

OREGON TRANSPORTATION COMMISSION

**Minutes of the Regular Monthly Meeting
October 22, 2020
Salem, Oregon**

The regular meeting began at 9:05 a.m. at the Oregon Department of Transportation Headquarters in Salem, Oregon.

Video recording of the meeting is available online through the commission website:

<https://www.youtube.com/user/OregonDOT/live>.

Background materials for all agenda items are stored in **Director/Commission/History Center File, Salem, Oregon.**

Notice of these meetings was made by press release to local and statewide media circulation throughout the state. Those attending part or all of the meetings included:

Chair Robert Van Brocklin	Toll Program Director Lucinda Broussard
Vice Chair Alando Simpson	Rose Quarter Project Director Megan Channell
Commissioner Julie Brown	I-205 Project Director Mandy Putney
Commissioner Maurice Henderson II	Interstate Bridge Replacement Program Admin. Greg Johnson
Commissioner Sharon Smith	Delivery and Operations Div. Administrator Karen Rowe
Director Kristopher Strickler	Statewide Investments Management Section Manager Jeff Flowers
Asst. Director for Finance and Compliance Travis Brouwer	Policy, Data and Analysis Division Administrator Jerri Bohard
Asst. Director for Operations, Cooper Brown	Lead Economist Daniel Porter
Asst Director for Social Equity Nikotris Perkins	Federal Affairs Advisor and Tribal Liaison Trevor Sleeman
Asst. Director for Government and External Relations Lindsay Baker	Commission Assistant Michelle Bowlin
Climate Office Director Amanda Pietz	President of Frog Ferry Susan Baldholm
Urban Mobility Office Director Brendan Finn	
Urban Mobility Office Deputy Director Della Mosier	

Chair Van Brocklin called the meeting to order at 9:05 a.m.

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***OTC Chair's Report
Agenda Item A***

Oregon Transportation Commission (OTC) Chair Robert Van Brocklin welcomed those tuning in and participating in the meeting and thanked the public for their submitted comments. He noted there

would be live closed-captioning available to assist in transcribing the meeting. He paid the commission's respect to the agency's recovery and response efforts for the Labor Day wildfires. The commission members welcomed OTC Commissioner Maurice Henderson II to the commission.

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Director's Report
Agenda Item B

ODOT Director Strickler provided a report to inform the commission of two items of interest:

- In December 2019, the commission approved the Connect Oregon dedicated project to extend rail siding along the Amtrak Cascade line in the vicinity of Oregon City. ODOT is pleased to receive notice of the \$3.7M Consolidated Rail Infrastructure and Safety Improvements (CRISI) federal grant award to rehabilitate an out-of-service rail siding in Oregon City, Oregon. This work will improve the travel times and reliability of Amtrak services on the Portland to Eugene rail corridor. This work will allow trains to safely pass each other, alleviating a current chokepoint.
- On September 25, Maurice Henderson was confirmed by the Oregon Senate and appointed by Governor Kate Brown to the Oregon Transportation Commission. Henderson will succeed Martin Callery of Coos Bay. Henderson has extensive experience in transportation and mobility issues, serving currently as Senior Director of Government Partnerships at Bird, a provider of shared electric scooters. He holds a bachelor's degree in Leadership Studies and a master's degree in Public Administration and is a member of the inaugural class for the Bloomberg Harvard City Leadership Initiative.

Director Strickler gave an update on the agency's wildfire response and recovery efforts. The agency is scheduled to meet the Joint Legislative Emergency Board on October 23 at 1:00 p.m. and will be requesting approval to take the lead role in ash and debris removal. Assistant Director for Government and External Relations Lindsay Baker gave an overview of the Emergency Board's operations. The board operates during the interim when the legislature is not in session. The board allocates emergency funds and approves submissions of federal grant applications. She noted the agency will be requesting the board approve \$50 million of general funds and authorization of expenditure limitation. The agency has been working closely with the partnering agencies and legislative leadership to ensure everyone understands the full scope of what is being requested, what work it will be covering, and the timelines to advance the clean-up work efforts across the state. She noted the cost to clean up the debris is preliminary at this point. Strickler said there are roughly 200,000-300,000 hazardous trees that need to be removed. Once a contract is in place it could take about 6-9 months to remove those trees. In regards to the ash and debris clean-up, it could take roughly 9-18 months. ODOT will work in close partnership with partnering agencies, Office of Emergency Management, local governments, property owners, and private sector partners.

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Real-Time Virtual Public Comment
Agenda Item C

1. Robinson Foster, a member of the Steel Interstate Coalition, provided comment on the Connect Oregon Mid-Willamette Valley Intermodal Center. He noted there are shortcomings in the Millersburg project plans and suggested five scenarios to improve and make the project sustainable. He requested the commission write a letter of support with the intent to help fundraise to cover the work.
2. Metro Councilor Shirley Craddick provided comment on the 2024-2027 Statewide Transportation Improvement Program (STIP). She spoke on behalf of the Joint Policy Advisory Committee on Transportation and the Metro Council. She acknowledged that the commission will make several significant policy decisions within the first phase of developing the 2024-2027 STIP. She asked the commission to respectfully consider the following when making decisions related to the STIP:
 - Continue a transparent decision-making process for the development of the STIP by allowing time for adequate consideration of stakeholder’s recommendations.
 - Provide direction to the 2024-2027 STIP to allow ODOT to address the comprehensive needs of arterials in the Portland region.
 - Continue to develop and invest in the highway system in the Portland region in a manner that reflects community values and public input.
3. Wayne Wiebke, a member of Friends of the Yamhelas Westsider Trail, commented on his concerns regarding the Yamelas Westsider Trail, a bicycle, pedestrian, and equestrian trail in Yamhill County. He acknowledged ODOT has invested significantly in the project but adjacent landowners have complained that the trail will adversely impact their family practices. He said there is growing concern that the new county commission anti-trail majority will seek to give away or sell portions of the right of way to adjacent landowners. He asked the commission to recognize the seriousness of the threat against the project and to support and encourage ODOT staff to find a way to save that transportation corridor.

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Urban Mobility
Agenda Item D

The commission received a status update from the Urban Mobility Office.

Background:

Per Commission request, ODOT Urban Mobility Office will present the Commission with a status update for the Portland Metro Area Congestion Management strategy that includes a holistic view of all modes, including the Toll Program, I-205: OR213 to Stafford Road (Abernethy Bridge) project, I-5 Rose Quarter improvement project, and Interstate Bridge Replacement Program.

Presentation:

ODOT Urban Mobility Office Deputy Director Della Mosier presented a [PowerPoint](#) and gave a status update on the Portland Region Comprehensive Congestion Management Plan that includes a holistic view of all modes, including the Toll Program, I-205: OR 213 Stafford Road Project, I-5 Rose Quarter Improvement Project, and Interstate Bridge Replacement Program. ODOT Urban Mobility Office Director Brendan Finn gave a status update on the finance plan for the Comprehensive Congestion Management Plan. He said they have been in close communication with regional and local stakeholders and the conversations have been going well.

ODOT Toll Program Director Lucinda Broussard gave an update on the Toll Program. Beginning August 23, the team began a 45-day virtual public comment period for the I-205 Toll Project; it was extended by 30 days due to the wildfires that took place in Clackamas County. The team received over 4,000 comments and is now in the process of coding them. That information is needed for the agency to enter in to the National Environmental Policy Act (NEPA) process. In early 2021, the team will begin the NEPA analysis and execute the general toll consultant contract.

ODOT I-205 Project Director Mandy Putney gave an update on the I-205 Improvement project and the installation of real-time signs on I-205.

ODOT I-5 Rose Quarter Improvement Project Director Megan Channell gave a status update on the I-5 Rose Quarter Improvement Project and highlighted the project milestones. The project team recently awarded the Construction Management/General Contractor (CM/GC) contract to Hamilton-Sundt Joint Venture and will be onboarding them in November 2020.

Interstate Bridge Replacement Program Administrator Greg Johnson gave a status update on the Interstate Bridge Replacement program. WSP was hired as the General Engineering Consultant. WSP brings the specialized staffing resources needed to support program development. He highlighted the legislative and Federal Highway Administrative milestones associated with the program. They are in the process of standing up an equity team to help address equity issues related to the project.

Discussion:

Commissioner Smith asked if delaying the design work on the I-5 Rose Quarter project, so that the team can engage community partners and conduct the Highway Cover Analysis, will have an impact on budget and timeline. Channell said the shift for 30% design was originally planned for spring of 2021 and now is fall of 2021. One of the first tasks with the CM/GC will be to holistically examine the project development schedule and how they can refine the schedule with the 30% shift.

Vice Chair Simpson asked if the agency has considered an adjustment in its southwest regional planning efforts to address natural disasters and mobility. Mosier said many of the employees in the Delivery and Operations division participate in national incident management system training and participate in the emergency operation center. Staff has an intricate knowledge of what it takes to evacuate the community during an event. In terms of long term planning, there is a lot of opportunity to modify and prepare for events that are anticipated and to work operationally with maintenance folks to accommodate real-time needs. Simpson recommended the agency communicate with the public what the agency's role is during natural disasters. Commissioner Brown echoed Simpson's

comments and expressed her concerns with regards to safety during natural disasters. She said this is an opportunity to assess the agency's emergency preparedness and its strategies in place.

Action: None taken.

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External Relations
Agenda Item E

The commission received an overview of the agency's ongoing external relations efforts, including stakeholder and intergovernmental partnerships, communications, and legislative engagement.

Background:

ODOT maintains active external engagement, including legislative and communication efforts. With ongoing work to support subsequent special and regular legislative session, and new strategic communication program efforts, this will be an opportunity to learn about the agency's work and provide guidance and direction as it evolves over time.

Discussion:

ODOT Assistant Director for Government and External Relations Lindsay Baker gave an update on the wildfire impact communication efforts. The agency has been working closely with its partners at Department of Environmental Quality (DEQ), Office of Emergency Management, local governments, and private sector partners to hone in on what the operational structure will look like for the state coordination of debris removal. She noted there is some uncertainty about what the upcoming legislative session operations will look like due to COVID-19 because so much of the legislative sessions depends on the relational and interpersonal aspect; that means a virtual environment will fundamentally change the equation. The agency, and as a partner in transportation policies, is actively working to be prepared, knowing the space we are preparing in is theoretical. She noted staff is actively engaged with legislative partners and the governor's office to develop legislative concepts. Lastly, she gave a status update on the development of the agency's communication program.

Action: None taken.

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Climate Office Update
Item F

The commission received an update on efforts underway in ODOT's Climate Office to gain an understanding of how the agency is implementing Executive Order 20-04 on Climate, the Statewide Transportation Strategy, and other efforts to reduce greenhouse gas emissions from transportation and respond to the impacts of climate and extreme weather.

Background:

The Climate Office is pursuing ways to reduce greenhouse gas (GHG) emissions from transportation and adapt to the impacts of climate change. The Commission last received an update on the Climate Office in May, shortly after its formation, and was updated on the Office's collaboration with other state agencies to reduce emissions in July.

The overall goal of the Climate Office is to integrate a climate lens into everything ODOT does, in balance with other Agency priorities and goals. The Climate Office consists of three focal areas: mitigation (reducing GHG emissions), adaptation (addressing the impacts of climate change), and sustainability (energy conservation and more).

Mitigation

ODOT's [Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Emission Reduction](#) (STS) serves as the roadmap for mitigation activities. The STS identifies the mix of actions needed to help meet state GHG reduction goals and cut pollution from transportation. The Climate Office is pursuing many of these actions and the OTC briefing will include an update on the progress and plans to advance cleaner vehicles and fuels, low-carbon transportation options, smart land use, transportation pricing, and efficient system management.

Some, but not all, of the actions being pursued have been called out in the draft 2021-2023 OTC/ODOT Strategic Action Plan (SAP), such as transportation electrification. Other actions have been identified as part of [Every Mile Counts](#), a multi-agency effort in response to the Governor's Executive Order on Climate (20-04). Every Mile Counts is a collaboration among ODOT, Department of Land Conservation and Development (DLCD), Department of Energy (DOE), and Department of Environmental Quality (DEQ) to implement actions within the STS that require collaboration among two or more agencies.

In addition to STS efforts, mitigation actions are being pursued that encapsulate the core of how ODOT does business. These include a shift in ODOT's investments and work to lower the carbon footprint from the construction of transportation projects. These actions also have ties to EO 20-04 and climate highlights within the OTC/ODOT SAP.

Adaptation

There is no doubt that Oregon's climate is changing. We are experiencing much more frequent and severe wild fires, flooding, landslides and other natural disasters. Each season brings a new threat and no part of the state is immune. We must understand these threats and try to adapt the transportation system. Accordingly, the Climate Office is conducting a vulnerability assessment, looking at the impact of wild fires, extreme precipitation, and sea level rise to the transportation system. The result of that work will be an Adaptation Roadmap, with direction on proactive and reactive approaches to climate change.

In addition, the office is engaged in research efforts on climate change impacts, multi-agency collaborative efforts, and policy work to enable broader tools to support adaptation activities.

Sustainability

Given the limited staff of the Climate Office and high demands around emission reduction, sustainability actions are limited. Some actions are being identified where sustainability and mitigation intersect, such as looking into the potential for LED replacement of streetlights.

Presentation:

ODOT Climate Office Director Amanda Pietz presented a [PowerPoint](#) and gave an update on the efforts underway in ODOT’s Climate Office and discussed how the agency is implementing Executive Order 20-04, the Statewide Transportation Strategy (STS), and other efforts to reduce greenhouse gas emissions from transportation to make a more resilient system. The agency has undertaken efforts to move the STS forward and unfortunately, the agency is not on track to meet the STS vision. There is a significant gap between the STS vision and current trends, policies and investments. The gap is one of the reasons the governor issued Executive Order 20-04 as a recognition that Oregon needs to get back on track with the STS vision. Pietz said closing the gap is achievable through more aggressive actions such as pricing, transportation options, system operations, fuels, and vehicles. She gave an overview of the actions and respective approaches the Climate Office is taking to close the gap and explained the policy work that is being developed to complete the work.

Discussion:

Commissioner Smith recommended incorporating the subject of climate change and electrification into next year’s Tri-State Commission meeting.

Action: None taken.

The commission took a ten minute break at 10:57 a.m. and returned at 11:07 a.m.

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Strategic Action Plan
Item G

The commission reviewed and was requested to approve the 2021-23 OTC/ODOT Strategic Action Plan (SAP). They discussed and provided feedback on communication planning for informing ODOT staff and external stakeholders about the SAP.

Background:

In response to direction from the Oregon Transportation Commission (OTC), the Oregon Department of Transportation (ODOT) is developing a SAP to streamline and focus priorities, goals and associated outcomes to drive the agency’s future performance results.

In July 2020, the OTC approved three strategic priorities—equity, modern transportation system, and sustainable and reliable funding—and fifteen strategic goals that focus the three strategic priorities. These priorities and goals will inform all of ODOT’s work, guide the agency’s decision-making, and become measures against which the department is held to account.

In September 2020, the OTC reviewed and provided feedback on ODOT's proposed outcomes, metrics and implementing actions for the 2021-23 timeframe of the SAP. The OTC also reviewed templates for the SAP document and Quarterly Progress Report, which serve as an accountability and management tool during execution of the SAP.

Concurrent with and to complement the agency's SAP work, the agency has developed a Key Messaging Framework, communication tools, and an overarching SAP Communications Plan.

Next Steps:

Upon approval of the 2021-23 SAP ODOT staff will develop Quarterly Progress Reports and begin gathering baseline data for the metrics identified in the SAP. ODOT anticipates providing the OTC with Quarterly Progress Reports for each of the SAP outcomes at the December, 2020 OTC meeting.

ODOT will also begin executing on the SAP Communications Plan. Over the next year, communications tactics will be deployed to advance the following communication objectives:

- *Inform key audiences about our Strategic Action Plan.*
- *Show key audiences how the ODOT Strategic Action Plan benefits them.*
- *Garner support for the ODOT Strategic Plan.*

Attachments:

- *Attachment 1- 2021-23 OTC/ODOT Strategic Action Plan*

Presentation:

ODOT Assistant Director for Social Equity Nikotris Perkins presented a [PowerPoint](#) and gave an overview of the Strategic Action Plan (SAP) development timeline and what the next steps are upon commission approval of the 2021-2023 OTC/ODOT SAP.

Action:

Commissioner Brown moved and Commissioner Smith seconded to approve the OTC/ODOT Strategic Action Plan and related 2021-2023 strategic outcomes. Commission members Simpson, Henderson, Brown, Smith and Chair Van Brocklin unanimously approved the motion.

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Consent Calendar

1. *Approve the minutes of the September 17, 2020 commission meeting.*
2. *Confirm the next commission meeting date and 2021 commission dates and locations:*
 - *Tuesday, December 1 virtual commission meeting.*
3. *Approve the following Oregon Administrative Rules:*
 - a. *[Amendment](#) of 735-005-0080 relating to DMV's Mandatory Insurance Compliance (MIC) program.*

- b. *Temporary amendment of 735-061-0440 relating to third-party examiner for Class C drive tests.*
 - c. *[Adoption](#) of 737-010-0005 relating to definition of enclosed cab for a three-wheeled vehicle.*
 - d. *[Amendment](#) of 737-025-0010, 737-025-0012, 737-025-0091, 737-025-0093 relating to the Safe Routes to School program.*
4. *Approve authorizing the department to forward to the Legislative Assembly the attached Testing for Revenue Neutrality of Flat Fee Firms in Oregon (2019) Final Report prepared by Dr. Catherine T. Lawson, with a recommendation not to modify rates.*
 5. *Accept the ODOT's Quarterly Performance Report for July 1, 2020 – September 30, 2020.*
 6. *Accept the ODOT's Internal Audit Quarterly Program Report for July 1, 2020 – September 30, 2020.*
 7. *Approve the update to the OTC's Public Involvement Policy to reflect recent OTC delegation changes.*
 8. *Approve projects recommended by Public Transportation Division to fund proposals submitted by Special Transportation Fund Agencies under the Rural Veteran Healthcare Transportation Program. Approve performance incentive proposal for remaining funds.*
 9. *Approve the project plan for the Oregon International Port of Coos Bay Rail Line.*

Action:

Vice Chair Simpson moved and Commissioner Brown seconded to approve, en bloc, consent items 1-9. Commissioner members Henderson, Smith, Simpson, Brown and Chair Van Brocklin unanimously approved the motion.

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State Revenue Forecast and Federal Funding Outlook
Item H

The commission received an update on transportation funding, including the October State Highway Fund revenue forecast and congressional action on federal surface transportation funding.

Background:

Funding available to ODOT for both transportation programs and agency operations have been at a point of significant uncertainty, but action by Congress and an updated state revenue forecast are providing insight into future funding levels.

Federal funding is particularly precarious because the current surface transportation authorization act—the FAST Act—expired on September 30th and Congress has authorized to extend it for a one year period. What's more, due to a long-term structural imbalance between revenues and spending levels, the federal Highway Trust Fund is expected to run out of cash in 2021. In order to keep federal highway, transit, and safety funding from falling significantly, Congress has transferred about \$13.6 billion worth of General Fund dollars into the Highway Trust Fund to keep it solvent

until next September. However, this money is expected to run out in about a year, requiring future transfers to stave off major cuts.

At the same time, State Highway Fund revenues that are used for both transportation projects in the Statewide Transportation Improvement Program (STIP) as well as for maintenance and agency operations have been significantly impacted by the COVID-19 pandemic and the recession it has caused. ODOT's last full economic forecast was completed in the early days of the COVID-19 pandemic and was subject to significant uncertainty; ODOT's economists are currently completing the semi-annual revenue forecast, which will provide greater certainty around funding over the next several years.

ODOT staff will provide an overview of action by Congress on federal transportation funding and the latest state revenue forecast. With this updated information, ODOT will be able to begin the process of updating the 2021-2024 STIP to adjust funding levels to our current fiscal reality and address allocate and reallocate funding to meet critical unfunded needs.

Presentation:

ODOT Assistant Director for Revenue, Finance and Compliance Travis Brouwer, ODOT Federal Affairs Advisory Trevor Sleeman and ODOT Economist Daniel Porter presented a [PowerPoint](#) and gave an update on transportation funding, including the October State Highway Fund revenue forecast and congressional action on federal surface transportation funding. Sleeman noted the FAST Act expired but Congress extended it for a one year period. Congress has been working on replacements for the FAST Act. The Senate Environment and Public Works Committee advanced America's Transportation Infrastructure Act out of the committee in summer of 2019 and it has not been brought to the floor of the Senate and has not been agreed to at the House. He gave an overview of the INVEST In America Act and noted it has not been taken up by the Senate. Congress passed Continuing Resolution (CR) funds federal government through December 11, which may risk the possibility of a government shutdown. He noted, the CR extended the FAST Act for one year and transfers \$13.6 billion into the Highway Trust Fund to ensure solvency. Porter gave an update on the state revenue forecast. The agency is finishing up the October forecast so the numbers on the line graph (slide 9) are preliminary but likely won't change a lot. Additionally, he shared the forecast comparison of net highway funds to ODOT after debt service and the net transit tax forecast comparison.

Discussion:

Chair Van Brocklin asked if the agency is coordinating with its congressional delegation to make sure the agency is ready to go if there is legislation passed related to transportation funding. Sleeman said yes, the agency is prepared to the extent possible and there is a range of outcomes depending on the results of the election.

Action: None taken.

The commission recessed for lunch at 11:33 a.m. and returned at 12:05 p.m.

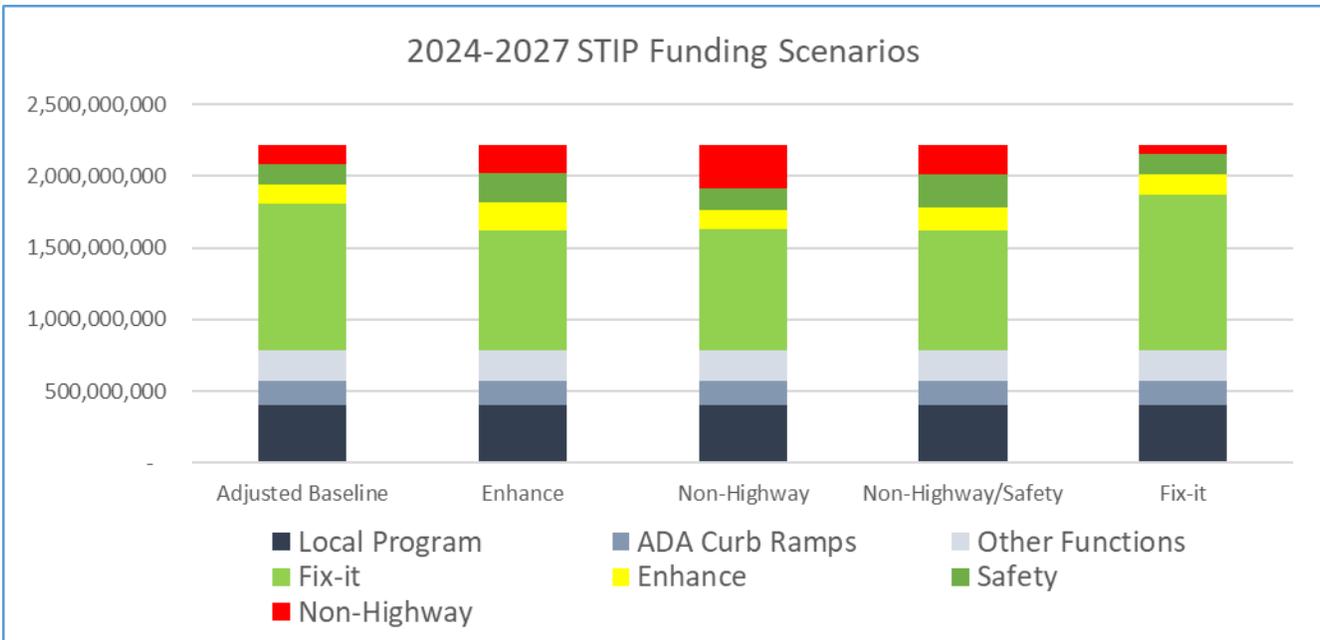
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**2024-2027 Statewide Transportation Improvement Program Funding Allocation
Item I**

The commission was requested to provide feedback and direction on funding scenarios for the 2024-2027 Statewide Transportation Improvement Program (STIP).

Background:

In September ODOT presented the Commission with a number of funding scenarios for the 2024-2027 STIP as shown below. These scenarios illustrate different potential options for allocating resources to the identified STIP categories to advance the state’s transportation goals. ODOT based these scenarios on direction provided by the Commission in August as well as public comment from advisory committees, stakeholder groups, and the public, and they also incorporated federal and state statutory requirements.



ODOT has updated these scenarios based on the Commission’s feedback in September by modifying the Enhance scenario to spread funding equally among the Enhance, Non-Highway and Safety categories.

Each scenario includes the same amount of funding for the Local Program, ADA Curb Ramps, and Other Functions categories, which is generally consistent with funding levels in the 2021-2024 STIP. However, each scenario differs based on the allocation of funding to other categories.

- **Adjusted baseline:** *This scenario uses the 2021-2024 STIP funding allocation as the starting point, with two major changes due to the funding structure of HB 2017. Funding for Enhance Highway falls significantly in the 2024-2027 STIP compared to the 2021-2024 STIP as the dedicated projects selected by the Legislature in HB 2017 wrap up. At the same time, funding for Fix-It programs increases as the HB 2017 funds for bridges, pavement and culverts ramp up.*

- **Enhance:** This scenario increases funding for Enhance Highway, Safety, and Non-Highway programs, with a reduction from the baseline figure for Fix-It.
- **Non-Highway:** This scenario increases funding for Non-Highway programs with a reduction in funding for Fix-It.
- **Non-Highway/Safety:** This scenario increases funding for both Safety and Non-Highway programs compared to the baseline, with reduced funding for Fix-It.
- **Fix-It:** This scenario increases funding for Fix-It from the baseline by reducing Non-Highway spending.

The Legislature directed most of ODOT's ongoing additional funding from HB 2017 to investments in bridges, pavements, and culverts, so the funding for Fix-It in the Adjusted Baseline and Fix-It scenarios reflects the additional funding directed by the Legislature to bridges, pavement, and culverts. The other scenarios hold Fix-It at a level similar to the 2021-2024 STIP and do not provide additional resources as a result of HB 2017.

The Commission's recently updated [Investment Strategy](#) (2020) makes it clear that available funding – no matter how it is allocated – is insufficient to meet needed investments within any one category, much less comprehensively. Tradeoffs therefore are about how to most effectively balance critical issues such as slowing the system's deterioration, completing essential biking and walking connections, reducing fatalities and serious injuries or reducing delay for people and goods without fully solving these problems.

Scenario Analysis

To assist the Commission with understanding the potential outcomes of different funding scenarios and tradeoffs, ODOT analyzed the scenarios against key goal areas including congestion relief, multi-modal access, equity, safety, climate mitigation, climate adaptation, and state of good repair. These goal areas were extrapolated from the Commission's Strategic Action Plan and to meet requirements of Executive Order 20-04, which requires considering greenhouse gas (GHG) emissions when making STIP decisions.

The ODOT Climate Office designed a process to look specifically at climate outcomes (mitigation and adaptation) and then expanded it to show tradeoffs across other goals. Staff established a baseline of the impact of existing investments, looking at projects in the 2021-2024 STIP to understand how the money was spent. Each project was broken down into different attributes and each attribute was given a positive, neutral, or negative association with a goal/outcome area. For example, a bridge project adding a lane received a positive correlation with congestion and adaptation, and negative correlation with mitigation. If the project also added a sidewalk and bike lane then those attributes were given positive association for mitigation, safety, and equity, proportional to the scale of investment made. Through this analysis, staff estimated how different mixes of investments affect goals and overall outcomes.

In assessing alternative scenarios, the baseline data was used to interpret changes in outcomes when funding rises or falls within categories. Staff also took into consideration any likely changes in the types of projects (attributes) the agency may pursue as funding increases or decreases. Although each scenario yielded unique results, often the magnitude of differences within the outcomes were not significant. This is likely due to the limited amount of funding available in comparison to the

overall need, thus dwarfing small changes. However, these changes can make a real difference in the projects that can be built and in key indicators like years to complete the biking and walking system, or the cycle for repaving roads.

At the Commission meeting, staff will present information for each scenario and then a comparison across scenarios with some detail on how performance within each outcome area changes when funding goes up or down between categories. This analysis is intended to help provide the Commission a sense of the tradeoffs of different allocations of funding and how each scenario impacts the ability to advance Oregon's various transportation goals. Subsequent to the October Commission meeting and prior to the next meeting in December, staff will provide a report summarizing the approach and results.

Discussion

In order for the Commission to be able to select a final scenario in the December meeting, ODOT seeks direction from the Commission on a number of key points, including:

- *How to weigh the tradeoffs between goals*
- *Preferred scenario(s) and any scenarios to remove from further consideration*
- *Further analysis required on preferred scenario(s)*
- *Further modifications and refinements to scenario(s)*

This discussion should provide sufficient detail that ODOT can return to the Commission in December with a smaller number of further refined scenarios.

ODOT will also seek public comment on these scenarios, which will be presented to the Commission in December for consideration in your decision-making process.

Presentation:

ODOT Policy, Data and Analysis Division Administrator Jerri Bohard presented a [PowerPoint](#) and gave an overview of the development of the 2024-2027 Statewide Transportation Improvement Program (STIP) and highlighted the next steps for STIP funding allocation. ODOT Assistant Director for Revenue, Finance and Compliance Travis Brouwer gave an update on what the agency has been doing to engage the public on the 2024-2027 STIP funding allocation. He noted the team will be soliciting input from the public, key stakeholder groups and advisory committees. The team will present a summary of the public comments to the commission at its December meeting. ODOT Statewide Investment Management Section Manager Jeff Flowers discussed the context of each funding category and shared the 2024-2027 STIP scenario options. Each scenario includes the same amount of funding for the Local Program, ADA Curb Ramps, and Other Functions categories, which is generally consistent with funding levels in the 2021-2024 STIP. However, each scenario differs based on the allocation of funding to other categories. The team updated these scenarios based on the commission's feedback in September by modifying the Enhance scenario to spread funding equally among the Enhance, Non-Highway and Safety categories. ODOT Climate Office Director Amanda Pietz explained the scenario analysis process to help inform the commission on the potential outcomes of different funding scenarios and tradeoffs. Her team analyzed the scenarios against key goal areas including congestion relief, multimodal access, equity, safety, climate mitigation, climate adaptation, and state of good repair. These goal areas were extrapolated from the commission's Strategic Action Plan and to meet requirements of Executive Order 20-04, which requires

considering greenhouse gas (GHG) emissions when making STIP decisions. She shared the process her team designed to look specifically at climate outcomes and then expanded it to show tradeoffs across the other goals. She shared a comparison across scenarios with some detail on how performance within each outcome area changes when funding goes up or down between categories. The team will provide a report summarizing the approach and results at the December meeting.

Discussion:

Commissioner Smith requested staff to provide her an individual briefing so she can better understand what the agency is asking the commission to approve. She said her preliminary thoughts are to generally fund Fix-It/Non-Highway programs because she thinks preserving the state's transportation system is critical and can be more expensive if delayed. She acknowledged that investing in Non-Highway programs can improve GHG mitigation, equity, and multimodal mobility. Commissioner Brown agreed with Commissioner Smith's suggestion. She requested an individual briefing and said she felt unprepared to make a decision.

Vice Chair Simpson said based on planning efforts, he's heard there is a trend for future mega regions and those being connected via high-speed rail and highway systems. He noted that is an important element for the commission to consider when they make a decision on the STIP funding scenarios. Bohard said it is ongoing work, and there is preliminary work happening and groups are trying to determine what the modal hubs are in mega regions. She said when the team updates the Oregon Transportation Plan (OTP), they are going to look at regions, recognizing the needs across the state look different. The team's goal in terms of updating the OTP is to be more creative in what the future will look like and determine what the demographics are in regards to what modes the public will use. She noted the commission will likely see scenarios of the OTP work in about a year.

Bohard recommended sharing with the commission how the agency does project selection and scoping, to a certain extent, to highlight the flexibility that is built into the draft STIP. Director Strickler acknowledged there are more opportunities for dialogue between the commission and staff to determine what the funding scenario selection is. He noted depending on future federal funding the agency will report back to the commission and have a discussion on how to reallocate funds in the 2024-2027 STIP.

Action: None taken.

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Portland Metropolitan Area Passenger Ferry Service
Agenda Item J

The commission received an informational presentation by Friends of Frog Ferry on the results of an Operations Feasibility and Finance Plan for a Portland metropolitan region passenger ferry service.

Background:

The mission of [Friends of Frog Ferry](#), a 501(c)(3) organization, is to create a safe and sustainable passenger ferry service to better connect people to the river, and one another, as well as improve community livability. Since 2017, Friends of Frog Ferry has engaged in planning, partnership, and development efforts to support its goal of launching a public ferry system in 2024.

In 2019, the Commission awarded grant funds through the Statewide Transportation Improvement Fund (STIF) Discretionary Program to TriMet to complete an Operations Feasibility and Finance Plan (Plan) for a passenger ferry service in the Portland metropolitan region. TriMet subsequently entered into a sub-agreement with Friends of Frog Ferry to complete the Plan. In addition to the work supported by the Commission's grant funding, Friends of Frog Ferry has also completed and delivered a Best Practice Case Study and Demand Modeling Report. Additional steps and milestones are planned in future years.

Attachments:

- Attachment 1 – Letters of support
- Attachment 2 – Operational Feasibility and Finance Plan

Presentation:

Friends of Frog Ferry President Susan Baldholm and Maritime Consulting Partners President John Sainsbury presented a [PowerPoint](#) and gave an update on the results of an Operations Feasibility and Finance Plan for a Portland metropolitan region passenger ferry service. Baldholm gave an overview of their mission and objectives and highlighted the outreach the team has done. She said they received a positive response from the low-income communities and noted the passenger ferry service would provide equity benefit. Sainsbury acknowledged the team's efforts and summarized the findings of the Passenger Ferry Feasibility Study. Baldholm discussed next steps and noted they plan to start a pilot project in 2022 and are collaborating with potential partners and sponsors to fund the pilot project.

Discussion:

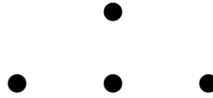
Chair Van Brocklin asked if they looked at a multi-phase approach, i.e. use the lower river vessel as a loop from Vancouver to Tilikum Crossing to build ridership and the upper river as a phase two. Baldholm said yes and acknowledged there are various factors that go into the phasing and noted they are working closely with the landowners who have jurisdiction at each location. Phase one will be used in the pilot project and they are starting with the community near Cathedral Park as a way for the community to have better access to jobs and services.

Vice Chair Simpson asked if they have talked to anyone on the Washington side in or near Clark County related to this project and Baldholm affirmed.

Commissioner Brown asked what their plan is for securing operational funding in the future. Baldholm referred to the finance plan and said they are looking at various operational funding options and want to leverage public sponsors to ensure the passenger ferry service is available to all members of the public.

Commissioner Smith asked if they assessed the vulnerability of their system if a catastrophic event were to happen. Baldholm affirmed and said they do know having equipment available by air and on the water for inner cities is an advantage.

Action: None taken.



Chair Van Brocklin adjourned the meeting at 2:00 p.m.

Robert Van Brocklin, Chair	Alando Simpson, Member
Julie Brown, Member	Sharon Smith, Member
Maurice Henderson II, Member	