



Region 1 Area Commission on Transportation

Meeting Agenda

Monday, December 7

5:30 – 7:30 p.m.

Room A/B, ODOT Region 1, 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

5:45 to 5:50 Public comment
Commissioner Roy Rogers, Chair

ACTION ITEMS

5:50 to 5:55 Commission administration
Commissioner Roy Rogers, Chair
1. Approval of minutes from October 5 meeting

INFORMATIONAL ITEMS

5:55 to 6:40 Oregon Bicycle and Pedestrian Plan update presentation
Savannah Crawford

6:40 to 7:20 STIP Enhance process overview
Kelly Brooks

7:20 to 7:30 Next meeting date and adjournment
Commissioner Roy Rogers, Chair

Materials:

Agenda, October 5 meeting minutes

REGION 1 AREA COMMISSION ON TRANSPORTATION

Meeting Minutes

October 5, 2015 Portland, Oregon

Attendees: Bill Avison, Steve Bickford, Tom Chamberlain, Mayor Krisanna Clark, Mayor John Cook, Councilor Peter Cornelison, Mayor Doug Daoust, Mayor Lori DeRemer, Councilor Craig Dirksen, Mayor Denny Doyle, Councilor Jeff Gudman, Commissioner Diane McKeel, Bill Merchant, Commissioner Steve Novick, Chair Ron Rivers, Commissioner Roy Rogers (Chair), Steph Routh, Joseph Santos-Lyons, Commissioner Paul Savas (Vice-Chair), Julie Wehling, Pia Welch, Rian Windsheimer, Bill Wyatt

Absent: Sam Breyer, Mayor Jef Dalin, Jess Groves, Mayor Brian Hodson, Neil McFarlane, Brian Newman, Chris Oxley, Pam Treece

Commissioner Roy Rogers called the meeting to order and opened a round of introductions.

Region 1 Manager Updates

Rian Windsheimer provided the following ODOT Region1 updates:

- The Governor's Transportaton Vision Panel will be holding a forum early next year to engage with the ACT. The Vision Panel is a yearlong effort to develop a long-range vision for transportation in the state, and this will be a good opportunity to participate and share information with that group. More information will be forthcoming.
- ConnectOregon applications are now available. The email blast went out this afternoon, and applications are due November 20 for \$45 million of total funding availability.

Jessica Horning, ODOT Region 1 Active Transportation Liaison, gave an overview of the Region 1 Active Transportation Progress Report. ODOT has a statewide active transportation unit that provides technical assistance and funding for all the regions, but Region 1 we've noticed not everyone is aware of how engaged ODOT is in biking and walking efforts. This progress report was developed with three messages in mind:

1. To share investments and successes in active transportation both on the state system and on local streets—for instance the October 24 completion celebration for the 40-mile Loop project on North Denver Avenue;
2. To provide key measures for active transportation projects, as included in the recent needs inventory and convening of a bicycle/pedestrian working group with other regional partners; and
3. To list staff who are working on bike/ped/transit projects and how to reach them.

Commission Administration

Motion: Councilor Jeff Gudman moved, and Mayor Lori DeRemer seconded, to approve the minutes from the September 2 meeting.

- ✓ The meeting minutes were approved unanimously.

ConnectOregon Grant Program Presentation

Chris Cummings gave a presentation of the ConnectOregon program. This is the first time Region 1 has had an ACT to develop project recommendations.

ConnectOregon is a lottery bond-funding grant program specifically for non-highway modes: rail, air, marine, transit, bicycle and pedestrian. Public, private, nonprofit and individual entities are all eligible. In the eyes of the program, these entities are considered equal.

The types of eligible projects are also very broad. They must involve one of those modes of transportation, and be on a mode of transportation. Bicycles are not eligible. Bicycle and pedestrian projects are, but actually purchasing bicycles for a bike share program would not be eligible. Operating costs are also not eligible, as well as projects that could be funded with highway motor fuel tax.

Bicycle and pedestrian projects are about intent and purpose. A bike lane on a highway is eligible for fuel tax funds, so it's not eligible for ConnectOregon. A bike path off the roadway would be eligible.

How do we pick projects? A robust selection process. Once applications are received, ODOT staff check to make sure applicants and projects are eligible. New terms in this round include a Department of Revenue certification that the applying entities are current on their taxes.

ConnectOregon has considerations to guide the selection process. They are not criteria, but rather considerations to help guide successful projects. The top three on the handout are strategic considerations, so when staff score an applicant based on these considerations, they are weighted double. Those are the considerations the Oregon Transportation Commission (OTC) feels bring most benefit to the state.

Each consideration has a score and is marked on a tier to inform succeeding review committees. Applications then go to modal staff. Those committees rank the projects. That information then goes to the ACTs. Prior to the ACT, the Governor's Regional Solutions Teams (RST) will review them and identify whether any applications match with a RST priority project.

The rankings then go to the Statewide Review Committee made up of ACT members. A process guides them, but it's up to that committee to make recommendations to the OTC. The OTC will pick a final project list in August 2016.

Some changes in this year's program:

- MultiModal Transportation Fund no longer exists; it's all ConnectOregon.
- Added a definition for "bicycle."
- Added a definition for "transportation project."
- Match amount is 30% (up from 20%).
- Loans are no longer an option.
- Added a sixth consideration that takes into account the life expectancy of a project and its benefit to the state. There was some concern about using 20-year bonds for a project that lasts only five years. The project must live for the 20 years or the applicant has to pay back the funds. ConnectOregon is a reimbursement grant program, so your project has to finish to keep the money.
- If you have a project in the application process, the director cannot appoint you to the Statewide Review Committee.
- Columbia County used to be in Region 1 for this process, but it's not in Region 2 so a separate ACT will look at those applications this round.

The ACT will have applications to review in April, and ODOT will ask the ACTs not to rank them until the modal committees are done. Grants will be awarded in August.

A common question is about the minimum 30% match. That money can come from anywhere, but it has to come directly from the applying entity. For example, a nonprofit would have to present the money up front and not in-kind. An in-kind donation of soil would not be eligible. However, staff time of your entity can count as match. There will be scoring on readiness of the project and likelihood of the match.

Bill Avison asked what the reasoning was in increasing the match from 20% to 30%. Smaller communities have trouble coming up with larger matches.

Chris Cumming answered that he doesn't recall a specific reason, but that legislators were looking for more buy-in from applicants.

Bill Avison asked what the total dollar amount was last year/

Chris Cummings answered that there were 106 applicants for \$42 million. The first three cycles each funded \$100 million.

Bill Wyatt asked if any ACTs have their own additional criteria.

Chris Cummings answered that he is not aware of any additional criteria, but this is simply what ODOT asks of them.

Bill Wyatt asked about denial of a project last round and if the OTC has taken steps to prevent that from happening again.

Chris Cummings answered that the consideration of project readiness has been added to help address that.

Commissioner Roy Rogers asked about the five regions, and what boundaries the ACTs go to.

Chris Cummings mentioned that Washington County is the one area partially in one region and partially in another. Region 2 will get some applications that will go to that ACT.

Commissioner Roy Rogers asked whether this ACT will get to see the Region 2 applications, as well.

Chris Cummings answered no. The applicant will inform ODOT of what region they are in, but sometimes they could be wrong and ODOT staff will assign applications to the ACTs based on geography.

Councilor Craig Dirksen asked whether within an ACT if there is anything preventing multiple jurisdictions from applying for a joint applications and partially funding the match.

Chris Cummings answered that ODOT allows only a single applicant to address administrative issues that have happened in the past, but that doesn't prevent entities from having a separate agreement. It just needs a lead applicant to assume the risk.

Fix-It Leverage 150% List Overview and Discussion

Kelly Brooks walked through the Fix-It and Enhance terminology as a refresher. Fix-It is preserving and maintaining the existing system, and Enhance is growing that system. The OTC has adopted a "Fix-It first" policy to maintain what we have before we expand it.

That has guided programming discussions that led us to today. When we met with the OTC in July, they were discussing where the breakdown should be between the two. They landed on an 87.5% allocation to Fix-It, leaving \$106 million statewide for Enhance.

Fix-It Leverage is \$18 million for Region 1 projects, and \$2 million for Region 1 Active Transportation Leverage. We don't yet have an Active Transportation Leverage list. We've talked about some strategic crossings around the region, but we're also scoping some projects and identifying some other potential strategic opportunities. We'll revisit that conversation in December.

Enhance is for bicycle, pedestrian and transit projects totaling \$11 million for the region. Those proposals are due November 20, and we'll take a high-level look at those in December and begin whittling down to a 150% list.

Fix-It for the region is about \$50 million for safety, paving and preservation, but that doesn't include interstate maintenance and bridges, which are statewide-driven upkeep processes.

Fix-It Leverage is what we're discussing today, and we'll finalize the discussion of the 150% list in December if needed. We are scoping Fix-It projects now, but we'll refine that as the ACT discusses and come back for final approval of a 100% list in May.

For the Enhance Non-Highway program, any potential applicant should call Kelly Brooks to discuss proposals. This will provide the completion of a pre-proposal form that will go to the ACT to help inform the ACT's review of projects. We hope to develop a 150% list in February, and then finalize the 100% list in May.

Alan Snook gave an overview of the Fix-It Leverage 150% list. These projects need to be leveraged with other funds, adding enhancements to existing Fix-It projects in the 2018-21 STIP, needs to be on the state system, and can also be standalone Fix-It projects.

What does "Leverage" mean? If I'm getting my dishwasher replaced, wouldn't it make sense if I replaced the garbage disposal at the same time? This is a way we can bundle projects together to see cost savings. When developing these projects, we also looked at statewide and regional benefit.

First, I-84 and I-205 connection improvements. These are system-to-system connections. The project itself is looking at adding an auxiliary lane, which bundles an existing interstate maintenance project for cost savings. This would improve operations and safety along I-205 and also along I-84, and will reduce queuing. The project costs about \$10.4 million. The interstate maintenance project is \$11.4 million, and the savings from bundling is about \$5 million. The interstate maintenance project is scheduled for the 2017-18 construction period and programmed into the current STIP.

What is an auxiliary lane? It's a direct connection from one point to another, typically through an additional lane, and reduces conflicts from merging and weaving. It gives an own travel lane from one point on the system to another without having to join the through traffic on the highway. It allows for a longer transition period for drivers to get on the system and to merge over to get off the system.

Rian Windsheimer added that a benefit of auxiliary lanes is that this allows trucks to not have to change lanes at all, and it's a significant safety measure and operational benefit to the Port of Portland.

Alan Snook continued that we're looking at 1/10th-mile segments along I-205 and I-84. We've looked at how many crashes happen in each segment. The connection to Columbia and Sandy has two Safety Priority Index System (SPIS) sites in that area. There are six SPIS sites in total in the area, so an auxiliary lane nearby can reduce a significant amount of merging and weaving that leads to crashes.

Steph Routh asked about whether SPIS ratings relate to crash severity.

Alan Snook responded that we looks at fatalities, injury As and injury Bs. 75% of collisions in this area are rear-end collisions, and almost a quarter are side-swipes. Severity bumps up a rating in the SPIS.

Bill Wyatt mentioned the importance of this to the airport. A lot of traffic wants to get off at Sandy or Killingsworth. Getting off I-84, going through the tunnel and heading for the airport in the morning, you have to weave your way over, and a lot of times people come through the tunnel and come to a wall of traffic, getting stuck on the one side. He said he wouldn't be surprised if there was a time component to those crashes, as the airport is primarily a morning departure airport.

Alan Snook said that about 50-75% of traffic on this segment is destined for some point before reaching the Columbia River. One minute of delay can equal five minutes of backup. To reduce that recurring incident, you can drastically reduce the backups. We're in the neighborhood of 15-30 minutes for clearing a crash.

Early in the morning, I-84 eastbound is pretty good for travel. As the afternoon approaches, traffic gets backed up from I-205, but past that point it isn't very congested. Southbound I-205 in the afternoon is affecting I-84 eastbound. I-205 northbound in the afternoon is affecting I-84 eastbound and is often 10mph or less at that time of day. One major regional facility feeding into two directional, and that's a secondary benefit of this project.

Second, a Lombard All Roads Transportation Safety (ARTS) project expansion. This is an opportunity to improve safety on North Lombard through signal upgrades, curb ramps and bicycle improvements. An ARTS hot spot exists from Greeley to Peninsular, and an ARTS systemic at Peninsular. This project will extend that west to Woolsey, going from four lanes to three lanes in road width.

Mayor John Cook asked for a description of ARTS.

Rian Windsheimer responded that ODOT has shifted to putting safety investments into all roads based on where the biggest safety problems are. This would be adding to an existing safety project.

Alan Snook added that the ARTS project is a \$3.6 million safety project and expanding it will provide greater benefit.

Rian Windsheimer explained that this would be going from a four-lane cross-section to a three-lane cross-section with a center turn lane. It makes a lot of sense to switch that four-lane section between the two into a three-lane segment also.

Alan Snook continued that a three-lane cross-section provides benefit because it has better crossing access and allows space for pedestrian refuge islands.

Pia Welch asked if Lombard is a priority truck route and oversized freight route.

Rian Windsheimer answered that this is a striping change and will still provide the hole-in-the-air.

Pia Welch asked if it will still have 12-foot lanes.

Rian Windsheimer responded that he doesn't know, and ODOT will answer that through scoping the project.

Alan Snook continued to the third project, a jurisdictional transfer of OR-211 in Molalla. This particular area has a preservation project for \$3.7 million that can be leveraged to turn over ownership of the facility to the City of Molalla. There's a lot of redevelopment in Molalla and the City is interested in owning the roadway and allowing it to function as a local street, which it already somewhat does. This project will add \$1 million to that.

Joseph Santos-Lyons asked about what the preservation project is.

Alan Snook answered that it's a paving project.

Joseph Santos-Lyons asked whether ODOT usually initiates jurisdictional transfers.

Kelly Brooks answered that occasionally it happens for a transit project or something along those lines. ODOT initiated this one because the City has been interested in making improvements on that roadway and has been redeveloping around that goal.

Alan Snook reviewed the project costs:

1. \$11 million project with \$15 million Leverage funding
2. \$3.67 million project with \$2 million Leverage funding
3. \$3.7 million project with \$1 million Leverage funding

He continued to describe contingency projects for potential additional cost savings or if another project element falls through.

First, US-26 interchange area improvements. This would include upgrades at some US-26 interchanges on the west side to do some paving, ADA upgrades and sidewalks for those interchanges. Those projects are scalable to different amounts of leftover funding.

Second, variable message sign (VMS) replacement and cameras. This would replace two VMSeS and two cameras with newer equipment. This is also scalable depending on how much funding is leftover.

Mayor Doug Daoust asked for clarification of the I-205 project \$15 million funding.

Alan Snook responded that there is one auxiliary lane included for each direction, totaling \$21 million, but when they are bundled it comes down to \$15 million.

Rian Windsheimer said we'd like feedback on these, but these are ODOT staff-recommended projects that match up with existing Fix-It projects. Because they have to match up with Fix-It, it limits the opportunity. Just as a reminder, as we think about what is in the Regional Transportation Plan, these are projects that the region has been planning over time. This is an opportunity to implement things that have been regional priorities for a while. How do the savings happen? For example, when you add one auxiliary lane, you have to repave all the lanes across the whole facility—not just one lane. In this case we'll also have to move the barrier a bit in one section. This way we can do it all when we're already planning to repave the whole roadway.

Commission Steve Novick said that people in the area around North Lombard will be very excited about that project. There have been 277 crashed along that area in the last two years. Just last week an 11-year-old girl was struck there. On I-205, PBOT was interested in ODOT funding a bicycle and pedestrian undercrossing.

Mayor Doug Daoust asked about Enhance projects: is there any benefit from local committees like the East Multnomah County Transportation Committee (EMCTC) prioritizing local projects?

Rian Windsheimer responded that we would encourage that to happen and anticipate that it will. We'll have all those projects on our website available for anyone to comment on, but it would benefit one entity's project to have an endorsement or prioritization from local committees. Regional buy-in would be a benefit.

Mayor Doug Daoust asked that since \$11 million is not really that much, how are projects that are scalable or could be done in phases handled in that process?

Rian Windsheimer answered that it would be up to the ACT. In the past, the scoping process and the pre-proposal meeting with ODOT staff decide that, along with the ACT discussion. It has happened in the past for scalable projects, but we need to determine what is the ultimate funding ask.

Commissioner Diane McKeel discussed the I-205 project. It's a real pinch point in both directions. The auxiliary lane that was put in eastbound was one of my favorite projects. It's backed up, and it was a great addition, but it's still backed up. You don't have as much

jockeying, but it's still backed up. If you're coming from the east and go on to I-205, part of the layout of the road there is looking at a wall for a while as you merge, so you don't see the traffic until you're right in it. The lane that's backed up is the middle lane, and it is an amazing amount of traffic right at that pinch point.

Councilor Peter Cornelison said that he doesn't find the VMSes helpful. It would be more helpful if it said "major congestion at I-5" rather than giving travel time. He asked what that project would be bundled with.

Kelly Brooks answered that it would go with any of our interstate maintenance projects, because we have eight signs that are right over segments we'll be paving and we could replace a sign while we already have the roadway shut down.

Rian Windsheimer mentioned that you'll notice on the I-5 paving project just south of downtown Portland, we replaced VMSes there as part of that paving work.

Steve Bickford asked about reduction in capacity on North Lombard.

Rian Windsheimer answered that while you would think so, it already feeds into a three-lane section, so the constraint already exists. We're essentially just extending that same bottleneck rather than creating a new one. If we just did the ARTS project that is proposed, you would have that issue.

Alan Snook added that the three-lane segment also provides a new safe space for left turns that can cause backups.

Steph Routh echoed the comments about safety on Lombard, and the 11-year-old girl being struck while getting off a bus. Very excited about this project as that area is growing in population. She asked about the bicycle and pedestrian undercrossing and whether it's a possibility to fit active transportation projects into this.

Rian Windsheimer clarified that there is also the Active Transportation Leverage funding. We somehow got lucky and ended up with \$2 million of the statewide \$6 million, so that pot might be where we could do something like that.

Commissioner Roy Rogers asked about a previously-discussed highway project in Hood River County.

Rian Windsheimer responded that this hasn't been finalized, but we recently had some project savings in the bridge program, and we'll be adding those to the TIP on Thursday at JPACT. The OTC already approved adding those projects into the STIP, and now JPACT will add them to the TIP. We're adding those bridge projects and are able to get those done. There is also some money for shelf-ready projects already in the STIP.

One of those is the Farley Slide on I-84 coming into Hood River. There's a dangerous spot where our maintenance crews are repeatedly adding asphalt. We will be funding that project to add a construction phase to add a wall to stabilize the slide and improve operations on that section of I-84.

Another project is an Intelligent Transportation Systems (ITS) project on OR-212 and OR-224 that is design funding only, but will be added to the STIP to get some travel time signs. A few of these projects are coming and this group will remain updated. There are a whole range of projects happening outside of the STIP that are part of the whole picture.

Commissioner Roy Rogers said that he could look at this list and say, "Where are the Washington County projects?" But these are all Washington County projects, and ODOT should be commended for looking holistically at the system we all use.

The next meeting will be December 8, and he asked how other suggestions will be gathered.

Rian Windsheimer answered that ODOT staff believe these are the best projects with the funding available, but to contact him or Kelly Brooks with other ideas.

Rian Windsheimer also mentioned the TIGER grant for ITS in Washington County. The federal grant left a \$2 million funding gap, and there will now be \$2 million added back to complete that project.

Commissioner Roy Rogers asked about the 10% assumption of reduction in federal funds, and what kind of testimony and participation this group will have if we should get full funding.

Rian Windsheimer replied that in the last STIP update, the OTC made an assumption about how much funding was available, and they made clear that any additional money would go to Fix-It. We'll need to have that conversation. Doesn't anticipate a big bonus, but it's at this point an open conversation about where any additional funds would go.

Commissioner Roy Rogers responded that for this four-county region, it shouldn't all be decided in Salem.

Commissioner Roy Rogers adjourned the meeting.