

Cascades West Area Commission on Transportation
Thursday, April 25, 2019
5:00 - 7:00 pm

Meeting held at: Cascades West Center
1400 Queen Avenue SE, Albany

Videoconference at: OCWCOG Offices
203 North Main Street, Toledo

AGENDA

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|-----------|-------------|--|------------------------|
| 1. | 5:00 | Welcome and Agenda Review | Chair Jaramillo |
| 2. | 5:05 | Approve Minutes of February 28, 2019 (Attachment A) <i>ACTION: Approval of minutes</i> | Chair |
| 3. | 5:10 | Public Comments <i>This time is reserved for members of the public to comment on issues related to the CWACT's activities (limited to three minutes per comment).</i> | Chair |
| 4. | 5:15 | Caucus to Select Executive Committee Members (Attachment B) <i>The Caucus to Select Executive Committee Members was tabled for the April meeting. Members will break out into caucuses by County (Linn, Benton, and Lincoln), to select a Member to serve on the Executive Committee. The County Commissioner for each County also serves on the Executive Committee, as does the ODOT Area Manager.</i> <i>ACTION: Caucus to select Executive Committee Members</i> | Chair |
| 5. | 5:30 | COAR Grant Project List (Attachment C) <i>Overview of the State Aviation Board approved 2018-2019 COAR Grant project list.</i> <i>ACTION: Information Only</i> | Staff |
| 6. | 5:35 | Linn-Benton Loop Service Enhancement Plan <i>Update on the Service Enhancement Plan reviewed by the Loop Board on April 23, 2019.</i> <i>ACTION: Information Only</i> | Staff |
| 7. | 5:50 | AAMPO/CAMPO Joint TAC Meeting <i>Summary of topics discussed at the March AAMPO/CAMPO Joint TAC Meeting.</i> <i>ACTION: Information Only</i> | Staff |
| 8. | 6:05 | STIF Formula Funds Update (Attachment D) <i>Update on the STIF formula funds projects in the CWACT region.</i> <i>ACTION: Information Only</i> | Staff |

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|-----|------|---|------------------------------------|
| 9. | 6:20 | Area Manager's Report <i>ACTION: Information only</i> | John Huestis ODOT |
| 10. | 6:45 | Other Business | Chair |
| 11. | 6:55 | Adjourn | Chair |

DRAFT MINUTES
Cascades West Area Commission on Transportation (CWACT)
Oregon Cascades West Council of Governments (OCWCOG), Toledo
Video Conferencing, Albany
February 28, 2019

CWACT Members Present: Greg Chamberlain, City of Halsey; Dick Anderson, Lincoln City; Dick Olsen, City of Albany; Annabelle Jaramillo, Benton County; John Huestis, ODOT; Susan Woodruff, City of Waldport; Janet Steele, Linn County Private Sector; Jan Napack, City of Corvallis; and Lonnie Koroush, City of Monroe.

Via Video: James Tooke, City of Yachats, and Jeff Lackey, Port of Newport

CWACT Alternates Present: Pam Barlow-Lind, Confederated Tribes of Siletz Indians; Rick Mark, Lincoln City; Ron Irish, City of Albany; and Mary Steckel, City of Corvallis.

Guests Present: Mark Bernard, ODOT

Ex-Officio: Dana Nichols, AAMPO, and Nick Meltzer, CAMPO/CWACT TAC

OCWCOG Staff Present: Phil Warnock, Stephanie Nappa, and Emma Chavez

1. Welcome and Agenda Review

The Chair, Commissioner Anabelle Jaramillo, called the meeting to order at 5:01 pm. Self-introductions were conducted.

2. Minutes from the December 13, 2018 meeting

ACTION: By consensus, the meeting minutes were approved.

3. Public Comment

RR Tracks on Queen Street. Whose responsibility is it? JS: The RR.

4. Caucus to Select Executive Committee Members

The Chair advised that the CWACT Executive Committee consists of one County Commissioner from each County within the CWACT Region, the ODOT Area Manager, and one additional representative from each County. At the first meeting of each year, each County Commissioners caucus to select one County representative to serve on the Executive Committee.

Commissioner Nyquist noted that not many Linn County representatives were present at the meeting and he asked for the caucus to be tabled for the next CWACT Full Commission meeting.

Staff Phil Warnock noted that the existing members of the Executive Committee are no longer members of the ACT, with exception to the County Commissioners. The Executive Committee will meet at its next meeting without members of each County.

Decision: Consensus to table the caucus until the next CWACT Full Commission meeting.

5. Mid Valley Intermodal Facility Update

Staff Stephanie Nappa advised that House Bill 2017 made funds available for up to two Intermodal Facilities. In the process of selecting those; there were three applications that were invited to be submitted; Millersburg, Brooks, and Treasure Valley. They were first evaluated by an independent third party reviewer. That information was sent to the final Review Board who also evaluated those. All three applications have been invited to present at the OTC meeting on February 21st.

Janet Steele attended the OTC meeting on February 21st. She stated that her understanding is that at this point, more information is needed from the applicants, and that information is being gathered. More funding is also needed for the projects to continue. It is not certain that ODOT has to fund any of the applications.

Commissioner Roger Nyquist advised that in the fall of 2018, the Legislative Transportation Committee that was meeting throughout the State, met at LBCC and the ACT took them on a local tour. The ACT took the committee to the Millersburg site and pitched the concept of a reload facility. Nyquist advised that everyone on the bus was impressed with the location. From that point, Representative Olsen included a \$25 million earmark for the reload project. Olsen's idea was that it was a Millersburg project; however, there was a wordsmithing error in the crafting of the bill and it did not say in Linn County, it said in Lane County. Instead of changing it to Linn, they changed it to Mid-Valley which has created the process that there is now.

Nyquist went on to advise that the funding package passed at the end of 2017 session. It included a required groundbreaking day of January 1, 2020. From a transportation aspect, the process has been what they normally are from in infrastructure standpoint. The question of whether or not the project would be funded however, was news locally. Nyquist stated that it would help for the OTC to make a final decision.

Additionally, one of the things discussed has been phasing of the project. Nyquist reports that phasing would be a problem. He also stated that because a site has not been selected yet, there has not been an opportunity to discuss the nuts and bolts of the project. In regards to the conversations of economic viability; the managing group of the Millersburg project met on Tuesday and came away with the understanding that they must assure ODOT and the OTC that the train will stop. This will require an agreement with Union Pacific (UP), and UP must be convinced that a stop is worth it. Nyquist stated that he is confident that those conversations, and analysis will happen in the next couple of months.

Nyquist stated that the Millersburg Site is much more than a reload facility. It is a 200 acre property, the redevelopment of property, and a chance to recapture hundreds of jobs lost from the paper mill closure. Nyquist stated that those things solve the economic viability component. It is projected that the land leases will generate between \$500 thousand and \$1 million per year.

Jaramillo questioned if at this point there was a need for the CWACT to continue to advocate for the project. ODOT staff, John Huestis advised that his understanding is that ODOT will go to the OTC with a suggested phase of the project might look like.

6. Statewide Transportation Investment Funds (STIF) Discretionary Applications Review

Members received an additional memo that included project summaries of the CWACT area STIF discretionary applications. Warnock advised that the ACT was requested to review the CWACT area applications, including partner agency applications that touch the CWACT area. During the meeting, CWACT members review applications via a web link and choose to endorse or not endorse applications, as well as provide comments. Staff will then submit the final review to ODOT.

CWACT Chair, Nick Meltzer advised that these funds are the 9% discretionary competitive statewide programs. The applications were due February 1st. ODOT was able to provide minimal information to the CWACT TAC on February 13th for their review. Based on the limited information, the CWACT TAC did not find any major concerns with the applications and moved to forward all applications to the Full Commission as presented.

Warnock advised that Mark Bernard with ODOT was available at the CWACT TAC meeting to provide feedback and answer questions. Bernard is available at the meeting today to provide the same support to the Full Commission.

The CWACT Full Commission moved on to review the projects:

1. Coast to Valley Expansion – Benton County

ENDORSE: Yes

Feedback/Discussion:

It was questioned if both Coast to Valley Expansions from Benton and Lincoln Counties were the same project. The answer is that yes, they are. The Counties partner the Coast to Valley Express. With both entities applying, the service will double, and will extend the service to the Albany train station.

When the coast different between the projects was question; Bernard answered that Lincoln County drivers are unionized, house of living at the coast is different, and they have in-house preventative maintenance that Benton County does not have.

This would take the place of the Amtrak Connector. Two of the trips between Newport and Albany would align with Amtrak, and two would align with Capital Express. Would also hope to cover two commuter trips from Albany to Newport.

When questioned how this would work with the Albany Amtrak and travel to LBCC; Bernard advised when traveling from the train station there are two opportunities to travel to LBCC; through the Linn Shuttle, or the Linn-Benton Loop. He also noted that there is currently a Linn-Benton Loop Service Enhancement Plan that may further address this.

Meltzer noted that Lincoln County is proposing to purchase 2 buses, Benton County is proposing to purchase 1, and the operating costs in Lincoln County are double than that in Benton County.

It was noted that the increase in service to Samaritan Health locations will be helpful.

COMMENTS FOR WEB LINK: Increase in ridership if the frequency was greater. There are demands that have heard of that are health related. Greater need for connectivity from the coast to the valley. Connection to Regional medical facilities. Workforce access.

2. Coast to Valley Expansion – Lincoln County

ENDORSE: Yes

Feedback/Discussion:

Same feedback/comments are Coast to Valley Expansion- Benton County.

COMMENTS FOR WEB LINK: Increase in ridership if the frequency was greater. There are demands that have heard of that are health related. Greater need for connectivity from the coast to the valley. Connection to Regional medical facilities. Workforce access.

3. Linn-Benton Loop Expansion

ENDORSE: Yes

Feedback/Discussion:

An opportunity to add to the fleet in anticipation of needing to expand the service. Bernard noted that this project is in conjunction with a service expansion that is happening in another funding opportunity, and this is a way to leverage the funds so that public transportation service providers wouldn't have to rely solely on formula funds for everything. Warnock also noted that there are multiple systems that will be having multiply enhancement, not simultaneously. There is a lot of effort going towards how these systems connect. Janet Steele advised that through the Pipeline program, it has been noted that students on the East side do not have an opportunity to ride a bus to get to the LBCC campus.

COMMENTS FOR WEB LINK: Increase in ridership if the frequency was greater. There are demands that have heard of that are health related. Greater need for connectivity in the valley. Connection to medical facilities. Workforce access. Reduction of congestion.

4. Corvallis Transit System Bus

ENDORSE: Yes

Feedback/Discussion:

Federal funding required busses to come from the USA. This is an opportunity to leverage funding. Steckel advised that this would help improve the service within Corvallis. Bernard advised that many buses are passed their useful lives.

5. Philomath Connection Bus

ENDORSE: Yes

Feedback/Discussion:

The only vehicle providing connection between Corvallis and Philomath and is supposed to be a backup vehicle for the CTS. This vehicle is passed its useful life.

6. 99W Transit Corridor Feasibility Analysis and Implementation

ENDORSE: Yes

Feedback/Discussion:

Warnock advised that the project connects a disconnect in service from Metro to Eugene. Steckel questioned if COG would be the service provider. Warnock stated that, it is a possibility, but that the COG could also contract out. Steckel also questioned if this could be a two part project. Warnock answered that the request is for planning only, not for implementation. Meltzer went on to note that the project phase is at \$700 thousand and it is designed to be adaptable. Bernard advised that ODOT would manage these type of projects by articulating the project. In the statement of work, it would note that the funds would be held back if a performance measure was not met. Members noted that it is an unserved area that needs to be served. It was noted that the project is outside the CWACT area, and it was questioned if other areas are supportive. Warnock noted that other areas are aware and supportive of the project.

7. Providing a Seamless Transit Experience

ENDORSE: Yes

Feedback/Discussion:

Meltzer advised that the project aims to provide a better experience for riders of the multiply transit systems. GPS location would provide real time information for every bus in the county region for two years. Also, proposing to develop a mobil application to allow any person to ride any of the transit providers with one mobil application. It would provide services to the transit providers themselves by centralizing eligibility for public transit, regardless of where a resident lives. Training services would be provided through the COG in order for providers to not have to travel out of area for those trainings. It would not replace paper tickets, this would be a value added. Warnock advised that the human service plan processes identified this as a need.

8. GPS/Online Tracker System

ENDORSE: Yes

Feedback/Discussion: No discussion.

9. Florence-Yachats Connector

ENDORSE: Yes

Feedback/Discussion:

James Tooke noted that the City of Yachats worked hard to get this project, and it is important to have final connection from Yachats to Florence. Bernard advised that LCOG supported the project, mainly through the Statewide Transit Network (STN). They have also asked for match from their QE for STN formula funds. This is the only gap on Hwy 101. Members were supportive of this project.

10. GTFS-ride: Implementation and Extension of the Transit Ridership Standard

ENDORSE: YES

Feedback/Discussion: General Transit Feed Specification (GTFS) is the data that feeds routes into platforms like Google for trip planning. The current GTFS feed covers fixed route transit, this would be a hybrid of that feed. It would provide a much richer data source. This application does not reside in any other ACT area therefore it's important for the CWACT to review.

11. Feasibility Study for Transit Services between Albany and Salem

Endorse: Yes

Feedback Discussion: The project is along the lines of 99 W. The Albany Area MPO provided a letter of support for this project.

12. NWOTA Website Trip Planner Enhancement Project

ENDORSE: Yes

Feedback/Discussion: None discussed.

Members questioned if there would be additional opportunity for citizens to comment on the applications to ODOT. Bernard advised that there will be opportunity at the Sub Committee meetings, and during the public comment period at the OTC meetings.

7. Area Manager's Report

Huestis reviewed Enhance projects in area four with members. He highlighted two projects that have been cancelled:

- City of Newport – From 25th to 36th to add a sidewalk along one side of US 101. There weren't enough funds for the project to begin with but the ACT allocated the remaining balance of the enhanced funds at that time. After scoping the project, it more than doubled the application and not enough funds were available and the Newport cancelled the project. ODOT agreed to move the funding to another project.
- City of Waldport – cancelled the Ridge View Trail project.

Member questioned what happens to unspent funds. Huestis advised that they remain available in the Enhanced funds and stays at the program level.

It was also questioned if other projects run short, whether those funds could be used to complete the project. Huestis advised that while there are not much funds available, the case could be made.

8. Other Business

There was no other business to discuss.

9. Adjourn

Meeting adjourned at 6:47 pm.



Cascades West Area Commission on Transportation

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DATE: February 21, 2019
TO: Full Commission, Cascades West Area Commission on Transportation (CWACT)
FROM: CWACT Executive Committee
RE: 2019 CWACT Executive Committee Membership

***Action: Nominate an Executive Committee Member from each County
(Linn, Benton, and Lincoln)***

The Executive Committee of the Cascades West Area Commission on Transportation (CWACT) consists of one County Commissioner from each County within the CWACT Region (Linn, Benton, and Lincoln), the ODOT Area Manager, **and one additional representative from each County.**

The Full Commission of the Cascades West Area Commission on Transportation is requested to Caucus by County at the April 25, 2019 CWACT Full Commission meeting to select the additional representative from each County to serve in 2019.

The 2018 Executive Committee members were:

- *Barbara Bull, Benton County (Corvallis City Council Member)*
- *Bill Bain, Lincoln County (Private Sector Member)*
- *Bob Elliott, Linn County (Lebanon City Council Member)*

- Benton County Commissioner Annabelle Jaramillo
- Lincoln County Commissioner Doug Hunt
- Linn County Commissioner Roger Nyquist
- ODOT Region 2 South Area Manager John Huestis

The 2019 Chair is Commissioner Annabelle Jaramillo and Chair Elect is Commissioner Doug Hunt. The Executive Committee provides guidance to CWACT staff – including setting the agendas of CWACT Full Commission meetings – and can act on behalf of the Full Commission on policy decisions and other work items.

The Executive Committee typically meets from 4:00 p.m. to 5:00 p.m. the second Thursday of every other month at the Oregon Cascades West Council of Governments' Albany office, with teleconference available.

**2018-2019 COAR Grant Cycle
Project List Approved by the State Aviation Board**

| Project # | Application # | Airport Name | Project Name | Amount Requested from | | Total Project Cost |
|-----------------------------|----------------------|--|--|-------------------------|-----------|--------------------|
| | | | | Other funding (non-ODA) | ODA | |
| Priority I Projects: | | | | | | |
| 1 | COAR-2019-ONO-00028 | Ontario Municipal Airport | Ontario AIP 15- Taxilanes Project | \$91,000 | \$9,000 | \$100,000 |
| 2 | COAR-2019-775-00012 | Hobby Field Airport | AIP Match Taxilane Improvements | \$697,667 | \$69,000 | \$766,667 |
| 3 | COAR-2019-KBOK-00025 | Brookings Airport | Brookings Airport Master Plan | \$455,000 | \$45,000 | \$500,000 |
| 4 | COAR-2019-BKE-00057 | Baker City Municipal Airport | Runway 13-31 Sealcoat and Snow Blade | \$151,650 | \$14,850 | \$166,500 |
| 5 | COAR-2019-RBG-00007 | Roseburg Regional Airport | Obstruction Mitigation | \$202,222 | \$20,000 | \$222,222 |
| 6 | COAR-2019-GCD-00046 | Grant County Regional Airport | FAA Match for GCRA Reconstruct Aprons: Phase II | \$3,322,223 | \$150,000 | \$3,472,223 |
| 7 | COAR-2019-3S8-00031 | Grants Pass Airport | Airport Master Plan | \$517,893 | \$51,220 | \$569,113 |
| 8 | COAR-2019-LGD-00038 | La Grande / Union County Airport | Runway 16-34 and Taxiway D Rehabilitation: Phase II - Design | \$567,000 | \$63,000 | \$630,000 |
| 9 | COAR-2019-HRI-00040 | Hermiston Municipal Airport | Apron Rehabilitation - Design | \$141,723 | \$15,500 | \$157,223 |
| 10 | COAR-2019-S39*-00058 | Prineville/Crook County Airport | Runway 10-28 Phase 1 -Environmental, AGIS & Predesign | \$364,445 | \$39,999 | \$404,444 |
| 11 | COAR-2019-3S4-00053 | Illinois Valley Airport | Runway 18-36 Rehabilitation & Aligned Taxiway Removal (Phase 1 - Design and Environmental) | \$303,333 | \$30,000 | \$333,333 |
| 12 | COAR-2019-AST-00014 | Port of Astoria Regional Airport | AIP 25: Ramp Rehabilitation Project | \$1,027,778 | \$83,333 | \$1,111,111 |
| 13 | COAR-2019-AST-00013 | Port of Astoria Regional Airport | AIP 24: Taxiway A3 Realignment Project | \$3,327,778 | \$150,000 | \$3,477,778 |
| 14 | COAR-2019-LMT-00009 | Crater Lake - Klamath Regional Airport | LMT - Twy G Rehabilitation | \$6,410,000 | \$150,000 | \$6,560,000 |
| 15 | COAR-2019-S33-00024 | Madras Municipal Airport | Madras Municipal Airport Master Plan | \$320,000 | \$150,000 | \$470,000 |
| 16 | COAR-2019-MMV-00030 | McMinnville Municipal Airport | Pavement Rehabilitation Phase II - Construction | \$556,875 | \$140,625 | \$697,500 |
| 17 | COAR-2019-SLE-00027 | McNary Field Airport (Salem Municipal) | Terminal Apron Rehabilitation | \$1,233,334 | \$100,000 | \$1,333,334 |
| 18 | COAR-2019-PDT-00042 | Eastern Oregon Regional Airport (Pendleton) | Runway 7-25 Rehabilitation - Construction | \$7,027,632 | \$150,000 | \$7,177,632 |
| 19 | COAR-2019-OTH-00061 | Southwest Oregon Regional Airport | FAA AIP Airfield Lighting, Signage and Marking (Phase 2: Construction) | \$3,100,000 | \$100,000 | \$3,200,000 |
| 20 | COAR-2019-RBG-00008 | Roseburg Regional | Runway 16 34 Lighting and Misc. Electrical Improvements | \$667,333 | \$66,000 | \$733,333 |
| 21 | COAR-2019-MFR-00033 | Rogue Valley International-Medford | 2019 AIP Projects (Surface Treatment for Runway 14-32; New Passenger Loading Bridge; MasterPlan Update; Update ALP and Complete AGIS; Conduct Wildlife Hazard Assessment and Update Wildlife Hazard Management Plan) | \$3,172,986 | \$102,355 | \$3,275,340 |
| 22 | COAR-2019-DLS-00032 | Columbia Gorge Regional/The Dalles Municipal Airport | North Apron Rehabilitation - Construction | \$1,690,000 | \$150,000 | \$1,840,000 |

**2018-2019 COAR Grant Cycle
Project List Approved by the State Aviation Board**

| Project # | Application # | Airport Name | Project Name | Other funding (non-ODA) | Requested from ODA | Total Project Cost |
|-------------------------------------|---------------------|---------------------------------|--|-------------------------|--------------------|--------------------|
| 23 | COAR-2019-RDM-00010 | Redmond Municipal Airport | New Snow Removal Equipment Building Project | \$12,850,000 | \$150,000 | \$13,000,000 |
| Total Priority I Projects: | | | | | \$1,999,882 | |
| Priority II Projects: | | | | | | |
| 24 | COAR-2019-3S8-00066 | Grants Pass Airport | Grants Pass Airport Resiliency Study | \$7,500 | \$67,500 | \$75,000 |
| 25 | COAR-2019-SPB-00049 | Scappoose Industrial Airpark | Seismic Resiliency Plan for the Scappoose Industrial Airpark | \$28,000 | \$84,000 | \$112,000 |
| Total Priority II Projects: | | | | | \$151,500 | |
| Priority III Projects: | | | | | | |
| 26 | COAR-2019-6K5-00048 | Sisters Eagle Airport | Infrastructure for Growth - Hangar | \$1,200,000 | \$150,000 | \$1,350,000 |
| 27* | COAR-2019-9S9-00011 | Morrow County Lexington Airport | Hangar Installation | \$190,320 | \$117,900 | \$308,220 |
| 28 | COAR-2019-6K5-00043 | Sisters Eagle Airport | Infrastructure for Growth - Water/Building Addition | \$205,000 | \$150,000 | \$355,000 |
| 29 | COAR-2019-6K5-00047 | Sisters Eagle Airport | Infrastructure for Growth - Jet A Fuel Tank | \$60,000 | \$150,000 | \$210,000 |
| 30 | COAR-2019-4S1-00018 | Gold Beach Municipal Airport | Fuel Tank Replacement | \$52,500 | \$150,000 | \$202,500 |
| 31 | COAR-2019-7S3-00051 | Twin Oaks Airpark | Transient Parking Ramp | \$37,000 | \$113,000 | \$150,000 |
| 32 | COAR-2019-ONO-00029 | Ontario Municipal Airport | Ontario Airport Utility Project | \$8,400 | \$75,600 | \$84,000 |
| 33 | COAR-2019-BNO-00020 | Burns Municipal Airport | Public Water Supply Well and Water Distribution System | \$8,200 | \$73,800 | \$82,000 |
| 34 | COAR-2019-7S3-00052 | Twin Oaks Airpark | Taxiway Rehabilitation Airport Access | \$17,000 | \$58,500 | \$75,500 |
| 35 | COAR-2019-TMK-00016 | Tillamook Airport | Preliminary Hangar Development | \$7,500 | \$67,500 | \$75,000 |
| 36 | COAR-2019-BNO-00021 | Burns Municipal Airport | Jet Fuel Storage Tank | \$12,000 | \$108,000 | \$120,000 |
| 37 | COAR-2019-7S3-00050 | Twin Oaks Airpark | Back Up Electrical Generator | \$5,000 | \$43,500 | \$48,500 |
| 38 | COAR-2019-6K5-00037 | Sisters Eagle Airport | Infrastructure for Growth - Electrical/Sewer | \$20,000 | \$150,000 | \$170,000 |
| 39 | COAR-2019-2S2-00055 | Beaver Marsh | Runway Restoration & Perimeter Security | \$1,500 | \$28,500 | \$30,000 |
| 40 | COAR-2019-61J-00064 | Portland Downtown Heliport | Portland Downtown Heliport PT corrosion repair project | \$18,359 | \$55,000 | \$73,359 |
| 41 | COAR-2019-56S-00062 | Seaside Municipal Airport | Helipad Lighting | \$14,000 | \$126,000 | \$140,000 |
| 42 | COAR-2019-CVO-00063 | Corvallis Municipal Airport | Taxiway Slurry Seal | \$42,500 | \$127,500 | \$170,000 |
| Total Priority III Projects: | | | | | \$1,744,800 | |

*As of 2/13/2019, the Oregon Department of Aviation has sufficient funding to award projects # 1 - 26 on this list.

*Projects # 27 - 42 have been approved contingent upon available funding.



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MEMORANDUM

DATE: April 25, 2019
TO: Cascades West Area Commission on Transportation
FROM: Steph Nappa, OCWCOG Staff
RE: **Regional STIF Formula Fund Project Lists**

Background:

HB 2017 (Keep Oregon Moving) established the “transit tax,” an employee payroll tax of 0.1% dedicated to the Statewide Transportation Improvement Fund (STIF). 90% of the STIF funds are distributed by formula to Qualified Entities (QE), which in the CWACT region are Benton, Lincoln, and Linn Counties, as well as the Confederated Tribes of Siletz Indians. Each QE received requests for funding from transit service providers within their jurisdictions to enhance current services or create new services based on existing local plans. The QEs formed advisory committees to review and prioritize the funding requests in order to create STIF Plans, which are adopted by the QE governing board before submission to the Oregon Transportation Commission for approval.

ODOT has generated two estimates of funding that each QE will receive over the upcoming three biennia (FY18-19 through FY20-21). These are the 100% funding level and 130% funding level. The advisory committees for Benton, Lincoln, and Linn Counties have reviewed and ranked the funding requests submitted by their transit service providers, creating prioritized lists of projects for each level of funding.

The project lists from each county are outlined below.

Benton County Project List:

The Benton County STIF Advisory Committee submitted their recommendations for STIF projects to the Benton County Board of Commissioners at their April 2nd Work Session. The recommendations were approved at the April 16th Board of Commissioners Meeting.

| Rank | Project Description | Funding Amount |
|----------------------------------|---|----------------|
| 100% Funding Project List | | |
| 1 | Linn-Benton Loop (Loop) Buses for Service Expansion Acquisition of buses to allow for expanded service as described in the draft “Linn-Benton Loop Service Development Plan” approved by the Loop Technical Advisory Committee and Governing Board. The project is included in the Benton County Transportation System Plan and the Benton County Coordinated Plan. Funding will assist with purchasing a new 40-foot transit vehicle for expanded Loop service and match to a STIF Discretionary grant for a second bus. | \$264,000 |

| | | |
|----|---|-------------|
| 2 | <p>Corvallis Transit System Service (CTS) Enhancement This project implements the Short Term projects identified in the recently-adopted Corvallis Transit Development Plan. It adds approximately 10,000 hours of CTS service per year, including Sunday service on all regular routes; extended weekday and Saturday hours on most routes; and expanded routes to serve downtown and provide a “cross-town” service.</p> | \$1,937,700 |
| 3 | <p>Corvallis Transit System Service/Benton County Transit Support Position In order to assist with implementation and maintenance of significant new services for both CTS and Benton County, this project will hire one full-time transit employee.</p> | \$202,000 |
| 4 | <p>Benton County Match for Federal 5339 Bus Grant In 2018, Benton County was awarded a competitive Federal 5339 Bus Grant from the FTA to purchase three new small cutaway buses; the grant amount total was \$198,900, with required local match of \$44,100.</p> | \$44,100 |
| 5 | <p>Albany Transit System (ATS) Bus Purchase for North Albany Service Albany recently completed its Transit Development Plan, which identified expanded service to North Albany in Benton County. This project provides partial funding for the acquisition of a new 35-ft mass transit bus to specifically serve residents of North Albany.</p> | \$75,000 |
| 6 | <p>Philomath Connection Bus Match Philomath has applied for STIF Discretionary funds to replace a bus past its useful life. Matching funds are requested from STIF Formula funds.</p> | \$89,400 |
| 7 | <p>Boys and Girls Club “Training Teens for Tomorrow Transportation Pilot” This pilot project funds transportation assistance for a teen workforce development project created by the Corvallis Boys and Girls Club. The program provides job training, internships, and summer job opportunities for high school youth from Philomath, Adair Village, Monroe, and south Corvallis.</p> | \$40,000 |
| 8 | <p>OCWCOG Match for 99W Corridor Feasibility Study, Vehicle Purchase, and Pilot Service OCWCOG has applied for a STIF Discretionary grant for \$827,340 for a transit corridor feasibility analysis and potential bus purchase/pilot transit service, on the 99W corridor between Junction City and McMinnville. Matching funds for these three project tasks are requested from Benton County STIF Formula funds. If the pilot is successful, OCWCOG will seek STIF matching funds from adjacent counties, in addition to Benton County, for on-going operations.</p> | \$82,750 |
| 9 | <p>Expanded Linn-Benton Loop Operations This project will assist with implementing expanded Loop service described in the draft Linn Benton Loop Service Development Plan. This includes extended hours and increased frequency, as well as re-design of routes.</p> | \$156,500 |
| 10 | <p>Philomath Connection Service Enhancement - Phase I This service expansion, described in the recently-adopted Philomath Transportation System Plan, includes extended weekday hours for the route connecting Philomath to Corvallis. A route change is anticipated that will provide service to a developing high-density area of Philomath.</p> | \$55,000 |

| | | |
|----------------------------------|--|-----------|
| 11 | <p>ATS Service Expansion (North Albany) Following acquisition of a new bus (Project 5 above), extended service hours would be implemented in the North Albany area. This project provides for a proportional Benton County contribution for the cost of this new service.</p> | \$75,000 |
| 12 | <p>CTS and Philomath Connection Service Garage Expansion All CTS and PC buses are maintained at the City of Corvallis garage facility. The existing garage was not originally constructed to service large urban buses. Expansion of garage facilities will provide additional service bays and equipment to work on multiple buses at one time.</p> | \$550,000 |
| 13 | <p>Benton County Transit Service Capacity Expansion This project provides a foundation for expanded County transit service capacity for both fixed route rural general public and demand-response service to seniors and persons with disabilities. Funds will provide an increase in the contract with the service operator (Dial-a-Bus) to assist with relocation to a larger facility and allow for additional driver wages to aid in increased recruitment and retention.</p> | \$134,370 |
| 14 | <p>Benton County Computer-Aided Dispatch System This project replaces the County's legacy transit dispatching system with a modern dispatching, driver information, reporting, and GPS vehicle location system. The current system does not support service growth or electronically updated route and passenger manifest information. It does not provide any GPS tracking ability for County buses.</p> | \$120,000 |
| 15 | <p>Midlife Rebuild for Two CTS Buses This project will provide funds for a major rebuild (engine and transmission) of two existing CTS buses. A major rebuild will extend the useful life of these costly capital assets.</p> | \$90,000 |
| 16 | <p>Benton County Match for Coast to Valley Expansion Grant Benton County and Lincoln County Transit co-manage the existing Coast to Valley Express service, with each agency operating two round trips per day between Newport, Corvallis, and the Albany Amtrak station. Grant applications for the STIF Discretionary program were submitted by both Counties to expand the current Coast to Valley Express system, adding additional daily runs to the Amtrak station. Matching funds are requested from STIF Formula funds.</p> | \$39,400 |
| 17 | <p>Philomath Bus Stop Amenities This project will allow for the addition of amenities such as lighting, benches, bike racks and trash receptacles.</p> | \$12,600 |
| 18 | <p>CTS Bus Stop Amenities – Phase I This project will allow for some passenger shelter replacements and the addition of amenities such as lighting, benches, bike racks and trash receptacles.</p> | \$33,190 |
| 130% Funding Project List | | |
| 1 | <p>Midlife Rebuild for Three CTS Buses This project will provide funds for a major rebuild (engine and transmission) of three existing CTS buses. A major rebuild will extend the useful life of these costly capital assets.</p> | \$130,000 |

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|---|---|-----------|
| 2 | CTS Bus Stop Amenities – Phase II This project will allow for some passenger shelter replacements and the addition of amenities such as lighting, benches, bike racks and trash receptacles. | \$42,810 |
| 3 | CTS Onboard Camera System Enhancement (\$55,000) This project would upgrade the current on-board camera system to provide wireless video transmission on each bus, to provide real-time streaming of on-board events. | \$55,000 |
| 4 | Benton County Dispatch System – Phase II This enhancement to Project 14 in the 100% list will add automatic reporting of vehicle mileage, data useful for the County’s vehicle preventive maintenance management system. | \$10,000 |
| 5 | Linn-Benton Loop Bus Stop Amenities This project will allow improvements to a number of existing LB Loop bus stops with features such as trash receptacles, lighting, and schedule holders. | \$10,000 |
| 6 | CTS Fleet Electrification – Infrastructure In order to begin moving to electrification of the CTS fleet, this project provides electric charging infrastructure for vehicle charging at the Corvallis Public Works compound, where the fleet is stored. | \$90,000 |
| 7 | CTS Fleet Electrification – Bus Purchase This project will fund purchase of the first electric CTS bus. These buses are more costly than diesel buses, but should experience significantly reduced fuel and maintenance costs. | \$810,000 |
| 8 | Philomath Connection Service Enhancement – Phase 2 This project would continue service improvements for the Philomath Connection, as described in Project 10 of the 100% list. | \$47,000 |
| 9 | Reserves for Future Projects This reserves the remaining funds identified in Benton County’s 130% allocation for future projects, including the communities of Adair Village and Monroe. | \$11,790 |

Lincoln County Project List:

The Lincoln County STIF Advisory Committee recommended the following funding prioritization at their April 3rd meeting.

| Rank | Project Description | Funding Amount |
|----------------------------------|--|----------------|
| 100% Funding Project List | | |
| 1 | South County Loop Enhanced service around Waldport and Yachats | \$342,826 |
| 2 | Rotating Shopper Bus | \$285,688 |

| | | |
|----------------------------------|--|-----------|
| | Shopper bus would be available to residents of Lincoln County on certain days to do shopping, make appointments and attend social events | |
| 3 | Low Income Fare Reduced fare for low income families | \$80,000 |
| 4 | School Transportation Student passes for grade 9 through 12 | \$33,000 |
| 5 | Yard Maintenance Technician New position to clean buses | \$80,028 |
| 6 | Lincoln City Loop New Sunday and Holiday service | \$82,000 |
| 7 | West Siletz Service New East County transit service to the west side of Siletz | \$65,600 |
| 8 | Buses & Vans Procurement of three new cutaway buses | \$345,000 |
| 9 | Marketing New Services | \$21,858 |
| 10 | Contingency | \$67,000 |
| 130% Funding Project List | | |
| 1 | 35 Hours Dial-a-Ride | \$346,500 |
| 2 | South County Sunday Service | \$74,400 |

Linn County Project List:

Linn County has a Transportation Advisory Committee, which was used to review and prioritize the STIF projects in Linn County. The projects were prioritized at the March 5th Advisory Committee meeting, and were presented to the Linn County Board of Commissioners at their March 19th meeting.

| Rank | Project Description | Funding Amount |
|----------------------------------|---|----------------|
| 100% Funding Project List | | |
| 1 | Linn Shuttle Increases service from 7 daily routes to 10 with expanded service hours. Adds Saturday service including a new stop at a major retail location. | \$482,000 |
| 2 | Linn-Benton Loop Bus acquisition in the amount of \$264,000, with equal contribution from Benton County. Approximate doubling of service with expanded evening hours to better serve LBCC students using the remaining funds. | \$530,000 |

| | | |
|----------------------------------|---|-------------|
| 3 | <p>Lebanon Transportation Program The Lebanon Deviated Fixed Route Loop service was a pilot project and very well received. The Loop has 7 fixed stops, making 7 loops each day and allows for deviations up to 3/4 of a mile off the route. This project continues and expands the service to 9 loops each day and includes a bus acquisition.</p> | \$765,000 |
| 4 | <p>Albany Transit Bus acquisition and expanded service. New routes and doubling of operating hours from 20 to 40 hours per day, guided by the Albany Transit Development Plan. There is the potential to extend morning and evening service as well. Requested funding includes planning for service expansion. Youth passes for high school students will also be created.</p> | \$1,090,000 |
| 5 | <p>Sweet Home Shopper and Dial-a-Bus Doubles the Shopper service hours from 8 to 16 per day and adds Saturday service. A partnership with the school district will increase connections for high school students. The Dial-a-Bus will add Saturday service.</p> | \$280,000 |
| 6 | <p>Linn County Medicaid Title XIX DD53 Local Match Program to fund rides to I/DD clients (provided by the SCSH and City of Lebanon) between residences and vocational/employment centers. Leverages \$160,000 of annual Medicaid funds. Also covers funding to assist local transportation programs in the planning, coordination and development of transportation service in 2019-2021, as well as the review of needs and the development of potential options for 2021-2023. Includes \$160,000 through 20-21 FY for administration.</p> | \$380,000 |
| 7 | Reserve Fund | \$440,000 |
| 130% Funding Project List | | |
| 1 | Lebanon Dial-a-Bus Vehicle | \$70,000 |
| 2 | Regional GPS/Bus Communication System | \$175,000 |
| 3 | <p>Albany Bus Facility – Phase 1 Engineering and design for a new bus facility to serve Albany Transit System.</p> | \$200,000 |