of the [Joint Committee on Transportation](#).



By sharing those local stories, you will drive the message home that we have significant needs, and the Legislature must act. Consider these themes when talking about your communities:

- Do you currently have adequate funding to operate and maintain your roads?
- Can you keep up with paving? Filling potholes? Maintaining safe crossings? Responding to extreme weather events?
- What will happen to the condition of your roads if there are no further gas tax increases?
- Does your city have adequate resources to prevent traffic fatalities and serious injuries?
- Has your city benefited from HB 2017 transit investments? Do you have additional transit needs? Do you have a new transit or inter-community shuttle service in place?

# 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:** November 21, 2024  
**To:** AAMPO Technical Advisory Committee & Policy Board  
**From:** Billy McGregor, AAMPO Staff, adapted from Corum Ketchum, CAMPO Staff  
**Re:** FY25-26 UPWP Preliminary Tasks

### Overview

The purpose of this memorandum is to begin drafting Unified Planning Work Program (UPWP) for the next fiscal year, beginning July 1<sup>st</sup>, 2025. Staff must submit a draft UPWP prior to February 2025 in order to review the work program with state and federal partners, including the Federal Transit Agency, the Federal Highway Agency, and the Oregon Department of Transportation. A draft list of tasks is presented on the next page.

The Technical Advisory Committee and Policy Board are asked to consider several factors in creating a work program:

- A. What regional priorities should AAMPO be considering?
- B. How can AAMPO deliver on member priorities via partnerships and regional collaboration?
- C. How can the Albany Area MPO work with the Corvallis Area MPO to deliver projects of regional significance and realize cost savings by working collaboratively?

The groups are not asked to generate a workplan at this meeting, but to provide guidance to staff so that a high-level work program can be drafted by December and iterated upon through January 2025.

As a reminder, the UPWP is broken into five (5) sections:

**Task 100** consists of regular MPO duties, which includes hosting regular public meetings and generating key documents, like the UPWP.

**Task 200** provides for long-range transportation planning and local planning support.

**Task 300** focuses on inter-regional needs and transit support, including working with CAMPO and supporting the Linn-Benton Loop.

**Task 400** contains the statewide transportation duties of the MPO, including amending Metropolitan Transportation Improvement Programs (MTIP) and the upkeep of the existing MTIP for inclusion in the Statewide Transportation Improvement Program (STIP).

**Task 500** is the special project pool, which holds grant funds and/or sets aside planning dollars for specific projects of interest as opportunities arise. Recently, this task funded the short-term safety study for Philomath Boulevard.

Most tasks carry over year to year, but often the MPO selects a new topic of interest to research on behalf of members, or a new special project to carry out (**Tasks 230/240, 350, and 510**).

Staff will incorporate initial feedback and provide a list of tasks and a preliminary budget at the next meeting of the Policy Board.

# MEMORANDUM

## Albany Area Metropolitan Planning Organization

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Table 1 - Draft Tasks for FY26

Task
<b>TASK 100: Program Management</b>
110: MPO Operation
120: MPO Administration
130: Annual Document Review
140: MPO Education and Training
<b>TASK 200: Long Range Transportation Planning</b>
210: Technical Assistance to Communities
220: AAMPO RTP Performance Monitoring
230: Oregon Pop-Up Infrastructure
240: Regional Count Feasibility Study
<b>TASK 300: Inter-Regional Transportation Planning</b>
310: CAMPO Collaboration
320: Local Transit Planning Support
330: Linn-Benton Loop Support
340: Travel Model Coordination
350: RESEARCH PROJECT?
<b>TASK 400: Transportation Programming</b>
410: MTIP Amendments
420: 2030 OHAS Set-Aside
<b>TASK 500: Special Projects</b>
510: Special Projects Pool

# MEMORANDUM

## Albany Area Metropolitan Planning Organization

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Benton County • Oregon Department of Transportation



**Date:** November 21, 2024  
**To:** AAMPO Technical Advisory Committee & Policy Board  
**From:** Billy McGregor, AAMPO Staff, adapted from ODOT Newsletter  
**Re:** ODOT Ellsworth Bridge Work Completion



## Project Update



**Ellsworth Street Bridge project is complete – thank you!**

The Ellsworth Street Bridge is a historically significant bridge built in 1925. The overhead beams had been damaged by trucks hitting the bridge.

We are happy to let the community know that we have finished the repairs and increased the vertical clearance to over 16 feet!

Thank you to everyone for your patience during construction. These repairs will help make it safer for all vehicles to use the bridge and will reduce overall maintenance costs.

**Check out some photos of the Ellsworth Bridge on the next pages**



# MEMORANDUM

## Albany Area Metropolitan Planning Organization

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Figure 1, Before construction, the overhead beams were between 14 feet 6 inches and 14 feet 8 inches



Figure 2, After construction, the overhead beams were raised to 16 feet

# MEMORANDUM

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Figure 3, Ellsworth Bridge overhead beams



Figure 4, U.S. 20 Ellsworth Bridge in Albany