

**Cascades West Area Commission on Transportation**

**Thursday, August 25, 2022**

**5:00 - 7:00 pm**

Join via Zoom by clicking [HERE](#); Passcode: 2021

Via Phone: 1-669-900-9128; Meeting ID: 856 8692 8163; Passcode: 2022

**AGENDA**

- |    |      |   |   |
|----|------|---|---|
| 1) | 5:00 | <b>Welcome and Agenda Review</b>  | <b>Chair,<br/>Commissioner<br/>Pat Malone</b> |
| 2) | 5:05 | <b>Public Comments</b><br><i>This time is reserved for members of the public to comment on issues related to the CWACT's activities (limited to three minutes per comment).</i> | <b>Chair</b>                                  |
| 3) | 5:10 | <b>Approve February 24, 2022 Meeting Minutes (Attachment A)</b><br><br><b><i>ACTION: Approval of Minutes</i></b>  | <b>Chair</b>                                  |
| 4) | 5:15 | <b>ODOT Tolling Program Update (Attachment B)</b><br><i>Update on ODOT's draft tolling program policies.</i><br><br><b><i>ACTION: Information Only</i></b>                      | <b>(ODOT)</b>                                 |
| 5) | 5:45 | <b>Great Streets Program (Attachment C)</b><br><i>Overview of ODOT's Great Streets program and funding availability.</i><br><br><b><i>ACTION: Information Only</i></b>          | <b>Robin Wilcox<br/>(ODOT)</b>                |
| 6) | 6:00 | <b>Federal Lands Access Program (Attachment D)</b><br><i>Information on upcoming grant opportunities.</i><br><br><b><i>ACTION: Information Only</i></b>                         | <b>Jamie Lemon<br/>(WFL)</b>                  |
| 7) | 6:30 | <b>Area Managers Update</b><br><br><b><i>ACTION: Information Only</i></b>   | <b>Savannah<br/>Crawford (ODOT)</b>           |
| 8) | 6:40 | <b>Other Business</b> <ul style="list-style-type: none"><li>• <b>Community Paths Grants</b></li></ul>   | <b>Staff</b>                                  |
| 9) | 7:00 | <b>Adjournment</b>  | <b>Chair</b>                                  |

**CASCADES WEST AREA COMMISSION ON TRANSPORTATION  
FULL COMMISSION DRAFT MINUTES**

**Thursday, February 24, 2022**

**5:00 – 7:00 pm**

Oregon Cascades West Council of Governments  
OCWCOG Albany Office /  
Video Conference, OCWCOG Toledo Office

**Members Present:** Commissioner Pat Malone; Benton County, Sarah Bronstein; Benton County, Councilor Dick Olsen; City of Albany, Adam Keaton; City of Harrisburg, Councilor John Sullivan; City of Millersburg, Councilor Beatriz Botello; City of Newport, Councilor Betty Kamikawa; City of Toledo, Councilor Jerry Townsend; City of Waldport, Councilor Mary Ellen O'Shaughnessy; City of Yachats, Commissioner Doug Hunt; Lincoln County, Janet Steele; Linn County Private Sector, Savannah Crawford; ODOT Region 2, Darrin Lane for Commissioner Roger Nyquist; Linn County, and Commissioner Gil Sylvia; Port of Newport.

**Alternate Members Present:** Greg Gescher; City of Corvallis, Rick Mark; City of Lincoln City, James Feldmann; ODOT Region 2,

**Ex-Officio Members:** Catherine Rohan; AAMPO, and Steve Dobrinich; CAMPO.

**Guests:** LeeAnne Ferguson; ODOT, Cooper Brown; ODOT, Jenna Brown; ODOT, Cooper Brown; ODOT, Ross Lane; PNWR, Ryan E; PNWR, Benjamin; PNWR, Matt Artz; PNWR, and Commissioner Julie Brown; OTC.

**OCWCOG Staff:** Ryan Vogt, Jenny Glass, Nick Meltzer, Stephanie Nappa, and Emma Chavez

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Welcome and Agenda Review		<p><b>Meeting called to order at 5:01 pm by Chair Commissioner Pat Malone.</b></p> <p><b>There were no changes to the agenda.</b></p> <p><b>Introductions were conducted.</b></p>
2. Public Comments		<b>There were no public comments.</b>
3. Approve Minutes of October 28, 2021		<b>Consensus to approve the October 28, 2021 meeting</b>

		<b>minutes with corrections.</b>
4. Safe Routes to School Grants	<p>LeAnne Ferguson ODOT Safe Routes to School (SRTS) Program Manager provided a SRTS grant update.</p> <p>SRTS staff is providing SRTS updates and is requesting feedback from CWACT members, including ideas on meetings and/or events SRTS staff can attend to provide program presentations, and any feedback on how to make future solicitations better.</p> <p>Ferguson advised that the SRTS program helps students and families choose and have safe, active, and shared transportation options to and from school. When those projects are increased, there is usually a 40% increase seen in children walking and biking to school.</p> <p>SRTS education includes \$1.3 million of funding for 2024-2027 and \$1.5 million for 2023. The funds are placed into a 2-year cycle (2023-2024) and run a grant program to submit applications. The bucket of funds for 2023-2024 are as follows:</p> <ul style="list-style-type: none"> <li>• \$26.25 million for Construction</li> <li>• \$3 million for Rapid Response</li> <li>• \$750 thousand for Project Identification-Planning Assistance</li> <li>• \$2 million for Education Grants and Services</li> </ul> <p>SRTS Key Dates:</p> <ul style="list-style-type: none"> <li>• January 2022: Materials became available online</li> <li>• March 18, 2022: Applications are due</li> <li>• July 31, 2022: Application Part 2 due (for construction grants only)</li> </ul> <p>Ferguson reviewed ODOTs grant review timeframe and noted that reviews should be completed in December 2022 and then provided details on each of the grant programs. She then shared examples of past projects.</p> <p>SRTS online opportunities include a webinar recording and zoom meetings with the program manager.</p>	

	<p>Member Feedback:</p> <ul style="list-style-type: none"> <li>• Darrin Lane asked if bike helmets are an eligible expense. <ul style="list-style-type: none"> <li>○ Ferguson responded that they may be for the education funding but she was unsure if they are eligible for a giveaway. She noted that she will get back to Lane with a definite answer.</li> </ul> </li> <li>• Councilor Gil Sylvia asked Ferguson to clarify who the “underserved community” is. <ul style="list-style-type: none"> <li>○ Most is income related to the school families. There are specific questions and demographic data that is considered. Another metric included is what is called the transportation disadvantaged index that comes from the census data.</li> </ul> </li> <li>• Councilor MaryEllen O’Shaughnessy asked if a private school is able to apply for SRTS funding. <ul style="list-style-type: none"> <li>○ Yes, if it is a head start or charter school.</li> </ul> </li> <li>• Councilor Dick Olsen asked if there is a safe way to get students from Central School who cross Ellsworth, Lyon’s Street, and 9<sup>th</sup> in the city of Albany. <ul style="list-style-type: none"> <li>○ Staff Nappa let Councilor Olsen know that she would reach out to him and city staff to discuss his concern.</li> </ul> </li> </ul>	
5. Federal Transportation Bill Update	<p>Cooper Brown ODOT’s Assistant Director of Operations provided an update on the Infrastructure Investment Jobs Act (IIJA).</p> <p>IIJA will provide \$1. billion for five years in funding for transportation. The funds are allocated into the following areas:</p> <ul style="list-style-type: none"> <li>• 32% Flexible Funds</li> <li>• 21% Bridge</li> <li>• 14% Transit</li> <li>• 9% Local</li> <li>• 7% Resilience</li> <li>• 5% Carbon Reduction</li> <li>• 4% EV Charging</li> </ul>	

	<ul style="list-style-type: none"> <li>• 4% Safety</li> <li>• 3% Active Transportation</li> <li>• 1% Other</li> </ul> <p>The Oregon Transportation Commission (OTC) is deciding how to allocate the 32% in Flexible Funding and what Mr. Brown is asking the CWACT for feedback on.</p> <p>Feedback on how to spend the funds thus far include:</p> <ul style="list-style-type: none"> <li>• Investing in public and active transportation</li> <li>• Investing in bridges and preserve road conditions</li> <li>• Address bottlenecks on state highways</li> <li>• Address the needs of urban arterials</li> <li>• Improve safety across all modes and programs</li> <li>• Invest in fish, wildlife, and environmental projects</li> <li>• Expand electric vehicle charging opps.</li> <li>• Ensure fair regional distribution of funds and invest in regional and local priorities</li> </ul> <p>Out of those comments, ODOT proposed the following nine investment areas:</p> <ul style="list-style-type: none"> <li>• Fix-it</li> <li>• Enhance Highway</li> <li>• ADA Accessibility</li> <li>• Great Streets</li> <li>• SRTS</li> <li>• Local Climate Planning</li> <li>• Operations and Maintenance</li> <li>• Match for discretionary grants</li> <li>• Business &amp; Workforce Development</li> </ul> <p>The OTC will discuss these and decide how to allocate the funds</p>	
--	---	--

	<p>within those proposed investment areas. Brown moved on to review each of the investment areas. He advised that ODOT then provided a tool of scenarios to the OTC based on the investment areas. There were four scenarios; Fix-it, Public/Active Transportation, Enhance Highway, and a Balanced. Impacts of those scenarios were also reviewed.</p> <p>The process and timeline for funding allocation includes ODOT proposals to the OTC, public comment period, funding options review and feedback, and final approval on March 30<sup>th</sup>. Project selections would begin in April of 2022.</p> <p>Brown advised members how they can provide feedback and when public comments will be open.</p> <p>Brown asked members what they think of the investment areas and if the scenarios are reasonable.</p> <p>Member Feedback:</p> <ul style="list-style-type: none"> <li>• Lane thanked Cooper for the presentation, and he stated that by in large, traditionally; feedback has been firm about maintaining what currently exists and that is what Linn County supports while understanding the competing need.</li> <li>• Sara Bronstein voiced that she appreciates the information and context about the necessary dollars that are already being spent in certain areas and the amount that would be needed to get us to an acceptable level to get us to good coverage. Bronstein stated that it would be helpful to have the same context for SRTS and Active Transportation (what is the scope of the need).</li> <li>• Lincoln County Commissioner Doug Hunt echoed Lane's comment of maintaining what is currently available while</li> </ul>	
--	--	--

	<p>understanding the competing needs, including the need for our transportation system to evolve to be efficient and effective. Commissioner Hunt then asked how federalizing costs is executed.</p> <ul style="list-style-type: none"> <li>○ Brown responded that ODOT has some programs that are being funded out of state funding dollars which do not need to be funded through those funding dollars (e.g., culvert program). This gives an opportunity to take federal funds to cover those projects and use state dollars for operations and where they are more needed.</li> <li>• Councilor Adam Keaton noted that it would be helpful to see the greater scope of things by showing current funding and available budget coming up and funding for the CWACT specific area.</li> <li>• Chair Malone stated that the gas tax is not the wave of the future based on a recent OReGO presentation. He asked Brown what his thoughts were on that. Brown responded that OReGO is one of the first programs where people can pay for the miles they use. This may be a wave of the future, but it takes a big lift that takes a lot of conversations and legislative support, but ODOT is on its way towards that. Brown stated that he can have a team member attend a CWACT meeting and provide a presentation on the program.</li> </ul>	
6. Connect Oregon Presentations	<p><b>Lisa Scherf Transportation Services Supervisor for the City of Corvallis provided an overview of the Runway 17-35 Rehabilitation and Lighting Improvement project.</b></p> <p>The application is for matching funds to a federal grant. Since the time of the Connect Oregon application, the city has secured the federal funds and the design work is completed and scheduled to start this</p>	

	<p>summer. Runways are expected to have life spans of a minimum of ten years and this runway is sixteen years.</p> <p>This project would rehabilitate 150 feet wide by the entire runway width. Runway pavement ratings run from 0-100 and this one is at 50 and ready for rehabilitation. The edge lighting has completely failed as of eighteen months' ago and there is no edge light for nighttime operations. This limit the use of the runway in the evenings and there are pilots detouring to Eugene because of it. The lighting is thirty years. The city had a specialist diagnose it, and the lighting is unfixable. This work was added to the scope to replace the medium intensity lighting with high intensity edge lighting. That system would last up to 20 years. Additionally, the airway pavement markings are very faded and need to be renewed along with some seal coating.</p> <p>The airport is noted as an aviation airport and does not have commercial service and not toward, but it is considered one of the busiest and a key strategic airport of its type in the state. There are daily flights by UPS and FedEx which interface with their ground operations, several corporate jets utilize it, sports teams affiliated with OSU use it, and a logging outfit that uses it to transport loggers to and from other parts of the state.</p> <p>In the fall, the city met with the State's resilience officer on how the airport can be used as a staging hub in a Cascadia subduction zone event. Keeping the airport in good repair is key and important.</p> <p>Councilor Sylvia asked how much traffic and cargo there is coming in and out of the airport. Scherf answered that the city does not do regular counts of operations. However, the city estimates 70k plus operations annually. A fair mix of that is training. There is a certified training school that operates out of the airport. The agency brings internationally students to train at the airport. In addition to that, there are several flight instructors out of the airport. There is not a passenger count to note. When looking at the comparators on other airports around the state, it is one of the busiest for its size.</p>	
--	---	--



	<p>Councilor Betty Kamikawa asked what the economic impact of the project is and what is the loss if the project is not completed. Scherf answered that the project is tough to compare to other applicants. Having a mid-valley airport of this size is key to the state when it comes to being able to provide redundancy to emergency response. There is not a commerce figure but it is key for general resilience and connection to air and ground connection when it comes to cargo.</p> <p><b>Elizabeth Bingold Associate General Counsel for Pacific Seafood provided an overview of the Newport Dock Rehabilitation project.</b></p> <p>Bingold advised that Pacific Seafood is a family-owned company in operations for more than 80 years, with over 3,000 members and 42 facilities serving the entire USA. Within Oregon, they have locations in seven cities and gross \$69.5 million in wages. They partner with 272 independent fishing vessels and process over 174 million pounds of seafood per year.</p> <p>Bingold stated that within the CWAFT area, the fishing industry brings in over \$346 million into the Newport area economy and represents 7,400 jobs making Pacific Seafood a pivotal company to the area. Within Newport, the company works with 80 independently owned fishing vessels which equals 280 jobs.</p> <p>The issue the submitted project will address is the docks which need critical repair. There is need to retrofit, repair, remove, and replace damaged pilings under docks that support the transportation seafood between local fisherman and processing locations along the Newport waterfront. There are several planks that have deteriorated, and temporary fixes need to be more critically addressed.</p> <p>The grant would enable the company to sue taxpayer dollars to address the issue more critically. The project will ensure adequate infrastructure capacity to support existing activity and future development. This will preserve and enhance Newport's working</p>	
--	--	--

	<p>waterfront and will balance a mix of tourist and seafood processing.</p> <p>Lane asked what the annual revenue stream that would attribute to the facility that is impacted by the issue. Bingold responded that it's millions of dollars, but she does not know the exact amount. However, she can get back to Staff with the answer. She went on to note that she does know that the impact is millions of dollars.</p> <p>Lane then asked; if the project is completed, where does that get the condition of the docks and does it bring the docks to a sustainable level for a considerable amount of time or is it a temporary fix. Bingold responded that the company is currently addressing the smaller problems and this project would address the more critical needs. It does not address the entire issue, but it gets them closer to that and gives more breathing room to fully address them.</p> <p>Councilor Sylvia stated that given the amount of product the company handles and the number of vessels, his guess is that about 1/3 of the revenue coming into Newport annually is coming through those docks which equates to \$15-20 million.</p> <p>Bingold stated that on their busiest peak time, there could be up to 50 vessels operating.</p> <p>Commissioner Hunt asked adjacent businesses would be positively impacted by the project. Bingold answered that the funds would go to the operations on the waterfront that are part of Pacific Seafood.</p> <p>Commissioner Hunt then asked if Pacific Seafood has reached out to the Port of Newport and if they are in support of the project to which Bingold answered that they have, and the port is in support.</p> <p><b>Ross Lane Assistant Vice President of Government Affairs for Genessee &amp; Wyoming Inc. provided an overview of the Portland and Pacific railroad project.</b></p>	
--	--	--

	<p>Ross Lane reported that the Portland and Western railroad serves 140 customers in Oregon at the first and last mile which is very important in Oregon. The project is about upper armoring, giving a better ability to move freight more quickly, and being more resilient to the impacts of climate change.</p> <p>The scope of the project is to rehabilitate several structures. Wooden trestles are safe, but they are maintenance intensive. The services help customers seamlessly connect to national freight and ensures a critical route between Portland and Eugene. Without continued investments, the corridor is at risk of service interruptions or weight limitations.</p> <p>The railroad currently handles 286k railcar and crossing bridges required slowing down. Slow orders negatively impact the overall railroad velocity. The project would allow for increased velocity to help increase capacity, attract new business, and provide better service.</p> <p>Ross Lane stated that railroad is the most efficient mode via land. It is essential to keeping trucks off I-5. If the railroad cannot accept the load, more truck traffic would move to I-5. If the project is not funded, the railroad will continue to operate safely but a potential emergency outage could be expected, and those customers would need to find other modes of transportation. Ross Lane then advised that upgrading the structure provides higher velocity, less fuel, less crew time, more capacity and attracts and retains customers.</p> <p>Commissioner Hunt asked if the railroad tracks from Toledo to Albany have been replaced in the last 3-4 years.</p> <p>Ryan E answered that he is unsure if much work has been completed on the Toledo line. There has been a lot of work and maintenance to all the bridges, but he is uncertain on the Toledo line.</p> <p>Commissioner Hunt stated that the prior Mayor of Toledo and CWACT public sector Bill Bain would confirm that they have been replaced and</p>	
--	--	--

	<p>the trains are traveling at a higher rate of speed. He then asked how much of the project repair is within the CWACT area.</p> <p>Ryan E stated that most of the repairs are north of the CWACT area in Salem, Beaverton, Portland, and Hillsboro area. Staff Nappa added that the reason why the project is being presented to the CWACT is because one of the trestles lies within Albany.</p> <p>Darrin Lane seconded the comments regarding the ability for rail to positively impact the congestion on the freeway and the highways. ODOT recently noted that there are no funds available to build the way out of congestion crisis. Investing in rail makes sense in slowing down the rate of decline regarding the congestion situation. Linn County is in support of rails.</p>	
7. Connect Oregon Prioritizations	<p>Staff Nappa asked for a declaration of conflict of interest with any of the projects. Members who have a conflict need to declare them.</p> <p>Greg Gescher with the city of Corvallis asked if he would have a conflict of interest if one of the projects is within the city. Savannah Crawford with ODOT asked that city staff not provide a recommendation on projects within their jurisdiction.</p> <p>Nappa advised that ODOT did a review on the projects and the ranking was provided within the CWACT Full Commission agenda packet. Nappa shared ODOTs ranking.</p> <p>Crawford provided a summary of ODOTs ranking.</p> <p>Members reviewed and discussed ODOTs ranking and considered the CWACTs ranking.</p> <p><b>Member Feedback on Project Ranking:</b></p> <ul style="list-style-type: none"> <li>• ODOT ranking did not make much sense to members.</li> <li>• Important to advance a number one project that could advance to the next level statewide.</li> <li>• Is the total amount requested vs what the project is asking for</li> </ul>	<p><b>Consensus for the following Connect Oregon project ranking:</b></p> <ol style="list-style-type: none"> <li><b>1. Pacific Seafood</b></li> <li><b>2. Corvallis Airport</b></li> <li><b>3. Portland and Pacific Railroad</b></li> </ol>

	<p>something to consider? <i>Answer: Yes</i></p> <ul style="list-style-type: none"> <li>• Important to look at the quality of the proposal and how much information was provided as well as the impact of the project.</li> <li>• Are the funds available on a regular cycle? <i>Answer: It depends on the legislature.</i></li> <li>• There is extensive permitting to the Pacific Seafood project and that was not indicated in the proposal. There is also no clear indication as to who they spoke to at the Port of Newport. There is a great need for the project however, those two things are notable.</li> <li>• Need to look at statewide significance and regional significance.</li> </ul> <p>Darrin Lane proposed ranking Pacific Seafood as the number one project on the ranking.</p> <p>Commissioner Hunt made a proposal to rank the projects as 1. Pacific Seafood, 2. Corvallis Airport, and 3. Portland and Pacific Railroad.</p> <p>Keaton stated that all three of the projects have one thing in common and that is that they are all deferred maintenance projects. He noted that he would prefer to see improvement projects over maintenance project and that is why he chooses the Corvallis Airport along with-it being a less expensive project. Keaton ranked the projects as follows: 1. Corvallis Airport, 2. Pacific Seafood and 3. Portland and Pacific Railroad.</p> <p>Janet Steele agreed that Portland and Pacific should be number 3 and she support Pacific Seafood as the number one project. Steele went on to state that Pacific Seafood has a great economic impact.</p> <p>MaryEllen O'Shaughnessy agreed with Pacific Seafood ranking as the number one project. She stated that she has a concern about the safety and this project would address that.</p> <p>Nappa noted that voting now shows the following ranking: 1. Pacific</p>	
--	---	--

	<p>Seafood, 2. Corvallis Airport, and 3. Portland Pacific Railroad.</p> <p>Sarah Bronstein asked if there is a preference between private and public entity applications and if there are other funding options available for one vs the other. She noted that she is new to the process so she would like clarification.</p> <p>Savannah answered that it is not uncommon for both public and private entities to apply for Connect Oregon funding and Nappa noted that 8 out of 14 applicants are private companies.</p> <p>Councilors Sullivan and Olsen voiced their agreement on the ranking.</p> <p>Members discussed and met consensus for the following ranking: 1. Pacific Seafood, 2. Corvallis Airport, and 3. Portland and Pacific Railroad.</p>	
<b>Administrative Announcement</b>	The Department of Human Services (DHS) is requesting that all CWACT members fill out an insurance form. Staff will be sending that out in addition to Cooper Brown's presentation. The deadline to submit the insurance forms is March 4 <sup>th</sup> .	
1. Executive Committee Caucus	Members discussed and met consensus for Betty Kamikawa to serve as the Lincoln County representative, Adam Keaton to serve as the Linn County representative, and Benton County will follow up with Staff on the county member.	<p><b>Consensus for Betty Kamikawa and Adam Keaton to serve as county members at the Executive Committee.</b></p> <p><b>Benton County will follow up with Staff on their representative.</b></p>
2. Adjournment		<b>Meeting adjourned at 7:10 pm.</b>



# Cascades West Area Commission on Transportation

Garet Prior, Toll Policy Manager  
August 25, 2022



# Urban Mobility Strategy Map




## Currently Funded by HB2017

-  System Improvement Project
-  Bike/Ped Crossing Project

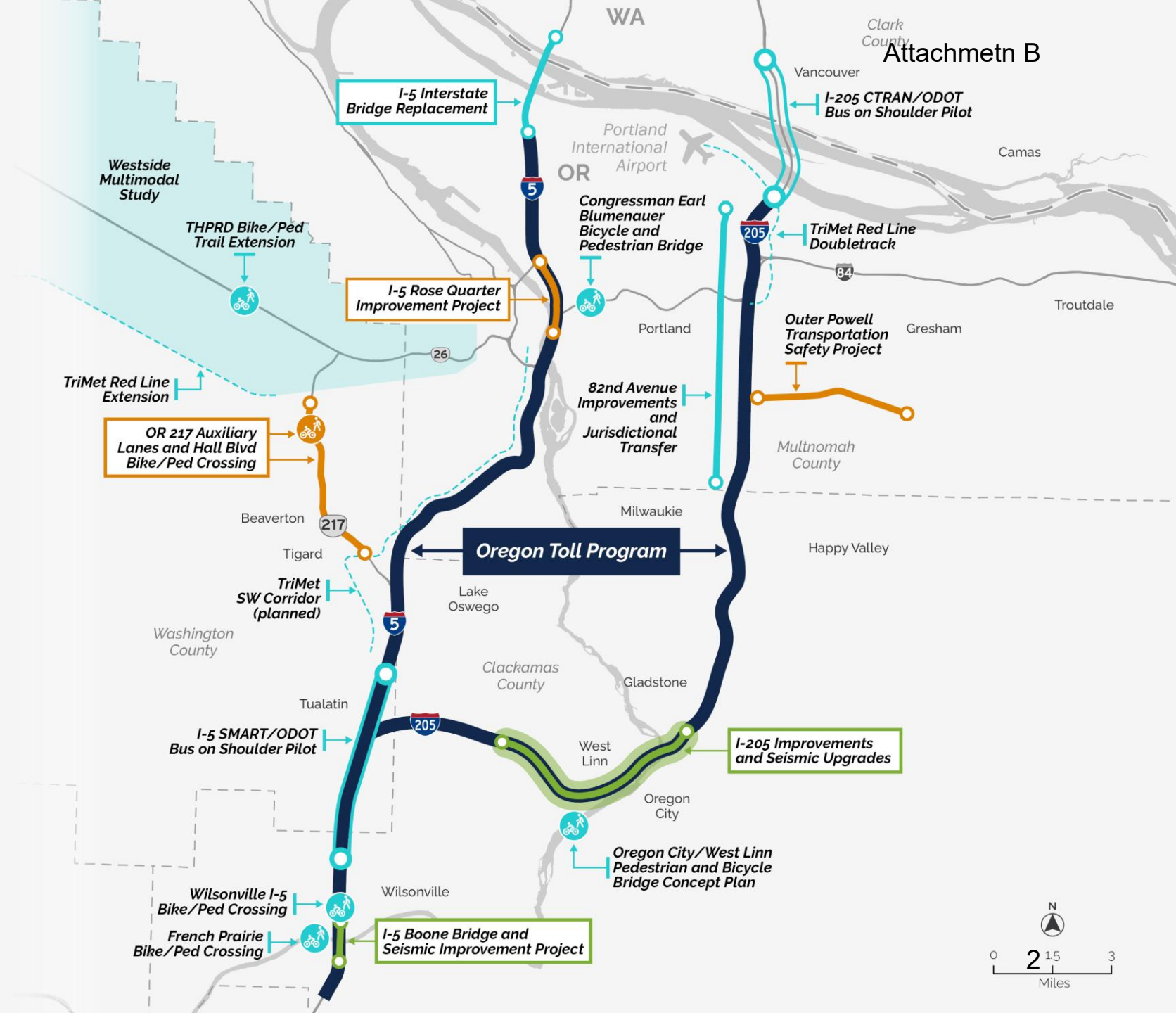
## Made Possible with HB3055

-  System Improvement Project
-  Regional Mobility Pricing Project
-  I-205 Toll Project

## Partner Project with ODOT Support

-  System Improvement Project
-  Bike/Ped Crossing Project
-  Bus on Shoulder Pilot
-  TriMet Project
-  Multimodal Study

Note: Core project names are boxed





# All lanes, all electronic, no stopping

Attachmetn B



# When would tolling start?



# Low Income Toll Report

## Options to Address Impacts for Drivers Experiencing Low Incomes



# Equity and Mobility Advisory Committee & Oregon Transportation Commission



- Neighborhood health and safety
- Low-income
- Transit and multimodal

# Benefit Options for Consideration

- 1. Provide a significant discount** (e.g., credits, free trips, percentage discount, or full exemption) for households equal to or below 200% Federal Poverty Level
- 2. Provide a smaller, more focused discount** (e.g., credits or free trips) for households above 201% and up to 400% of the Federal Poverty Level
- 3. Use a certification process that leverages existing programs** for verification and further explore self-certification

# Income Thresholds

2021 Federal Poverty Level (FPL)

Household/Family Size	200% FPL	400% FPL
1	\$27,180	\$54,360
2	\$36,620	\$73,240
3	\$46,060	\$92,120
4	\$55,500	\$111,000
5	\$64,940	\$129,880
6	\$74,380	\$148,760
7	\$83,820	\$167,640
8	\$93,260	\$186,520
9	\$102,700	\$205,400
10	\$112,140	\$224,280
11	\$121,580	\$243,160
12	\$131,020	\$262,040
13	\$140,460	\$280,920
14	\$149,900	\$299,800

Source: U.S. Department of Health and Human Services. 2022. *HHS Poverty Guidelines for 2022*. <https://aspe.hhs.gov/topics/poverty-economic-mobility/poverty-guidelines>.

FPL = federal poverty level

# Research: Other Programs

	Income Requirements	Program Features	Proof of Income
TriMet Low-Income Fare Program	200% FPL or below	50-72% off adult fare  Automatically qualify with enrollment in approved program (OHP, SNAP, etc.)	Required
King County Metro Subsidized/Reduced Transit Fare	80% FPL or below plus enrollment in state benefit programs; 200% FPL	Subsidized annual pass	Required
LA Metro Low-Income and Transit-Rider Credit and Waiver of Recurring Fees	200% FPL or below	One-time \$25 toll credit and waiver of \$1 account maintenance fee	Required
Elizabeth (VA) River Tunnels	\$30,000 annual income (approx. 200% FPL) or below	50% discount for 2-axle tolls for up to 10 trips/week	Required

# Research: Verification and Enrollment

- Other low income toll programs are drastically under-enrolled
- Income verification requires participants to provide documentation of income and can present significant barriers to enrollment
- Concerns regarding fraud are often overstated, ability to control and check for abuse with proper oversight
- Self-certification is more efficient overall than actively verifying income on enrollment



# Practices for Consideration

- Provide free transponders to people and community-based organizations or other groups raise enrollment
- No minimum dollar amount of balance to load or maintain the transponder account
- Provide a cash-based option
- Conduct extensive marketing, promotion, and engagement with community-based organizations that begins at least 6 months before tolls starts
- Post signage so that travelers can make informed decisions

# Practices for Consideration

- Create an in-person and online enrollment process that accommodates participants with disabilities, participants with limited technology access or training, and participants who speak languages other than English
- Support a monitoring, review, and adjustment process for the low-income toll program that includes community voices and a process that is aligned with the Oregon Toll Program's Equity Framework
- Offer additional time to pay toll charges, multiple notices of account balances, or set a maximum penalty amount

# Next Steps and Discussion

# Next Steps

- Draft report posted in June, with stakeholder engagement and discussion in July and August
- Report being delivered to Oregon Transportation Commission (OTC) in September
- More work is needed to identify implementation and operations costs associated with the options for consideration
- Prior to tolls beginning in 2024, OTC and ODOT will establish a low income benefit program

# Discussion Questions

1. What did you like about the options proposed?
2. What should be changed?
3. Are we missing anything?

# Continue the conversation

**Garet Prior, ODOT Toll Policy Manager**  
Garet.Prior@odot.oregon.gov



# GREAT STREETS PROGRAM INFORMATION

ACT Program Information – Draft Guidelines





## BACKGROUND

- Limited funding for corridor projects on highways that also serve as main streets and urban arterials
- Focus on efficiently moving vehicles has had safety and economic impacts to local communities
- Highways have created barriers to access for people walking, biking, using public transit, and driving



# PROGRAM PURPOSE & BACKGROUND

---

- \$50M from OTC's discretionary allocation of IJA Flexible Funds
- Combined funding source for improvements to pedestrian crossings, transit stops, lighting, signals, pavement, and other infrastructure
- Planning, design, and construction projects are eligible for funding
- Project minimum is approximately \$2M
- Proof-of-concept for future multimodal corridor improvements



## ELIGIBILITY

- ODOT-owned State Highways
  - ODOT Regions will submit projects with input from ACTs and local jurisdictions
- Projects must be part of an adopted plan to be considered
  - Public support for project outcomes should be demonstrated
- Safety
  - What are the safety risk factors that will be mitigated?
- Multimodal Access
  - How will improvements improve connections to the local network?

# PROJECT SELECTION & EVALUATION\*

- Equity
  - How does this project reduce barriers for historically excluded communities?
- Climate Mitigation
  - What are the improvements that help reduce vehicle miles traveled and single occupancy vehicle travel?
- Local Support and Engagement
  - How have historically excluded communities been engaged?
  - What is the planned level of community engagement through project completion?
- Leverage Opportunities
- Project Readiness
- State of Good Repair Status

\*Final project evaluation criteria “weights” will be determined by September 2025.

Freight considerations (ORS 366.215) are part of project submission requirements.





## ELIGIBLE ACTIVITIES

- Bicycle facilities
- Bus stop shelters, benches, and amenities
- Crossing improvements
- Gateway features
- Green infrastructure
- Intersection improvements
- Lighting
- Pavement repair
- Road reconfigurations
- Sidewalks
- Stormwater infrastructure
- Street trees
- Street furnishings
- Traffic calming features



# GREAT STREETS PROGRAM TIMELINE

	2022 July	A	S	O	N	D	2023 Jan	F	M	A	M	J	J	A	Fall 2023
Statewide Program Engagement (PTD)															
ACT and Local Engagement (Regions)															
Region Submit Pre-Applications				★											
Regions Submit Project Proposals								★							
150% List								★							
Scoping 150% List															
Updated Proposals Due												★			
Final 100% Project List															
OTC Approval															★



# GREAT STREETS CONTACTS



**Jenna Berman, Active  
Transportation Liaison**

jenna.berman@odot.oregon.gov

971.719.6024



**James Feldmann, Senior  
Planner**

James.feldman@odot.oregon.gov

541.257.7669

**Savannah Crawford,  
Area Manager**

savannah.crawford@odot.oregon.gov

541.757.4154

# ***Oregon Federal Lands Access Program Statewide Needs Assessment***



**Cascades West  
Area Commission on Transportation**



**U.S. Department  
of Transportation  
Federal Highway  
Administration**



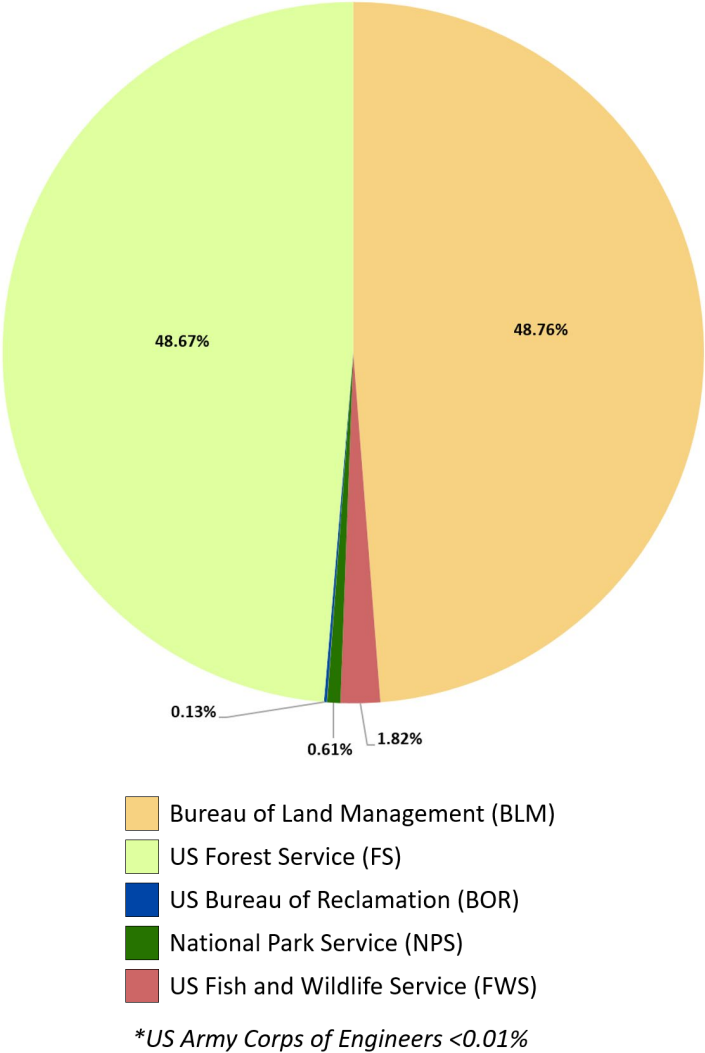
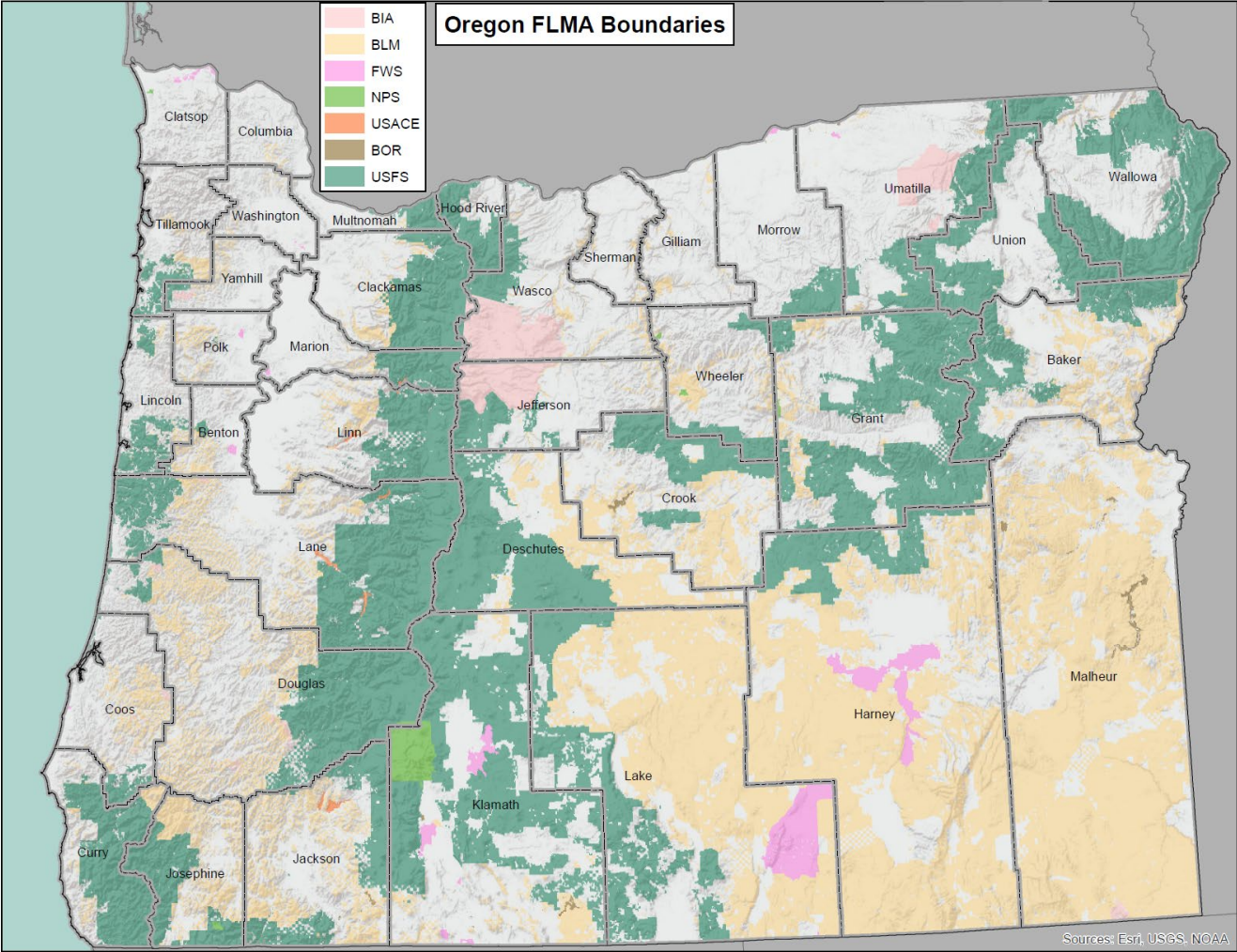
# Overview

- Federal Lands in Oregon
- Transportation Funding for Federal Lands
- Study to Identify Unmet Access Needs to Federal Lands in Oregon
- How You Can Participate



*Photo Credit: National Park Service*

# Federal Lands in Oregon





# Federal Lands in Oregon

- Participation in outdoor recreation has been growing nationally
  - COVID-19 magnified this trend
- Outdoor recreation spending totaled \$15.5B and supported 224,000 full- and part-time jobs in 2019
  - Many rural and gateway communities seek to enhance outdoor recreation-based tourism
  - Transportation infrastructure plays a critical role



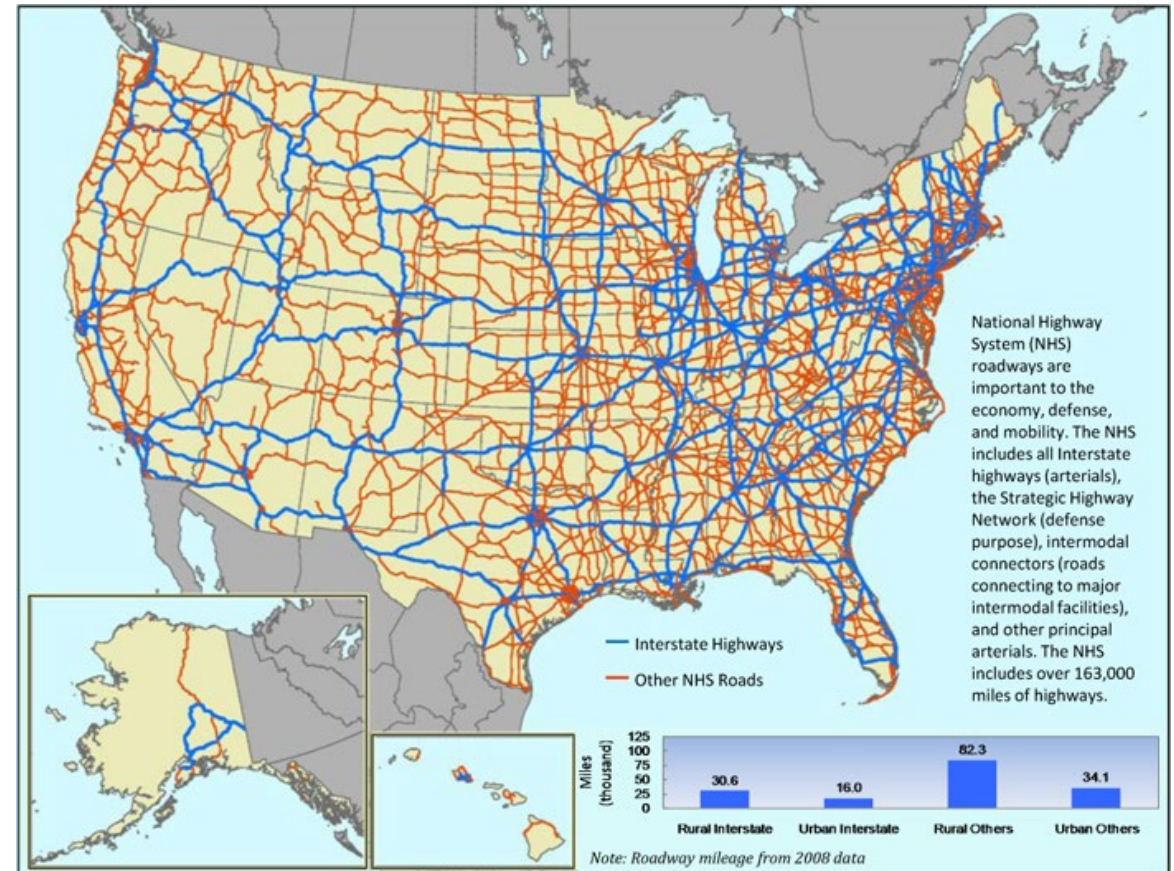
# Transportation Funding for Federal Lands

## How Does It Work?



# Federal Highway Administration

- Support the nation's highway system
  - Partner with states to design, build and maintain interstates and highways
- Provides planning and engineering services for Federal and Tribal lands



*National Highway System Map*

# Federal Lands Highway Division (FLH)

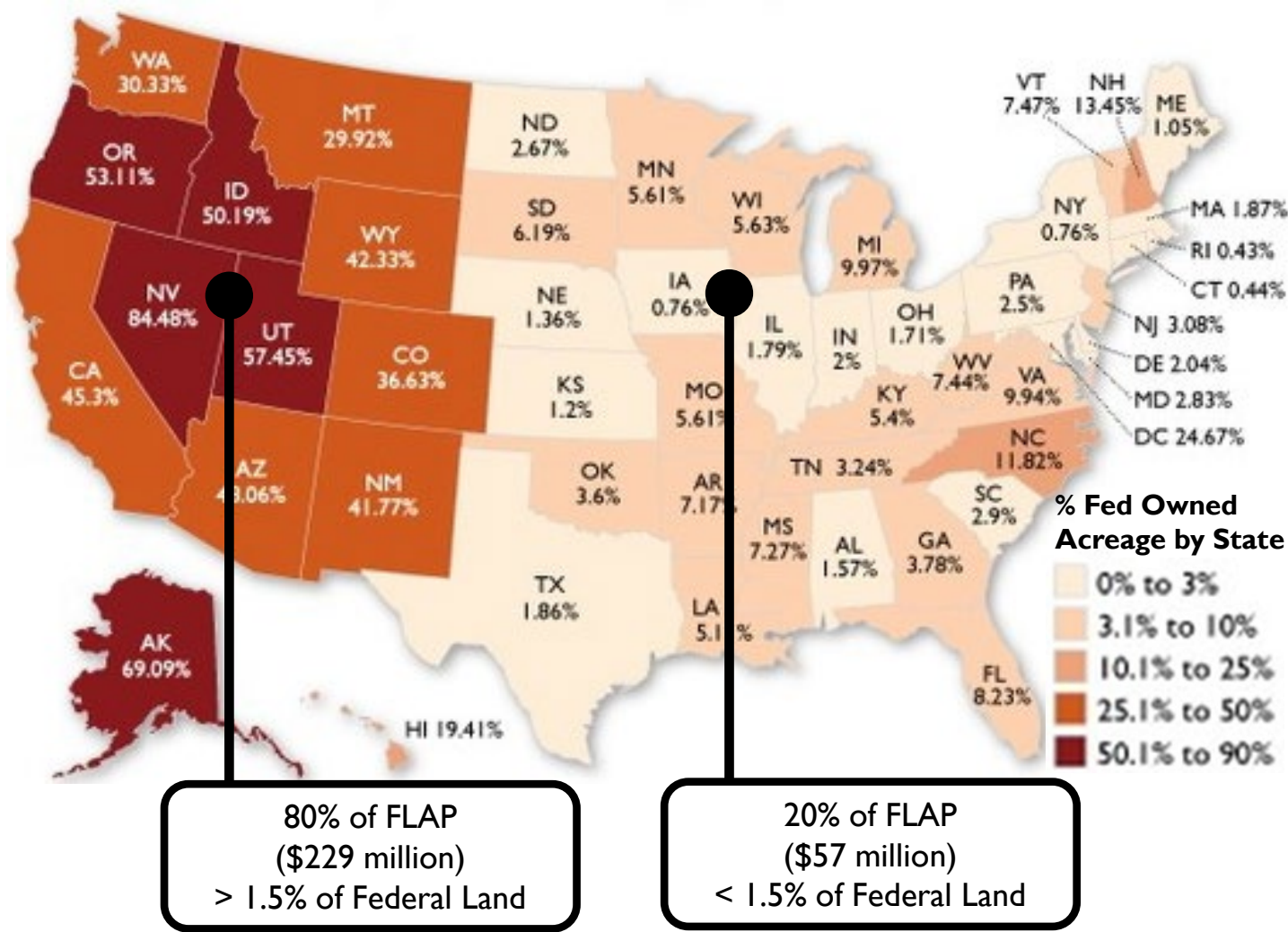


## Core Funding Programs

- **Federal Lands Access Program (FLAP)**  
Improve transportation facilities owned or maintained by a non-federal agency providing access to, adjacent to, or location within federal lands
- **Federal Lands Transportation Program (FLTP)** Improve transportation facilities owned and maintained by a federal agency
- **Tribal Transportation Program (TPP)**  
Provide safe and adequate transportation and public road access to and within Indian reservations, Indian lands, and Alaska Native Village communities



# FLAP Funding Distribution



Fiscal Year	2022	2023	2024	2025	2026	Total
Authorization	\$286 M	\$292 M	\$297 M	\$304 M	\$309 M	\$1.49 B

# FLTP Funding Distribution

	2022	2023	2024	2025	2026
NPS	\$332 M	\$339 M	\$346 M	\$354 M	\$360 M
FWS	\$36 M	\$36 M	\$36 M	\$36 M	\$36 M
USFS	\$24 M	\$25 M	\$26 M	\$27 M	\$28 M
BLM, USACE, BOR, and IFAs	\$29.5 M	\$30.1 M	\$30.7 M	\$31.4 M	\$31.9 M
Total	\$422 M	\$430 M	\$439 M	\$448 M	\$456 M

**4 Year Totals:**

NPS - \$1.731 B

FWS - \$180 M

USFS - \$130 M

BLM, USACE, BOR & IFAs - \$154 M

**4 Year FLTP Funding = \$2.195 B**

*Non-Competitive* - By statute, the NPS, FWS, and USFS receive annual FLTP sums.

*Competitive*- Based on application submissions from the BLM, BOR, USACE, and eligible Independent Federal Agency, allocation amounts are determined by the Office of the Secretary of Transportation by use of a performance management model.



# Federal Lands Access Program (FLAP) in Oregon

- Funded (or To-Be-Funded) ~125 Projects Between 2013-2026
  - Valued at **\$347 million**



Row River Trail Separated  
Grade Crossing



Cape Meares Road Relocation



Rogue-Umpqua Bicycle and  
Pedestrian Plan



Historic Columbia  
River Highway State Trail



# Federal Lands Access Planning (FLAP) in Oregon

## *How Do We Determine FLAP-Funded Projects?*

- Use a “Call For Projects” for non-federal agencies to submit project proposals
- Challenges with Call For Projects:
  - Hard to determine if proposals represent the best or most needed projects
  - 3-month application window is challenging for complex and costly projects
- Coordination Challenges
  - Few opportunities for federal agencies and non-federal agencies to coordinate on transportation challenges

# **Improving Access to Federal Lands in Oregon**

## Needs Assessment Goals and Outcomes

# Oregon FLAP Needs Assessment Goals



Crater Lake National Park

*Photo Credit: National Park Service*

Identify unmet access needs to federal lands and prioritize them

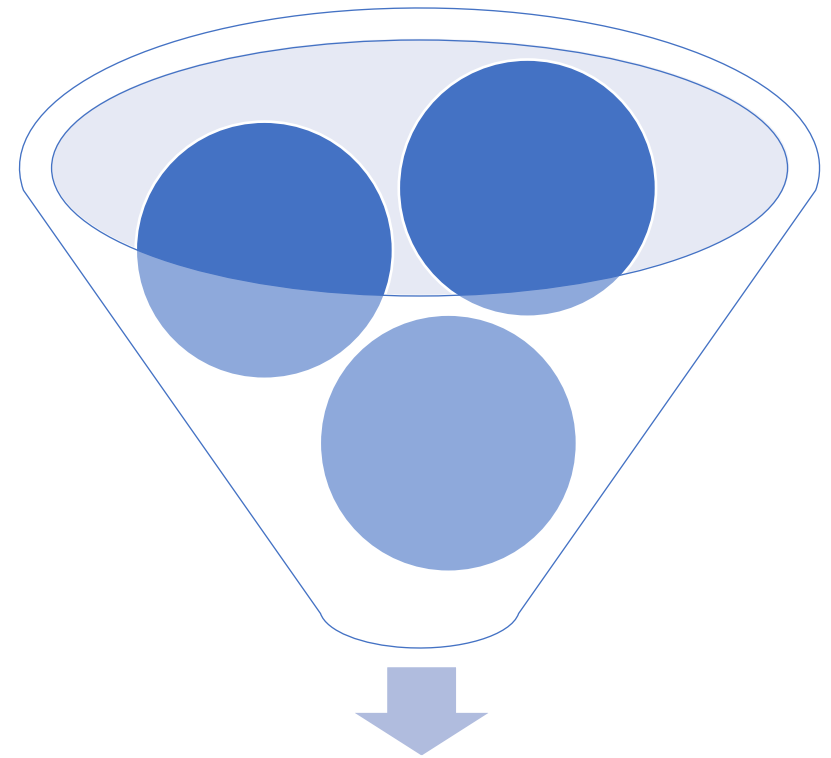
- ✓ Prioritized needs will inform future FLAP Call For Projects
- ✓ Provide guidance on how to address complex challenges

# How Will We Identify Unmet Access Needs?

- Collecting and Analyzing GIS Data
- Reviewing Existing Plans, Studies, and FLAP Proposals
- Hosting Needs Identification Workshops with:
  - Local
  - County
  - Tribal
  - State
  - Federal

# How Will We Prioritize Unmet Access Needs?

- Workshops with Selected Stakeholders to Create and Refine Criteria
- Apply Prioritization Criteria to Inventory of Needs



Prioritized Needs

# Project Schedule

		FY2022						
		Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22
<b>Outreach</b> (Task 1 - Project Management and Coordination)	Project Management Team							
	OR FLAP Programming Decisions Committee (PDC)*							
	ODOT Area Commissions on Transportation (ACT)**							
	OR-WA Transportation Working Group (TWiG)							
	Public Review/Comment							
<b>Deliverables</b>	Task 2 - Existing Conditions and Literature Review							
	Task 3 - Statewide Needs Identification							
	Task 4 - Prioritization of Statewide Needs							
	Task 5 - Final Report and Investment Strategy							

		FY2022							FY2023											FY2024						
		Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24
<u>Outreach</u> (Task 1 - Project Management and Coordination)	Project Management Team																									
	OR FLAP Programming Decisions Committee (PDC)*																									
	ODOT Area Commissions on Transportation (ACT)**																									
	OR-WA Transportation Working Group (TWiG)																									
	Public Review/Comment																									
<u>Deliverables</u>	Task 2 - Existing Conditions and Literature Review																									
	Task 3 - Statewide Needs Identification																									
	Task 4 - Prioritization of Statewide Needs																									
	Task 5 - Final Report and Investment Strategy																									

<

\* OR FLAP PDC meets on an ad hoc basis. Schedule will be updated to reflect PDC meetings as needed.

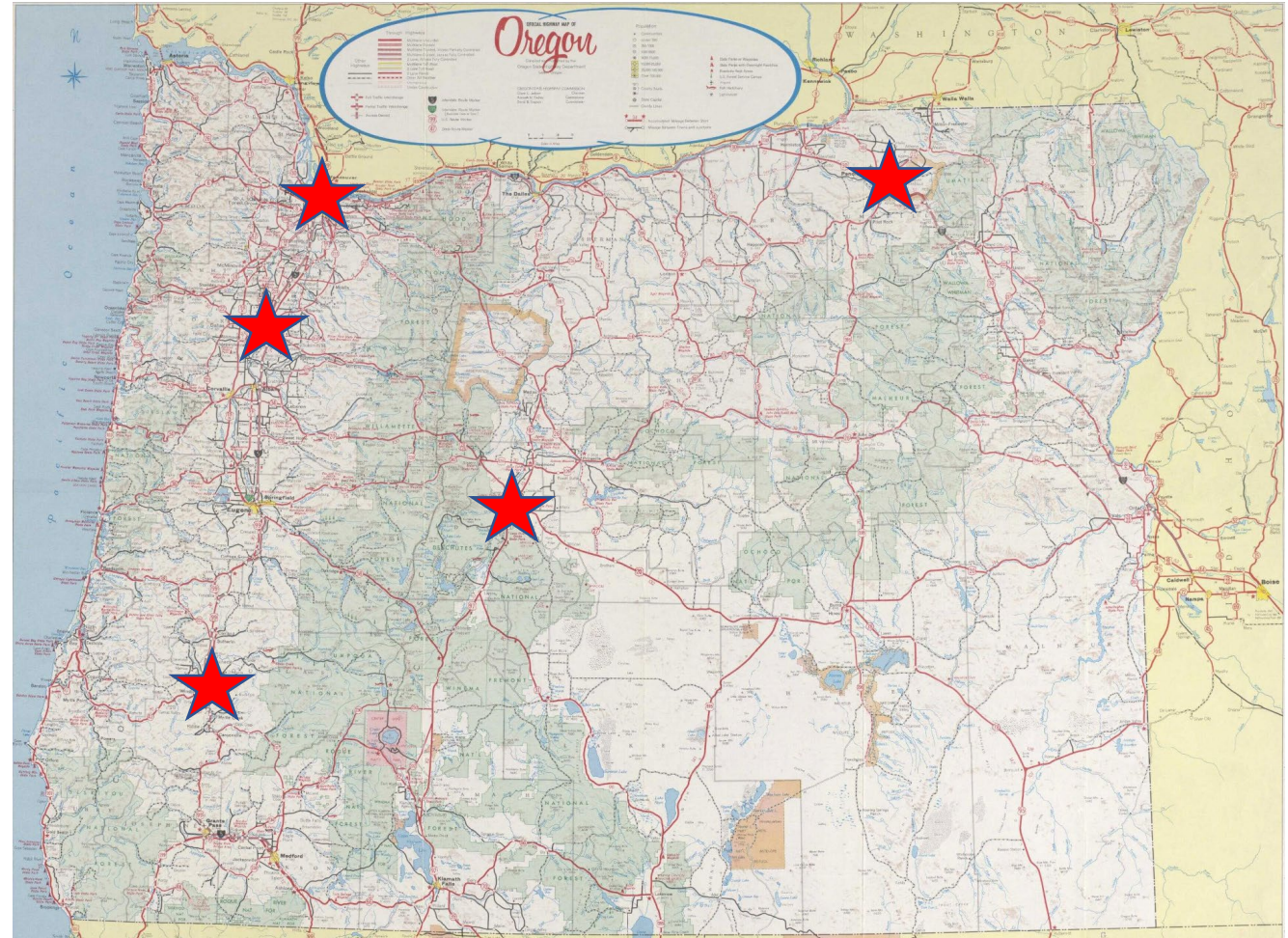
\*\*WFLHD plans to present at all 12 ODOT ACTs in FY22. Additional ACT outreach may occur in FY23 and FY24. Schedule will be updated as needed to reflect additional ACT engagement.

● = Deliverable Due  
 W = Workshop



# How Can I Participate?

- Your Participation is Critical!
- Submit existing plans and studies with access needs
- Participation in Workshops
  - Needs Identification Workshops for local, county, Tribal, and state officials in each ODOT district
- Review Materials





# Why Should I Participate?

- FLAP projects can improve access to federal lands in your city or county
- Your participation = representation
- Build relationships with local, state, tribal, and federal partners



Photo Credit: Bureau of Land Management

Cascade-Siskiyou National Monument (BLM)



**To stay up-to-date on the on the Oregon FLAP Needs Assessment, please visit the project website:**

United States Department of Transportation  
U.S. Department of Transportation  
Federal Highway Administration

Search FHWA site

About FHWA Programs Resources Newsroom

## Oregon Federal Lands Access Program (FLAP) Statewide Needs Assessment

### Introduction

The Oregon Federal Lands Access Program (FLAP) has provided funding to state and local transportation system owners in support of federal lands access improvements since 2013. FLAP supplements state and local resources for public roads, transit systems, and other multimodal transportation facilities, with an emphasis on high-use recreation sites and economic generators. From 2013 to 2021, Oregon has received approximately \$276 million in FLAP distributions; the most recent 2022 Oregon FLAP Request for Proposals estimates \$35.7 million annually for projects that will be programmed in 2024 and 2025. Due to state values for recreation visits, federal land area, and public road miles and bridges, Oregon benefits from a larger allocation of FLAP funding each cycle when compared to other states.

Currently, projects funded by the FLAP are identified through a competitive process where non-federal applicants propose projects, these projects are evaluated against a set of criteria, and final selections are determined collaboratively by the state's Programming Decisions Committee. Many of Oregon's FLAP funds go towards necessary maintenance and capital construction projects in rural counties, with local agencies historically receiving the majority of funds and project awards. While the FLAP Request for Proposals process has advanced critical transportation improvements across the state, a more structured approach to identifying unmet federal access needs would help ensure program funds are directed towards projects that will measurably improve access and provide the greatest benefit to all partners. A "pipeline of projects" will provide decisionmakers with a tool to better understand and anticipate federal lands access needs in Oregon, for FLAP funding and beyond.

### Project Details

**Project Number:** FLPP OR IP 2022(1)  
**Division:** WFL  
**State:** Oregon  
**Location:** Oregon

### Contact Information

**Project Manager:** Jamie Lemon, AICP  
**Phone:** (360) 619-7912  
**Email:** [OregonFLAP\\_Assessment@dot.gov](mailto:OregonFLAP_Assessment@dot.gov)

**Western Federal Lands**  
Federal Highway Administration, USDOT  
610 East Fifth Street  
Vancouver, WA 98661-3801  
United States  
**Phone:** 360-619-7700



**Jamie Lemon, AICP**  
**Project Manager**  
[Jamie.Lemon@dot.gov](mailto:Jamie.Lemon@dot.gov)  
(360) 619-7912

**Roxanne Bash, PMP**  
[Roxanne.Bash@dot.gov](mailto:Roxanne.Bash@dot.gov)  
(360) 619-7846

**Cole Grisham, AICP**  
[Nicholas.Grisham@dot.gov](mailto:Nicholas.Grisham@dot.gov)  
(202) 839-1409

<https://highways.dot.gov/federal-lands/programs-planning/studies/or-flap-needs-assessment>