

9. 6:55 Area Manager's Report Frannie Brindle
- Governor's Transportation Vision Panel (GTVP) (**Attachment 3**)
 - Construction Projects
 - Planning Report
10. 7:00 Adjourn

DRAFT MINUTES

**Cascades West Area Commission on Transportation (CWACT)
Oregon Cascades West Council of Governments, Albany
December 3, 2015 – 5:00 pm**

CWACT Members Present:

Roger Nyquist, Linn County
Ken Lorensen, City of Halsey
Paul Canter, City of Monroe
Darrin Lane, City of Millersburg
Frannie Brindle, ODOT Region 2
Doug Hunt, Lincoln County
Bill Bain, Lincoln County
Private Sector; Dusty Andrews
City of Adair Village; Janet Steele
Linn County Private Sector
Bob Elliott, City of Lebanon

Alternates Present:

Pat Hare, City of Adair Village
Marjean Cline, City of Halsey
and Valerie Grigg Devis
ODOT Region 2

Ex-Officio:

Ali Bonakdar, CAMPO
Theresa Conley, AAMPO

Via Video Conference:

West Ryan, City of Lincoln City
Lee Ritzman, City of Toledo
Dean Sawyer, City of Newport
Jackie Kauffman, City of Toledo
Cody Grey, Lincoln County Private Sector
Mary Kay Fitzmorris, OCWCOG

Guests:

Ron Irish, City of Albany
Sheila Lyons, ODOT Pedestrian Bicycle
Doug Cooper, Hampton Affiliates
Josh Wheeler, Benton County
Sonny Chickering, ODOT Region 2

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Staff Present:

Charlie Mitchell
Tarah Campi
Emma Chavez

1. Meeting called to order at 5:00 p.m. by the Chair Roger Nyquist.

Members and guests introduced themselves.

2. Minutes from the October 22, 2015 meeting

ACTION: By consensus, the October 22, 2015 meeting minutes were approved.

3. Public Comment

“My name is Doug Cooper, I work for Hampton Affiliates which is a company that is headquartered in Portland, Oregon. Family, private owned, forest products, sawmill company, and forest land ownership company. We have saw mills in Oregon, Washington and British Columbia and what I wanted to talk to you about today was the Connect OR VI applications that you probably started to received. One you will be receiving if you haven’t already is the Port of Newport International Terminal Shipping Facility project. So, I’d like to talk to you a little bit about that. The project has been underway for some time and I’m sure you all are aware has received Tiger Grant funding. Our primary concern about the public funding going to that project is that while it is certainly intended to in the long term, develop export capacity for multiple goods (type of goods that is promoted). Really it is intended and the bread and butter as stated by the Ports Manager is raw logs. So, our company is a domestic log manufacturing company. We don’t have saw mills in Lincoln County but we do own 4500 acres of forest land in Lincoln County. Our property serves our mills at Willamina and Tillamook in Oregon and would certainly buy other logs in that region as well. The logs plan in that area

As you get the opportunity to review those projects, what we’d really like for you to do is to do a real thorough examination of the benefits and costs and real impacts of what the public funds is going to go for at the Port. When you see presentations and pictures you’ll see that there’s the opportunity of a 30 acre site in addition to a 9 acre site for lay down areas and future developments. The 9 acre site is what the primary purpose of the grant funding is to develop that site. That’s the area that will be used for the laydown of the logs that will ultimately be intended to be shipped to Asia. We ship lumber products to Asia and around the world as well. We certainly respect the rights of private owners as well to seek the best markets for their log they harvest from their lands. Our main concern is that public money go toward projects that best benefit all Oregonians. There is a reason why state and federal timber harvest is not allowed to be exported. A lot of people don’t realize that but that is the case; that is intended to keep the logs domestically for the benefit of the economic that it brings to the communities and the people of Oregon. For that simple reason, we see that as support for not allowing public

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funding to go towards a project that is going to be exporting our logs. I appreciate your time. I know that this is a process that will go through multiple reviews. We may have an opportunity to talk to you again and other folks further. I can entertain any questions that anyone has.”

4. Honor Departing ACT Members

It is unknown at this time which members will no longer be serving in the ACT in the year to come, however; the Chair thanked everyone for their service.

5. ODOT Bicycle and Pedestrian Plan

Sheila Lyons, with ODOT Pedestrian and Bicycle Program gave a presentation on the Plan. The Plan creates a policy foundation for the state, supporting decision-making for walking, and biking investments, strategies, and programs. It will help build an interconnected, robust, efficient, and safe transportation system. It will emphasize the importance of walking and biking as essential for travel.

A series of listening sessions on the Plan were held around the state. The Plan is now in its public comment phase which closes on February 18, 2016. The Policy Advisory Committee will edit the plan in order for it to go to the OTC by May or June of 2016.

Members were requested to review their topics of interest in the Plan and submit comments no later than February 18.

6. Area Manager Transition Plan, Introduction of Frannie Brindle, and other Region 2 Updates

Sonny Chickering, ODOT’s Region 2 Manager advised that with Amy Ramsdell moving on to the Motor Carrier Division of ODOT; Frannie Brindle will now be covering Area 4. Frannie currently covers Area 5 and will continue to do so. She will work out of both offices in order to be available locally. Her schedule is yet to be determined.

Mr. Chickering advises that although attending all the meetings between both Areas may be a challenge, he is confident that things will work out. To support Frannie; structural changes are taking place. A lead worker role will be set up in both Area. This position will focus on a suite of projects that need to be designed for each Area. Through these changes ODOT is committed to providing a good level of service.

Other Updates:

Regional level conversations are taking place in regards to its position management. Every region is allocated a certain amount of positions. It is a total dollar value divided into personnel. Region 2 has 532 employees at this time. In 2011 ODOT went through a right sizing exercise to try and reduce the number of personal while providing quality service. At that time the STIP was much different than 15-18 and what 18-21 will look like. The STIP is changing and ODOT will now have many small projects, especially in

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Region 2. Each project has a certain amount of steps in order to be delivered. This is causing more work with less funds to spend. ODOT held a position management summit to discuss how to reorganize staff to deliver small projects. The group came up with 34 different changes. ODOT is working on those structural things to become more efficient.

7. OTC November Workshop Debriefing

Chair Nyquist advised that at the November OTC meeting there was a lot of discussion on transportation funding going forward and the Governor's Transportation Vision Panel. The Panel will be holding a local meeting in January and local officials will be invited to attend.

8. Connect OR VI – CWACTION List of Applications

The Connect Oregon VI cycle recently closed, reported ODOT Region 2 Planner; Valerie Grigg Devis. A total of 22 applications were submitted with a total of \$22 million requests. Of those, five applications are from Region 2 with a total of \$7 million. Devis briefly reviewed the local applications which are:

- City of Newport – Newport Communication Ground-Lin and AWOS Update
- City of Corvallis – Rehabilitate Runway 9-27, Install Perimeter Fence
- City of Harrisburg – Harrisburg Boat Landing
- Port of Toledo – Boatyard Environmental Work Building
- Port of Newport – Develop Existing Port Property

The following step will be a ranking by the Modal Committee, followed by the ACT and OTC with a final hearing in August. The ACT will hold presentation by Region 2 applicants in May or June of 2016. The ACT TAC will rank the applications and submit their recommendations to the Full ACT for approval.

STIP Non-Highway Enhance

The STIP 2018-2021 proposal submittal deadline was November 20, 2015. ODOT received the following three STIP applications for Area 4:

- The City of Newport – US 101: NE 25th to NE 36th Street Sidewalk Improvements
- Benton County - Chapel Drive Bikeway Improvements
- City of Depoe Bay – US 101: South of Bridge Streetscape

After the SuperACT and the OTC make their decisions later this year, we will know which of the three projects, if any, are included in the 2018-2021 STIP.

9. Preview of January 28 Governor's Transportation Vision Panel

The January 28 Governor's Vision Panel forum is one of eleven sessions. The ACT is requested to host this forum with assistance from ODOT. The purpose of this meeting is part of a year long effort to develop a series of recommendations to Governor Brown that address transportation issues across all modes and regions of the state.

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The Panel is charged with; assessing the current conditions of Oregon's transportation system, proposing a long-term vision for the future of Oregon's transportation system, and creating a series of recommendations that can be enacted in the near-term to lay the groundwork for that vision.

Governor Brown expects a final recommendation by spring of 2016. The report will be used as a tool to assess and prioritize needs of Oregon's transportation assets, and serve as a tool for how the state could shore up and prioritize investments in the transportation system over the next several years.

The forum will consist of a presentation, and an in depth discussion and feedback as well as the Panel's preliminary findings. Members will receive more details on the location and time as soon as it's available.

NOTE: The first official meeting of the ACT will take place in February. At that time, election of officers will take place.

10. Area Manager's Report

Pioneer-Mountain Eddyville- ODOT is designing phase four with the goal of opening the alignment in October of 2016.

Sheep Creek Bridge – It is a two year phase project that will begin in 2016. Road closures will occur on Hwy 20 for an estimated six weeks.

Hwy 34 Safety Improvements – the project will address cross over accidents. The project team is working on barrier issues that have come up. In the meantime rumble strips will be placed in the median.

Nelscott Project – Wes Ryan advised that on December 16 there will be a ribbon cutting for this project.

11. Adjournment

Meeting adjourned at 6:00 pm.

Minutes recorded by Emma Chavez

12 Month Attendance Record

Pri/Alt	Last	First	Represents	J	F	M	A	M	J	J	A	S	O	N	D
Alternate	Wheeler	Josh	Benton County	X				X					X		X
Primary	Dixon	Jay	Benton County	X		X		X		AS		AJ	X		
Primary	Friedt	Stephan	Benton County - Private Sector												
Primary	Andrews	Dusty	City of Adair Village												X
Alternate	Hare	Pat	City of Adair Village												X
Primary	Olsen	Dick	City of Albany	X		X		X				X			
Alternate	Irish	Ron	City of Albany	X				X				X	X		X
Alternate	Steckel	Mary	City of Corvallis	X		X		X				X			
Primary	Baker	Zachariah	City of Corvallis	X		X		X		X			X		
Alternate	Wyatt	Kathy	City of Depoe Bay												
Primary	Gambino	Robert	City of Depoe Bay	X		X		X				X			
Alternate	Cline	Marjean	City of Halsey												X
Primary	Lorensen	Ken	City of Halsey					X		X		X			X
Alternate	Shiple	Donald	City of Harrisburg												
Primary	Loshbaugh	John	City of Harrisburg			X		X							
Alternate	Emmons	Robert	City of Lebanon	X				X		X		X	X		
Primary	Elliott	Bob	City of Lebanon	X		X		X		X		X	X		X
Alternate	Bradley	Lila	City of Lincoln City									X			
Primary	Ryan	Wes	City of Lincoln City	X						X					X
Alternate	Cowan	Scott	City of Millersburg												
Primary	Lane	Darrin	City of Millersburg			X		X							X
Alternate	Minard	Jim	City of Monroe												
Primary	Canter	Paul	City of Monroe	X								X			X
Alternate	Busby	Ralph	City of Newport	X											
Primary	Sawyer	Dean	City of Newport							X			X		X
Primary	Sloan	Rocky	City of Philomath	X		X		X							
Primary	Borchard	Wolfgang	City of Scio			X		X					X		
Primary	Button	Dave	City of Siletz												
Alternate	Eshleman	Dave	City of Siletz												
Primary	Hobbs	Bruce	City of Sweet Home												
Alternate	Gourley	Jim	City of Sweet Home												
Primary	Trulove	Loel	City of Tangent												
Alternate	Edwards	Georgia	City of Tangent												
Primary	Kauffman	Jackie	City of Toledo	X									X		X
Alternate	Ritzman	Lee	City of Toledo			X		X				X	X		X
Primary	Cutter	Dann	City of Waldport												
Alternate	Gates	Pauline	City of Waldport												
Primary	Scott	Dustin	City of Waterloo												
Primary	Brean	Ron	City of Yachats												
Primary	Kentta	Robert	CTSI												
Alternate	Barlow-Lind	Pam	CTSI	TB				X				X	X		
Alternate	Thompson	Terry	Lincoln County												
Primary	Hunt	Doug	Lincoln County	X		X		X				X			X
Primary	Gray	Cody	Lincoln County Private Sector	X		X		X				X			X
Primary	Bain	Bill	Lincoln County Private Sector	X						X		X	X		X
Alternate	Lindsey	John	Linn County												
Primary	Nyquist	Roger	Linn County	X		X		X		X		X	X		X
Primary	Johnston	Doris	Linn County - Private Sector										X		
Primary	Steele	Janet	Linn County - Private Sector									X	X		X
Primary	Ramsdell	Amy	ODOT	X		X		X		X		X	X		FB
Alternate	Grigg Devis	Valerie	ODOT	X		X		X		X		X	X		X
Alternate	Jincks	David	Port of Newport												
Primary	Chuck	Walter	Port of Newport			X		X		X		X	X		
Primary	Kriz	Michael	Port of Toledo												
Alternate	Shoemake	Bud	Port of Toledo							X			X		

MEMO

DATE: February 25, 2016
TO: Members, Cascades West Area Commission on Transportation
FROM: Charlie Mitchell, CED Director
RE: CWACT Executive Committee Members
ACTION: Selection of Executive Committee Members

The CWACT Executive Committee, under the terms of the CWACT By-Laws, consists of one County Commissioner from each county, the ODOT Area Manager and one additional representative from each county. The additional representative from each county is selected annually by representatives of that county.

In 2015 the members of the Executive Committee were:

Roger Nyquist (Linn County Commissioner) *
Annabelle Jaramillo (Benton County Commissioner)
Doug Hunt (Lincoln County Commissioner)
Amy Ramsdell (ODOT Region 2 Area 4 Manager)

Doris Johnston (a representative from Linn County)
Rocky Sloan (a representative from Benton County)
Bill Bain (a representative from Lincoln County)

The counties are requested to caucus to select the Executive Committee member for 2016.



Overview

The Governor's Transportation Vision Panel is a yearlong effort to develop a series of recommendations to the Governor that address transportation issues across all modes and regions of the state.

Members of the Vision Panel include legislative representatives, business owners, and civic leaders from across Oregon.



Under the leadership of Governor Kate Brown, members of the Vision Panel have been charged with the following tasks:

- Assess the current conditions of Oregon's transportation system
- Develop a long-term vision for the future of Oregon's transportation system
- Create a series of recommendations that can be enacted in the near-term to lay the groundwork for this vision

The 30-member Panel has spent the past several months developing a series of [preliminary findings](#) on the current and future needs of Oregon's transportation system. Governor Kate Brown has charged the Panel with delivering a final report by the spring of 2016 after engaging in a series of regional forums across the state.

This final report will assist the Governor and other policymakers in assessing the current condition and priority needs of Oregon's transportation assets, and serve as a guiding document for how the state should shore up and prioritize investments in the transportation system over the next several years.

[Roadways & Bridges](#)

[Bike, Ped, Transit, & Passenger Rail](#)

[Innovation](#)

[Seismic](#)

[Aviation, Marine & Freight Rail](#)

[Transportation Finance](#)



Regional Forums

The Governor's Transportation Vision Panel will host a series of eleven regional forums across the state. These two-hour forums will provide an opportunity to seek local input and solutions to the regional needs and priorities of Oregon's transportation system.

Vision Panel representatives will provide a brief overview of the Panel's preliminary findings to date, and lead a conversation to elicit participants' perspectives on how the transportation system can support their region's economic needs and priorities. The Vision Panel will use regional forum participants input to refine their recommendations to the Governor on the future of Oregon's transportation system.

Regional Forums Schedule

Lower John Day

Monday, January 4, 2016
The Dalles, OR

Mid-Willamette Valley

Thursday, January 7, 2016
Keizer, OR

Lane County

Wednesday, January 13, 2016
Eugene, OR

Central Oregon

Thursday, January 14, 2016
Redmond, OR

North East and South East

Monday, January 25, 2016
John Day, OR

Cascades West

Thursday, January 28, 2016
Albany, OR

South Central Oregon

Friday, February 12, 2016
Klamath Falls, OR

Rogue Valley

Tuesday, March 8, 2016
White City, OR

Northwest Oregon

Thursday, March 10, 2016
Tillamook, OR

Southwest Oregon

Friday, March 11, 2016
Coquille, OR

Portland Metro Area and Hood River County

Monday, March 14, 2016
Portland, OR



Governor's Transportation Vision Panel: Key Preliminary Findings

Purpose: High-level themes and ideas identified across Vision Panel Subcommittees, January 2016:

Reduce roadway bottlenecks and enhance freight network alternatives

Invest in Bottleneck Elimination: Prioritize increasing capacity and throughput of existing roadway bottlenecks on corridors of statewide significance.

Invest in Freight Network Alternatives: Invest in enhancing capacity and efficiency of rural highway corridors (*e.g., US-97, etc.*) that create freight network alternatives and reduce congestion on constrained urban highways (*e.g., I-5, I-205, etc.*)

Invest in strategic intermodal freight infrastructure

Intermodal Freight Facilities: Identify and invest in intermodal facilities and freight connectors (*e.g., transload facilities, port drop sites, inland ports, etc.*) that reduce highway demand for freight

Develop a State Marine Plan: Integrate and better link Oregon's ports and marine transportation system through a system plan and investment plan. This plan could better tie the marine system with the Freight Plan and other transportation modal plans, help determine statewide funding priorities that impact the marine system (*e.g., road, rail, and waterway system improvements*), address marine land use issues, and help organize shipper alternatives (*e.g., barging of containers along the Columbia River, etc.*)

Create a Permanent Freight Multimodal Fund: Create a permanent freight multimodal fund (similar to ConnectOregon) that helps coordinate and support strategic investments in non-highway transportation assets.

Invest in transit service improvements targeting road congestion and system gaps

State and Local Transit Investments: Invest in transit as a tool to relieve freight and roadway congestion (particularly in urban areas) and begin to close statewide gaps in service. Investment can be achieved by additional state funding dedicated to transit operations *and* by providing additional tools for local districts to raise funds. Investments should aim to maximize potential for federal matching funds, as well as reliability and efficiency of transit service.

Invest in bicycle and pedestrian improvements targeting safety, system gaps, and road congestion

Bicycle and Pedestrian Investment: Reduce roadway demand through bicycle and pedestrian system improvements, and to the extent possible, separate bicycle and vehicular traffic on high speed facilities. Complete 'critical connections' in bikeways, shoulders, and sidewalks aimed at improving safety and closing system gaps.

Invest in seismic resiliency

Invest in Seismic Resiliency: Develop and secure a transportation funding package that includes an adequate, sustainable, and long-term revenue stream dedicated to seismic retrofitting and transportation system resiliency. Seismic investments should be integrated with roadway maintenance and bridge preservation efforts. *In addition, undertake the following actions:*

Update the Seismic Plus Program: Ensure integration of planning efforts with California and Washington, and identify immediate investment needs for high-priority transportation assets, including I-5 corridor improvements.

Non-Highway Inventory Assessments: Charge state agencies and special districts with performing thorough inventories and assessments of the seismic vulnerabilities and strengths for non-highway assets (*e.g., aviation, marine, and rail*).

Local Seismic Needs Assessments: Charge appropriate local agencies and jurisdictions with developing community-based needs assessments that consider transportation vulnerabilities and priorities. Ensure adequate resources are dedicated to performing these assessments.

Make Oregon a transportation innovation 'hub'

Expand Innovation Partnerships: Establish partnerships with companies and other states with the objective of making Oregon a key testbed for the development and deployment of innovative transportation technologies (*e.g., Connected and Automated Vehicle (CAV), Electric Vehicle (EV) technology and trucking innovations*).

Appoint a Transportation Innovation Officer: Consider appointing a "Transportation Innovation Officer" within the Governor's Office to drive interagency coordination in support of transportation innovation.

Increase the flexibility of K-12 student transportation services across the state

Support Local Flexibility of Student Transportation Revenue: Redefine student transportation to ensure that communities are meeting the changing needs of students across the state. Increase flexibility and improve efficiency in how school districts are able to spent transportation revenue (*e.g., transit district partnerships, safe routes to schools programs, etc.*).

Facilitate jurisdictional transfers

Enact a Jurisdictional Transfer Pilot Program: Transfer control of urban state highways to appropriate cities and counties, and county and city roads to state jurisdiction where state and local system benefits can be identified.

Summary of Transportation Finance Concepts Identified for Further Consideration:

Transportation Finance: Short-Term Actions for Further Consideration (0 – 5 years)

Existing Taxes and User Fees: Pass a transportation funding package that addresses the immediate funding crisis for state, county, and city roads by increasing existing user fees (*e.g., gas taxes, registration fees*) and consider new vehicle fees and (*e.g., electric vehicle registration fees*)

Indexing: Consider indexing existing taxes and user fees to inflation

Local Funding Options: Make it easier for local governments to raise their own resources (*e.g., local transit funding options, etc.*)

State Highway Fund Distribution: Consider modifications to State Highway Fund distribution formula to ensure equity and better match need (*e.g., rural jurisdictions with high asset ownership relative to population*)

Non-Highway Freight Transportation: Consider permanent dedication of lottery funds to non-highway freight transportation capital projects (*e.g., aviation, marine, freight and rail*) similar to the ConnectOregon program

Transit Funding: Consider increasing state support for transit and passenger rail operations (*e.g., identify sustainable state funding sources and enhanced local funding options*)

Bicycle and Pedestrian Funding: Explore increasing bicycle/pedestrian infrastructure funding by dedicating additional federal funds, increasing the share of the State Highway Fund dedicated to active transportation, and creating a bicycle excise tax

Transportation Finance: Mid-Term Actions for Further Consideration (5 – 15 years)

Tolling: Explore tolling for large-scale projects

Road Usage Charge: Consider implementation of a per-mile road usage charge to meet the challenge of inequity in roadway cost responsibility.

Carbon Taxes: Explore the efficacy of a carbon tax as a funding mechanism for both road infrastructure and non-highway modes, including transit and passenger rail operations

Transportation Finance: Long-Term Actions for Further Consideration (15 – 30 years)

A Transportation Utility Commission: Consider developing a transportation utility commission concept for adequate and sustainable funding