

Linn County Transportation Advisory Committee Meeting Minutes 10/22/24

Call to order: 3:05 PM

Attendance: Ken Bronson, Marilyn Smith, Dawn Mitchell, Kindra Oliver, Barry Hoffman, Kristen Preston, Carrie Howell, Alisha Tarr, Ted Frazier, Jeff Babbitt, Cody Franz, Lorelei Lavoie, Charlene Pech, Reagan Maudlin

Introductions: Ken Bronson, Retired; Marilyn Smith, Albany City Council; Dawn Mitchell, Senior Citizens of Sweet Home, Inc./Linn Shuttle; Kindra Oliver, Lebanon Senior Center/LINX; Barry Hoffman, Albany ATS/Paratransit; Kristen Preston, Albany; Carrie Howell, Chamberlin House; Alisha Tarr, Chamberlin House; Ted Frazier, Albany Paratransit; Jeff Babbitt, Albany; Cody Franz, ODOT RTC; Lorelei LaVoie, Oregon Mennonite Residential Services; Charlene Pech, Benton County Transportation Coordinator; Reagan Maudlin, Linn County Special/Rural Transportation Coordinator

Minutes: Marilyn moves to approve the 10/08/24 minutes as prepared, Kindra seconds, motion passes.

Public Comment: None

Meeting Agreements: Reagan shares that the adopted meeting agreements have accompanied the meeting packet items and will continue to do so going forward.

Federal Section 5310 Applications: Ken introduces the task and list of applications received, opening discussion with the Small Urban portion of the funding.

Barry speaks to the resource, designation, and eligibility of, the Small Urban request from Albany, and what the funds will be used for. With Albany being the sole applicant and sole eligible entity of the Small Urban funds, the TAC recommends that **Albany be awarded \$335,026 in Federal Section 5310 Small Urban funds** for the 25-27 biennium.

Some discussion was held regarding the difference between the Small Urban and STBG portions of the 5310 funds.

Ken proceeds to introduce the STBG applications and provides opportunity for applicants to speak on their requests.

Barry speaks to the preventative maintenance (PM) application requesting \$25,000 for the Call-A-Ride/Paratransit program for the 25-27 biennium. Barry shares that the preventative maintenance awards in prior and current biennium do not cover the need during the project period. Ken requests that applicants also provide what the request/award was for the 23-25 biennium.

Carrie shares that the \$12,000 requested for Chamberlin house is also for preventative maintenance (PM). She shares that Chamberlin House did not apply in 23-25, however the program would benefit from the funds to assist in helping people in their services with community integration.

Kindra reports that the \$55,966 PM application is increased from prior biennium ask/award. Lebanon has increased their services and the 5310 funds in prior biennium come up short of covering the project period, historically running out around the 6th quarter of the biennium.

Kindra speaks to a vehicle purchase application of \$177,655 for a CAT E. Currently, services require use of every fleet vehicle during peak times of service, 8 vehicles in total. Having no extra or back up vehicle is difficult to navigate when problems arise.

Ken asks Kindra to describe what Low/No emissions means, which is described as a vehicle that reduces or eliminates CO2 exhaust by using alternative fuels either entirely or hybrid with traditional fuel types. Ken speaks to the priorities of the State to transition public transportation services to low/no emissions, however, points out the difference in cost to achieve that goal and the difficulty in funding these endeavors beyond vehicle purchase.

Loralei Shares that the application for PM of \$9,691 reflects the same request as was awarded in 23-25. She shares that her program also uses the funds to maintain their fleet providing services that helps people with community integration.

Dawn speaks to the Purchase Service application of \$197,406, stating that it is the same ask as in 23-25. Ken adds that this project serves multiple communities in Linn County and although routes begin and end in Sweet Home, it is not a project of Sweet Home alone.

Dawn speaks to the preventative maintenance application of \$139,979 sharing that the request is increased "a kibble," from 23-25. These funds would go to maintaining the fleet for all of SCOSHI's vehicles including services: the Linn Shuttle, Dial-A-Bus, and Shopper. Dawn adds that PM awards in the past also come up short of covering the project period as other providers have shared.

Dawn speaks to the Van Purchase application of \$112,162. Van requested would be used for the Dial-A-Bus program that is equipped and serves people of the target demographic for 5310. If awarded, the new van would replace a vehicle that is nearly doubled its useful life in miles; for this vehicle type, useful life in miles is 100,000.

Dawn also shares that the combined requests in the application for SCOSHI totals less than what was requested/awarded in total for 23-25 despite the small increased ask of preventative maintenance.

A Sunshine representative was not present to speak on the \$34,995 application for preventative maintenance (PM). Reagan reads the request and a description from the application.

Ken points out that the application total requests exceeds the available resources for STBG by \$135,151. Resources do not allow for all applications to be fully funded. Both Kindra and Dawn offer to pull their vehicle purchase requests to prioritize preventative maintenance projects. Kindra states that the LINX vehicle application would be most suitable to withdraw, being that it would not only close the gap in funding, but allow for an additional \$42,514 to be awarded and help programs coming up short at the end of the biennium.

It was brought up that STIF Pop applications came in roughly \$56,000 over the available 25-27 estimates and while we're not discussing STIF today, the additional \$42,514 in 5310 STBG funds could be awarded to the applicants that could reduce their STIF Pop requests and attempt to help ease that over subscribed fund while reducing the impact of that shortfall. This suggestion was found agreeable to the TAC and the applicants. Collaborative discussion was held between the TAC and applicants to identify how to accomplish this task as equitably as possible. After deliberation the following STBG recommendations were identified:

Albany Call-A-Ride	PM	\$35,000	\$10K would be reduced from the STIF Pop Request
Chamberlin House	PM	\$12,000	
Lebanon LINX	PM	\$55,966	
Lebanon LINX	Vehicle	-Withdrawn by applicant	
OMRS	PM	\$9,691	
SCOSHI/LS	Purchase Serv.	\$197,406	
SCOSHI	PM	\$161,493	\$21,514 would be reduced from STIF Pop Request
SCOSHI/DAB	Vehicle Purch.	\$112,162	
Sunshine Ind.	PM	\$45,995	\$11,000 would be reduced from STIF Pop Request
Total		\$629,713	

Marilyn moves to forward the 25-27 Federal Section 5310 recommendations to the Linn County Board of Commissioners, Dawn seconds, motion passes unanimously.

TAC Meeting Schedule: Reagan requests to add meetings on 11/7, 11/14, and 11/21 to discuss STIF funding, stating that meetings can be cancelled last minute if not needed, however cannot be as easily scheduled on short notice. The TAC agrees to the suggested scheduled meetings to all begin at 3:00 PM, Reagan is to report out with the location of the meetings.

Ken requests that the potential meeting locations exempt the current space to reduce background noise and interruptions. Marilyn shares that the Albany Public Library has quiet meeting spaces that could be considered for use, Kindra says that the Lebanon Public Library has a similar resource available. Reagan will investigate the potential spaces and report out on locations of the upcoming meetings.

Other Business: Barry shares that he appreciates the collaborative nature of the meeting today and says he prefers this method to some that have been experienced in the past.

Next meeting: 10/24/2024 at 3:00 PM Basement Meeting Room at the Linn County Courthouse 300 SW 4th Ave. Albany, OR 97322

Meeting Adjourned: 4:58 PM

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

Approved: 10/24/24