

Connect Oregon Rules Advisory Committee
Bicycle/Pedestrian Element
RAC Meeting #1
Monday, December 3, 2018
9:00 a.m. – 12:00 p.m.

The first meeting of the Connect Oregon Rules Advisory Committee for the Bicycle/Pedestrian Element began on December 3, 2018 at 9:00 a.m. The meeting was held in the Gail Achterman Commission Room (Transportation Building, Rm 103), 355 Capitol Street NE, Salem.

Rules Advisory Committee members present were: Rob Inerfled, Penny Arrentsen, Michael Black, Mike Caccavano, Jan Hunt, Gery Keck, Gary Milliman, Stephanie Noll, Robert Spurlock, John Vial, Julie Warncke, and Phil Warnock.

ODOT Staff members present were: Amanda Pietz, Susan Peithman, Katie Thiel, and John Boren.

Susan Peithman, ODOT Active Transportation Policy Lead, kicked off the meeting and clarified the purpose of the committee is to work on rulemaking to bike/ped element of Connect Oregon program. The members of the committee introduced themselves and identified their connection to the Connect Oregon program.

Amanda Pietz described the two rulemaking efforts for Connect Oregon, including not only the bike/ped projects but also the freight-focused portion of the rules. Amanda described the process for rulemaking and the role of the Oregon Transportation Commission. Staff introduced themselves and their role in the program.

Amanda discussed the public process and timeline for rule adoption, including time for public comment allowed on each RAC agenda; she asked members of the RAC to be talking to those they represent following each meeting. She also described the difference between OAR and program guidance. She indicated the RAC would discuss high-level process, staff would draft the rule language and then bring the drafts to the committee for consideration. She clarified the consensus model the committee will be using and how committee members should convey their perspective on each issue.

Susan provided history of the Connect Oregon program, its historic funding source and the types of projects that could be funded and the competitive nature of the program. She covered the investment strategy ODOT put together for the 2017 legislative conversation.

Amanda clarified she shared with the Oregon Transportation Commission there is a deficit in funding for off-system paths and directed the committee to the bike/ped policy statements to address the recreational/commuter issue.

Susan covered statutory parameters for developing administrative rules and responded to questions about the 10% required per region. She clarified how the 10% affects bike/ped project selection hasn't yet been determined.

Susan highlighted policies from the Oregon Bicycle and Pedestrian Plan (2016); she also highlighted the framework provided by statute the type of information that would be in OAR, and described the program guidance. Staff will write language and bring it back to the RAC. The RAC makes a recommendation to the commission.

Susan covered the process for rule adoption. She noted that guidance is more adaptable for changing needs.

Committee members raised questions and discussed the following:

- Enhance funds are no longer available for bike/ped projects and that there is a deficit in off-system path funding.
- Whether Parks money will be able to be used to reimburse Connect Oregon path projects (Parks has a legislative concept for 2019 proposing a change.)
- Conversations around other sources of funds.
- Most Connect Oregon projects serve both recreation and commuter purpose.
- Whether we should refer to the projects as trails or paths.
- Whether the statutory criteria apply to bike/ped projects.
- Cost of trail per region.
- Whether off-system trails that connect to road paths could be funded.
- Need for maintenance funding.
- Ensuring distribution of funds across the state.
- How to measure project performance.
- Match/readiness requirements.
- How to raise issues with statutory language.
- Using geographic diversity principle in lieu of a minimum amount per region to ensure equity.
- Consider projects that enhance existing trails/paths.
- Consider minimum/maximum project sizes.
- Whether an applicant can receive more than one grant per cycle.
- Whether projects should be in an adopted plan.
- Whether projects should be endorsed by all elected bodies within the alignment.
- What guidance should be considered for the type of path and connections, meeting ADA (not hard surface).
- Whether property should already be acquired.
- Whether money should be allowed to be used for planning purposes.

Staff agreed to provide the following items for the next meeting of the RAC:

- Matrix showing other funding for modes.
- Revenue estimates for bike tax, explanation of compliance/overhead charges.

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