

CENTRAL OREGON AREA COMMISSION ON TRANSPORATION (COACT)

Date: May 9, 2019	Redmond City Hall Meeting Rooms 207/208 411 SW 9 th , Redmond, OR	Prepared by: D. Greenwald Reviewed by: S. Aycock
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Attendees: Wayne Fording, Jefferson County; Robert Townsend, ODOT; Jeff Monson, Commute Options; Michelle Rhoads, COIC-CET; Wendy Holzman, BPAC; Peggy Fisher, USFS; Andrea Blum, City of Sisters; Krisanna Clark-Endicott, City of Redmond; Ron Cholin, Crook County; Scott Smith, City of Prineville; Jeff Hurd, City of Madras; Patti Adair, Deschutes County.

Guests: Melissa Bethel, City of La Pine; Andrea Breault, COIC-CET; Dave Thomson, BPAC; Mike Caccavano, City of Redmond; Derek Hofbauer, COIC-CET; Nick Arnis, City of Bend; Jim McCauley, League of Oregon Cities (via phone); Bob O’Neal, Crook County Road Department; Matt Powlison, Jefferson County Public Works; Devin Hearing, ODOT R4 Planning.

Staff: Scott Aycock and Dana Greenwald, COIC

Agenda	Discussion	Action Item
1. Call to Order and Introductions	Commissioner Jerry Brummer was absent, so the meeting was called to order by Wayne Fording at 3:16pm.	
2. Public Comments	No public comments were made.	
3. COACT Business	COACT Business for the month of May included accepting March’s minutes, and discussing the meeting time. Wayne Fording asked the Board if they would accept the March 14, 2019 Meeting Minutes. <i>A Motion to accept March 2019’s minutes was made by Michael Folkestad and was seconded by Andrea Blum; passed unanimously.</i> During the March meeting, Board members explored the notion of changing the meeting time to better accommodate attendees. It was tabled to be further discussed in the May meeting. Scott Aycock of COIC brought up the matter. He said possible time alternates are 1 to 3pm or 2 to 4pm for board members to better avoid rush hour traffic. A group discussion ensued. Mike Folkestad said his vote was from 1 to 3pm. Andrea Blum stated that any time worked for her. Ron Cholin said some folks volunteer their time to attend this meeting, and leaving their job in the middle of the day is difficult. Jeff Monson said 2 to 4pm works for him. Bob Townsend suggested we send	Send an email to COACT polling the Members on preferred meeting times.

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	an email to the group with meeting time options. The consensus was that sending out the email would be a good idea.	
4. 2019 OR Legislative Updates	<p> Jim McCauley from the League of Oregon Cities called in to report on the status of general transportation legislation and specifically on the carbon bill. The carbon bill (HB2020) is the biggest transportation-related legislation this session, with the end goal being investment in carbon related projects. All revenue will come from the transportation sector. Jim stated that LOC projects an estimated 14 to 16 cent increase per gallon on gasoline, and that there will likely be 100+ amendments to the bill before a final bill is put up for a vote. Jim noted that The League of Oregon Cities are working on geographic equity to make sure all regions have a chance to receive revenues for projects, and noted that the Carbon Bill is related to resilience transportation type projects. Transit is included, anything from bus stops to expanding existing transit lines to paying to electrify buses. Jim stated that there are elements of this bill that are concerning, besides the cost increase for gasoline: the bill doesn't seem to be heading in the direction to reduce greenhouse gases. The answer to reducing carbon is electrification, and getting state agencies to electrify vehicles in a timely manner, to truly measure impact. This bill doesn't do this. Also, elements of the bill include prevailing wage, healthcare, and American products requirements, which Jim referred to as "fluff" rather than real efforts to reduce carbon footprint and greenhouse gases with swift transition to electrify fleets within the first 5 to 10 years. Jim asked if there were questions or comments before he moved to other transportation bills. </p> <p> Chris Doty stated that he heard that the proposed business tax bill is related to the carbon bill. Jim said yes to some degree. Mike Folkestad asked what greenhouse gases would be reduced with the passing of this bill. Jim said the exact gases weren't specified, and were referred to as just "greenhouse." Michelle Rhoads asked who is sponsoring the bill. She also asked if there has been any conversation about what will be generating the electricity for the fleets/buses. Jim said the electricity will be coming from the existing sources of electricity out there, and long term, would make those energy sources cleaner. Jim further noted that there is a 10-year switchover period for utilities to get off fossil fuel sources and get on sustainable sources such as wind or </p>	

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	<p>solar. The bill is sponsored by Representative Karen Power (D; Milwaukie), and Senator Michael Demerow (D; Portland). Jim believes the sponsors have limited understanding of transportation needs outside of the Portland area. Ron Cholin, who represents the trucking industry, says the 14 to 16 cent per gallon increase would make a huge impact on the trucking industry in a devastating way. Jim said there is no doubt this will have a devastating impact on the trucking industry.</p> <p>The other transportation bills for which Jim provided an update were Senate Bills 558, 559, and 560. In the City of Portland, they have already had the authority to lower the speed limit on high crash areas. Senate bill 558 would take that authority and expand it across the entire state. Jim said it is a rigorous process, but is something that has really worked for Portland, and that the rates of pedestrian and bike crashes have greatly decreased. SB 559 and 560 are both radar bills. SB 560 is for a mobile radar unit that can be moved, to track speed. Jim stated that both SB bills on radars are dead, but SB 558 is on the move. Jim is disappointed about the radar bills, considering they were priorities for the League.</p>	
5. Commute Options Updates	<p>Jeff Monson, from Commute Options, gave a power point presentation update on Commute Options, their current program offerings, and what they are working to develop for the future. His power point presentation is available at: https://coic2.org/community-development/central-oregon-area-commission-on-transportation/ Commute Options has existed since 1991, in conjunction with ODOT and the State of Oregon transportation options plan. Commute Options serves 17 counties and has 55 partners.</p> <p>Commute Option Goals:</p> <ul style="list-style-type: none"> • Promote active transportation choices that reduce the impacts of driving alone • Encourage healthy individuals, a clean environment, and a strong economy • Represent transportation options in our community by educating citizens, businesses and government about the value of carpooling, vanpooling, walking, bicycling, telework and using public transportation 	

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	<p>Presentation topics included:</p> <ul style="list-style-type: none"> • Get There, (formerly Drive Less Connect) – a carpool and vanpool matching program • Safe Routes to Schools • The Walking School Bus • The future <p>Jeff is currently looking for letters of support to expand Safe Routes to School throughout the tri-county area. It currently only operates in Bend. Scott Aycock will be sending an email to solicit support to expand Safe Routes to School around Central Oregon.</p> <p>Mike Folkestad asked what The Walking School Bus does for rural kids. Jeff says parents can drive the kids to a closer location for a meeting spot, ie: a grocery store and can walk from there. Mike asked about the kids on the bus, and said that he was disappointed that bus stops and shelters were not eligible expenses. Jeff said encouraging bus ridership or walking is great. Scott clarified that the rule in question around bus stop facilities is not a Commute Options rule, but rather is a rule tied to the funding source itself – the federal DOT.</p>	<p>Scott to Forward an email to the COACT mailing list regarding letters of support for Commute Options' SRTS application.</p>
<p>6. Statewide Transportation Improvement Fund (STIF) Discretionary Program Review - Outcomes</p>	<p>The COACT Executive Committee reviewed and said yes to all 7 projects that applied for STIF funds in the region, but added emphasis to 3 projects they thought were particularly important. The three projects that COACT believes will have the most impact for Central Oregon are:</p> <ol style="list-style-type: none"> 1. La Pine Station Renovation 2. Hawthorne Station Renovation 3. CET Community Connector Service <p>The full COACT Executive Board STIF Discretionary Project Review is available at: https://coic2.org/community-development/central-oregon-area-commission-on-transportation/</p>	

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7. Statewide Transportation Improvement Fund (STIF) Formula Fund Outcomes	<p>Derek Hofbauer, of COIC, provided a presentation summarizing the outcomes of the Central Oregon Qualified Entity Applications for the Statewide Transportation Improvement Fund (STIF). His presentation is available at: https://coic2.org/community-development/central-oregon-area-commission-on-transportation/ The presentation included the following topics:</p> <ul style="list-style-type: none"> • Regional Collaboration • STIF Program Overview • Advisory Committees • STIF Projects, including: <ul style="list-style-type: none"> • Capital improvements (vehicles, equipment, Hawthorne Station, etc.) • Saturday service on Community Connectors, and increased frequency on many shuttles • Enhanced services to the Redmond Airport • New routes in Bend and the startup of fixed route services in Redmond • Summer service between La Pine and Sunriver • Innovation and technology improvements and partnerships • Planning for more service expansions • Marketing and outreach • Low income fare programs <p>Derek said the formula fund outcomes were driven by population growth and providing opportunities to use new technology. The process consisted of lots of outreach, travel training, and so on. The end goal is to attract riders and to connect communities.</p>	
8. CET Transit Master Plan Process	<p>Andrea Breault of CET-COIC gave a power point presentation on the CET Master Plan Process called, "CET 2040 Transit Master Plan." Her presentation is available at: https://coic2.org/community-development/central-oregon-area-commission-on-transportation/</p> <p>The CET Master Plan presentation included information on:</p> <ul style="list-style-type: none"> • First and Second Round of Open Houses 	

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	<ul style="list-style-type: none"> Local Technical Advisory Committee Meetings Deliverables Next Steps <p>The La Pine Open House was the 1st and most successful in terms of turnout. The process really recognized the need to connect communities. Prineville expressed a need for a bus to the Redmond Airport, which Derek noted will be funded by the new STIF funds.</p>	
9. COACT ODOT STIP	<p>Robert Townsend, of ODOT Region 4, gave an update on ODOT’s STIP Leverage Funding and their 100% Project list. His presentation is available at: https://coic2.org/community-development/central-oregon-area-commission-on-transportation/</p> <p>Bob presented 2021 – 2024 timeframes for the scoping and development process for STIP projects and handed out the Region 4 2021-2024 STIP 100% Project list. By June 2020, ODOT will approve STIP projects. He focused on the STIP development category of Leverage Funding. Since we essentially no longer have an Enhance project category (funding for new transportation facilities), ODOT only uses Leverage Funding for new facilities in association with “Fix-It” (maintenance) projects. These projects are determined by the ODOT Region Manager with input from the ACT. There are also Enhance, Safety, and Active Transportation categories.</p> <p>Patti Adair, in reference to the STIP 100% Project List, asked where the US 20 project at Tumalo was listed. Bob said it was not on the list and not funded because of the rules around the leverage funding. Scott asked if we expect future Connect and Enhance funding to be earmarked, like last time. Bob said that it might be. Bob also noted that while folks are complaining about the amount of money that was earmarked for Central Oregon, we actually did well through the earmark process – we got \$70 million over three years.</p>	

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	<p>Andrea Blum asked what “VMS” means in the 100% list. Bob stated it is Variable Message Signing – the digital signs on the highway.</p> <p>Michelle mentioned that COACT will be asked to comment on the Formula Projects just as they did on the discretionary. Just an FYI, somewhere between now and September.</p>	
10. Next Meeting	<p>Scott noted that we do not have a lot of upcoming agenda items for the July meeting. Andrea Blum asked for the summer off. Scott mentioned COACT has skipped the July meeting in the past. Scott says he will follow-up with Theresa Conolly (ODOT Public Transit Division) on the STIF reviews mentioned by Michelle.</p> <p>Michelle wanted to thank Derek and Andrea for all their hard work in developing their plans and STIF projects for the region.</p> <p>Mike would like to request that we change our venue to this room. Scott said he would ask Redmond Admin if it is okay with them.</p>	COIC to inquire on moving COACT to the City Hall community rooms.
ADJOURN	Meeting adjourned by Wayne Fording at 4:57 pm.	

<https://coic2.org/community-development/central-oregon-area-commission-on-transportation/>