

Cascades West Area Commission on Transportation
Thursday, December 15, 2022
5:00 - 7:00 pm

HYBRID MEETING: IN-PERSON AT FOLLOWING LOCATIONS:

OCWCOG, Albany ABC Conference Room; 1400 Queen Avenue SE, Albany, OR
OCWCOG, Toledo Conference Room; 203 North Main Street, Toledo, OR

VIA TEAMS VIDEO/CALL-IN AVIALABLE

Teams Link by clicking [HERE](#)

Meeting ID: 291 066 199 116

Passcode: 9c2EKj

Mobile One Click Number

[+1 872 242 8088](#)

Phone Conference ID: 178 195 178#

Contact: Steph Nappa, snappa@ocwcog.org

AGENDA

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|-----------|-------------|---|---|
| 1) | 5:00 | Welcome and Agenda Review | Chair,
Commissioner
Pat Malone |
| 2) | 5:05 | Public Comments
<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> | Chair |
| 3) | 5:10 | Approve February 24, 2022, Meeting Minutes (Attachment A)

<i>ACTION: Approval of Minutes</i> | Chair |
| 4) | 5:15 | ACT Chairs Meeting Review (Attachment B)
<i>Review meeting content and CWACT prepared comments</i>

<i>ACTION: Information Only</i> | Nick Meltzer,
Betty Kamikawa |
| 5) | 5:30 | 2023 ODOT Legislative Agenda (Attachment C)
<i>Overview of ODOT's legislative priorities for the 2023 legislative session. Discussion of CWACT support for any particular priorities.</i>

<i>ACTION: Discussion</i> | Kayla Hootsmans
(ODOT) |
| 6) | 5:50 | 2023-2025 STIF Project Review (Attachment D)
<i>Review the STIF Discretionary Grant applications within the CWACT region.</i> | Staff |

ACTION: Review and Provide Feedback

- 7) 6:25 **CWACT Membership Update (Attachment E)** **Staff**
Review proposed membership and bylaws changes, which are adjusted after discussion at October meeting.

ACTION: Review proposed changes

- 8) 6:45 **Oregon Transportation Plan Update (Attachment F)** **Savannah Crawford (ODOT)**
Review of progress on the Oregon Transportation Plan:
<https://content.govdelivery.com/accounts/ORDOT/bulletins/337ed45>

ACTION: Information Only

- 9) 6:55 **Other Business** **Staff**
 - 2023 Meeting Topics
 - Intermodal Facility Update
- 10) 7:00 **Adjournment** **Chair**

**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>Meeting called to order at 5:01 pm by Chair Commissioner Pat Malone.</p> <p>There were no changes to the agenda.</p> <p>Introductions were conducted.</p>
2. Public Comments		There were no public comments.
3. Approve Minutes of October 28, 2021		Consensus to approve the October 28, 2021 meeting

		minutes with corrections.
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"> • \$26.25 million for Construction • \$3 million for Rapid Response • \$750 thousand for Project Identification-Planning Assistance • \$2 million for Education Grants and Services <p>SRTS Key Dates:</p> <ul style="list-style-type: none"> • January 2022: Materials became available online • March 18, 2022: Applications are due • July 31, 2022: Application Part 2 due (for construction grants only) <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"> • Darrin Lane asked if bike helmets are an eligible expense. <ul style="list-style-type: none"> ○ 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. • Councilor Gil Sylvia asked Ferguson to clarify who the “underserved community” is. <ul style="list-style-type: none"> ○ 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. • Councilor MaryEllen O’Shaughnessy asked if a private school is able to apply for SRTS funding. <ul style="list-style-type: none"> ○ Yes, if it is a head start or charter school. • Councilor Dick Olsen asked if there is a safe way to get students from Central School who cross Ellsworth, Lyon’s Street, and 9th in the city of Albany. <ul style="list-style-type: none"> ○ Staff Nappa let Councilor Olsen know that she would reach out to him and city staff to discuss his concern. 	
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"> • 32% Flexible Funds • 21% Bridge • 14% Transit • 9% Local • 7% Resilience • 5% Carbon Reduction • 4% EV Charging 	

	<ul style="list-style-type: none"> • 4% Safety • 3% Active Transportation • 1% Other <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"> • Investing in public and active transportation • Investing in bridges and preserve road conditions • Address bottlenecks on state highways • Address the needs of urban arterials • Improve safety across all modes and programs • Invest in fish, wildlife, and environmental projects • Expand electric vehicle charging opps. • Ensure fair regional distribution of funds and invest in regional and local priorities <p>Out of those comments, ODOT proposed the following nine investment areas:</p> <ul style="list-style-type: none"> • Fix-it • Enhance Highway • ADA Accessibility • Great Streets • SRTS • Local Climate Planning • Operations and Maintenance • Match for discretionary grants • Business & Workforce Development <p>The OTC will discuss these and decide how to allocate the funds</p>	
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	<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 30th. 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"> • 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. • 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). • Lincoln County Commissioner Doug Hunt echoed Lane's comment of maintaining what is currently available while 	
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	<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"> ○ 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. • 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. • 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. 	
6. Connect Oregon Presentations	<p>Lisa Scherf Transportation Services Supervisor for the City of Corvallis provided an overview of the Runway 17-35 Rehabilitation and Lighting Improvement project.</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>	
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	<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>Elizabeth Bingold Associate General Counsel for Pacific Seafood provided an overview of the Newport Dock Rehabilitation project.</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>	
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	<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>Ross Lane Assistant Vice President of Government Affairs for Genessee & Wyoming Inc. provided an overview of the Portland and Pacific railroad project.</p>	
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	<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>	
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	<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>Member Feedback on Project Ranking:</p> <ul style="list-style-type: none"> • ODOT ranking did not make much sense to members. • Important to advance a number one project that could advance to the next level statewide. • Is the total amount requested vs what the project is asking for 	<p>Consensus for the following Connect Oregon project ranking:</p> <ol style="list-style-type: none"> 1. Pacific Seafood 2. Corvallis Airport 3. Portland and Pacific Railroad

	<p>something to consider? <i>Answer: Yes</i></p> <ul style="list-style-type: none"> • Important to look at the quality of the proposal and how much information was provided as well as the impact of the project. • Are the funds available on a regular cycle? <i>Answer: It depends on the legislature.</i> • 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. • Need to look at statewide significance and regional significance. <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>	
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	<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>	
Administrative Announcement	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 th .	
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>Consensus for Betty Kamikawa and Adam Keaton to serve as county members at the Executive Committee.</p> <p>Benton County will follow up with Staff on their representative.</p>
2. Adjournment		Meeting adjourned at 7:10 pm.

MEMORANDUM

DATE: November 16, 2022

TO: Oregon Transportation Commission

FROM: Betty Kamikawa, Toledo City Councilor and CWACT Executive Committee Member

RE: **2022 OTC ACT Chair Meeting Talking Points**

Introduction: The Oregon Transportation Commission (OTC) has historically held an annual meeting with the chairs of the Area Commissions on Transportation (ACTs) and the statewide modal committees. The meeting for 2022 is scheduled for Wednesday November 16, and Betty Kamikawa was selected to represent CWACT. CWACT staff prepared this memo to summarize the sentiments CWACT members have expressed over the past year.

Talking points sorted by agenda items

B) State of Transportation

- CWACT members are appreciative of the increase in funding for transit from HB 2017 and the Statewide Transportation Improvement Fund (STIF) revenue. We have seen expansion of transit to urban and rural communities. The lack of bus drivers continues to be an issue in further expansion of transit however. Our agencies have the money, but lack the drivers
- There is a great demand for more funding to support bicycle and pedestrian projects across our region. The Community Paths program is a great start and our members have applied for multiple projects, however the demand drastically exceeds the available funding. We are concerned that ODOT is prioritizing improving their own system without enough input from local communities. One example of this is the Great Streets program, which was marketed to our ACT yet there was never a corresponding request for input.
- CWACT members continue to feel that we have little input into the decision-making process
 - Isn't clear if our feedback is being considered. CWACT staff regularly watch the OTC meetings and rarely see ACT input being discussed when decisions are made.

- Lack of purpose reduces enthusiasm for meeting attendance, leading to quorum issues.
- No control over funding coming to our region. CWACT has expressed a desire to receive a portion of funding, either through allocation or competitive process, to fund priority projects within our region.

C) Transportation Funding

- A presentation was recently shared with CWACT regarding the changes and near elimination of the state fund exchange program. Our members understand the limitations of declining revenue but there was no discussion on how ODOT can adjust expenses to account for the lower revenue expected in the future. We encourage ODOT to take a hard look at expenses, as all cities and counties are required to do across the state in creating balanced budgets every year.
- *(Duplicated from above)* There is a great demand for more funding to support bicycle and pedestrian projects across our region. The Community Paths program is a great start and our members have applied for multiple projects, however the demand drastically exceeds the available funding. We are concerned that ODOT is prioritizing improving their own system without enough input from local communities. One example of this is the Great Streets program, which was marketed to our ACT yet there was never a corresponding request for input.
- CWACT would prefer to prioritize corridors rather than modes.
 - The recent Statewide Transportation Improvement Plan (STIP) cycles have allocated funding in “categories” such as safety, fix-it, modernization, etc. CWACT feels this method of allocating funding pits modes against each other.
- No funding source identified for expensive yet critical projects, such as the Yaquina Bay Bridge replacement. ODOT seems more interested in federal grants to support their projects versus local community priorities.
- *(Duplicated from above)* CWACT members continue to feel that we have little input into the decision-making process
 - Isn't clear if our feedback is being considered. CWACT staff regularly watch the OTC meetings and rarely see ACT input being discussed when decisions are made.
 - Lack of purpose reduces enthusiasm for meeting attendance, leading to quorum issues.
 - No control over funding coming to our region. CWACT has expressed a desire to receive a portion of funding, either through allocation or competitive process, to fund priority projects within our region.

G) Equity and Committees

- CWACT has a history of collaboration among diverse stakeholders throughout our region. We also feel that many members can represent multiple viewpoints (i.e. many of us that drive also bike regularly). We understand ODOT's efforts to broaden representation on the ACTs but remain nervous about a mandate when ACTs are supposed to be advisory to the OTC and not have too much influence from ODOT.

I) Roundtable

- CWACT members continue to feel that we have little input into the decision-making process
 - Isn't clear if our feedback is being considered. CWACT staff regularly watch the OTC meetings and rarely see ACT input being discussed when decisions are made.
 - Lack of purpose reduces enthusiasm for meeting attendance, leading to quorum issues.
 - No control over funding coming to our region. CWACT has expressed a desire to receive a portion of funding, either through allocation or competitive process, to fund priority projects within our region.
- Have been waiting for over two years to hear what the "ACT reset" will be
 - Significant concern over the proposed membership additions for specific modes and demographic groups, because these positions wouldn't be elected officials. Members feel elected officials are better equipped to represent the needs and desires of the region.
 - Still unclear what the role of ACTs will be after the reset.
- CWACT would prefer to prioritize corridors rather than modes.
 - The recent Statewide Transportation Improvement Plan (STIP) cycles have allocated funding in "categories" such as safety, fix-it, modernization, etc. CWACT feels this method of allocating funding pits modes against each other.

Additional Context:

ACT Role/Engagement – CWACT has shared the same feedback since changes to the STIP project selection process were put in place following the passage of the state transportation funding package in 2017. Without a direct role in STIP project selection, CWACT members have felt uncertain about their role in the state transportation process. This lack of direction has led to a noticeable decrease in member engagement, and the CWACT struggles with meeting

attendance and difficulty achieving quorum. In 2022, CWACT only had quorum at one of the four meetings we held.

As an alternative to STIP project selection, CWACT has proposed that ACTs be allocated funding to spend on projects within our region. This process could be an ODOT driven formula allocation, or a competitive grant process. We encourage the OTC to consider this proposal. CWACT submitted a similar proposal, asking for the ability to select Leverage projects within our region, in our 2020 letter commenting on the 24-27 STIP Engagement process.

ACT Reset/Membership - In an effort to address our issues with quorum and to prepare for the ACT reset that has been proposed, CWACT staff have been working with the Executive Committee to update the CWACT membership. The proposed update included six (6) new membership slots for “ODOT required representatives” that have been forecasted by our Area Manager, such as a bike/ped rep, a transit rep, etc. as part of the ACT reset. When these proposed changes were discussed at CWACT during our September 27th meeting, there was significant concern from current members that this change wouldn’t fit the intent of the ACTs. Multiple members felt that the current membership of elected officials is best suited to provide input on statewide transportation decisions for our region. They felt adding additional members that weren’t elected by the community may prevent CWACT from accurately representing our region.

Corridor Priorities vs Modal Priorities – In our feedback on the 24-27 STIP engagement process, CWACT expressed our concern that the funding allocation method used by ODOT and the OTC was flawed. The funding category approach prohibited the opportunity to have a real discussion about our regional priorities and needs. CWACT feels that this approach leads to projects having a singular focus, tied to a specific goal (such as Fix-It) rather than combining projects that could achieve multiple goals simultaneously. We believe an approach that allows regions to select priority corridors, and consider holistic improvements to those corridors, would be a more efficient and effective approach.

2023 Legislative Session Preview

ODOT's 2023 Legislative Concepts

- **LC 563:** Expanding Contracting Opportunities
- **LC 568:** Full Road Use Charging Implementation
- **LC 571:** Interstate Bridge Replacement Program
- **LC 574:** Commercial driving regulation
- **LC 575:** DMV Fees
- **LC 576:** Technical Corrections/Housekeeping

LC 563: Small Business Assistance Program

- Modifies public contracting code to establish a small business assistance program
- Allows ODOT to enter into public improvement contracts with qualified small businesses under the program



LC 568: Mandatory Road Usage Charging

- Implement a mandatory road usage charge program beginning in July 2027 for registered owners and lessees of passenger model year 2028 and later vehicles that achieve a 30+ MPG rating



LC 571: Interstate Bridge Replacement

- Establish direction to undertake the IBR program in partnership with Washington State
- Provide authorization to issue highway user tax revenue bonds for ODOT's portion of program funding
- Clarify public contracting code to account for bi-state project
- Modify tolling statutes to allow for bi-state project
- Address statutory modifications needed to finance the program



LC 574: Commercial Driving Regulation

- Move most CDL specific laws to administrative rule
- Allow ODOT to respond more quickly to federal changes and stay in compliance at the federal level
- Keep laws that establish fees, offenses/violations in statute



LC 575: DMV Fee Bill

- DMV fee adjustments to fully recover costs of service delivery



LC 576: Technical Corrections

Connect Oregon

- Clarify language around point-in-time fund calculation to launch a competitive Connect Oregon grant cycle

Use Fuel Updates

- Eliminate requirement that certain heavy vehicle users be licensed use fuel users and file tax reports

Safe Routes to School

- Expand eligibility for projects from Safe Routes to School program by increasing school radius criteria from 1 mile to 2 miles
- Allow grade 9-12 schools to be prioritized for funding



Policy Option Packages

- #100: IJA New and Enhanced Activities and Programs
- #101: Interstate Bridge Replacement
- #102: Urban Mobility Strategy
- #104: DMV Customer Experience
- #105: Small Business Development Program
- #106: Road Usage Charging
- #107: South Coast Regional Seismic Ready Facility
- #109: ARPA Carry-over for Newberg Dundee Bypass
- #110: Veterans Rural Transportation Grant Program

Questions?

December 8, 2022

2023-2025 STIF Discretionary Grants within the Cascades West Region

Below are the grant projects being submitted within Lincoln, Benton and Linn counties for the statewide discretionary programs. There is approximately \$28,000,000 for all the grants in Oregon this cycle. There are 80 applications that came in before the deadline.

Link Lane/Lane Council of Governments

The Florence-Yachats Connector currently runs 4 round trips per day: Monday through Saturday. It begins at the Grocery Outlet, a key transit hub in Florence, stops at the Carl G. Washburne State Park and ends at W. 3rd St and Pontiac St in Yachats. Expansion plans in this STIF biennium include adding Sunday service.

The Florence-Yachats Connector route links the rural, coastal communities of Florence and Yachats along Oregon's HWY 101 and serves as an important car-free transportation option for local community members and visitors along Oregon's premier coastline. It is a vital link in the statewide transportation network as it connects with transit to its northern and southern terminal stops to provide continual transit availability along HWY 101 throughout Oregon and beyond. Ridership has steadily increased since the route began in September 2018 as a pilot project. LCOG has managed this route since 2019 and remains committed to providing a steady and reliable service.

Benton Area Transit

Benton County, like many transit agencies has an aging fleet. This grant, if awarded, would pay for the purchase of 4 replacement vehicles. Of the vehicles being purchased, one will be a propane/gas Category D vehicle used for fixed-route service and the other 3 will be hybrid/electric Category E vehicles to be primarily used for door-to-door paratransit and countywide demand-response services. All vehicles targeted for replacement are either currently, or will be, well beyond their useful life by the time the new vehicles are delivered:

Vehicles being replaced:

- 1) Bus 167, 227,782 miles, -0.4 useful life remaining
- 2) Bus 156, 162,236 miles, -4.9 useful life remaining
- 3) Bus 162, 73,060 miles, -2.5 useful life remaining
- 4) Bus 163, 123,239 miles, -2.2 useful life remaining

Albany Transit System

The city of Albany's project includes:

- A Bus replacement for the Loop service,
- A Paratransit van replacement,
- Additional funds for a restroom at the Albany Multimodal Station
- Albany Transit System vehicle purchase

City of Lebanon/LINX

LINX Transit operates the Dial-a-Bus, LOOP deviated fixed route and the Brownsville Connector. Ridership has increased by 36% last fiscal year and on track to increase an additional 50% this fiscal year, with approximately 45,000 rides. Due, in part, to LINX Transit service expansions through STIF, LINX Transit has submitted two STIF Discretionary grants for consideration.

December 8, 2022

First, we are proposing improvements to be made at our city-owned Maintenance Shop, to provide secure parking for our growing LINX fleet for up to 15 buses and 20 parking spaces which allows for future growth and will maximize useful life. The project includes site planning and prep for the 35,000 square foot parcel, conduit to prepare for electrification of fleet, asphalt and new bay door and pit area to perform vehicle maintenance. Project total is \$594,650, which includes a 10% contingency and \$61,000 pledged from the City of Lebanon toward the project.

Second, we have submitted a grant for \$150,000 for transit scheduling and dispatching software, tablets for vehicles and staff training to assist with increased demand and to help streamline the scheduling process for riders, dispatchers and drivers. The scheduling and dispatch software would help to schedule rides more efficiently and effectively, allowing LINX to provide more rides per service hour, provide real-time ride assignments for drivers, reduce wait periods for return ride requests, automate data for reporting and reduce time spent on the phone for individuals scheduling rides.

OCWCOG Mobility Hubs

OCWCOG has a 2021-2023 STIF Discretionary Grant to complete design of two transit hubs at Oregon State University and Linn Benton Community College. This grant moves that project forward and is a grant to construct the two transit hubs at both schools. Each location is served by more than 5 separate routes per day, operated by 3 or more separate agencies. These hubs will provide a safe and comfortable place to wait for local and regional transfers, provide secure bike parking, real time information on bus arrivals, and allow for additional bus layovers and mobility options in the future.

OCWCOG has secured letters of agreement with both schools for the land the hubs will be built on, and their commitment to maintain the facilities over their useful life. The project has regional support from AAMPO, CAMPO and the Linn Benton Loop.

Yamhill County

Unknown at time of distribution

Summary

The table below contains a summary of project applicant, title and funding request.

Applicant	Project Title	Region	Total Amount Requested
Benton County	Vehicle Purchase-4 -Replacement vehicles	Region 2B	\$1,015,000.00
City of Albany	Paratransit Van replacement (1)	Region 2B	\$79,000.00
City of Albany	Bus replacement for Linn-Benton Loop service (1)	Region 2B	\$900,000.00
City of Albany	Multimodal Station Restroom Structure	Region 2B	\$190,000.00
City of Albany	Vehicle Purchase- ATS System Hybrid Bus (1)	Region 2B	\$900,000.00
Linn County	Vehicle Purchase- Linn Shuttle	Region 2B	\$175,000.00
LINX Transit	LINX Transit Scheduling Software	Region 2B	\$150,000.00
LINX Transit	LINX Transit Secured Fleet Parking	Region 2B	\$594,650.00
Oregon Cascades West Council of Governments	OSU and LBCC Mobility Hub Construction	Region 2B	\$3,000,000.00
		Total	\$7,003,650.00



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MEMORANDUM

DATE: December 1, 2022

TO: Cascades West Area Commission on Transportation

FROM: Steph Nappa, CWACT Staff

RE: **Amended Membership Update Proposal**

Background: Throughout 2022, the Cascades West Area Commission on Transportation (CWACT) Executive Committee has been discussing options for updating the CWACT membership. Since the passage of Oregon HB 2017 in 2017 which resulted in changes to the role of Area Commissions on Transportations (ACTs), CWACT has struggled to achieve quorum. The issue has been exacerbated by the fact that CWACT has the largest voting membership of any Oregon ACT. Simultaneously, the Oregon Department of Transportation has been looking to update ACT roles and membership requirements. For these reasons, the Executive Committee deemed now is an appropriate time to pursue membership changes.

At the September CWACT meeting, staff presented a proposal for membership changes that had been developed with input from the Executive Committee. The full CWACT membership had several concerns with the proposal:

- Reduced number of representatives from small cities/rural areas would reduce the influence of a large portion of the CWACT area
- Added memberships for “ODOT required representatives” don’t fit the purpose of the ACTs
 - Unelected representatives may not accurately reflect the needs of the region
 - Feels like too much ODOT influence on a body that’s meant to advise ODOT
- ODOT Area Manager Savannah Crawford noted that the Area Manager is required to be a voting member based on the ACT formation policy

To address these comments, staff have revised the membership update proposal, outlined below.

Revised Membership Update Proposal: Changes reflect the input received at the September CWACT meeting.

- Three (3) county commissioners, one from each county
- Three (3) large city representatives, one each from Albany, Corvallis, and Newport
- One (1) representative from the Confederated Tribes of Siletz Indians
- Two (2) port representatives, one each from the Port of Newport and the Port of Toledo
- Nine (9) small city representatives, three (3) from each county
 - Small cities are defined as any city that isn’t specified above as a large city
 - Small cities self-select to be representatives. If more than three (3) cities request to be representatives, the county commissioners will select which cities will be the representatives for their county.
 - If three (3) cities from one county do not offer to provide representatives, the County Commissioner may select at-large representatives in lieu of city representatives.

- One (1) ODOT representative, which is the Area Manager
- Up to three (3) at-large representatives
 - The CWACT Executive Committee will appoint at-large members.
 - At-large members may represent a geographical area, a demographic group, a transportation mode, or a transportation-related field (i.e. economic development) at the Executive Committee's discretion. They may be elected officials, staff, or members of the public.
 - At-large memberships may change following the ACT reset process

The primary changes to the membership are a reduction in the number of cities represented. Currently each city with the Linn, Benton, and Lincoln County regions is a CWACT member eligible of providing a representative. The proposed change would result in four (4) cities represented per county. Any city within the region that isn't a voting member would be an Ex-Officio member.

Associated Bylaws Changes: CWACT membership is defined in the CWACT bylaws. Attached to this memo is a marked copy of the bylaws showing the proposed changes.

Membership Change Process: As CWACT is also the Oregon Cascades West Council of Governments (OCWCOG) Transportation Advisory Committee, any bylaws updates must be approved by the OCWCOG Board of Directors. There are two options for pursuing bylaws changes:

1. CWACT Initiated Changes
 - a. Proposed changes are presented to the CWACT for comment
 - b. At the following meeting, CWACT may vote to approve the changes. A 75% majority of voting members present must vote to approve the changes
 - c. The bylaws changes are presented to the OCWCOG Board for approval
2. OCWCOG Board Initiated Changes
 - a. Proposed changes are presented to the OCWCOG Board. If a simple majority of the Board approves the changes, they are sent to the CWACT for comment
 - b. CWACT provides comments on the changes
 - c. The OCWCOG Board votes to approve the changes with the comments from CWACT. A 75% majority of the OCWCOG Board is needed to adopt the changes.

Recommendation: Staff recommend that CWACT adopt the proposed membership and bylaws changes. If implemented, these changes would bring CWACT in line with the bylaws and membership of other ACTs across the state.



OREGON TRANSPORTATION PLAN

A resilient transportation future for all Oregonians

THE OREGON TRANSPORTATION PLAN (OTP)

sets the vision and informs investment decisions by ODOT and regional and local governments for all the ways people and goods move including walking, biking, rolling, public transit, highways, railroads, freight and even planes. From major bridge improvements to local sidewalk projects, an updated Oregon Transportation Plan will guide transportation investments for the whole state over the next 25+ years.



PLAN GOALS

Throughout fall/winter 2021, we connected with people across our state and gathered input on a variety of topics including what is most important to you in your daily travels. We used this feedback to develop goals and policies.



Social Equity

Meet the mobility needs of systemically excluded and historically underserved people with improved access to safe and affordable transportation. Be transparent in how we communicate about investments in transportation to build public trust.



Sustainability and Climate Action

Reduce greenhouse gas emissions for all sectors of transportation. Invest in the resilience of the transportation system.



Mobility

Create a resilient multimodal transportation system that enables the diverse range of community members to get where they need to go safely, and reliably, with minimal environmental impact.



Safety

Enable safe access for all people, regardless of their age, ability, race, income, or mode of transportation.



Stewardship of Public Resources

Ensure an open decision-making process that aligns different revenue sources strategically so that they are cost-effective and achieve statewide policy priorities.



Economic and Community Vitality

Provide systems for movement of people and goods that help communities thrive and prosper.

BALANCING PRIORITIES THROUGH THE OTP



The hard truth is that planning for the future of transportation is going to take tradeoffs and compromise. Funding is limited, and we are going to need to prioritize and balance investments and consider options for more sustainable funding to meet needs all over the state.

From aging tunnels and bridges to congested roadways to missing sidewalks and bikeways, investments are needed across the multimodal system to address all these issues, but there is not enough funding to fully meet all these needs.

This update to the OTP is an opportunity to create a more sustainable and equitable transportation system that gets all Oregonians where they're going safely and efficiently — even bringing a little more joy to the experience. Planning for a better transportation future is a complex challenge that's going to take people collaborating, compromising, and being creative across the entire state and in their local communities.

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WHAT'S NEXT

By mid-2023, we will reach the finish line when the Oregon Transportation Commission ultimately adopts the updated OTP.

To get there, we are:



Considering the relationship between different forms of transportation and the unique needs of different communities across the state



Using a range of scenarios to help develop a flexible plan that can adapt to a changing transportation future



Outlining priorities for transportation investments and establish an approach for implementing the OTP's vision, goals, and policies

We also want to continue to hear from you! Participate in our online quiz and scenario planning tool today!

FOR MORE INFORMATION



Website [Tinyurl.com/OTP-update](https://tinyurl.com/OTP-update)



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