

CWACT Full Commission Meeting
Thursday, June 22, 2023
5:00 pm - 7:00 pm

HYBRID MEETING: IN-PERSON AT NEWPORT COMMISSIONERS CHAMBERS:

Newport Commissioners Chambers Room 108, First Floor of Lincoln County Court House
225 West Olive Street, Newport, Oregon 97365

VIA TEAMS VIDEO/CALL-IN AVIALABLE

Teams Link by clicking [HERE](#)

Meeting ID: 286 971 423 600

Passcode: zFJPaU

Mobile One Click Number

[**+1 872 242 8088**](tel:+18722428088)

Phone Conference ID: 374 742 856#

Contact: Nick Meltzer; nmeltzer@ocwcog.org

AGENDA

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|-----------|-------------|--|--|
| 1) | 5:00 | Welcome and Agenda Review
<i>Welcome to Lincoln County!</i> | Chair,
Commissioner
Claire Hall |
| 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.</i> | Chair |
| 3) | 5:15 | Approve Minutes of the April 27, 2023, meeting (Attachment A)

<i>ACTION: Approval of Minutes</i> | Chair |
| 4) | 5:25 | 2027-2030 STIP Process
<i>Update on 2027-2030 Statewide Transportation Improvement Program (STIP) schedule, funding, and opportunities for input.</i>

<i>ACTION: Informational</i> | Savannah
Crawford, ODOT |
| 5) | 5:45 | CWACT Workplan Development (Attachment B)
<i>Review and discuss new requirements for ACT workplans and draft ideas for the next 12-18 months.</i>

<i>ACTION: Discussion</i> | James Feldman,
ODOT and Staff,
Nick Meltzer |
| 6) | 6:10 | ACT Chair's Meeting Talking Points
<i>Review of CWACT issues to bring to statewide ACT Chair's meeting.</i>

<i>ACTION: Discussion</i> | Staff, Nick
Meltzer |

7) 6:40 Other Business

- ODOT Training Requirements
- Update on project priority development

8) 7:00 Adjournment

Chair

The next CWACT Full Commission Meeting is scheduled for August 24, 2023. Meeting may be cancelled, and a recess may be taken based on agenda topics.

Primary Members:

Last Name	First Name	Representing	Category
*Malone	Pat	Benton County	Primary
Bronstein	Sarah	Benton County – Private Sector	Primary
Montague	Jackie	City of Albany	Primary
Napack	Jan	City of Corvallis	Primary
Bedingfield	Lindsay	City of Depoe Bay	Primary
McMillen	Randy	City of Halsey	Primary
Michelle	Steinhebel	City of Lebanon	Primary
Mark	Rick	City of Lincoln City	Primary
Sullivan	John	City of Millersburg	Primary
Cuthbertson	Jeanni	City of Monroe	Primary
Kaplan	Jan	City of Newport	Primary
*Lehman	Matt	City of Philomath	Primary
Sanchez	Angelita	City of Sweet Home	Primary
Samaniego	Joe	City of Tangent	Primary
*Kamikawa	Betty	City of Toledo	Primary
Holland	Greg	City of Waldport	Primary
O'Shaughnessey	Mary Ellen	City of Yachats	Primary
Peterson	Bonnie	Conf. Tribes of Siletz Indians	Primary
Hall	Claire	Lincoln County	Primary
*Nyquist	Roger	Linn County	Primary
Steele	Janet	Linn County – Private Sector	Primary
*Crawford	Savannah	ODOT	Primary
Sylvia	Gil	Port of Newport	Primary

**CASCADES WEST AREA COMMISSION ON TRANSPORTATION
FULL COMMISSION MEETING
DRAFT MINUTES
Thursday, April 27, 2022
5:00 pm – 7:00 pm**

Last Name	First Name	Representing	Attendance
*Malone	Pat	Benton County	Yes
Bronstein	Sarah	Benton County – Private Sector	Yes
Montague	Jackie	City of Albany	Yes
Napack	Jan	City of Corvallis	Greg Gescher
Bedingfield	Lindsy	City of Depoe Bay	No
McMillen	Randy	City of Halsey	No
Michelle	Steinhebel	City of Lebanon	No
Mark	Rick	City of Lincoln City	Yes
Booth	Janelle	City of Millersburg	No
Cuthbertson	Jeanni	City of Monroe	No
Kaplan	Jan	City of Newport	yes
*Lehman	Matt	City of Philomath	Yes
Sanchez	Angelita	City of Sweet Home	No
Samaniego	Joe	City of Tangent	yes
*Kamikawa	Betty	City of Toledo	Yes
Holland	Greg	City of Waldport	Yes
Scott	Dennis	City of Waterloo	No
O'Shaughnessey	Mary Ellen	City of Yachats	Yes
Barlow-Lind	Pam	Conf. Tribes of Siletz Indians	Yes
Hall	Claire	Lincoln County	Yes
Gray	Cody	Lincoln County – Private Sector	No
*Nyquist	Roger	Linn County	No
Steele	Janet	Linn County – Private Sector	Yes
*Crawford	Savannah	ODOT	Yes
Sylvia	Gil	Port of Newport	Yes
Dahl	Zack	Port of Toledo	No

Ex-Officio Members: Billy McGregor (AAMPO); Corum Ketchum (CAMPO); and Mark Bernard (ODOT)

Guests: John Bosket, Peter Hatch (CTSI), and Gary Stockhoff (Benton County), Rye Bareg

OCWCOG Staff: Transportation Program Manager Nick Meltzer, OCWCOG Executive Director Ryan Vogt, CED Operations Supervisor Emma Chavez, and Administrative Assistant Ashlyn Muzechenko

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Welcome and Agenda Review	Chair Claire Hall called the meeting to order and while waiting for quorum the full commission started with agenda item 4.	Meeting called to order at 5:02 pm by Chair Claire Hall
2. Public Comments	Chuck Kratch, resident of Albany and new chair of the Transportation Committee, which was created by the city of Albany to merge the traffic and bike safety committees, provided a public comment. Kratch shared that the new committee has begun meeting to learn about their charter, goals, and plans. Kratch gave kudos to ODOT for Sheep's Creek as it was a slide area that ODOT worked to prepare. Kratch added that the city of Albany is spending a quarter of a million dollars on a traffic survey for traffic flow improvements on Highway 20 beginning near Scenic Drive. Kratch noted that congestion has begun to worsen at peak travel times.	
3. Approve Minutes of February 23, 2023 (Attachment A) Action: Approval of minutes	Commissioner Pat Malone moved to approve the minutes from the February 23, 2023, CWACT Full Commission meeting. Betty Kamikawa seconded. The motion passed unanimously.	Commissioner Pat Malone moved to approve the minutes from the February 23, 2023, CWACT Full Commission meeting. Betty Kamikawa seconded. The motion passed unanimously.
4. CWACT Region STIP CWACT Projects (Attachment B) Action: Informational	Savannah Crawford shared the STIP project summary and what types of projects are funded by the STIP pot of money. Crawford shared that ODOT is currently in the public comment period for all of the upcoming STIP projects. Crawford shared a summary of all of the new projects that are in the Draft STIP via the online open house that anyone can access and look into each of the individual projects.	

	<p>Crawford started out in Lincoln County sharing new projects for installing National Electric Vehicle Infrastructure which will be charging stations along the full highway from Idaho to the Oregon Coast. Crawford noted that there will be numerous ADA ramps updated as well throughout Lincoln County as a whole, which will start construction in 2024.</p> <p>Crawford shared that there are current signalization projects going on for the corridor of 2nd and 3rd street in Corvallis. This project is slated for construction in late 2024 to early 2025.</p> <p>Crawford added there will be a signal upgrade for 3rd street and Western Boulevard in the city of Corvallis.</p> <p>Crawford shared the first rail crossing improvement project that anything related to railroads will be constructed, hopefully, beginning in 2026 to 2027.</p> <p>Crawford added that there is a Benton County project that is joint with ODOT with Scenic Drive to Spring Hill, with design work as well for the Corvallis to Albany trail.</p> <p>Crawford shared a Millersburg bridge project as well, with Linn County leading that project effort.</p> <p>Crawford noted there are a lot of replacements and preservation projects for the STIP projects this year.</p> <p>Crawford also stated there are 15 wrong way driver treatments happening along ramps on I5.</p> <p>Jackie Montague asked about timeline for the wrong way treatments.</p> <p>Crawford answered that it will be around FY26 (Fiscal Year 2026) and FY27 (Fiscal Year 2027) before that gets started.</p>	
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	<p>Crawford also added there is another bridge replacement as well as many other maintenance projects throughout Linn County. Additionally, there is the North River Drive road widening projects.</p> <p>Crawford noted that this STIP list has local and ODOT projects that use Federal STIP money.</p> <p>Crawford added that she is uncertain if the seismic improvements will be funded until the cost perspective settles down.</p> <p>Crawford also noted that the bridge rails will be updated on the Willamette River bridge too.</p> <p>Rick Mark from Lincoln City asked about HWY 101 around Beverly Beach. Crawford shared that ODOT is actively moving forward with the Goal 18 exception that would allow for “harder” infrastructure to be installed along beaches and dunes. Crawford noted that Mark Bernard is the principal planner working in Lincoln County to make long term changes on Beverly Beach. Crawford added the BRIC (Building Resilient Infrastructure and Communities) and PROTECT (Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation) funding are looking well for the Beverly Beach project to make the necessary improvements. Crawford noted that the PROTECT Funding works to preserve and deal with erosion and slide areas.</p>	
<p>5. CWACT Bylaws Update (Attachment C)</p> <p>Action: Approval</p>	<p>Staff Nick Meltzer shared the updated bylaws to be approved by the CWACT Full Commission members in attendance.</p> <p>Meltzer noted that there is a copy of the final bylaws included in the packet and highlighted the changes that were changed. Meltzer added that the biggest changes were regarding quorum.</p> <p>Meltzer noted that the requirements to change the bylaws are 51% and votes can be submitted electronically.</p>	<p>Commissioner Malone moved to approve the bylaws with the changes presented and highlighted by staff and send the updated bylaws to the OCWCOG Board for approval. Jackie Montague seconded. The motion passed</p>

	<p>Meltzer summarized the changes to the CWACT bylaws for the Full Commission to adopt. Malone noted this has been a thoughtful and long process that has been driven by the continued difficulty to get a quorum which led to postponing important decisions. Malone added that the staff has done a good job incorporating the comments that were made.</p> <p>Commissioner Malone moved to approve the bylaws with the changes presented and highlighted by staff and send the updated bylaws to the COG Board for approval. Jackie Montague seconded. The motion passed unanimously.</p>	unanimously.
<p>6. CWACT Regional Priorities (Attachment D)</p> <p>Action: Direction</p>	<p>Meltzer shared the CWACT Regional Priorities memo that was attached to the packet as Attachment D. Meltzer added the attachment has been seen by the CWACT Executive Committee as well as the CWACT TAC.</p> <p>Meltzer noted that it has become increasingly important to start prioritizing projects both locally and as a region and keeping the list of projects up to date, in order to be reactive to coming funding programs.</p> <p>Meltzer added that staff are proposing to issue a two-month long survey process to solicitate local and regional priority projects from Full Commission (FC) members then send it to the TAC to build the list and then after the TAC creates and approves the list it will come back to the FC for approval.</p> <p>Meltzer shared there will be two lists, one that focuses on multimodal projects along ODOT corridors, the other list that focuses more on regional or local priority projects.</p> <p>Crawford noted that this process has been helpful in the past to identify projects for grant priorities.</p> <p>Gil Sylvia asked about members providing recommendations and what the goals and standards are for submitting those projects that can be a</p>	

	<p>reasonable way to work on the same set of standards to make the projects be regional priorities.</p> <p>Meltzer noted that the first thought of that is to have the two different lists, with an ODOT priority list, and then a local priority list as well. Meltzer shared that feedback from the TAC with certain goals would be great to incorporate as well.</p> <p>Crawford noted that ODOT would use these lists as individual project priorities to help find projects within the ACT that fit the grant opportunities that come up at ODOT.</p> <p>Crawford noted that narrowing down details such as shovel ready, or local match etc. would make selecting projects for grants or other funding sources easier for ODOT staff.</p> <p>Sylvia asked about ODOT having a strategic plan for transportation, and does the goals influence the support for the projects.</p> <p>Crawford noted that it does help if the project is in line within the Oregon Transportation Plan or other initiatives like the Carbon Reduction Program.</p> <p>Crawford noted that Equity is a criterion that should be followed closely right now as it is a big one of OTP's goals.</p> <p>Bernard added that Equity is being driven by the federal government as well through Federal Highway administration as well.</p> <p>Matt Lehman asked about the indicating status of a project on this project list as he suspects it will be a big deal moving forward.</p> <p>Crawford agreed that project readiness is an important factor. As it gives the direction of which fund to apply for such as planning funds, or design funds, or construction funds.</p>	
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	<p>Lehman asked if in general there more grant opportunities for planning or shovel ready are.</p> <p>Crawford shared that there are a lot of grants for shovel ready projects that have planning, and design mostly finished. Crawford stated there are also a lot of planning grants available and the most difficult part of funding is designing funds.</p> <p>Jan Kaplan asked about prioritizing projects, however there aren't any projects ahead of the ACT.</p> <p>Savannah noted that this is the kickstart of this process, and there was a list developed two or three years ago for ODOT. However now things will be an updated list with local and ODOT priorities that work as a framework for future funding sources.</p> <p>Kaplan asked if it is possible to see the old list.</p> <p>Meltzer noted that the previous list will be sent out and it will also be included when the survey goes out to collect new projects for the list.</p>	
<p>7. Other Business:</p> <ul style="list-style-type: none"> • 2024 – 2027 STIP Comment Period • 2023 CWACT Full Commission meetings Calendar (Attachment E) 	<p>Rye Bareg shared CWACT's Climate Reduction Program's presentation.</p> <p>The Carbon Reduction Program is a new federal program that was created by the BIL, also known as the Bipartisan Infrastructure Law, combined with the IIJA and has about \$82 million for Oregon over 5 fiscal years and funds projects aimed at reducing carbon emissions.</p> <p>There are funds for projects in Transportation Management Areas, Small Urban and Rural Areas and other funds available statewide.</p> <p>The funding is broken down as follows for Fy22-FY26: TMAs (Portland, Salem, and Eugene) will receive \$28.5 million; Small Urban and Rural Areas will receive \$24.1 million, and the statewide group will receive \$29.8 million for a total of \$82.4 million. Bareg noted that there</p>	

	<p>is a local match required to receive the funding and federal aid requirements for project delivery do apply.</p> <p>Bareg shared that over the course of 2022 the statewide transportation strategy developed a focusing on vehicle and fuel technology, transportation options, system operations, and pricing.</p> <p>For small urban and rural calls for projects the call is out for current with \$13 million available this year through federal funds with a match requirement of 10.27%. There will be \$11 million available next year. The criteria include climate benefits (worth 60 points), local support and engagement (worth 10 points), opportunities and innovation (worth 10 points) and project readiness (worth 10 points).</p> <p>Albany and Corvallis metropolitan planning areas have specific amounts dedicated to them that they are guaranteed to get. Albany is guaranteed to get \$739,082 and Corvallis is guaranteed \$809,568.</p> <p>The program has a wide range of project types such as vehicle and Fuel technology as well as transportation options. Other project types include system operations and pricing too.</p> <p>The next steps include informational webinars, climate offices available to assist with applications, and the applications are due by May 31st, 2023.</p> <p>James Feldmann shared that AAMPO and CAMPO have offered to support projects throughout the area as well.</p> <p>Sarah Bronstein asked about the eligible entities for the funding if it must be a city of public agency.</p> <p>Bareg noted that eligible agencies are transportation agencies, cities, tribal organizations, and counties since these are federal funds.</p> <p>Mark shared that Lincoln City is working towards enhancing charging</p>	
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	<p>stations for the city. Additionally, Mark asked if the county bus system could utilize this program as well.</p> <p>Hall noted that with her meeting with Cynda Bruce in a few days she could raise those questions with her.</p> <p>Meltzer asked if the climate office has a perspective to use the funds for design work.</p> <p>Bareg noted that climate reduction is focused on projects that will reduce real emissions. Design phase funding could be eligible where planning most likely won't be.</p>	
8. Adjournment	The next CWACT Full Commission Meeting is scheduled for Thursday, June 22 nd in Newport from 5:00pm to 7:00pm	The meeting was adjourned at 5:55pm by the Chair, Commissioner Claire Hall.

DRAFT

Name of ACT Work Plan**INSERT DATE**

Work Plan for the **Name of ACT**

Dates Covered: 2023-2025

This template includes sample language. This language is provided to support ACTs in completing the necessary documentation. Each ACT should feel free to add its own language.

Introduction – Purpose

Area Commissions on Transportation offer venues to discuss regional transportation issues and provide input to the Oregon Transportation Commission (OTC) to inform their decisions. Per the OTC [Policy on Formation and Operation of ACTs](#), each ACT is expected to prepare a two-year Work Plan that identifies their areas of interest and priorities. Doing so is intended to help focus the work of each ACT and clarify how the group will engage and inform regional and statewide issues. The Work Plan is pre-populated with statewide items that the OTC and ODOT have identified will benefit from ACT engagement. Within this Work Plan the ACT should identify the topics to be covered over the next two years, recognizing things will arise that will require ACT attention that are not yet anticipated. Any identified topic should have a transportation nexus and be tailored to the ACTs ability to contribute or influence.

ACT Chair

Name of ACT Chair**Name of ACT Vice Chair or Co- Chair if applicable**

Interest Areas and Priorities

{Include and describe a list of ACT interest areas and priorities specific to your ACT and those listed in the ACT Charter. This is the space to detail the priorities as discussed and agreed upon by the individual ACT. This can include a range of topics such as improve economic vitality, decrease crashes, support climate change actions, improve public transportation connections and accessibility, etc. with a nexus to how the ACT can support such outcomes.}

Two-Year Goals and Initiatives

Name of ACT Work Plan**INSERT DATE**

{Identifying goals and related initiatives for this two-year period that relate to the interest areas and priorities and further regional conversations or provide input to the OTC.}

Use this space to provide the ACT two-year goals and initiatives. Be specific. These goals should relate to the ACT priorities articulated above and have related outcomes and/or strategies. Examples include: learn more about growing industries and related regional transportation needs, engage more members of the public, seek understanding of connection between housing and transportation, etc. tied to tangible desired outcomes of how the ACT will engage in, advance, inform, or learn about different topics in order to advance transportation goals.

Goal 1

Desired outcomes and strategies

Goal 2

Desired outcomes and strategies

Goal 3

Desired outcomes and strategies

Meeting Topic Plan

Each ACT should identify a two-year meeting plan with dates/timing and discussion topics.

{All ACTs have a minimum list of topics (provided by OTC staff). This section should include that minimum list and others selected to support and inform the ACT members. Examples of required topics include Federal Infrastructure Bill presentations, STIP process, Connect Oregon review, Oregon Transportation Plan and other modal plan updates. Optional topic examples include regional priorities, ODOT Climate Change initiatives, Strategic Action Plan Implementation, Oregon State Rail Plan Implementation, etc.}

The minimum list for 2023-2025 includes:

- 2027-2030 STIP development
 - May-June 2023: This phase will focus on introducing the public to the STIP and the funding constraints for the 2027-2030 STIP. ODOT seeking ACT input on funding priorities.
 - August-October 2023: This phase will focus on seeking input on the funding scenarios.
- Connect Oregon
 - Likely early – mid 2024
- Oregon Highway Plan
 - ACT engagement in this plan update to begin in 2024
- Rail Plan
 - ACT engagement in this plan update in 2024
- Transportation Safety Action Plan
 - Next update on this plan to begin in late 2024

Name of ACT Work Plan**INSERT DATE**

- Issues of statewide interest (e.g. revenue and funding discussions, legislation, etc.)
- Identify regional funding needs and priorities
- Seek support for legislative funding requests
- Equity and transportation
 - Engage diverse voices
 - Consider equity in transportation plans, projects and processes

{Use this space to provide a meeting plan to achieve ACT Goals and Key Topics coverage.}

Reference: OTC ACT Formation Policy

https://www.oregon.gov/odot/Get-Involved/ACT/OTC_ACTpolicy.pdf