

## Meeting Minutes

### Central Oregon Area Commission on Transportation COACT July 14, 2011

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#### Members:

John Hatfield (Jefferson County), Alan Unger (Deschutes County), Gary Farnsworth (ODOT), Wendy Holzman (City of Sisters), Bob Bryant (ODOT), EV Smith (City of Culver), George Endicott (City of Redmond), Karen Friend (Cascades East Transit/COIC), Mike Morgan (City of Madras), Gus Burrell (City of Madras), Jack Seley (City of Prineville), Ken Mullenex (City of La Pine), Dana Cork (BLM), Travis Wells (Warm Springs), and Mike Folkestad (Jefferson County Appointed Stakeholder).

#### Guests:

Jim Whitty by phone (ODOT), Annette Liebe (Governor's Office), Kelly Jacobson (ODOT), Katie Parlette (ODOT), Stephanie Miles (DMV), Rick Root (City of Bend), Penny Keller (Crook County), Scott Aycock (COIC), Peter Murphy (ODOT), George Kolb (Deschutes County), Jim Bryant (ODOT), Joe Bessman (Kittelson & Associates), Scott Smith (City of Prineville), Pauline Hardie (City of Sisters), Rebecca Heywood (Kittelson & Associates), and Mike Lovely (BMPO CAC, SBNA, RTAC).

#### Staff:

Andrew Spreadborough (Central Oregon Intergovernmental Council).

#### Call to Order

COACT Chair John Hatfield called the meeting to order. Introductions were made.

#### General Public Comment

There were no public comments.

#### COACT Business

Gary Farnsworth said Deschutes County Commissioner Tammy Baney was appointed to the Oregon Transportation Commission. She is planning to participate in the September COACT meeting. George Endicott suggested that COACT discuss with Commissioner Baney ODOT's new holistic approach to transportation. Bob Bryant said that this is a significant policy shift that will be of interest to COACT members. Gary suggested discussing how COACT should engage with the OTC.

**George Endicott moved approval of the May 12 meeting minutes. Mike Morgan seconded the motion. The minutes were approved by consensus.**

#### Statewide Transportation Improvement Plan

Gary Farnsworth said that modernization funding was not allocated to projects in the STIP due to the low amount of new funding for that category. He reviewed the STIP attachment and reviewed the process timeline. George Kolb asked about the 19<sup>th</sup> Street extension project, and said that the project will not be on the County's TSP. Kelly Jacobson said that the project will not be reflected on the final STIP document. Bob Bryant said that this is a good time for COACT members to inform ODOT of other project changes.

### **Draft STIP Public Hearing**

John Hatfield opened the public hearing. He asked for comments for the record. No comments were offered. John Hatfield closed the public hearing.

Kelly Jacobson said that there will be additional opportunity for comments over the next several months. Comments received through the end of July will be presented to the Oregon Transportation Commission. STIP adjustments will likely follow. Final review of the STIP will occur in February. She noted that this is an open process, and that comments can be made at any time through finalization of the STIP. Bob Bryant stressed that input and comments are welcome and encouraged. Kelly said that comments can be made by email. Gary Farnsworth said that this is part of a two-year cycle, and that this is a continuous process in which changes are made constantly.

### **Oregon Legislative Update**

Andrew Spreadborough distributed a legislative summary memo compiled by the Association of Oregon Counties. Gary Farnsworth said that the \$40 million ConnectOregon IV program was approved. No information is yet available on the project application process. Bob Bryant said that the next step for SB264 (access management) is to develop administrative rules. He said that the stakeholder committee will also be working on spacing standards and review standards. The rules will be in place by the end of the calendar year.

George Endicott noted that SB795 will allow changes to the Transportation Planning Rule. Mike Lovely said that SB795 was initiated in part due to development issues at Juniper Ridge. Bob Bryant said that the larger issue around access affects many communities. George Endicott said that the League of Oregon Cities found that 38 Oregon cities are having development problems related to the TPR.

Rick Root asked about the status of the bill that proposed limits on the development of roundabouts on state highways. Gary Farnsworth said that the bill was introduced, but that it did not pass. John Hatfield asked what issues will be addressed during the next session. Gary replied that access management and the Transportation Planning Rule will be addressed, but he was not sure beyond those issues.

### **Regional Solutions Center & Team Overview**

Annette Liebe introduced herself as the Governor's regional coordinator. She said that the Regional Solutions centers will be a continuation of earlier efforts to coordinate the work of state agencies. She said a primary goal of the Regional Solutions process will be to break down silos among state agencies and encourage collaboration so local priorities move forward. She discussed the formation of the regional advisory council, which will be composed of representatives from local government, business, education, and private foundation. The committee will set high level goals for the region, and be a bridge to resources. Regional Solutions centers will be established for co-housing state agencies. The Regional Solutions committee will be responsible for completing 10 projects per year.

Scott Aycock asked what the timeline will be for appointing committee members. Annette replied that membership has been proposed to the Governor, and that she expects to convene the committee in August. She said that Mike Hollern has been appointed as the committee's convener. She asked the ACT members to contact her if they have an issue that they would like the committee to consider.

Bob Bryant asked for the rationale for including Sherman and Gilliam counties in the Eastern Oregon area. Annette replied that the territories were set up to be consistent with the economic development districts. Scott Aycock asked if project-oriented teams would be formed to work towards implementing projects selected by the advisory committee. Annette said that multiple state agencies would likely be asked to work toward implementing projects.

Ken Mulenex asked if the regional advisory committee membership would rotate. Annette Liebe replied that the expectation is that the advisory committee will establish ground rules, including rules for membership rotation. Bob Bryant said that funding challenges will lead us to look at transportation differently. He said that the ACTs will be an important part of the discussion, as will the Regional Solutions teams.

Annette Liebe said that Governor Kitzhaber's transportation policy advisor Lynn Peterson will be in Bend in early August, and she is interested in meeting with ACT members on transportation-related issues.

### **Vehicle Miles Traveled Tax and Other Innovative Planning Work**

Jim Whitty joined the meeting by phone to discuss innovative ODOT planning work. He discussed the Innovative Partnership Program, including the Solar Highway program which provides for the installation of solar panels along highway rights-of-way. These panels power provide power to the system, for lighting mostly. He also discussed the development of electric vehicle charging networks.

Jim reviewed a powerpoint presentation on a vehicle miles traveled-based road usage charge concept. He said that a Road User Task Force was formed with a mandate to develop a design for revenue collection for Oregon's roads and highways that will replace the current system for revenue collection. He reviewed a "closed system" GPS and on-the-vehicle concept for tracking miles traveled and paying at the pump for those miles, as opposed to a fuel consumption-based tax. In this model, a mileage-based fee would be imposed as part of the fuel purchase. He reviewed public concerns regarding the use of this technology, including privacy concerns and rate structure.

Jim next reviewed an alternate "open system" for a mileage based rate structure that would allow the motorists to choose the manner of compliance based on multiple approved methods. Options would include odometer based methods and vehicle location method. He said that the goal of this work is to consider revenue options for the emerging fleet of electric and plug-in hybrid electric vehicles that will pay no fuel tax or only a tiny amount.

Jim identified implementation steps:

- Develop open systems architecture for mileage charges
- Enact legislation for Vehicle Road Usage Charge
- Research efficient, inexpensive and cost effective methods of transferring mileage data from vehicles that are acceptable to the motoring public
- Establish common standards under an open technology platform
- Develop basic data collection technologies and payment system to be provided by government agency
- Establish certifications entity to evaluate private sector proposals for mileage data collection technologies and systems and account management services

- Issue open RFPs for private sector provision of data collection technologies and services and account management services

Travis Wells asked if it would be more feasible to require that only electric vehicles be subject to this system. Jim Whitty said that only vehicles coming onto the market starting with the 2015 model year would be subject to this system. Adding electric vehicles prior to that date would require retrofitting. He said that an economist projected that there will be 75,000 electric vehicles in use in Oregon by 2018. Travis asked how many other states are considering a vehicle miles traveled-based fee system. Jim said that several, including Nevada, Colorado and Minnesota are developing tests. Delaware and Maryland are testing a joint system.

### **Department of Motor Vehicles**

Stephanie Miles from the Oregon Department of Motor Vehicles joined the meeting to provide an overview of DMV services and locations in Central Oregon. She said that her goal for the meeting was to share information about DMV services, and to seek input on their services and locations. She distributed and reviewed materials summarizing services at each office location (Bend, La Pine, Madras, Prineville, and Redmond). Stephanie asked specifically about the location of the Bend DMV office, and regarding DMV services generally.

Andrew Spreadborough said that the Bend location at the ODOT Region 4 campus is a convenient location, and is easy to access from 3<sup>rd</sup> Street and Highway 97. Ken Mulenex said that the La Pine office is very important to citizens of La Pine. Pauline Hardie asked if the DMV planned to open a Sisters office. Stephanie Miles said that funding for new offices is not available currently.

### **Discussion of Bend Bulletin Articles on ODOT**

Gary Farnsworth said that the Executive Committee asked him to discuss with COACT the recent Bend Bulletin articles on “systematic problems” with ODOT. He said that the ODOT web site includes a letter from ODOT Director Matt Garrett to the Bulletin in response to their articles. He noted that the Bulletin refused to publish the response letter. Gary said that he feels strongly that there are serious problems with the Bulletin’s research and how the stories were published, and that much of their examples were taken out of context. He encouraged COACT members to visit the ODOT website to review Mr. Garrett’s response.

Travis Wells provided an update on the status of the new Warm Springs casino construction project. He said the 40,000 square foot building is on schedule for completion in early 2012.

Meeting adjourned at 5:00 PM.