

DRAFT Meeting Minutes

Central Oregon Area Commission on Transportation
COACT
January 11, 2018

Redmond Public Works Training Room
243 E. Antler Ave., Redmond, OR

Members:

Wayne Fording (Jefferson County), Jerry Brummer (Crook County), Charlie Every (Trucking Rep), Andrea Blum (City of Sisters), Karen Friend (COIC/CET), Jeff Monson (Commute Options), Jeff Hurd (City of Madras), Gary Farnsworth (ODOT), Tony DeBone (Deschutes County), Patrick Hanenkrat (City of Metolius), Lonny Macy (Confed. Tribes of Warm Springs), Chris Funk (City of Culver), Dennis Scott (City of La Pine), George Endicott (City of Redmond), Steve Uffelman (City of Prineville), Melvin Ewing (BLM), Barb Campbell (City of Bend), Marcos Romero (US Forest Service).

Guests:

Chris Doty (Deschutes County), Tyler Deke (Bend MPO), Scott Smith (City of Prineville), Theresa Conley (ODOT), Bob O'Neal (Crook County), Sally Russell (City of Bend), Wendy Holzman (BPAC), Paul Bertagna (City of Sisters), Dave Thomson (Citizen), Melissa Bethel (City of La Pine), Cory Misley (City of La Pine), Casey Bergh (OSU-Cascades), Joel McCarroll (ODOT), Annette Liebe (Regional Solutions), Bill Duerden (City of Redmond alternate).

Staff:

Scott Aycock (COIC), Hailey Barth (COIC).

1. Call to Order and Introductions
Wayne Fording, Chair

Meeting called to order by Wayne Fording at 3:04pm. Introductions were made.

2. Public Comments

There were no public comments.

3. COACT Business
 - A. COACT Chair and Vice-Chair Election (**ACTION**)

Wayne Fording announced that a new COACT Chair and Vice-Chair will be elected for the 2018 year, and stated that it is Crook County's turn to be in the Chair position. *Tony DeBone motioned to elect Jerry Brummer, Crook County Commissioner, as the new COACT Chair. Barb Campbell seconded. The motion carried by consensus.*

ATTACHMENT A

Wayne Fording motioned to elect Tony DeBone as the COACT Vice-Chair. Jerry Brummer seconded. The motion carried by consensus.

B. November 9, 2017 Meeting Minutes (ACTION)

George Endicott motioned to approve the November 9, 2017 meeting minutes. Dennis Scott seconded. Minutes were approved by consensus.

4. 2021 - 2024 STIP Update

A. December OTC meeting debrief and report

Gary Farnsworth discussed Attachment B in the materials packet; COACT's letter to the Oregon Transportation Commission (OTC) on flexibility for STIP Funding. Gary reflected on the letter that COACT endorsed, and the outcome of the December 2017 OTC meeting. He highlighted the following:

- COACT was looking for the OTC to pick Scenario 1, which is similar to the amount of funding previously received in the 2018 – 2021 program. The OTC turned this scenario down and went with Scenario 2.
- The funding levels for Enhance were small during the last program, and they are even smaller this time around. (\$24 million dollars instead of \$124 million).
- The second part of the letter focused on COACT's desire for flexibility on how to use the range of funds in leveraging.
- The OTC wants the current Enhance funds to only be used in conjunction with the ODOT Fix-It program. The letter was pushing to open this funding allocation up so the ACTs and the regions have more flexibility on how to leverage the funds that they have. This is currently still on the table.

Gary explained that COACT will get another shot at these efforts as the OTC deliberates forward because their only decision made in December focused on the allocation amounts. He noted the OTC will spend their next few meetings working on the process of selecting projects, coordinating, and leveraging work, and stated more input is encouraged from COACT on why flexibility is needed for projects.

B. Fix-It/Safety and Enhance Leverage Programs

Gary discussed Attachment C in the materials packet; a 2021-2024 STIP Monthly Update email from ODOT. The email summarized the decisions made in the December OTC meeting, and Gary highlighted the following:

- The OTC approved the allocation of \$2.4 billion in funding in the 2021-2024 STIP. Most discretionary funding will be allocated to Fix-It programs.
- The OTC also allocated \$600 million that will be directed for earmarked Enhance projects, and \$24 million will go to a State Highway Leverage program that will allow ATCs to add Enhance features to Fix-It projects.
- If additional funding is received, the first \$40 million will go to a Strategic Investment program allowing the OTC to target high priority needs on the state highway system.
- The OTC chose this rationale for a number of compelling reasons (outcome of the HB 2017 Transportation Package and its orientation, outreach to public, \$600 million in HB 2017 funding for specific Enhance Highway projects).

Gary called attention to Attachment D in the materials packet which provides a snapshot of 2021-2024 STIP funding allocation definitions and encouraged the group to take a look at it. Gary continued and discussed the specific 2021-2024 STIP funding allocations referenced in the handout, including the three year totals for 2022-2024. Gary highlighted the following:

- The funding seen on the handout adds the new HB 2017 funding to the COACT area's previous allocations for the update to the 2021-2024 program.
- The Fix-It totals for the 2018-2021 program were about \$500 million over a similar time period. Now they are \$850 million.
- New Safety dollars are coming in at \$10 million per year.
- More funding is targeted for Safe Routes to School.
- Regarding Fix-It totals, Region 4 will share at least 15 percent of \$850 million. This means more work on pavement systems, surfacing, bridges, and culverts.

Gary mentioned that, historically, Region 4 has taken funds out of the Operations Program to help fund Cascades East Transit, Commute Options, Transportation Options Group of Oregon, etc. This funding will now be directly through the transit funding or separated out to Non-Highway funding.

Scott Aycock asked a question about the north Bend project, and asked when ODOT expected to hear back on the INFRA Grant. Gary responded that ODOT endorsed a letter of support for that grant, and received \$50 million dollars from the transportation bill. Gary said using those funds, plus local funds and other sources, they will try and get as much as \$100 million dollars. He noted they are a few months away from that decision and have not heard anything specific yet.

Tony DeBone asked for the total amount of the request. Gary answered in the \$150 million range.

Gary described attachments E and F in the materials packet, which provided a more detailed explanation of the Fix-It program and the process ODOT goes through to develop specific program categories.

Tony asked if the STIP is a 3 or 4 year pool of money. Gary answered it is 4 years, except the program is updated every 2 or 3 years, therefore the work identified will carry over.

Bob O'Neal said with HB 2017 he has heard about new accountability measures for local governments coming out, but he has not seen anything specific regarding that, and asked for additional information. Gary responded that a group is working on accountability measures, but he is not plugged into it yet. Gary asked Chris Doty for some additional input on the topic. Chris Doty responded that there is a draft out there and explained the first reporting period will be in 2019.

Gary presented a video titled "Understanding how the Oregon DOT Fixes roads". The video explained in detail how the Fix-It program works, and how ODOT decides what is fixed and when. The video focused on the following:

- Needed projects are identified by collecting and analyzing condition data, performing engineering designs, considering localized conditions, and balancing needs with available funding.

- The four major Fix-It areas: Safety, Pavement, Bridges, and Culverts.

Gary asked for the group's thoughts and suggestions on the materials provided – are they effective outreach tools? Andrea Blum asked who the intended audience is. Gary responded the ACTs are the first audiences, and then materials will be posted on the STIP and ODOT websites so the general public can see them. Andrea commented the video seemed a bit basic for the COACT group.

Pat Hanenkrat stated that he liked video, and commented on the COACT 101 class being a good place to start for some of the more basic concepts.

Dave Thomson asked if Fix-It covers anything besides roadway because he did not see anything in the video regarding sidewalks. Gary answered that Fix-It is very oriented to the state highway system, and that would include bicycle and pedestrian facilities inside the right of way and roadway context.

Jerry stated that he thinks that outreach to all communities is a big key because people often say they did not know about something after the fact. He commented the more programs you can have to get the message out there the better. Gary suggested that he and staff can go to a council meeting or work session and share the video and materials so the word is out there to folks.

Wendy Holzman noted that unless a community member has a particular interest in this video, it is not going to captivate the public. She questioned how to get this information out to regular people.

Sally suggested depicting what can happen if the roads are not maintained, for instance showing the disaster side. She noted this will be more effective in engaging the public.

Bob suggested shortening the video and paying for YouTube advertisements.

Barb Campbell thanked Gary for the transparency in the materials as it is important for the public to understand who is making decisions and how money is being spent. She asked if there is overlap between ODOT and what cities are doing with the All Roads Transportation Safety Program (ARTS). Chris Doty answered that ARTS is part of the ODOT program and it is data based. Chris said it depends on the amount of money that can be put towards safety, and the focus is usually on hot spots and intersections but that ARTS is more systemic.

5. Federal Lands Access Program (FLAP) Project Updates
 - A. Updates on project progress
Gary Farnsworth, ODOT and COACT Members

Gary provided a brief update on the FLAP project progress and directed the group to Attachment G in the materials packet that provided a program overview. He stated that the material has been advertised, a webinar is coming up, emails have been sent, and this has been a continuous agenda topic in order to keep the interest up.

Wayne asked Gary for the time frame of these FLAP projects. Gary responded that projects must be in by March 2018 and ODOT is here to help coordinate to get the applications together. Gary commented that the group needs to be talking to their Federal partners on every application.

Marcos Romero, FS on both the Deschutes and the Ochoco, encouraged the group to please speak with the Forest Service early and often. People may be applying for something that affects the FS as it is a joint application. He asked folks to keep them in the loop. Gary commented the same goes thing for Melvin Ewing with BLM.

6. Special Transportation Improvement Fund (STIF) Update
A) Overall Update

Gary introduced ODOT's Rail and Transit Division Coordinator, Theresa Conley and Karen Friend from COIC. Theresa provided a recap of the STIF and highlighted the following:

- STIF funding has 4 different components, with 90% being formula funds.
 - 1) Formula projects must enhance existing services.
 - 2) Broad Discretionary program.
 - 3) Intercommunity discretionary program.
 - 4) Technical Center to support ODOT staff.

A) Local Area Plan process and governance considerations
Theresa Conley, ODOT and Karen Friend, COIC

Theresa stated her discussion today will focus her update on the first 3 STIF components listed, the formula program and the two discretionary programs. She noted that:

- The Rules Advisory Committee (RAC) has been working through a draft of the rules, and they will be presented to the OTC later this month.
- Following guidance from the OTC, the RAC will make a final recommendation on the formula funds
- Hopefully the rules will be finalized in the summer, and funds will be available Jan 2019.

Scott Aycock asked Theresa if she had a table with the estimated formula allocations per county. Karen Friend answered that she could provide an overview of that and stated:

- The Department of Revenue (DOR) is working on new projections and they will not have new estimates for at least a month.
- The DOR reported collection and timing issues and there has been discussion about funds potentially not being available in Jan 2019.
- There will be a reduced amount of money for administrative needs and they will not have estimates for a while.

Theresa said their division is still preparing to distribute the funds on Jan 1, 2019 or whenever the fund balance is adequate. Theresa continued the discussion to focus on the discretionary fund piece and noted:

- Draft rules are out and posted on STIF website.
- There was an online survey to facilitate public input on the draft rules.
- The division is preparing a competitive grant process on the 2 discretionary programs by spring 2019.
- Updates on 2 discretionary programs:

- All public transportation providers are eligible to compete in the competitive statewide processes.
- PTAC will be advising the OTC on award decisions.
- The OTC may solicit input from the ACTs.

Theresa provided some key updates of the formula funds including:

- All projects must be derived from an adopted local plan.
- There is a requirement that receiving agencies need to set up an advisory committee.
- These funds require additional reporting expectations. Providers will need to report information about service and outcomes.
- Formation of Joint Committees is needed and there is specific language in the draft rules on how that will happen.

Karen said the joint management language is protected in the rules right now and they haven't heard anything from The Department of Justice to say that will move forward. She stated there is pushback on the composition of the Advisory Committee, and members will likely need to be appointed by the county. Karen highlighted that she is pushing for the language to be called intercommunity instead of intercity. This is because there was language surrounding transportation providers working together, and that's a disadvantage for an area like Bend with only one provider.

Gary asked when this project kicks off, specifically the duration of the regional planning process here for CET. Karen replied as soon they get under contract and bring a consultant on in the spring of 2018 things can progress. Gary asked if it will take a year, or 18 months. Theresa commented closer to the latter.

Jeff Monson asked if PTAC would review the projects then submit them to the OTC. Karen answered the discretionary and intercommunity projects will be recommended by the PTAC to the Oregon Transit Association. Jeff asked if there is any role for COACT in this process. Karen answered currently the rule proposes that a recommendation should come from the ACT.

7. Regional Roundtable
A) Open Discussion
COACT Members

Jerry Brummer opened up the discussion and asked COACT members to provide an update on outreach efforts and general happenings in each community.

Lonny Macy stated that the big update in Warm Springs is the safety corridor plan. This project will enhance safety throughout the Highway 26 area, specifically a pedestrian path connecting the downtown area to other commercial areas. He also noted that on the highway there is a grade going down into Warm Springs, and they are working on widening HW 26 a bit to take care of cliff line. Lonny also noted that there are three pavement projects going on in the community itself.

Karen Friend said CET had a grand opening for 3 low-floor buses in Bend. She noted she is trying to get the transit hub in Redmond finalized, and the restroom construction is currently in place. Karen said they expect this to be done by March 2018. She said an implementation meeting was conducted for an electronic fare system to ease up operations for CET and its customers.

Jeff Monson provided an update for Commute Options, and highlighted employer outreach throughout all of Central Oregon. He said Commute Options is making headway on reaching out to employers to encourage people to bike, walk, bus, and carpool to work. Jeff also noted they have a SRTS program in Bend and La Pine and they want to extend into the entire Tri-County area so they are working on additional funding. He said there is a program starting January 2018 that will be reaching out to companies who have freight drivers and talk about driving safely around bicycles and pedestrians. Jeff explained they are also working with the DMV by providing packets of information on different transportation options for folks who lose their licenses. Jeff also mentioned he would like to have the SRTS Infrastructure Update as an agenda topic at the March COACT meeting.

Wendy Holzman stated that BPAC has been circling around the two recent cycling deaths in the community. She explained that ODOT has their "Vision Zero", but there is nothing similar in Deschutes County. Wendy said that BPAC has set up a subcommittee for Deschutes County that also represents Crook and Jefferson County. Wendy said rather than saying a certain number of cycling deaths are anticipated, the subcommittee will determine how to change the policies in place to state this is not acceptable. She noted BPAC is also looking at how they can change the attitudes in the community surrounding blaming bikers when accidents happen.

Paul Bertagna said the City of Sisters is updating their 20 year transportation plan. This includes a preliminary roundabout at HW20 and 126, then a potential mini roundabout at the elementary school and HW 20. Paul explained the city is working closely with ODOT on this project, and the mini roundabouts are a cheaper, quicker alternative. Gary asked Paul for an update on Sisters' roundabout art. Paul answered they are down to 3 art pieces that are all local artists.

Tony DeBone provided an update for Deschutes County, and said they are partnering with Jefferson County regarding the second egress from Crooked River Ranch. Tony said he is interested in discussing the North Corridor improvements in Bend at the next MPO meeting. He explained that there is a proposal to get a signal or perhaps a full interchange in that area and this will be a community discussion.

Barb Campbell provided an update for the City of Bend and highlighted north end transportation strategies. She thanked COACT for endorsing their application for the INFRA Grant, and noted that the COB added more of their own money into the project. Barb said the biggest improvement is separating an alignment of HW 97 so there is a new roadway parallel to the business access for the mall. The idea is to build a separate alignment so trucks can get through without having to interact with the traffic from the shoppers. Barb said in addition, Bend is tying in ODOT improvements on Empire.

Sally Russell added that people got really excited about applicants for their new transportation committee, and the City of Bend had 90 applicants and interviewed 47 people. The applicants were narrowed down to 25 people all with different geographical backgrounds, and she said hopefully this will create the future transportation

vision for Bend. Sally noted the desire for all modes of transportation, and explained Bend went through the UGB process to identify opportunity areas so people had shorter distances to travel to get to work.

Melvin Ewing provided an update for BLM, and noted the FLAP Project was their entire agenda item. Melvin said this is the main update from the Federal side of things.

Chris Doty from Deschutes County said their Board approved an application for a transportation safety action plan. He said sometime in 2017 the ODOT statewide Transportation Safety Action Plan was presented during this forum. Chris said the TSAP is interesting because they look at non-infrastructure related investments or risky behavior type crashes.

Steve Uffelman said the big issue for Prineville is breaking ground on the roundabout at Tom McCall road and HW 126. He explained this is a major intersection at risk where Apple and Facebook construction employees are bottlenecking. Steve also noted that they are looking at what Redmond has done with their roundabout art pieces, and they just approved the Third Street streetscape project. He said this update is being done in collaboration with ODOT.

Scott Smith added that the Tom McCall pre-construction meeting is January 18, 2018 and ODOT is hosting an open house on January 25. He said ODOT sent out postcards to everyone with a 97754 zip code, and the Third Street improvements received \$4 million dollars in funding. Scott said he met with ODOT regarding storm water improvements and bridge replacements. He noted the bridge replacement was awarded Federal money, and ODOT staff felt it was worth the time to exchange into State funds. Scott said they will get much more flexibility and will contract that replacement out to the city. He explained Prineville is in the process of signing an IGA.

Bob O'Neal at Crook County said they are partnering with Prineville on the roundabout, and that he and Scott Smith have been working on a design meeting. Bob also said that Crook County was awarded a grant for one of their bridges, and they will use a next round of HB 2017 money. He said Crook County has another bridge out to contract right now, and they are doing large culvert projects in Paulina. Bob said they are working with the Forest Service and BLM on FLAP Grants for improvements.

Dennis Scott provided an update for the City of La Pine. He shared that these first items aren't necessarily transportation-related: a 42 unit affordable housing contract has been awarded and the project will be starting February 2018; another \$25 million project for water and sewer is going on and it will take a year to complete. He also noted that the long-proposed biomass facility at the Industrial Park is about 95% there. Dennis explained the project will not start for another year or so, but it's a \$90 million factory and between 25-26 megawatts. Dennis continued and explained ODOT will be repaving from Sunriver to La Pine, and La Pine will be updating sidewalks, landscape, and streets. Dennis also shared La Pine received a grant from COIC to help build the transit center.

Scott Aycock commented this is an unusual collaboration because there is the transit center property and the development opportunity, but there is also room for other types of community facilities. Scott explained there is money in this project through ODOT, COIC, the City, Regional Solutions, and the Meyer Memorial Trust.

Dennis also added this will not be just a transit center, but a city center. He said La Pine is adding a new city monument sign in front of City Hall and added ODOT approved a speed reduction for the area.

Chris Funk said that the City of Culver is updating and improving their storm and flood water system throughout town. He said these efforts involve ODOT, the county, Burlington Northern, and the irrigation district. Chris said that when the project is done they can finish off their streetscape with the new sidewalks, curbing, and off street parking.

Bill Duerden provided an update for the City of Redmond, and highlighted a number of planning updates including water work improvements, an update to the airport's master plan, and corridor improvements on highway 97. Bill also noted Redmond is looking into building another roundabout.

Jeff Hurt said the biggest update from Madras is the Indian Head Casino truck stop. He also noted Madras is updating their wastewater master plan, and another big project is the H Street sidewalk improvements. Jeff said the next big effort will be building sewer in an existing neighborhood with over 60 homes still on a septic system.

Charlie Every said the trucking world changed December 18, 2017 due to new electronic log devices that limit driving time to 11 hours. He said this has caused a lot of problems, and the biggest thing he has noticed since the logs is more trucks parked on the side of the road. Charlie explained that road taxes have gone up at almost 5 cents a mile and employees at larger trucking companies are losing up to \$200 a week due to the shortened driving time. He also noted that hauling livestock is causing issues due to having to stop during a run and unload animals onto a new truck or keep them at a holding facility.

Gary provided the group with a handout discussing Bend MPO Goals for the coming years and highlighted the Transit piece and the North Corridor project in Bend are the most important.

Chair Jerry Brummer adjourned the meeting at 5:09pm.

Safe Routes to School Infrastructure Program Talking Points for Rulemaking Advisory Committee, 2.26.18

Q: What is the Oregon Safe Routes to School (SRTS) Infrastructure Program?

A: In the spring of 2017 House Bill 2017 passed in the Oregon State Legislature, dedicating \$10 million annually for Safe Routes to School infrastructure, increasing to \$15 million annually in 2023. The purpose of the funding is to build projects within a one mile radius of schools to make it safer and easier for students to walk and bicycle to school.

Important facts:

- These new funds are available because of an increase in State Highway taxes and fees and are deposited into the Safe Routes to School Fund. State Highway tax dollars are constitutionally restricted to only be used for projects within the public road right of way. Infrastructure projects such as trails outside the road right of way and non-infrastructure projects such as education and encouragement programs are not eligible.
- There is a 40% cash match for the funds. The Oregon Transportation Commission (OTC) may reduce the cash match to 20% when the project is within a city of 5,000 people or less, or is near a Title I school, or is along a "Priority Safety Corridor." See definition on page 2.
- The Safe Routes to School Fund is guided by regulations created in 2005 (OAR 737-025), when federal dedicated funding was once available. Because SRTS infrastructure funding now comes from the State, Rulemaking is needed to align it with eligible uses.

Q: Where are we now?

A: The Safe Routes to School Rulemaking Advisory Committee (RAC) was formed in fall 2017. The RAC met in November- February to develop the draft rule and will meet again in April- June to work on program policy and guidance.

RAC discussions/decisions to date:

- **Values:** RAC members identified values to guide program development, focus money, and get projects underway including: Social Equity; Geographic Equity; Health; Safety; Maximize Resources; and Communication/Coordination/Collaboration.
- **Draft OAR:** In February, the RAC recommended amendments to OAR 737-025 to present to the OTC to then release for public comment. The rule specifies:
 - **Eligibility:** cities, counties, ODOT, tribes, and transit agencies.
 - **High level process:** A Safe Routes to School Advisory Committee will be formed to provide advice on program elements and recommend projects for any funding competitions.
 - **Some Program definitions:** Four important definitions were added to clarify the new law, including:
 - Title I: School where 40% or more students are from low-income households.
 - Plan: Any related and adopted infrastructure plan, SRTS Action Plan, or SRTS Infrastructure Plan.
 - Priority Safety Corridor: Any road with 40 mph or higher, or additional safety qualifiers.

ATTACHMENT B

- Cash Match: Hard costs associated with project construction.
- **How the funds will be programmed:** Funds will be divided into the following three programs with two overarching targets, a minimum percentage of projects to areas outside of a Metropolitan Planning Organization and a minimum percentage of projects within a mile of Title I schools.
 - Rapid Response Program: No more than 10 percent of funds set aside from urgent needs or systemic safety issues.
 - No more than 2.5 percent of funds can be used for technical services to help communities apply for projects.
 - Competitive Program: The remainder of funds will be set aside for a competitive program for which cities, counties, ODOT, transit agencies and tribes could apply.

Q: What happens next?

- Spring 2018: Draft SRTS Rule released for public comment starting in mid-April and running through the end of May. A public hearing in Salem is scheduled for May 9, 2018.
- Summer 2018: The OTC will consider adopting the SRTS Rule amendment and reviewing program policy.
- Summer/Fall/Winter: SRTS Program application outreach occurs across Oregon, including workshops.
- Fall 2018: Anticipated application process for Competitive Program

Q: How can the public engage in the process?

A: All RAC meetings are open to the public with time allotted for public testimony. There will be a public comment period starting in April after the draft SRTS Rule is released that will run through the end of May. There will be one public hearing on May 9, 2018 in Salem with the ability to join remotely. Information about these events will be posted on the website.

Q: Who is on the RAC?

A: Representatives from the Oregon Transportation Safety Committee (OTSC), Oregon Bicycle and Pedestrian Advisory Committee (OBPAC), Public Transportation Advisory Committee (PTAC), Association of Oregon Counties (AOC), League of Oregon Cities (LOC), Oregon Safe Routes to School Network, local Safe Routes to School programs, Oregon Department of Education, pupil transportation, biking/walking advocacy groups, local law enforcement, representatives for topics of equity and public health.

Q: Where can I find more information?

A: RAC materials are located at <http://www.oregon.gov/ODOT/Programs/Pages/SRTS-RAC.aspx>. Direct questions to LeeAnne Ferguson, ODOT Safe Routes to School Program Manager, leeanne.fergason@odot.state.or.us, 503-986-5805.