



Region 1 Area Commission on Transportation

Meeting Agenda

Monday, September 12

5:30 – 7:30 p.m.

ODOT Region 1, Room A/B, 123 NW Flanders St., Portland

- 5:30 to 5:35** Welcome, introductions and agenda review
Commissioner Roy Rogers, Chair
- 5:35 to 5:45** Region 1 Manager updates
Rian Windsheimer, Region 1 Manager
- 5:45 to 5:50** Public comment
Commissioner Roy Rogers, Chair
- 5:50 to 5:55** Commission administration
Commissioner Roy Rogers, Chair
1. *Action:* Approval of minutes from June 6 meeting
- 5:55 to 6:05** Debrief on *ConnectOregon* Final Review Committee
Commissioner Paul Savas, Vice Chair
- 6:05 to 6:30** Getting to consensus: Information sharing with other ACTs
- How are decisions made and disagreements resolved?
 - What about the ACT most makes it an effective regional body?
 - How has decision-making evolved over time?
- 6:30 to 7:15** ACT small group discussions and report back:
- What from the panel discussion is most applicable to the R1ACT?
 - What takeaways should be included in discussing updates to the bylaws?
- Commissioner Roy Rogers, Chair*
- 7:15 to 7:25** Presentation of survey results and next steps on bylaws
Kelly Brooks, Policy and Development Manager

7:25 to 7:30

Next meeting date and adjournment

Commissioner Roy Rogers, Chair

Materials:

Agenda, June 6 meeting minutes, draft meeting schedule for 2016-17

REGION 1 AREA COMMISSION ON TRANSPORTATION

Meeting Minutes

June 6, 2016 Cascade Locks, Oregon

Attendees: Bill Avison, Steve Bickford, Sam Breyer, Tom Chamberlain, Mayor Krisanna Clark, Mayor John Cook, Councilor Peter Cornelison, Mayor Lori DeRemer, Councilor Craig Dirksen, Mayor Denny Doyle, Councilor Jeff Gudman, Mayor Brian Hodson, Susie Lahsene (alternate), Commissioner Diane McKeel, Brian Newman, Art Pearce (alternate), Chair Ron Rivers, Commissioner Roy Rogers (Chair), Joseph Santos-Lyons, Commissioner Paul Savas (Vice-Chair), Julie Wehling, Pia Welch, Rian Windsheimer

Absent: Sam Breyer, Mayor Jef Dalin, Mayor Doug Daoust, Neil McFarlane, Bill Merchant, Chris Oxley, Steph Routh, Pam Treece

Commissioner Paul Savas called the meeting to order and opened a round of introductions.

Kelly Brooks provided an overview of the agenda.

Region 1 Manager Updates

Rian Windsheimer provided the following ODOT Region 1 updates:

- The transit pilot project in the Gorge from Gateway Transit Center to Rooster Rock and Multnomah Falls began in May. There were 4,600 trips the first weekend. There were some lessons learned around long lines, staffing issues and needing to pull in a larger bus. ODOT will continue to make adjustments throughout the summer to run it most effectively.

Commissioner Diane McKeel added that this effort came from an Oregon Solutions process that was co-convened by her and Representative Mark Johnson to look at short-term solutions to ease congestion on the Historic Columbia River Highway.

Rian Windsheimer said demand was so high that private operators were coming through the lot and offering rides.

- The Historic Columbia River Highway's 100th birthday is June 7. It was the nation's first scenic highway, and ODOT is close to reconnecting it. There are 10 miles left to go. ODOT is pursuing a Federal Lands Access Program (FLAP) grant to help finalize the reconnection of the trail. Governor Barbara Roberts, Governor Ted Kulongoski and Thomas Lauderdale will speak at the celebration.
- There was a train derailment in Mosier on Friday. There were no injuries or damage to structures. There is still a lot to learn and the investigation is ongoing. They were still

pumping the oil out of some of the railcars this afternoon. The Oregon Transportation Commission will receive an update at its meeting next week.

Paul Koch of the Port of Cascade Locks welcomed the ACT to Cascade Locks and invited local leaders to introduce themselves.

Chair Ron Rivers welcomed the ACT to Hood River County where he has lived for 62 years and watched it change from a logging community to the vibrant area it is now. Hood River is about 8,000 residents and swells due to tourism. His family raises more than 8,000 pounds of pears and 100,000 pounds of cherries. Two state arterials are the lifeblood of the agricultural industry: I-84 and OR-35. Very little in the food industry goes out by rail; it's all refrigerated trucks.

Mayor Tom Cramblett of Cascade Locks welcomed the ACT to the Marine Park and explained that while tourism is important, the community is still looking for something to replace what was lost with the timber industry.

Gordon Zimmerman welcomed the ACT to Cascade Locks and delivered his catch phrase for the community: "Where the Bridge of the Gods spans the Heart of the Gorge; where mountain, wind, and water create the best sailing in the Northwest; and where the 'CL' on the license plate stands for Cascade Locks, the second largest city in Hood River County!"

Councilor Peter Cornelison explained that Hood River has great windsurfing, kiteboarding, biking, kayaking and skiing, consistently landing on "Top 10" lists.

Jess Groves thanked ACT members for being part of the committee and explained that transportation is the biggest issue for the Port of Cascade Locks. The Bridge of the Gods needs repairs over the next 10 years and the industrial area on the east edge of town doesn't have any exits from I-84 so trucks have to go through downtown.

Brian Short explained that it's a unique area for commerce and recreation. The Bridge of the Gods is 90 years old this year, and 4 million vehicles crossed it last year.

Michael McElwee gave a slide show presentation about transportation connectivity in the Gorge and aviation. Insitu now has 1,000 employees in a growing industry. Tourism is also a huge piece of the economy, and a number of events happen each year that shut down the highway, making the two communities' interstate bridges a vital link to the interstate system.

Public Comment

Commissioner Roy Rogers provided an opportunity for public comment.

Ron Swaren discussed support for building a new highway on the region's west side that would connect to the State of Washington across a new bridge.

Commission Administration

Motion: Councilor Jeff Gudman moved, and Chair Ron Rivers seconded, to approve the minutes from the May 2 meeting.

- ✓ The meeting minutes were approved unanimously.

Andrew Plambeck provided an update on Commissioner Paul Savas serving on the *ConnectOregon* Final Review Committee due to scheduling conflicts for Commissioner Roy Rogers.

2019-2021 STIP Enhance project selection

Kelly Brooks presented the STIP Enhance process and proposed 100% list, along with brief updates on each project on the 150% list.

Highway 8 Safety and Access to Transit II: The project is a series of bike and pedestrian improvements along that highway. The original proposal had identified a number of crossings but acknowledged that all of those might not fit, so they allowed some flexibility. The proposal ended up with two crossings funded for Rectangular Rapid Flashing Beacons (RRFB) and an increase in Washington County's match.

Rian Windsheimer asked if it still includes the sidewalk and bike lanes on the project map.

Kelly Brooks answered that it does.

Stark Street Multimodal: This project came in with a high level of design, but the scoping process identified some additional improvements necessary at one intersection and some additional hazardous materials removal. The Enhance request increased but the match stayed the same.

May Street Elevated Sidewalk Replacement: This project is to rebuild sidewalk on a structure that is crumbling. It's a critical link between schools in the area. Replacing sidewalks with something more stable, building a retaining wall and adding bike lanes. The project came in very close to the original budget estimate. A lightly higher match will keep the project funded at the same level.

The Portland project numbers came in very well and provided responsible contingencies that allowed the projects to absorb cost changes, as both projects were scalable.

THOP Bikeway: The City of Portland identified two different segments for the projects. ODOT worked with the City and agreed that the most critical component is the undercrossing of I-205 connecting to Gateway Green. The scope has been reduced to just that piece.

Seventies Neighborhood Greenway: This project remained the same but since there is only so much money available for Enhance, the City of Portland has agreed to increase its match to make sure that project can proceed.

Highway 43 Multimodal: The City of West Linn has worked diligently on the planning phase of this project, but when it was scoped ODOT staff identified quite a few additional costs for hazardous materials, right of way and additional materials. We were able to bring costs down on some things like stormwater drainage. The proposal on the draft list is to fund this project for design and right of way, but we've heard some concerns about funding it without funding construction, so this would be contingent on the City finding another source of funding for the construction phase. Metro is in the process of setting up a funding cycle to match this STIP cycle. If that money isn't identified then it would come back to the State.

This Enhance round provides \$12.8 million for Region 1, and this list gets us there.

Commissioner Roy Rogers asked for a motion to proceed with this list so that any changes can be discussed.

Motion: Councilor Jeff Gudman moved, and Jess Groves seconded, to approve the 2019-2021 STIP Enhance 100% list.

Commissioner Roy Rogers said he will support the list but has concerns about Highway 43. Concerned about funding a partial project and would like to see a timeframe for securing construction funding. Need to have some understanding around this table about what happens to that money if it comes back, and there ought to be some criteria for that. When a project almost doubles in size it's beyond our means to fully fund it.

Mayor Denny Doyle asked for ODOT guidance on those questions.

Kelly Brooks responded that the funding must be secured in the same funding cycle: 2019-2021. We can create a drop-dead point where you know it won't be able to be funded in that STIP cycle. For reallocating those funds, they would need to be applied to active transportation projects.

Commissioner Roy Rogers asked if those funds would come back to the State but not necessarily the ACT.

Kelly Brooks answered that ODOT staff can bring a list of projects back to the ACT for agreement.

Rian Windsheimer added that the money will stay in the region and ODOT can develop some options and bring it back to this group.

Commissioner Roy Rogers said that it's a heavy lift to get out of flexible funds, so wants to be clear on the path ahead.

Kelly Brooks said ODOT worked with West Linn and scaled back the local match so the MTIP goal would be much smaller as the City would bring a sizeable match to the table.

Commissioner Paul Savas explained that it's one city in Clackamas County that hasn't had a project in a long time, but the balance of the project is a large amount. Doesn't want to see a stranded investment and doesn't want to see the county lose out. There was another project in the mix with a sizeable match, but it seemed like most folks were more enamored of the 43 project. Could possibly scale the Clackamas County crosswalk project to fit the amount of money. Concerned about that balance being met. Would rather see something built, and rather see something on the system than off. There's a bit at risk here.

Kelly Brooks responded that the types of things we could do with active transportation funds would be things like crosswalks and sidewalk infill. Past a certain amount of design there is an expectation of building the project or you give the funding back. What is presented here is to get West Linn to that point.

Commissioner Paul Savas added that he's reluctant to pick winners and losers.

Commissioner Roy Rogers asked what the next project down on the list was.

Rian Windsheimer answered that ODOT only scoped the 150% list, so there isn't a project analysis for the other projects on the list.

Councilor Jeff Gudman said he thinks the concerns raised are appropriate, but there are some off-ramps available to us, and if it doesn't work out we can take the project off and go from there. Let's go forward with the six projects on the list. With extra money and scoping refinements, we have six projects moving forward instead of the four we thought we would have a few months ago.

Councilor Craig Dirksen asked if it makes sense that if the worst does come to pass, that a stipulation be added that if by a certain date it isn't funded, the funding comes back to this table.

Mayor John Cook replied that we'll know before 2019 whether it will be funded.

Joseph Santos-Lyons asked whether the Seventies Greenway project is supposed to be \$5 million instead of the \$4 million listed on the spreadsheet.

Kelly Brooks responded that it is and she will correct that.

Commissioner Paul Savas asked when the next MTIP cycle will be.

Councilor Craig Dirksen replied that we will know by the end of 2018.

Commissioner Paul Savas answered that then we should know by then whether it will be funded.

Rian Windsheimer added that through the programming process right now we're making a recommendation to the Oregon Transportation Commission for the draft STIP that gets put out for public comment and then approved by the federal government. Proposes that tonight the ACT program this as the draft STIP and then see what comes through regional flexible funds between now and the adoption of the STIP, and we'll come back here for a conversation before the adoption of the final STIP.

Commissioner Roy Rogers asked for a vote to approve the motion.

- ✓ The 2019-2021 STIP Enhance 100% list was approved unanimously.

Historic Columbia River Highway and Columbia Gorge planning presentation

Jan Brending provided a presentation on the Mid-Columbia Economic Development District and planning in the Gorge between the two states.

Kristen Stallman presented about the Historic Columbia River Highway and State Trail, which will be rededicated June 7, 100 years to the day of its dedication. There are ten miles to go to reconnect the entirety of the trail. On September 24 ODOT will break ground on the next 3.2 miles of trail. All five miles will be constructed by 2018, and about \$40 million is needed to complete the final five miles.

Kelly Brooks said that the next meeting will be July 11, and ODOT staff will bring back the Fix-It Leverage list from a few months ago. The Molalla jurisdictional transfer is not proceeding, so we will need to discuss that list again. The group will take a break in August and then reconvene in September to discuss updating the bylaws.

Councilor Craig Dirksen explained that Metro received an update from ODOT Salem staff that they would be revising Congestion Mitigation Air Quality (CMAQ) funding. A statewide CMAQ funding discussion is set to take place this summer and the outcome of that could have a large impact on CMAQ funding for Region 1. At the June JPACT meeting, ODOT Salem staff will give a presentation on that process. Metro is working with coordinating committees to introduce agenda items at their June meetings to ask ODOT that the timeline should be extended to fully engage all stakeholders before making a recommendation to the OTC.

Commissioner Paul Savas asked what congestion means for Eugene and Salem in CMAQ.

Rian Windsheimer responded that it's a type of funding made available to certain places based on certain conditions. ODOT makes it available to eligible entities based on a formula. The part that is tricky now is that there are new eligible areas based on federal requirements. ODOT will continue to make 100% of that money available, but there are now new areas that are eligible. ODOT is having to revise the criteria based on that.

Bill Avison recommended that Clackamas County host an ACT meeting sometime in the near future.

Julie Wehling asked whether the CMAQ formula is based on population.

Rian Windsheimer answered that it includes population but that isn't the only factor. They need to figure out exactly how the formula should be revised and are asking for input.

Jess Groves asked if the FAST Act having designated the National Scenic Area as eligible for certain funds would make it eligible for this.

Councilor Craig Dirksen replied that FAST Act funds would go through the ACT and not the MPO.

Rian Windsheimer added that part of the FAST Act formula issue is ODOT helping decide which facilities are eligible.

Susie Lahsene said that there is rulemaking around the National Freight System and those comments are due in September, and asked whether we would need to have those rural and urban corridors designated by then.

Rian Windsheimer replied that he doesn't think the timeline is that fast but will check with the Transportation Development Division.

Commissioner Roy Rogers adjourned the meeting.



Region 1 Area Commission on Transportation

Proposed 2016-2017 Meeting Schedule

September 12, 2016

- Report on *ConnectOregon* Final Review Committee
- Knowledge-sharing discussion with other ACTs

November 7, 2016

- Presentation on ODOT RealTime Intelligent Transportation Systems (ITS) projects
- Bylaws revision and adoption
- Review and approval of report to the Oregon Transportation Commission

January 9, 2017

- Presentation on the Metropolitan Planning Organization (MPO) and MTIP process
- ODOT Region 1 Project Delivery overview

March 6, 2017

- Presentation and discussion of transportation, public health and environmental justice
- ODOT Region 1 Maintenance overview

May 1, 2017

- Presentation of OreGo road usage charge pilot program
- ODOT Region 1 Traffic overview

July 10, 2017

- Legislative session wrap-up presentation and discussion
- R1ACT membership updates and reappointments
- R1ACT officer elections