

**Cascades West Area Commission on Transportation (CWACT)
Executive Committee
Thursday, February 14, 2019
4:00 – 5:00 pm
Oregon Cascades West, Albany Office**

AGENDA

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|-----------|-------------|---|------------------------|
| 1. | 4:00 | Welcome and Introductions | Chair Jaramillo |
| 2. | 4:05 | Agenda Review | Chair |
| 3. | 4:10 | Approve Minutes from November 16, 2018 Meeting | Chair |
| | | <i>ACTION: Approval of meeting minutes</i> | |
| 4. | 4:15 | Review of 2019 CWACT Full Commission Membership | Staff |
| | | <i>ACTION: Informational Only</i> | |
| 5. | 4:25 | Discuss CWACT TAC Membership | Staff |
| | | <i>ACTION: Discuss and recommend recruitment approach</i> | |
| 6. | 4:35 | Aviation Grant Application Update | Staff |
| | | <i>ACTION: Informational Only</i> | |
| 7. | 4:40 | February 28th CWACT Full Commission Agenda Review | Staff |
| | | <i>ACTION: Discuss and provide approval for next meeting agenda items</i> | |
| 8. | 4:50 | Other Business | All |
| 9. | 5:00 | Adjournment | Chair |

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Cascades West Area Commission on Transportation (CWACTION)
Executive Committee
Thursday, November 16, 2018
Albany COG Office
1400 Queen Ave SE, Albany

DRAFT MINUTES

Attendance: John Huestis, Roger Nyquist, Annabelle Jaramillo, Bill Bain, Doug Hunt, and Barbara Bull

Members Absent: Bob Elliott

Alternates: James Feldman

Staff Present: Phil Warnock, and Tarah Campi

1. Call to Order

The Chair, Linn County Commissioner Roger Nyquist, called the meeting to order at 9:34 am. Introductions were conducted.

2. Agenda Review

There were no changes to the agenda.

3. Approve Minutes from October 11, 2018 Meeting

ACTION: Consensus from the Executive Committee to approve the October 11, 2018 meeting minutes as written.

4. Recap of October 18th OTC Workshop

Staff Tarah Campi advised that she, Commissioner Annabelle Jaramillo and John Huestis attended the annual workshop in Silverton. There was a lot of focus on the future roles on Area Commission on Transportation (ACTs), specifically on strategies for modal engagement. The consensus seemed to be that ACTs don't know what modal committees are or that there is no communication with them. There was discussion on how to better engage modal committees at the ACT level.

There is direction from ODOT to begin planning for a potential role for the ACTs on more formally putting forward infrastructure prioritization on a Regional level and looking at Transportation System Plans (TSPs) and other planning efforts. There is discussion on how that would be rolled out in a more streamlined way, and how the ACT roles could be changing in light of House Bill (HB) 2017.

Members received a handout on a reset of ACTs. This is preliminary communication that will be further discussed at the table discussion with the OTC today. This came out of the discussion from the October 18th workshop. There should be more clarity on where the OTC stands on it after today.

Commissioner Roger Nyquist asked if there was a requirement in HB 2017 that changed the ACTs role, or what is prompting the reset. Campi advised that there was not, that this could be coming from the status of ConnectOregon. There was also conversation at

the October workshop in regards to the ACTs being omitted from the Safe Routes to School prioritization. The conclusion was that if they had gone through ACTs first, the ACTs could have assisted in the prioritization.

Nyquist noted that the process in place seems to work and the end result is clean. Projects are rated, recommendations are made, and no issues have risen. He did advised that there has been friction between the modal committees and the ACTs from the beginning because the modal committees claim the ACTs are a flaw. He advised that it's a natural and healthy friction as it relates to tax payers interest. Changing the ACTs role due to friction due to ConnectOregon does not seem appropriate.

John Huestis stated that part of the issue could be that enhanced funding did not come through and a lot of it got earmarked, and the ACTs are feeling like their normal role of prioritizing is diminishing.

Nyquist stated that the value of the process the ACT has is important. He expressed that the discussion should be focused on whether or not all can buy in to protecting the backbone of the transportation system.

Staff Phil Warnock stated that the document spells out that they want to find an increased way receiving information, rather than giving information. He would like to continue to see the ACT having input on any decision that will impact the Cascades West area.

Councilor Barbara Bull questioned if the motivation for the change is due to deficiency of funding or something else. Huestis noted that money has a lot to do with it. If there aren't funds to give out, people won't show up and get engaged.

Warnock noted that the reset states that there are not funds, when in reality there is more funding. It also states that the ACTs have never had any decision making on some of the processes, and strips the ACTs from weighing in on them.

During the discussion, it was noted that there is a possibility that the normal beneficiaries of ConnectOregon may be upset that they did not receive funding allocation this time. This could also explain hesitancy from some folks in the transportation delivery system to support the reload project.

Warnock also noted that while the ACTs may not have had a direct role in the All Roads Transportation System (ARTS) program, they have been very engaged in Regional issues.

Huestis questioned what members thought of the Strategic Plan. He noted that the ACT had goals for a plan but a strategy was never developed. Warnock noted that it's interesting that aim towards a Regional Transportation Planning (RTP) Organization modal, which ODOT has historically pushed back against, and ACTs are as close as you get to an RTP Organization modal. Nyquist stated that it would be good to give more thought into linkage with MPOs. However, there does not seem to be a need for change.

5. Discussion of CWACT Biennial Report to OTC

Nyquist advised that the ACT is required to provide a report to the OTC once every two years. Campi will provide a power point presentation and hand over to Nyquist to lead the Q&A conversation. Members went on to discuss the details and expectations of the OTC meeting today.

6. Aviation Grant Update

Campi advised that the TAC met on November 14th to address the annual Oregon Department of Aviation (ODA) Critical Oregon Airport Relief (COAR) program cycle. The grants are expected to be finalized in the spring of 2019. There was only one application received in the ACT Region from the City of Corvallis Municipal Airport for a \$127,500 taxiway seal.

The TAC reviewed the application and submitted its review application. Additionally, the TAC appointed Derek Tokos as the ACTs Aviation representative for this process. Once he approves the appointment, Tokos would bring the findings of the application back to the CWACT.

DECISION: Consensus from the Executive Committee to approve the TACs recommendation for the City of Corvallis Municipal Airport application to move forward.

7. December 13th CWACT Full Commission Agenda Review

Campi reviewed the December 13th draft agenda and the details of the ODOT required training. There were no changes to the agenda.

Nyquist questioned if new members coming in 2019 will need to take the training. It was suggested that they will be notified of the training when they come in and that a training at the COG could be provided mid-year.

8. Adjournment

Meeting adjourned at 10:32 am.