

CENTRAL OREGON AREA COMMISSION ON TRANSPORTATION (COACT)

May 9, 2019 3:00 – 5:00 PM
*Redmond City Hall – **NOTE DIFFERENT LOCATION***
Meeting Rooms 207 & 208
411 SW 9th, Redmond OR

DRAFT AGENDA

- 3:00** **1. Call to Order and Introductions**
Commissioner Jerry Brummer, Chair
- 3:05** **2. Public Comments**
A) General Comments
Commissioner Wayne Fording, Chair
- 3:10** **3. COACT Business**
A) March 14, 2019 Meeting Minutes (**Action**)
B) Discuss Meeting Time
- 3:20** **4. 2019 OR Legislative Session Updates** (Time subject to change due to legislative schedule)
A) Transportation-related legislative updates of interest
B) Questions, Discussion
Jim McCauley, League of Oregon Cities
- 3:50** **5. Commute Options Update**
A) Presentation/Overview
Jeff Monson, Commute Options
- 4:10** **6. Statewide Transportation Improvement Fund (STIF) Discretionary Program Review - Outcomes**
A) Summarize outcomes of COACT Executive Committee review process
Scott Aycock, COIC
- 4:20** **7. Statewide Transportation Improvement Fund (STIF) Formula Fund Outcomes**
A) Summarize outcomes of Central Oregon Qualified Entity Applications
Derek Hofbauer, COIC
- 4:40** **8. CET Transit Master Plan Process**
A) Update, Discussion
Andrea Breault, Cascades East Transit
- 4:55** **9. Next Meeting**
A) Anticipated Agenda Items
COACT Members
- 5:00** **ADJOURN**

Attachment A

DRAFT Meeting Minutes

Central Oregon Area Commission on Transportation
COACT
March 14, 2019

Redmond Public Works Training Room
243 E. Antler Ave., Redmond, OR

Members:

Robert Townsend (ODOT), Jerry Brummer (Crook County), Jeff Monson (Commute Options), Wayne Fording (Jefferson County), Dave Thomson (BPAC), Gary Judd (Aviation), Barb Campbell (City of Bend), Mike Folkestad (Jefferson County Stakeholder Rep.), Matt Wiederholt (Rail Rep), Michelle Rhoads (COIC/CET), Patrick Hanenkrat (City of Metolius), Steve Uffelman (City of Prineville), Scott Smith (City of Prineville), Bill Duerden (City of Redmond), Ron Cholin (Crook County Stakeholder Rep.), Patti Adair (Deschutes County), Charlie Every (Trucking Rep.), Andrea Blum (City of Sisters), Jeff Hurd (City of Madras), Kim Curley (Commute Options).

Guests:

Chris Doty (Deschutes County), David Amiton (ODOT), Tyler Deke (Bend MPO), Matt Powlison (Jefferson County), Theresa Conley (ODOT), Melissa Bethel (City of La Pine), Tom Headley (Century West Engineering), Abbey Driscoll (ODOT), Annette Liebe (Regional Solutions Governor's Office), Joel McCarroll (ODOT), Ali Lohman (ODOT), Michael Rock (ODOT), Adam Argo (ODOT), Gregory Bryant (Bend CTAC), Andrea Napoli (Bend MPO), Peter Russell (Deschutes County).

Staff: Scott Aycock (COIC), Dana Greenwald (COIC)

1. Call to Order and Introductions

Meeting called to order by COACT Chair Jerry Brummer at 3:06pm. Introductions were made.

2. Public Comments

A) General Comments

Commissioner Jerry Brummer, Chair

Public comments were made by ODOT's LeeAnne Ferguson, Program Manager of Safe Routes to School (SRTS). LeeAnne facilitated a SRTS Grant Programs workshop from 12:30 PM – 2:15 PM in the Redmond Public Works Training Room. Her workshop included a presentation of both infrastructure and non-infrastructure grant programs.

SRTS presentation handouts are available on the COACT website: <http://coic2.org/community-development/central-oregon-area-commission-on-transportation/>

Michael Folkestad asked if the infrastructure program will cover bus shelters for kids. LeeAnne stated that the infrastructure program is funded through the state highway program, is therefore restricted to public road right of way, and also that a bus shelter is considered furniture and not eligible.

Barb Campbell stated the City of Bend applied for the 1st round and was not funded. She asked if she could

reapply. LeeAnne stated yes she could reapply with the same project. LeeAnne stated there is a webinar to help with the application process.

Barb Campbell asked if AMI (area median income) was considered in selecting projects. LeeAnne answered yes, SRTS prioritizes low income students and schools.

3. COACT Business

A) January 10, 2019 Meeting Minutes (ACTION)

Mike Folkestad motioned to approve the January 10, 2019 meeting minutes. Charlie Avery seconded. Minutes were approved by consensus.

B) COACT Officer Elections (ACTION)

Jerry Brummer stated that it is Deschutes County's turn to serve as Chair, but noted that Patti Adair represents Deschutes County and is brand new to COACT. Jerry shared that when this happened for Crook County, and he was new to COACT, that he served as co-chair instead. Jerry proposed that Patti learn the ropes as Vice-Chair, and instead the Board elect a new Chair.

Barb Campbell motioned to nominate Wayne Fording as chair. Mike Folkestad seconded. Wayne Fording was elected COACT Chair by consensus.

Wayne Fording motioned to nominate Patti Adair as Vice-Chair. Steve Uffelman seconded. Patti Adair was elected COACT Vice-Chair by consensus.

4. COACT 101

A. ODOT and COACT Overview

Bob Townsend presented a PowerPoint presentation titled, "Area Commission on Transportation 'ACT' Workshop." Bob provided the COACT attendees information on ODOT and their relationship with Area Commissions on Transportation (ACT). ODOT is comprised of 5 regions and COACT is in Region 4. There are 12 ACTS throughout the state of Oregon, and COACT represents Jefferson, Crook, and Deschutes Counties. Bob provided COACT background, scope of work, and COACT's relationship with ODOT's Statewide Transportation Improvement Program (STIP) and OTIA (Oregon Transportation Investment Act). The presentation is available on the COACT website: <http://coic2.org/community-development/central-oregon-area-commission-on-transportation/>

B. Questions, Discussion

Barb Campbell asked a question during the presentation about the ODOT Mountain Diagram (slide 16), and the reason for a drop in funding on the diagram. The Mountain Chart describes the sources and total annual amount of ODOT's funding programs over time. The funding that Barb questioned was related to the 2009 American Recover and Reinvestment Act (ARRA), and the new funding from HB 2017 more than makes up for the expired ARRA funding.

Bob introduced Abbey Driscoll as ODOT's new local agency liaison.

5. Emerging Technologies in Transportation

A) Presentation/Overview

There were 2 presentations from ODOT about emerging technologies. The first was from ODOT Innovative Program's Policy Analyst, Ali Lohman. Her presentation was on the 5 levels of Automated Vehicles, focusing on the levels 3-5 in which the system monitors the environment. Ali states there are 8 cases for Automated Vehicles, and explored 3:

- Case 3: On-demand fleets
- Case 4: Automated regional transit
- Case 7: Automated medium and long-haul freight trucks

Jeff Munson asked how this will impact our parking needs. Ali stated the idea is that if you are not using your personal vehicle there will be less of a need for parking. Fleet cars can be parked on the outskirts of town when not in use. She added that there are some cities with ordinances that if a parking structure is built, it must be able to be repurposed for future uses. To this, Michelle Rhoads stated that one of the barriers to repurposing parking garages is code and land use that makes it difficult to develop parking garages into affordable housing down the road. Scott Aycock asked if Ali's team is forecasting what platooning and linking means for future road capacities and improvements. Ali stated that Adam Argo would be elaborating on that in his presentation.

Steve Uffelman asked if at some point the automated vehicles were in an accident, who would be liable? The driver in the vehicle, or the company that manufactured the vehicle? Ali answered if at the time of the accident the vehicle was in control, the manufacturer would be liable.

Mike Folkestad asked what year fully automated cars (level 4 or 5) would be on the road. Ali stated that originally it was supposed to be 2018. That is no longer the case, and there is no concrete date at this time. Bob Townsend added that the technology is there, but state and federal regulations require certain tests and results. Ali agreed, stating that even the manufacturers do not think that level 4 and 5 automated vehicles are ready for deployment.

The 2nd presentation was by ODOT Principle Planner, Adam Argo titled, "ETIA (Emerging Technologies Impact Assessment) Update for COACT." Adam's presentation gave an overview of the ETIA. The ETIA is intended to consider how emerging transportation technologies such as Connected/Automated Vehicles (CV/AVs) and Mobility as a Service (MaaS) could specifically transform Oregon's transportation system, address Oregon-specific transportation challenges, and evaluate the range of possible impacts for which ODOT should prepare.

Phase 1 of ETIA:

- Identification and analysis of key trends in emerging transportation technologies.
- Implications of the trends from Oregon perspective and with regards to how this may impact the statewide transportation system.

Phase 2 of ETIA:

- Development of planning scenarios to explore a broader range of considerations in preparation of updates to the Oregon Transportation Plan (OTP) and likely the Oregon Highway Plan (OHP).

There was a question from Barb Campbell asking what will happen to those employed as drivers as we develop and roll out these automated vehicle technologies. Adam stated that there are industry representatives involved in the assessment process, attempting to project challenges and mitigate issues regarding drivers before they arrive. Both presentations are available on the COACT website: <http://coic2.org/community-development/central-oregon-area-commission-on-transportation/>

6. Statewise Transportation Improvement Fund (STIF)

A) Program Overview and COACT Role

Theresa Conley from ODOT noted that the COACT has a role in providing regional input into the STIF Discretionary program project selection process. ACTs may provide comments on applications related to:

- Evaluation criteria
- Local knowledge of transportation planning and investments –
- Opportunities for fund leverage

The ODOT selection committee will consider ACT comments when ranking projects. ACT comments will be provided to the statewide Public Transportation Advisory Committee (PTAC) and the Oregon Transportation Commission (OTC).

B) Central Oregon STIF Proposals

Theresa briefly summarized each of the STIF proposals that are proposed for (wholly or in part) the COACT region:

- Central Oregon Breeze – Bus Purchase
- City of La Pine - La Pine Station
- COIC - Feasibility Study for service between Klamath Falls and Redmond
- COIC - CET Community Connector Service
- COIC - Hawthorne Station Renovation
- Harney County - Service between Burns and Bend
- Pacific Crest Bus Lines - Vehicle Purchase and PM

C) Proposal – Delegate Review to Executive Committee and Volunteers (ACTION)

Scott Aycock clarified that the proposal is to delegate the project review process to the COACT Executive Committee, with any additional volunteers from the board. There was discussion among the Board as to who could volunteer to review. Michelle Rhoads offered to help provide any needed context or insight, but then stated that she cannot help with the reviews since she works for COIC which has submitted STIF proposals. Wayne Fording stated there are no volunteers and that he was looking for a motion.

Barb Campbell motioned and Patrick Hanenkrat seconded the motion to delegate STIF project review to the Executive Committee. The motion was approved by consensus.

7. Next Meeting

A) Anticipated Agenda Items

Scott Aycock asked for ideas on any potential agenda items, and suggested that we might want to have transportation legislation updates. Scott also stated the May meeting will be held in the Redmond City Hall.

B) COACT Members

Barb Campbell stated she thinks the bus shelter should be available for the SRTS program, and referenced ranch kids. Kim Curley responded that the bus shelter does not meet the grant standards, but there are other funds available

8. Adjourn

Jerry Brummer adjourned at 5:05 PM.

DRAFT