

Linn County Transportation Advisory Committee Meeting Minutes 10/08/24

Call to order: 3:35 PM

Attendance: Marilyn Smith, Dawn Mitchell, Annie Holsworth, Kindra Oliver, Ken Bronson, JoAnn McQueary, Ted Frazier, Suzanne Driver, Lorelei LaVoie, Kristin Preston, Lisa Scherf, Jeff Babbit, Justin Petersen, Jaclyn Disney, Reagan Maudlin

Introductions: Marilyn Smith, Albany City Council; Dawn Mitchell, Senior Citizens of Sweet Home, Inc/Linn Shuttle/Dial A Bus; Annie Holsworth, Senior/Disabled transit user; Kindra Olivier, Lebanon LINX; Ken Bronson, Retired/Disabled; JoAnn McQueary, East Linn County; Ted Frazier, Albany Paratransit; Suzanne Driver, Volunteer Caregivers; Lorelei LaVoie, Oregon Mennonite Residential Services; Kristin Preston, City of Albany; Lisa Scherf, Benton County Transit; Jeff Babbit, City of Albany, Justin Petersen, Oregon Cascades West Council of Governments; Jaclyn Disney, Oregon Cascade West Council of governments; Reagan Maudlin, Linn County Special/Rural Transportation Coordinator

Public Comment: None

Estimates Review: Reagan presents a 23-25 STIF update of the Linn County contracts regarding spending at half way through the biennium and documents containing information on Federal Section 5310 estimates and STIF estimates for the 25-27 biennium. Documents contained comparisons between 23-25 and 25-27. A few clarifying questions were raised and addressed in conversation.

TAC Guiding Documents Review: Reagan announced that the meeting packet included a set of guiding documents including: the Linn County Coordinated Plan, the Linn County Sub-Allocation Method, and a prepared document of containing STIF OAR relevant to the Transportation Advisory Committee. The TAC were reminded and encouraged to revisit these guiding documents and to be prepared to refer to them during the STIF funding discussions and recommendations processes. Reagan verbally went through the STIF OAR tool with the group in its entirety, which reviewed some definitions, eligibility requirements, and STIF objectives.

A question arose regarding the definitions of “ongoing” and “expansion” projects as it applies to STIF. Some discussion was held and Reagan agreed to investigate the question and report out with any findings outside of meeting.

STIF Discretionary Applications: Reagan provided an overview of the STIF D applications that are to be reviewed by Linn County noting that the TAC has been in possession of the full application for a week and has had that time to review them in their entirety. The purpose of the task and the duty of the QE to solicit the advisory committee to provide feedback to ODOT was reviewed. Providers were given opportunity to speak on their applications and time was provided to seek clarity and address questions.

Justin shared the purpose of the OCWCOG project and shared they would be requesting STIF from Benton County for the entirety of the match and would not be making a request from Linn County. Lisa Scherf added that Benton County is in support of the OCWCOG STIF D application and hoped that Linn County would not give it a thumbs down.

Dawn spoke on behalf of the bus replacement for SCOSHI, citing that the 5310 resources used to allow for greater vehicle replacement need and the hope is to alleviate that fund by trying for STIF

Discretionary. The bus in need of replacement is in poor condition and over its useful life in miles by nearly double.

Kindra shared the two vehicle projects are for match themselves and so would not result in a match request from STIF or any other resource, stating this was done specifically to alleviate the need on the limited Linn County STIF resources in 25-27. The Expansion Pilot project is also an attempt at being successful in an expansion project in 25-27 without solely relying on the limited STIF formula funds anticipated for Linn County.

Kristen reported that the Vehicle Replacement project would intend to make a STIF Formula request from Linn County for the majority of the match need at \$180,000, but also requesting \$20,000 from Benton County to represent the services in North Albany. The Facility Remodel project is to be matched with funds from the City Budget so would not require STIF Funds, and the bus stops need to come up with \$420,000 of match of which some is intended to be requested from Linn County STIF, but they are unprepared with a specific number. Kristen also said that the Vehicle Replacement would be the highest priority project, with the Facility Remodel being next, and Bus Stops the lowest priority of their applications.

Kindra asked if Albany had considered requesting a standard fuel type for their STIF D application citing a lower cost and asked if they had pursued other funding sources for vehicles such as the low-no emissions or mid-cycle opportunities. The response between Kristen and Jeff included that they had not attempted those other funding resources and shared that their transition plan required for the low-no emissions funding is still in progress; Kristen stated that reducing greenhouse gas emissions is a priority of STIF Discretionary and so they felt it important to apply for a vehicle matching that category. Some discussion was held regarding the priorities of the STIF D criteria and instances where some deviation may still be considered.

Some conversation was held around the options of format for feedback, ODOT requests feedback in one of two manners: a simple "fund or don't fund" on each application or rating every application in order of importance with one (1) being the highest. The TAC were reminded that they may choose either format, in the past they have responded with the "fund don't fund" option. The TAC group discussed the potential of each format and decided to rate the applications using the scale method, noting that all of the projects are worthy of funding and this method seemed to best reflect that opinion.

Ken raised observation that some of the applications were not anticipating requesting match from Linn County STIF, he further attested that these applications should be given support by Linn County because they are beneficial to the county and would not need to rely on other precious resources. Ken also stated that the Oregon Cascades West Council of Governments application for the OSU site is an ongoing project that has funds already committed in 23-25, it was the highest ranked STIF D project in the State in 23-25, and so should be considered as the highest priority application taking spot number one (1) in the scale.

Dawn agreed with Ken's assessment, but said that she felt vehicle replacement is critical to maintaining services and so should be considered as the next highest priority. This sentiment was found in agreement by other members of the TAC.

Reagan asked of the vehicle replacement/acquisition applications, how would they be rated in the consecutive places. Ken suggested that the Lebanon Match for bus replacement should be two (2), Lebanon Match for 5339 bus (3), Linn County replacement bus for Senior Citizens of Sweet Home four (4), and Albany Vehicle Purchase five (5). Reagan asked each TAC member present individually how they felt these projects should be rated on the scale advising them to recuse themselves of projects which they represent. Through this discussion process, it was decided that: Linn County Bus replacement for Senior Citizens of Sweet Home would be position two (2), Lebanon Match for bus replacement as three (3), Lebanon Match for 5339 bus as four (4), and Albany Vehicle Purchase five (5) with Dawn and Kindra recusing themselves from this portion of the application rating.

Reagan asked of the remaining applications, how should they be rated. Ken suggested that Lebanon Expansion Pilot should hold position (6), Albany Bus Stops as seven (7), and Albany Facility Remodel as eight (8). Dawn suggested that the Albany projects should swap position as Kristen had earlier shared that the Remodel project held higher priority than the Bust Stops in their perspective as the applicant and that should be honored. Marilyn and Annie agreed with that sentiment. Kindra recused herself from this portion of the rating. The remaining projects were agreed to be rated as follows: Lebanon Expansion Pilot in position six (6), Albany Facility Remodel in position seven (7), and Albany Bust Stops as eight (8)

Reagan said that she would review the entirety of the ratings as they are at current and a motion would need to be made. The recap was delivered as follows:

1. Oregon Cascades West Council of Governments- Mobility Hub OSU site
2. Linn County- Replacement Bus for Senior Citizens of Sweet Home, Inc
3. Lebanon- Match for bus replacement
4. Lebanon- Match for 5339 bus
5. Albany- Vehicle purchase
6. Lebanon- Expansion Pilot
7. Albany- Facility Remodel
8. Albany- Bus Stops

Marilyn agreed that what was read was accurate to her account and moved to accept and submit the feedback to ODOT, Annie seconds the motion, motion passes with Dawn and Kindra recusing themselves of projects they represent or could potentially benefit from.

Minutes: Marilyn brings to the attention of the group that the minutes were accidentally passed by in the agenda. Ken revisits the agenda item to review the minutes. Dawn motions to approve the minutes as prepared, Marilyn seconds, motion passes unanimously.

TAC Meeting Schedule: Reagan asks the TAC their availability and preference for in person or remote options for the meetings scheduled on 10/22 and 10/24 reminding them of the key business intended for each are application reviews. It is decided that the 10/22 meeting be hybrid split and 10/24 be in person with a remote option if necessary. Reagan is to report out with the location of the meetings.

Regan suggests that an additional meeting be scheduled on 10/31 in case 5310 recommendations are not yet formalized by that date. The parties present agree to schedule a meeting on 10/31 at 3:00 PM location TBA.

Other Business: none

Next meeting: 10/22/2024 at 3:00 PM

Meeting Adjourned: 5:38 PM

Meeting Minutes prepared by: Reagan Maudlin, Linn County Special/Rural Transportation Coordinator

Approved: 10/22/2024