

SOUTH WEST AREA COMMISSION ON TRANSPORTATION (SWACT)

Meeting Minutes January 11, 2019 Coquille, Oregon

❖ Roll Call ❖

Chair Gary Milliman called the meeting to order at 10:00 am. Roll was called and quorum confirmed. (20 voting members present. V = voting member for this meeting. Quorum = 10 (50% of filled [currently 20] membership positions.)

Commission Members and Alternates in Attendance (alphabetical)

1. Adams, Scott	Douglas County (Alternate)
2. Bernhardt, Kathryn	Transit (Alternate)
3. Boice, Chris	Douglas County (Primary) V
4. Boice, Court	Curry County (Primary) V
5. Boyer, Brant	Douglas County Stakeholder (Primary) V
6. Callery, Martin	OTC Commissioner, Ex-Officio SWACT Member
7. Cheas, Cheryl	Douglas County Stakeholder (Alternate) V
8. Colley, Lance	Roseburg (Primary) V
9. Dolgonas, Dick	Bike/Ped (Primary) V
10. Hossley, Jim	City of Coos Bay (Primary) V
11. Jensen, Matthew	Coquille Indian Tribe (Primary) V
12. Kerr, Patrick	Freight/Rail (Primary) V
13. Mawson, Robert	Coos County City-At-Large (Primary) V
14. Milliman, Gary (<i>Chair</i>)	Brookings (Primary) V
15. Murphy, Mike	Coos County Stakeholder (Primary) V
16. Neavoll, Darrin	ODOT District Manager (Alternate)
17. Negherbon, Sean	Douglas County City-At-Large (Primary) V
18. Poole, Art	Coos County Stakeholder (Alternate)
19. Skinner, Rick	Coos County Stakeholders (Primary) V
20. Stump, Jeff	CTCLUSI (Primary) V
21. Sweet, John	Coos County (Primary) V
22. Thompson, Sarah	CCBUTI (Alternate) V
23. Vitek, Charmaine	Port (Primary) V
24. Usselman, Mark	ODOT SW Area Manager (Primary) V
25. Wasbauer, Joanne	Transit (Primary) V

ODOT Staff in Attendance

1. Boardman, Jennifer	ODOT Region 3 Transit Coordinator
2. Cornutt, Lisa	ODOT Principal Planner
3. Haan, Corey	ODOT Local Agency Liaison
4. Latham, Dan	ODOT Project Information Specialist

Guests in Attendance

1. Anderson, Richard	City of Bandon
2. Baugh, Sam	SCDC

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| 3. Christensen, Richard | Curry County Roadmaster |
| 4. Freeman, Donna | Citizen from Powers |
| 5. Gamino, Sergio | CCAT |
| 6. Gilbert, Kristi | City of Sutherlin |
| 7. Leif, Gary | State Representative, House Dist. 2 |

❖ **Approval of Minutes** ❖

- **Motion made and seconded to approve the Sept. 14, 2018 SWACT Minutes. (Chris Boice / Jim Hossley)**
- *Motion carried.*

❖ **Membership Updates** ❖

Corey Haan announced several vacancies including the Douglas Co. City-At-Large (Primary), Douglas Co. Stakeholder (Primary), Coos Co. Stakeholders (2 Primary positions) and an Aviation Primary Representative. According to the bylaws, At-Large Cities and Stakeholders will be selected to serve a 3 year term with the ability to reapply at the end of their term and be reappointed. These positions will be advertised in newspapers in their geographic areas.

❖ **Public Input** ❖

None.

❖ **OTC Updates** ❖

Presentation:

OTC Commissioner, Martin Callery, presented news on what OTC has been working on. He spoke about the commission's efforts under HB 2017. The OTC submitted an application to the Federal Highway Administration (FHWA) on December 21st, 2018, for the Portland metro area tolling. While there were a lot of listening sessions and outreach done by ODOT, Commissioner Callery noted it was not a real popular project, but they have to find a revenue stream to deal with the constraints to the system in the Portland metro area. OTC and ODOT have received a letter back from the FHWA saying they can proceed forward. That will now start the clock for additional work to begin studying diversions off the interstate highway system, impacts to the neighborhoods from those diversions, how to meet the needs of the people in the region through either mass transit, bike/ped, etc. and highway safety issues, etc. It's going to be at least 2 years, if not longer, before the final applications go back to the FHWA, and it could be an additional 2 years or longer before the full authorization comes back to the OTC to implement the tolling within the I-5 and I-205 area. In the meantime, there is a lot of work to do on those particular functions that have been laid out. In addition, both the I-84/I-5 interchange and improvements to I-205 are being looked at, specifically the section from the Abernethy Bridge to Stafford Road, which is a section that is only 2 lanes. Both of these projects are in excess of \$500 million each. There is some money being set aside for the Planning and Design phase, but an additional revenue stream is needed to complete the projects, which is where the tolling comes in. The problem is that it wouldn't generate revenue until about 2024-2026 and the gridlock in the Portland metro area won't get any less in that time, so the OTC is looking at other opportunities.

Commissioner Callery further discussed the expectations and roles of the Area Commission on Transportation's, such as SWACT, in the future. There aren't the same roles and responsibilities that used to be there, such as prioritizing modernization projects, looking at bridge and safety projects, etc. One of the things that stood out from their meetings statewide with local ACTs, was how the Lane ACT was proactive in coming to the OTC with an initial price tag of \$788 million dollars for work that they needed done in their county over a 10-20 year timeline. (However, in conversation with the Lane ACT and the OTC, they both realized that they were missing a lot of things. Eventually, they ended up with a price tag totaling \$1.63 billion dollars.) What the OTC would like to see is grass roots input from the ACTs including a breakdown from each county, city, mode and road district, looking at what their needs are going forward. As they go through this process, then they'll decide how much more input they can drive out of ACTs to help them make the right decision on investments in the system. They want to look at the overall needs of the state, and they're going to depend on the ACTs to provide the data, the information and the grass roots perspective on what needs to be done for the state.

Discussion:

Chair Milliman asked about funding for this effort, to which Commissioner Callery said that Lane County just did it on the back of a napkin. Rick Skinner asked if tolling would be extended to Lane County and if the HB 2017 money is enough. Commissioner Callery said that this is to help the OTC understand the scope of the need. ODOT staff, engineering staff and others have looked at it up in Portland. Patrick Kerr said that the Eugene-Veneta route is being looked at as a freight corridor. He thinks that one of the things that would be helpful is if they would come to the ACT and say what they need. Commissioner Callery replied that he was involved in the rail corridor on Hwy. 126 early on, and he said they looked at a lot of issues. Those kind of factors are what they need the SWACT members, as the grassroots folks, to look at and include the planning perspective. Chris Boice asked about whether it should just include state highways. He said that they're in the position where there is a lot of deferred maintenance on the local system. He wanted to know what the timeline of projects is that they're looking at. Commissioner Callery replied that they should look at a minimum of 5 years out, but 10 plus is preferred. Also, SWACT members should look at deferred maintenance. Dick Dolgonas thanked Commissioner Callery for serving on the OTC, and asked if OTC has looked at separate freight lines, roadways, if they've looked at the bigger picture and if they've looked at where they can make changes. Commissioner Callery said that the OTC is also looking ahead, including with Autonomous Vehicles. The OTC had the opportunity recently to test drive Autonomous Vehicles, including seeing an Autonomous Kenworth Truck and buses that can carry 15-18 passengers, that could be coded to follow a route with stops. In addition, they're looking at a new bridge across the Columbia River. Demand on the current system is more than the capacity can provide. Gridlock is also starting to be seen in Bend and Eugene. So he stressed that they have to deal with things today, as well as the future. Multi-modal freight, keeping trucks off the road, is best. Jeff Stump, spoke about the Confederated Tribes land that goes into the Lane ACT as well, and asked about the authority of ACTs. Commissioner Callery said that ACTs are an "advisory board" and they have to look at how ODOT projects affect the local system, but also said that the Local Agencies have an opportunity to share their needs. Now they're having to look at how ACTs input can be broadened. John Sweet spoke to Chair Milliman about the OTC assigning us a new mission and wanted to know if we could form a subcommittee to discuss a new mission statement. Chair Milliman said that it was a good idea and that he'd address it in his remarks later. Matthew Jensen, Coquille Tribe, spoke about authority on the SWACT. Commissioner Callery replied that authority really lies with the OTC and the ACT's role is to be advisory to the OTC. Chris Boice commented that the ACT system

works, looking back at how they helped with Connect Oregon projects. Commissioner Callery said that they really do matter.

❖ **Report on OTC Workshop and ACT Survey Results** ❖

Presentation:

Chair Milliman spoke about the OTC Workshop in August. He spoke of the lament from the ACT Chairs relating to the diminished role, specifically the Safe Routes to School program that doesn't include an ACT role. Chair Milliman expressed to the OTC that ACTs could have made their job easier by rating the projects. The other discussion was to change the role of the ACTs, regional transportation plans, derive a regional transportation plan by looking at all of the existing plans and going through a process. Chair Milliman said he spent 30 years working in the state of California, and each area had a regional transportation plan, and he found that to be of value. He felt a subcommittee to address these changes would be helpful. He came away from the meeting, feeling that there was an opportunity for an even more influential role for the ACTs. He felt that a COG might make sense. Commissioner Callery said that there used to be a COG in this area in the 1980's. Chair Milliman wants this issue put on the agenda for a subcommittee to review.

Chair Milliman further spoke on Emerging Technology. The state has obtained the services of Jacobs Engineering to study autonomous vehicles. Projections are that by 2020 automated vehicles will be available and that by 2023 they will have vehicle to vehicle connectivity. Also with Uber, Lyft and Waymo, usage is ballooning and is expected to surpass the use of transit. People are more inclined to buy rides than vehicles. Autonomous vehicles, produced from a 3D printer, could be used to be a neighborhood shuttle. Current vehicles are called Legacy Vehicles, and they are studying how they will intermingle with autonomous vehicles and how will it affect land use in terms of regulating the use of the curb with curbside pickup of passengers. One question Jacobs Eng. had was, should they stop investing in buses in rural areas because of the move to autonomous vehicles. The AV will eclipse the need for transit in rural areas. Chair Milliman asked the ODOT staff to arrange for a presentation by Jacobs Engineering to the March 8th SWACT meeting. One final question that was driven home by the rural areas was, why should they care if there is traffic in Portland? He said that it slows down delivery to rural areas and increases the cost of goods by the residual impact. Commissioner Callery said that agricultural communities are having to add an entire driver shift to get the goods through the Portland, Tacoma or Seattle area, so gridlock does affect all areas. He came away from the OTC workshop happy, because he was able to communicate with them that SWACT could be a good resource for them.

Chair Milliman reported that he sent congratulatory letters to the newly elected officials in the SWACT area and extended an invitation to them. He was happy to see an elected official, Representative Gary Leif from House District 2, attend today's meeting.

Discussion:

Jeff Stump asked about zero-emission targets and if it was being considered by the legislature. Commissioner Callery said that several years ago, ODOT adopted a climate policy and that yes, zero-emissions or reduced-emissions are being looked at. Rail is already looking at a tier-4 policy. Every DOT has a "green policy" to reduce emissions and single vehicle occupancy.

-- 10 minute break. Reconvened at 11:10 --

❖ Statewide Transit Network Program Presentations ❖

Presentation:

Jennifer Boardman, ODOT Regional Transit Coordinator, gave a presentation. She reported that in the past year 2,500,000 rides in the SW Region and went 1.4 million miles. The HB 2017/STF funding: they had their first round of applicants in November. Coquille made it through the first round. On March 7th they reviewed the applications. 18 agencies applied out of 42. They will go to the OTC in May. The second round will have the opportunity to apply in May. Review will be in the summer and they will get funded in October. The main topic she plans on discussing today is the Discretionary Funds. Coos and Curry transit agencies will give a presentation today.

Joanne Wasbauer reported that the Governor's Budget includes the elimination of \$10 million for the STF from the general fund. This program serves lower income population and seniors. Curry County passes along those funds to Curry Public Transit, who is the sole provider of public transit in Curry County, this means an 18% reduction in grant income for them. The STF funds are only to be used for new services, not for ongoing services, so the new money can't be used to replace those eliminated funds. They would like to see the STF funds reinstated in the new budget so they can continue their minimal services as they exist now. Joanne asked if the SWACT can draft a letter to the Governor's office, stating our concern for the loss of those funds. Jennifer added that if anyone has questions about the funding, talk to your transit provider for further details about the funding and programs. She then mentioned a website that lists all of the funding opportunities. (Note: It was emailed out to SWACT members on 1/10/19.)

Kathryn Bernhardt gave a presentation on their request for new funds and expressed her frustration about the cuts to existing services. She also mentioned an opportunity to the discretionary funds that will be used to find a new office. They applied to the Oregon Infrastructure Bank and they were approved on it. They are asking for funding to fence it and secure it with cameras and put a rolling gate on it. She is hoping that the SWACT will understand that when they rank the applications, they'll realize that they're asking to protect the assets that SWACT voted on to provide.

Sergio Gamino provided a handout and gave a presentation on their application for STIF Intercommunity Discretionary Grant proposal. The first project proposal is to fund a line expansion from Coos Bay to Florence. Services will be coordinated so that someone coming from Brookings could make it to Eugene and back in a day. The second project proposal is to open up to the public the existing ODVA line from North Bend to Roseburg, currently offered only to veterans. The public would be charged, but Veterans with a verified medical appointment would not be charged. His current ridership is 4 veterans every Tuesday and Wednesday. His request for today is verbal support for these projects. Kathryn clarified that they are trying to acquaint the SWACT with their projects so that when they vote on them, they'll be supported.

Discussion:

- Motion made and seconded to authorize the Chair to support the STF Discretionary Grants presented this morning. (John Sweet / Court Boice)
- Discussion: Dick Dolgonas did not think we had enough information to vote on it yet. Chris Boice said that what they were asking for was just SWACT's blessing to submit the grants, in such saying that we agree that they meet the criteria. If that's the case, then he thinks we're OK. John Sweet said he was concerned about the timing. Jennifer clarified that in late February they would get the applications for all the grants that impact this area, and at the March SWACT meeting they would have the opportunity to comment.
- John Sweet withdrew the motion. Court Boice seconded.

Lance Colley said that he'd like the opportunity to look at all of the discretionary funding projects. He spoke about the new Douglas County Transportation District (DCTD). He said there are issues with how the funds are developed. Jennifer Boardman said that STF funds are limited to transit agencies. They are designed for enhancing and expanding transportation, not maintenance or supplanting existing services. She will give Lance additional information. Chair Milliman said there needs to be an effort made in resolving this disagreement and asked the ODOT staff to try to resolve this issue within the parameters of the existing policy. He asked about the urgency of resolving it. Lance replied that it was critical that it be resolved by 6/30/19, which is when they adopt a new budget. Chair Milliman said that this may be a policy interpretation issue, but since our role is to advise the OTC, then we should at least inform them of this issue. He said that this should tentatively be put on the March agenda for review so that everyone can review the policy and its impacts on providers. Jeff Stump asked if SWACT should make a motion to support the non-supplanting of the STF funds. Lance said that might be premature.

Cheryl Cheas, Transit Manager for Umpqua Transit, reported that DCTD has been warned that it does not have any operating funds to work with yet. The 40% reduction in STF funds is a reduction from approximately \$535,000 in matching funds for the federal grants, to about \$300,000, so a \$200,000 reduction in matching funds that they typically receive a portion of from Douglas County. In addition, they receive some of the same type of funding through the Cow Creek Tribe. A 40% reduction in their funding at \$135,000 is going to bring it down to about \$80,000, leading to another reduction in their matching funds. They have also had to move where they park their vehicles, leading to an additional 18 miles x 14 routes, x 255 service days per year, adding a significant change in the cost of their operation. They might have to look at completely redesigning their service in able to meet the criteria for new funding.

- Motion made and seconded to send a letter to the Governor expressing concern in the change of funding in STF. (Joanne Wasbauer / Cheryl Cheas)
- Discussion: Commissioner Callery suggested that this letter be crafted to the legislature with a cc: to the Governor. He said to keep in mind that it was the Governor's requested budget but it won't necessarily be what comes out of session. It's now in the legislature's hands to determine what will go forward. He suggested crafting 2 letters: 1 dealing with the Connector Route from North Bend-Florence, sending it to SWACT counties, but also to members of the Coastal Caucus, because they focus on what transportation projects are benefitting the coastal region; and the other letter dealing with Roseburg and the issue in Curry County, should go to the legislators from the 3 counties, copied to the Governor and the Transit/Rail Division at ODOT. Sergio replied that they already have a letter drafted, and Kathryn Bernhardt said that Curry County is going to do the same. Kathryn felt that it would behoove the SWACT as a

team to express that concern that the Governor's budget cuts would eliminate funding at this time. Sergio and Kathryn said that the timing of the cuts was not strategic and that if it was done next biennium, then they could plan for it. Representative Leif made a recommendation that in addition to sending a letter, that there be follow-up with the Governor and legislators in person. Sarah Thompson suggested checking in with all of the transportation providers to see what impact losing that funding is having on them, and getting impact statements prior to sending the letter. Cheryl added that it's not just about losing the STF funding reduction, but its impact on losing the federal match money that would have to be left on the table. Chair Milliman asked if everyone that is writing a letter already could send them to him, which would be helpful.

- **Motion amended to read: Motion made and seconded to send a letter to the State Representatives, with a copy to the Governor and the Transit/Rail Division, expressing concern in the change of funding in STF.**
- **Further discussion: None.**
- **Motion carried.**
- (Note: This letter was mailed out on 1/31/19.)

❖ COAR Grant Review Committee Report ❖

Presentation:

Chair Milliman thanked Vice-Chair Rick Skinner, Sean Negherbon and Terrie Richards for stepping in to review the aviation grant applications in the absence of an aviation representative on SWACT. Vice-Chair Rick Skinner gave a presentation on the process. They were invited to look at projects for the COAR Grant Review Committee, including 2 in Roseburg, 1 each in Brookings and Gold Beach and a Southwestern Oregon Regional Airport (North Bend) project. Applications were reviewed, but they didn't get to rank them. They were asked only to make sure that applicants met the criteria of the projects, including matching funds. Rick said that he wished that they wouldn't try to reinvent the wheel and would have used the Connect Oregon system of ranking the projects. It would have been a better way of giving the dollars to the right projects.

Discussion:

None.

❖ Transparency, Accountability and Performance (TAP) Website Presentation ❖

Presentation:

Lisa Cornutt gave a presentation and provided handouts on the Transparency, Accountability and Performance (TAP) Website Development. This came out of Section 11 & 12 in HB 2017 which required transparency to the public. Pavement and Bridge Condition Reports for cities and counties are due on February 1st, 2019. If they are not received, ODOT must suspend State Highway Fund payments to any jurisdiction that does not file their report on time; payments will be reinstated once the agency submits their report. Please get in touch with Lisa if they need help. Lisa also reported that Project Tracking is now live. Google "ODOT Performance and Transparency" for the website. See attachments below.


Condition
Reporting FAQs.pdf


Road Condition
Reporting Guide.pdf


TAP Fact Sheet.pdf

Discussion:

Dick Dolgonas asked about the transit / bike / pedestrian part of the requirement. Lisa responded that the requirement is for small collector and above because it's for Federal Aid roadways. Many regions are doing an inventory of bike lanes.

❖ **Upcoming Harassment Training for SWACT Members** ❖

Presentation:

Mark Usselman spoke briefly about the Harassment Training required for SWACT Members. There is a requirement from the Governor to DAS that all commissions, volunteers and employees go through specific harassment & discrimination training. The OTC went through it at their last meeting. At present the training website is being updated. Training should be available in Feb. or March and each SWACT member will need to setup an "iLearn" account with a login and password. Mark's suggestion is that SWACT members do the training alone, but there could also be group training available for those that need it. Mark will inform the SWACT when the online training has become available to take.

Discussion:

Chair Milliman likes the idea of doing the training online to save everyone time.

❖ **Business from the Commission (formerly NOA)** ❖

Chair Milliman reported on two items. 1. The Crescent City Airport is building a new terminal. The State of Oregon allocated \$400,000 towards their runway in years past. Completion should be on January 20th with a ribbon cutting coming soon. 2. Director Garrett appointed Chair Milliman to the ODOT Bike/Ped Rulemaking Committee for Connect Oregon. This is for a future Connect Oregon program where Bike and Pedestrian projects would be included. He is lobbying hard for an ACT role in the Connect Oregon process.

The Chair adjourned the meeting at 12:15 pm.

Next SWACT Meeting: Friday, March 8th, 2019, at 10 am in Coquille, OR.