



ALBANY CITY COUNCIL AGENDA

Monday, August 7, 2023
4:00 p.m.

Council Chambers, City Hall
333 Broadalbin Street SW

Watch on YouTube: <https://www.youtube.com/user/cityofalbany>

Please help us get Albany's work done.

Be respectful and refer to the rules of conduct posted by the main door to the Chambers and on the website.

1. Call to order and roll call
2. Business from the public
3. Transportation funding discussion – Chris Bailey [Pages 2-3]
Discussion
4. Letters to members of congress about large trucks – Peter Troedsson [Pages 4-6]
Discussion
5. Business from the council
6. City manager report
7. Adjournment

This meeting is accessible to the public via video connection. The location for in-person attendance is accessible to people with disabilities. If you have a disability that requires accommodation, please notify city staff at least 48 hours in advance of the meeting at: cityclerk@cityofalbany.net.

Testimony provided at the meeting is part of the public record. Meetings are recorded, capturing both in-person and virtual participation, and are posted on the City website.



MEMO

TO: Albany City Council

VIA: Peter Troedsson, City Manager *PT 8/1*

FROM: Chris Bailey, Public Works Director *CB*

DATE: July 27, 2023, for the August 7, 2023, City Council Work Session

SUBJECT: Transportation Funding Discussion

Relates to Strategic Plan theme: Great Neighborhoods, Effective Government

Action Requested:

Discussion only.

Discussion:

The transportation network in Albany is much more than just streets; it also includes bridges, sidewalks, pedestrian paths, bicycle lanes, public transit systems, the airport, and the train station. These individual components need to be adequately operated, maintained, and improved so that people and goods can move within and through the city in a safe and efficient manner. The Transportation System Plan is the guidance document for the management and development of the transportation network in the city. The TSP was last updated in 2010 and is scheduled to be updated again beginning later this year. Funding sources for the components of the transportation system vary, but all of them have identified needs far beyond the ability of the city to address with available funds. Ideally the city would be able to pay for the needs of the entire transportation network in Albany, but that is unrealistic. Therefore, the work effort outlined under *Planned Discussions* will focus primarily on discussing the financial need in the city's street system.

Street Condition and Funding

Albany citizens are concerned with the condition of the transportation system, and in particular with our roads. In the 2018 community survey, 73.8 percent of respondents rated Albany's streets as Fair (42.7 percent) or Poor (31.1 percent). "Street Repairs" received one of the lowest satisfaction ratings of any city service (2.85 out of 5) in the 2014 survey. In the 2008 community survey, 59 percent of participants said they were very or somewhat likely to support increased funding for streets. Despite this concern with local street condition and funding, the city does not have dedicated funding adequate to address deteriorating street conditions.

This is not a new problem. The city has been struggling with the question of how to close the funding gap needed to improve street conditions for decades. Efforts to find a local funding source date back to at least 1982. In total, one attempt at a local street utility has failed (2003), three attempts at a local gas tax have failed (1982, 1991, and 2017), and two out of three General Obligation Bond votes for street projects have also failed (1995 – failed, 1998 – passed, 2000- failed). Despite over four decades of work on this problem, the city has been unable to generate additional local funding to maintain the street system. The result has been an ongoing deterioration of city roads, particularly local streets, and a widening gap between the identified need for operation, maintenance, and capital funding and the available funding resources.



Goal Two of the Great Neighborhoods theme in Albany’s Strategic Plan is “Provide an efficient transportation system with safe streets and alternative modes of transportation.” Under that goal are multiple objectives for improving mobility and connectedness within the city, addressing Americans with Disabilities Act (ADA) deficiencies in the public right-of-way, expanding public transit, and improving the condition of Albany’s streets. One objective specifically calls out the need for additional funding for street maintenance.

Planned Discussions

In an effort to create progress toward these goals and objectives, staff will be providing the City Council and Transportation Advisory Commission (TAC) a series of presentations over the next several months. Topics will be presented by a team of staff members with some assistance from expert consultants to provide the council with information necessary to allow you to give staff direction on how best to meet these goals and improve the public’s safety and satisfaction with their transportation network. A suggested list of topics and timing of presentations is provided below.

1. *Kickoff Meeting – August 2023*
Overview of why these discussions are important, including Strategic Plan goals and public opinions. Review of the proposed schedule and scope of presentations and identify if council is supportive of the plan. Discuss the council’s preference for the role of the TAC.
2. *Pavement Condition and Management – September – October 2023*
Provide information on the how street condition is determined, the target Pavement Condition Index (PCI) for Albany streets, and current PCI by street classification. This will be followed by information on pavement structure, how pavement fails, maintenance strategies, and costs.
3. *Funding Options – Council Direction Needed – November 2023 – January 2024*
Describe current transportation funding sources and what they pay for. Identify the funding gap to get all city streets up to the target PCI. Share funding alternatives available to the city to address the gap in current funding, including information on local funding sources used by other communities. Staff will seek direction from the council at this point to determine if and how the council wants to limit the number of preferred approaches and on outreach methods to share information and receive input from the public.
4. *Outreach Report – Spring 2024*
Leading up to this meeting, staff, with council support and participation, will conduct a robust outreach campaign. In addition to educating the public on the scope and needs for transportation funding, staff will seek input from the community on their priorities for transportation projects and support or lack of support for various funding options. At this meeting, staff will ask the council for direction on local funding for our transportation needs. Work efforts beyond this point will depend on the funding alternative, if any, that the council wants to pursue.

Budget Impact:

None.

CB:kc



MAYOR ALEXANDER D. JOHNSON II

333 Broadalbin Street SW, PO Box 490, Albany, Oregon 97321-0144 | alex@cityofalbany.net

July 28, 2023

The Honorable Ron Wyden
United States Senate
221 Dirksen Senate Office Building
Washington, DC 20510

The Honorable Jeff Merkley
United States Senate
Hart Senate Office Building
Washington, DC 20510

Dear Senators Wyden and Merkley,

The Albany City Council is very concerned about proposals for heavier and longer commercial trucks. Both HR 3372 and HR 2948, which create a nationwide 91,000-pound pilot project and increase weights for auto-hauling trucks, are proposed federal mandates that would have an impact on cities along the Interstate 5 corridor. We ask that you oppose this type of legislation due to the accelerated degradation of our infrastructure that the increased weights will bring. We are also concerned about the substantial safety ramifications of bigger trucks.

The City of Albany experiences quite a high volume of truck traffic, especially on US 20 and Highway 99E, both of which make up the core arterial roads of the city. Our roads are degrading at a pace with which we can't keep up under current circumstances. We are keenly aware that greater weights will accelerate that pace.

Most of the bridges within Albany are already weight restricted and consequently incapable of carrying even greater weights. The US Department of Transportation studied the issue of greater truck weights and recommended *against* raising weights on the national highway system (interstates and federal highways) due to the accelerated damage to bridges and pavement that these increased weights would bring. It follows logically that state and local roads, built to less rigorous standards, would suffer even more.

The costs of maintaining our streets, roads, and bridges continue to rise, while the revenue available for maintaining them is a fraction of what's needed. The movement of freight and the weight and size of large trucks is complicated and evolving, and without more study, we should not create additional physical burdens on our street infrastructure.

Thank you for your service in the Senate!

Sincerely,

Alexander D. Johnson II
Mayor



MAYOR ALEXANDER D. JOHNSON II

333 Broadalbin Street SW, PO Box 490, Albany, Oregon 97321-0144 | alex@cityofalbany.net

July 28, 2023

The Honorable Lori Chavez-DeRemer
United States House of Representatives
1722 Longworth House Office Building
Washington, DC 20510

Dear Representative Chavez-DeRemer,

The Albany City Council is very concerned about proposals for heavier and longer commercial trucks. Both HR 3372 and HR 2948, which create a nationwide 91,000-pound pilot project and increase weights for auto-hauling trucks, are proposed federal mandates that would have an impact on cities along the Interstate 5 corridor. We ask that you oppose this type of legislation due to the accelerated degradation of our infrastructure that the increased weights will bring. We are also concerned about the substantial safety ramifications of bigger trucks.

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Thank you for your service in the House!

Sincerely,

Alexander D. Johnson II
Mayor



MAYOR ALEXANDER D. JOHNSON II

333 Broadalbin Street SW, PO Box 490, Albany, Oregon 97321-0144 | alex@cityofalbany.net

July 28, 2023

The Honorable Val Hoyle
United States House of Representatives
1620 Longworth House Office Building
Washington, DC 20510

Dear Representative Hoyle,

The Albany City Council is very concerned about proposals for heavier and longer commercial trucks. Both HR 3372 and HR 2948, which create a nationwide 91,000-pound pilot project and increase weights for auto-hauling trucks, are proposed federal mandates that would have an impact on cities along the Interstate 5 corridor. We ask that you oppose this type of legislation due to the accelerated degradation of our infrastructure that the increased weights will bring. We are also concerned about the substantial safety ramifications of bigger trucks.

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Sincerely,

Alexander D. Johnson II
Mayor