

REGION 1 AREA COMMISSION ON TRANSPORTATION

Meeting Minutes

December 7, 2015 Portland, Oregon

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Attendees: Bill Avison, Steve Bickford (by phone), Sam Breyer, Tom Chamberlain (by phone), Mayor Krisanna Clark, Mayor John Cook, Councilor Peter Cornelison (by phone), Mayor Doug Daoust, Mayor Lori DeRemer (by phone), Councilor Craig Dirksen, Mayor Denny Doyle, Jess Groves (by phone), Councilor Jeff Gudman, Mayor Brian Hodson (by phone), Neil McFarlane, Commissioner Diane McKeel, Bill Merchant, Brian Newman (by phone), Commissioner Steve Novick, Chair Ron Rivers (by phone), Commissioner Roy Rogers (Chair), Steph Routh, Joseph Santos-Lyons (by phone), Commissioner Paul Savas (Vice-Chair), Pam Treece (by phone), Julie Wehling, Pia Welch, Rian Windsheimer, Bill Wyatt

Absent: Mayor Jef Dalin, Chris Oxley

Commissioner Roy Rogers called the meeting to order and opened a round of introductions.

### **Region 1 Manager Updates**

Rian Windsheimer provided the following ODOT Region1 updates:

- Troutdale project: signs and signal are now on at Marine Drive, which is now open to traffic. This is part of a Jobs and Transportation Act project.
- Hillsboro project: Brookwood interchange is now fully open, with the loop ramp working well.
- Sunrise Corridor is expected to open next summer.
- The Governor's Transportation Vision Panel will be holding a forum March 14 at 5:30pm at the airport to engage with the ACT. Vision Panel staff will come visit coordinating committees before then to provide an overview of the panel and its work.
- Congress passed the FAST Act, a 5-year transportation authorization.

### **Public Comment**

Commissioner Roy Rogers provided an opportunity for public comment.

### **Commission Administration**

Motion: Councilor Jeff Gudman moved, and Mayor John Cook seconded, to approve the minutes from the October 5 meeting.

- ✓ The meeting minutes were approved unanimously.

## **Oregon Bicycle and Pedestrian Plan Update Presentation**

Savannah Crawford provided an overview of the update to the Oregon Bicycle and Pedestrian Plan and opportunities to weigh in on the plan.

Commissioner Paul Savas asked about performance measures in the plan.

Savannah Crawford responded that there are some things we need better data for, such as how many people are biking and walking to work versus biking and walking for all trips.

Commissioner Paul Savas asked what the measures look like so far.

Savannah Crawford replied that she would look and follow up.

Councilor Craig Dirksen mentioned that as part of the Regional Transportation Plan (RTP) update the Joint Policy Advisory Committee on Transportation (JPACT) created an active transportation plan. He asked if that effort helped inform ODOT's plan and how compatible they are.

Savannah Crawford replied that staff looked at Transportation System Plans (TSP), other state DOT plans and regional planning efforts. Metro's numbers were updated during this process and those updates were included. She answered that she thinks the plans are compatible, but clarified that this plan is statewide so it needs to be applicable to rural and urban jurisdictions.

Commissioner Roy Rogers asked for clarification on the terms "system" and "network."

Savannah Crawford answered that staff struggled with defining those terms during the process. Defining a "network" is called out in the plan as a separate process. She said staff have heard a lot of interest in that question.

Commissioner Roy Rogers added that it's difficult to give comments when he doesn't know what kind of network we're talking about. He encouraged staff to look at that question and come back with a definition.

Steph Routh asked for a very clear identification of a network so this can be effectively integrated with other plans to achieve multiple gains. She asked for a timeline and process for defining the network.

Savannah Crawford replied that conversations are starting on an implementation plan that includes low-hanging fruit and longer-term tasks and who should be carrying forward those next steps.

Steph Routh commented that the ODOT Region 1 Active Transportation Needs Inventory is great, and it would be helpful to replicate that in the statewide plan. She asked about how Title

VI and ADA are factored into this plan, and how stakeholders will be given ongoing updates on that.

Savannah Crawford responded that the Policy Advisory Committee said not to specifically state ADA in the plan because it's already the law. It's included as important, but not specifically included in the plan.

Steph Routh added that we are an aging state and asked how we are ensuring that we're meeting those needs and how we'll evaluate that/

Savannah Crawford replied that tracking that is included in the data needs, but there is no performance measure for equity.

Councilor Jeff Gudman asked about lack of specific projects and priorities, and how that's reconciled with "we could do if" language later in the plan.

Savannah Crawford answered that there aren't networking mapping, priority corridors, etc., but there is a sense of how much money is received on average that can inform how changing funding levels would affect the system. If more money came in, you could fill in more gaps.

Councilor Jeff Gudman commented that it should be important to establish priorities, adding that we do ourselves a disservice if we don't say "this is the category we would do first."

Rian Windsheimer stated that we want to make sure we are able to share comments from all places and asked the group to share this information so others can weigh in with their feedback. He asked what staff have heard from other ACTs.

Savannah Crawford answered that they have heard a lot about funding and integration with other modes.

Rian Windsheimer continued that he would like to see future comments shared back with this ACT for educational purposes.

Commissioner Paul Savas explained he was reading a USDOT/FHWA document about utilization and offsetting the carbon it took to create a facility. He is curious for more information on how you identify where people will utilize the facility in the context of a plan like this.

## **STIP Enhance Overview and Discussion**

Kelly Brooks explained the process for ranking Enhance projects in advance of the February 1 meeting.

Brian Newman asked whether all the projects have been vetted for the criteria already.

Kelly Brooks answered that we wouldn't provide the ACT with proposals ODOT staff believed to be ineligible.

Pia Welch asked whether it's one plan versus another if a proposal is in a modal plan but not in a TSP.

Kelly Brooks replied that it will be a project-by-project basis, as most will be in a TSP but something like the Historic Columbia River Highway would not be. She offered to do an additional, optional workshop in January if people want more project-specific information along those lines.

Bill Avison asked for clarification that the proposals have met the first test.

Kelly Brooks answered that ODOT has deemed them eligible and have passed them on to the ACT.

Commissioner Steve Novick asked about the economic development criterion and support from business groups. He asked about language on serving an economically distressed or underserved community, and whether that is a subset of economic development or if it is reasonable to consider it as a standalone.

Kelly Brooks replied that she framed it the way the proposal reads. If the ACT thinks that's in the wrong place, we can move it. If ACT members see that benefit come through in a different segment when ranking, they are free to rank accordingly.

Bill Avison asked for clarification on the fact that there are \$41 million in requests and whether the ACT will be throwing out two-thirds of the projects.

Commissioner Steve Novick asked whether there is only \$10.68 million available or whether the passage of the federal transportation bill increases the amount available.

Kelly Brooks answered that we don't know yet, but will be proceeding with the allocations we've been given.

Rian Windsheimer added that we essentially have a 400% list and need to get to a 150% list in February. The details in the documents provide a guide, but it's up to ACT members to rank these projects based on what is important to them. It's our responsibility as an ACT to think about how we weigh those things and how we want to rank them. It will be a difficult decision between the 150% list and the 100% list, so don't feel too bad about projects you know won't make the 100% list, because this is the necessary first step that shows we're all heading in the

same direction. Last round there was a pretty clear line between which projects made it and which didn't. If we need to carry one or two projects forward before making the final cut, we can do that.

Commissioner Roy Rogers asked if there is a possibility for jurisdictions to come through with more match funds if they need it to keep a project on the list.

Rian Windsheimer answered that as ODOT scopes projects, if the cost goes up, we will have a conversation with that jurisdiction about either scaling down the project or adding match.

Commissioner Roy Rogers responded that we might get asked whether a proposer could boost the match on smaller projects to compete with projects that have a larger match.

Kelly Brooks answered that for the purposes of this round for the 150% list, it would be helpful to stick to the stated funding levels. At this point we trust what is in the proposals. When we go out and scope them we can have those discussions, and we have done that in the past.

Bill Avison asked whether we need to stay exactly below the \$16 million.

Kelly Brooks answered that the calculator won't let you go over, but you do need to rank projects all the way to the bottom. Just because it's beneath your 150% line doesn't mean it's not at the top of someone else's list. When ACT members send these back ODOT staff will take averages and tabulate it.

Councilor Jeff Gudman asked how ACT members will receive the calculator.

Kelly Brooks responded that we will email it to the ACT. She continued that the timeline is set so that JPACT, the Regional Solutions Teams and coordinating committees can make comments and provide feedback. That feedback will be sent to ACT members by January 15, and ACT members need to have their rankings in by January 20 so staff can compile it for the February 1 meeting. That averaged 150% list will provide the starting point for the discussion at that meeting. We have done this before and it usually works pretty well.

She continued that acting here as a public official, it is ACT members' responsibility to report any actual or potential conflict of interest. A conflict is about you as a person, not your organization. If you have a personal gain, that is a conflict. An actual conflict of interest is if you will receive a personal gain. A potential conflict of interest is if it could provide you personal gain, and you must declare that.

Commissioner Roy Rogers asked about a recent court decision in *Handy v. Lane County* that has affected county commissioners' abilities to talk with each other and whether that will affect outside discussions between ACT members.

Kelly Brooks responded that we will get that answered by the Oregon Government Ethics Commission as soon as possible.

Commissioner Paul Savas added that the case was about something that was on an agenda and three county commissioners had emailed about it, and the court ruled that constituted a daisy-chain deliberation and the public was kept out. It was challenged again and currently changes what constitutes a quorum by way of one person talking to multiple commissioners. The relevant piece here would be whether a quorum meets, which would be the violation.

Kelly Brooks reiterated that ODOT staff will check in and communicate back to the ACT any impact from that decision.

Brian Newman asked how people not attending the meeting in person will receive thumb drives.

Kelly Brooks replied that ODOT staff will mail them.

Commissioner Roy Rogers stated that the next meeting will be February 1, 5:30pm at ODOT Region1. He also explained that he attended a meeting with ACT chairs from around the state and the Oregon Transportation Commission. While everyone around the state agrees that Oregon is one state and one transportation system, they disagree about who pays. He told them about Region 1's importance economically and as a result of its size and received a chilly reception. He asked about the possibility of Region 1 being able to recapture some STIP funding if other regions are unable or unwilling to provide match funding for their projects.

Rian Windsheimer answered that he doesn't know, but match is required and expected so if there was additional money we would need to recalibrate.

Commissioner Roy Rogers adjourned the meeting.