

Linn County
Transportation Advisory Committee
November 1, 2018
Sweet Home Senior Center
880 18th Avenue, Sweet Home, Oregon
MINUTES

Members Present: Tim McQueary; Ken Bronson; Ted Frazier; and Kindra Oliver

Guests: Hank Berg

Staff Present: Mark Volmert

Call to Order

Tim McQueary called the meeting of the Linn County Transportation Advisory Committee (TAC) to order at 1:30.

Approval of Minutes of June 19, 2018

Motion by Ted Frazier and seconded by Kindra Oliver that the minutes be approved as written. The motion passed unanimously.

Public Comment Opportunity

No comments from the public.

Update on Regional Coordinated Plan Effort

Mark Volmert indicated ODOT's consultant has not talked with the STF Coordinators from the four jurisdictions (Linn County, Lincoln County, Benton County and the Confederated Tribes of the Siletz) since the July 2018 stakeholders meeting in Corvallis. ODOT staff and AOC staff have also not spoken with the four STF Coordinators.

2019-2021 Allocations for STF, Section 5310 and Section 5311

Volmert discussed the email he sent on October 17 regarding the 2019-2021 allocations published by ODOT for the three programs.

Section 5310: \$204,000 allocation for Albany Urbanized area, a 6% increase compared with 2017-2019.

Section 5310: \$623,000 allocation for non-urban area of Linn County, a 1% decrease.

Section 5311: \$209,000 allocation for Sweet Home Dial-A-Bus, a 10% increase.

Section 5311: \$288,000 allocation for Linn Shuttle, a 10% increase.

Section 5311: \$190,000 allocation for Lebanon Dial-A-Bus, a 5% decrease.

STF: \$590,000 allocation for Linn County, a 1% increase. ODOT will not allocate 2019-2021 STF funds for an ODOT discretionary grant program. If the Legislative Assembly decides to allocate more than the \$10 million in general fund money that is included in the Governor's budget, ODOT will likely place the additional money in a discretionary grant program.

The published combined 2019-2021 funding for the three programs is \$2,098,000, a 2% increase compared with the 2017-2019 allocations.

Update Regarding HB 2017/STIF Requirements/Procedures

Volmert reminded TAC members that 90% of the revenue from the new one-tenth of one percent tax on employees will be allocated to transit districts/counties/tribes on a formula basis. 5% will be allocated to a statewide discretionary grant program. 4% will be allocated to a statewide discretionary grant program for intercommunity transit. 1% will be allocated to ODOT for administration.

Volmert indicated the current estimated funding for Linn County from the formula program is \$665,000 for 2018-2019, \$1,500,000 for 2019-2020 and \$1,700,000 for 2020-2021. ODOT considers these amounts to be "conservative". In order to provide options to fund other programs in the event the revenue exceeds the published estimated, ODOT wants districts/counties/tribes to develop list of projects for an additional 30% (ODOT refers to this as "the 130% list").

He provided an update on HB 2017/STIF requirements including information received earlier this week at the annual ODOT/OTA conference. He said the Oregon Administrative Rules for the STIF program are complex and "not for the faint of heart". Programs that wish to request HB 2017/STIF funds need to clearly understand

that the requirements for application and for administration/reporting will be more complex than the current STF program.

He noted that local programs will be challenged in the next few months to develop applications for HB 2017/STIF, Section 5310, Section 5311 and STF funds. TAC members will also be challenged to review applications (except for Section 5311 funds) and make allocation recommendations to the Board of Commissioners.

Discussion with Transportation Providers About Transit Opportunities Related to Increased Funding from HB 2017/STIF

Kindra Oliver reported that ODOT grant funding for the pilot deviated fixed route program in Lebanon will expire on June 30, 2019. Funding for the continuation of this service is Lebanon's highest priority. The estimated cost is at least \$100,000 a year.

Oliver said the Lebanon Transit Development Plan also identified needs/gaps that could be addressed by STIF funds. This includes an expansion of service hours with better linkage to the Linn Shuttle. Saturday service has been identified as a need and could be a short-term or longer-term priority. Service outside the city (for example, Brownsville and Scio) has been discussed from time-to-time. A volunteer-based program is one potential method of providing service outside of the city limits.

Oliver said she does not have a hard dollar estimate for these potential programs but she will rough out estimates, together with a priority ranking, and forward the information to Mark Volmert.

Ted Frazier said the Albany Transit System has two general options: (1) maintain the current routes and reduce the headways from one hour to 30 minutes; (2) develop new routes/schedules using the recently approved Transit Development Plan as a guide.

Frazier indicated a potential 130% list item would be service to Jefferson. Volmert indicated that Jefferson to Albany service would likely meet HB 2017/STIF requirements, but Jefferson to Salem would perhaps not meet the requirements. He said, conceptually, support of this service would be a reasonable trade off for the Salem-Keizer Transit District's support of service to Linn County residents who reside in North Santiam Canyon communities.

Frazier and Volmert noted the current Linn-Benton Loop planning effort to develop a plan to improve service, with an emphasis on the general public, between Albany and

Corvallis. Volmert reminded TAC members that Linn County, starting in August 2017, initiated discussions with Benton County and other Linn-Benton Loop partners to conceptually double the existing service. Linn County and Benton County have indicated support for an annual STIF allocation of \$300,000 from each county for increased Linn-Benton Loop service.

Hank Berg asked if Albany has challenges in hiring bus drivers. Frazier said the starting pay for ATS/Linn-Benton Loop drivers is about \$18.00 an hour, with full benefits, and Albany generally does not have a problem in hiring drivers.

Ken Bronson reported that he wants to expand the Linn Shuttle's current 7 round trips per day to 10 round trips per day (this is in addition to the 5 "Lebanon Express" round trips; and to add 6 round trips on Saturdays. He estimates that would cost about \$225,000 per year. Service on the Linn Shuttle would be expanded by an hour at the start of the day and at the end of the day. Saturday service would link up with the Sweet Home Shopper service on Saturday,

Bronson wants to add a second deviated fixed route bus on weekdays and provide one deviated fixed route on Saturdays. This would enable the Sweet Home Dial-A-Bus to continue to serve the community with demand response service at about its current budgeted amount. The cost to expand the deviated fixed route service is estimated at \$100,000 a year.

Bronson and Volmert noted the HB 2017/STIF requirement to allocate 1% of formula funds to service for students in grades 9-12 "where practicable". Bronson talked with the Sweet Home School District Superintendent about using the second deviated fixed route to provide some service to high school students in Sweet Home. He noted that the Boys and Girls Club has a grant to enhance services to students in grades 6-12 so increasing transportation services would be a link to this enhancement.

Bronson is reviewing vehicle needs. He recently order a large bus and he has grant funds to order two additional buses in the next year. Two buses may need to be acquired in 2019-2021 at a cost of about \$350,000. Volmert indicated it may be possible to acquire one bus with Section 5310 funds and to apply to ODOT for a grant to acquire the other bus.

Appointments to TAC

Volmert reported that the County Attorney's Office has completed its work on the

amended TAC bylaws. Volmert will take the revised bylaws to the Board of Commissioners on December 4.

The four current TAC members with expiring terms (McQueary, Frazier, Wess and Kostol) have agreed to continue to serve. Bronson has a potential new TAC member, a City of Sweet Home employee who rides the Linn Shuttle and the Sweet Home Dial-A-Bus. Frazier has an Albany Call-A-Ride user who may be a potential person to consider. Volmert has a potential person who represents people with low income.

Other Business

Volmert indicated the next TAC meeting will be held on Tuesday December 4 at 1:30 in Albany.

The meeting adjourned at 3:07.

Submitted by:

Mark Volmert