

**CWACT Full Commission Meeting
Thursday, October 26, 2023
5:00 pm - 7:00 pm**

HYBRID MEETING: IN-PERSON AT BENTON COUNTY KALAPUYA BUILDING:

HYBRID MEETING: WITH TEAMS VIDEO/CALL IN AVAILABLE
Kalapuya Building; Kalapuya Homes & Shipley Public Meeting Room
4500 SW Research Way, Corvallis OR 97333

VIA TEAMS VIDEO/CALL-IN AVAILABLE

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: Justin Peterson; jpeterson@ocwcog.org

AGENDA

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|-----------|-------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| 1) | 5:00 | Welcome and Agenda Review
<i>Welcome to Benton 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) | 5:10 | Approve Minutes of the June 22, 2023, meeting (Attachment A)

<i>ACTION: Approval of Minutes</i> | Chair |
| 4) | 5:15 | ODOT Strategic Action Plan (Attachment B)
<i>Update on the ODOT Strategic Action Plan.</i>

<i>ACTION: Informational</i> | Erika McCalpine,
ODOT |
| 5) | 5:30 | 27-30 Statewide Transportation Improvement Program (STIP) (Attachment C)
The STIP is ODOT's capital improvement plan for state and federally funded projects. Public outreach/OTC conversations July-November 2023.

<i>ACTION: Formal comment to the OTC</i> | Savannah
Crawford, ODOT |
| 6) | 5:45 | State Aviation Board, ACT Representative
Per statute, the State Aviation Board is requesting our ACT to appoint a representative to be a member of the Aviation Review Committee (ARC). The ARC will be responsible to score the grant | Staff, Nick
Meltzer |

applications between now and the end of 2023 and convene at least once as an entire committee in early 2024 for making final recommendations to the State Aviation Board for grant awards.

ACTION: *Nomination*

- 7) 6:00 **CWACT Workplan Development (Attachment D)**
Review the draft CWACT Workplan. Each ACT is expected to prepare a two-year Work Plan that identifies areas of interest and priorities.

Staff, Justin Peterson

ACTION: *Approval of Workplan*

- 8) 6:20 **Regional Project Discussion**
Review the CWACT Priority Project Interactive Map. The map allows participants to drop a State/Federal Highway Corridor Projects pin or a Local Projects pin, and then provide comments. While there is no funding identified at this time, by developing a list of projects, staff can work together with regional ODOT staff to advocate for funding and/or inclusion in other projects. This map and list of projects is not intended to be shared with the public, outside of normal CWACT meeting distribution materials. Link to the map will be shared at the meeting or after the meeting.

Staff, Nick Meltzer and Justin Peterson

ACTION: *Discussion*

- 9) 6:40 **Other Business**

Chair

- 10) 7:00 **Adjournment**
The next CWACT Full Commission Meeting is tentatively scheduled for December 14, 2023. Meeting may be cancelled, and a recess may be taken based on agenda topics.

Chair

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
VACANT		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 HYBRID MEETING
DRAFT MINUTES
Thursday, June 22, 2023
5:00 pm – 7:00 pm**

Last Name	First Name	Representing	Attendance
*Malone	Pat	Benton County	No
Bronstein	Sarah	Benton County – Private Sector	Yes
Montague	Jackie	City of Albany	Yes
Napack	Jan	City of Corvallis	Greg Gescher
Bedingfield	Lindsay	City of Depoe Bay	No
McMillen	Randy	City of Halsey	No
Steinhebel	Michelle	City of Lebanon	No
Mark	Rick	City of Lincoln City	Yes
Booth	Janelle	City of Millersburg	No
Cuthbertson	Jeanni	City of Monroe	Yes
Kaplan	Jan	City of Newport	No
*Lehman	Matt	City of Philomath	Yes
Sanchez	Angelita	City of Sweet Home	No
Samaniego	Joe	City of Tangent	No
*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	No
*Crawford	Savannah	ODOT	Yes
Sylvia	Gil	Port of Newport	Yes

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

Guests: Kenneth Lipp, and James Feldmann

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

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Welcome and Agenda Review	The Chair, Commissioner Claire Hall called the meeting to order and welcomed everyone in person to Lincoln County where the meeting was being held.	The meeting was called to order at 5:06 pm by the Chair, Commissioner Claire Hall.
2. Public Comments	There were no public comments presented.	There were no public comments.
3. Approve Minutes of April 27, 2023 (Attachment A) Action: Approval of minutes	Councilor Rick Mark moved to approve the CWACT Full Commission minutes from the April 27, 2023, meeting. Councilor Matt Lehman seconded. The motion passed unanimously.	Councilor Rick Mark moved to approve the CWACT Full Commission minutes from the April 27, 2023, meeting. Councilor Matt Lehman seconded. The motion passed unanimously.
4. 2027-2030 STIP Process Action: Informational	<p>Savannah Crawford gave a presentation covering the 2027-2030 Statewide Transportation Improvement Program (STIP) process.</p> <p>Crawford provided an overview of the STIP which is the capital fund that covers all projects that need capital funding. Crawford also gave a summary of what is also not covered by the STIP.</p> <p>Capital Program funds Federal (FHWA and FTA) and State Funds construction projects on state and local roads, and public and active Transportation Programs and projects.</p> <p>Crawford provided the different sections of the capital funding provided by the STIP and the different project categories as well.</p> <p>Crawford shared that outreach is being done for the next STIP which</p>	

	<p>will have the outreach start in October and November</p> <p>Crawford spoke to some of the funding challenges in the STIP which has a 25% reduction from the 24-27 STIP so there will be less projects selected in this upcoming process.</p> <p>The federal infrastructure bill expires in 2026 which is one cause to why the ODOT funding will be substantially less. There will also be funds shifted to maintain ODOT Highways as this has not been done in the past. There has also been a significant increase in costs all across the nation.</p> <p>Crawford shared the Infrastructure Investment and Jobs Act (IIJA) formula funding which is in comparison to the 2027-2030 STIP which won't continue on into the next upcoming STIP.</p> <p>Crawford noted that the fuel tax is becoming non-sustainable due to the increase in more fuel efficient and electric vehicles.</p> <p>Crawford added that the state highway funds cash balance has lost 10% of its balance and continues to lose funds. This loss is on top of a 6% reduction that was problematic a few years ago.</p> <p>Crawford shared the National Highway construction cost shows drastic cost increases meaning the money from different funding sources isn't going as far.</p> <p>Crawford shared a graph showing required funding by category in the 2024-2027 STIP and the Draft 2027-2030 STIP.</p> <p>Crawford noted that while safety is shown as one category there is a lot of overlap. ODOT's main focus is searching for overlaps in projects to cover a multitude of areas.</p> <p>Crawford shared the ODOT Transportation Plan's funding scenarios to speak to some of the priorities across the state.</p>	
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	<p>Crawford shared the focus areas for the STIP with the CWACT members in attendance.</p> <p>Pam Barlow-Lind asked about revenue from tolling in Portland.</p> <p>Crawford answered that she is unsure if the information she was provided includes tolling in the metrics of funding.</p> <p>Jackie Montague asked about the categories or lists that would be asked of the CWACT Members.</p> <p>Crawford answered that the goal is to get the priorities from this ACT and what members feel should be used for funding.</p> <p>Commissioner Gil Sylvia asked if there was a list of projects already provided or are they started from scratch.</p> <p>Crawford answered that they aren't talking about projects right now, but instead are focusing on priorities of what types of funding and projects. Crawford added that after priorities are picked then project lists will be developed. To answer the question there is a list already created which will be used as a guide to build off of.</p> <p>Lind noted that pedestrian safety should be increased as a priority since it is more of an enhancement focus.</p> <p>Lehman asked for an endgame for the multimodal approach.</p> <p>Crawford noted the goal is multimodal safety for pedestrians from bike lanes and pedestrians to all those who roll. There are safety constraints for pedestrian safety and the goal is to fill that need.</p> <p>Sara Bronstein shared that there are many ways where many of the project buckets overlap which is essential when the funding is constraints and finding the win-win scenarios. Also, life and safety are</p>	
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	<p>critical factors that should be prioritized with other forms of projects. Such as safety and other multiple criteria.</p> <p>Bronstein asked about investing with electrification of the system, and what success would be with the gas tax revenue failing and how investing in this could be addressed.</p> <p>Crawford answered that it has been an interesting process, and the tolling projects could be an asset, along with a mileage usage tax which will be part of the discussion in 2-5 years and the other elements will be cuts. There will be deterioration of the system before it will be able to be fixed.</p> <p>Staff Meltzer added that one bill that was talked about discussed that starting in 2027 all 2028 vehicles would have a per mileage fee implemented that was set at a rate to what people who use gas vehicles pay today.</p> <p>Commissioner Sylvia noted that efficiency isn't on this list, and asked about the focus on congestion.</p> <p>Crawford answered that congestion needs to be addressed creativity since it wasn't one of the major priorities for 27-30 STIP. One of the ways would be to look for grants that can be applied for and are very competitive.</p> <p>For the Corvallis to Philomath Corridor smart signals are being looked at to being effective with a lower dollar amount for congestion correction.</p> <p>Lehman asked about coordination with the land use people.</p> <p>Crawford answered that the transportation infrastructure is based off of 20-year plans where the infrastructure is supposed to project future growth.</p>	
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	<p>Feldmann noted that it is done jurisdiction by jurisdiction which relates to a case-by-case basis. Feldmann added that the statewide Department of Land Conservation and Development (DLCD) is in charge of coordination with land use planners.</p> <p>Lind shared that there isn't cell service along all of the highways which is an emergency issue to look into as well.</p> <p>Today's comments will be sent to the STIP Coordinators and discussion will be picked back up in October.</p>	
<p>5. CWACT Work Plan Development</p> <p>(Attachment B)</p> <p>Action: Discussion</p>	<p>Feldmann noted that ODOT received direction from Oregon Transportation Commission (OTC) to develop a workplan for the next 2-year period. This will be shared over the next few months and will be brought back in October. The three big focus areas are: Interest Areas/Topic Priorities, Goals, and Meeting Topics.</p> <p>Rick Mark shared that safety, maintenance, and critical needs should all be top priorities.</p> <p>Crawford noted that the key concern from the ACT is that there is uncertainty of what to talk about so the goal is to get lists of priorities of what should be talked about over the next two years that go in front of the OTC to discuss what the ACT wants to see and talk about and prioritize and how to engage.</p> <p>Lind shared a concern regarding congestion and issues on the coast from Lincoln City all of the way down to Waldport. There were also pedestrian safety issues that relate to congestion as well and there are different solutions that could be produced.</p> <p>Mark shared in conjunction to the previous comment there are issues with emergency communication to travelers in an emergency such as fire or tsunamis and improving cell service and roadside signs could be prioritized.</p> <p>Lehman noted that it would be great to tie together regional</p>	

	<p>transportation networks specifically the public transit side of it to be connected to the bigger world.</p> <p>Feldmann noted that moving on to the goals and meeting topics section could be a good way to develop priorities as well.</p> <p>Lind asked about the steering committee with the development of the goals and priorities.</p> <p>Crawford noted that the Executive Committee does a lot of agenda setting for this group. Additionally, there is a TAC who works on projects priorities who will help frame the conversation around the project lists.</p> <p>Crawford noted that the project priority list should be listed here as a goal.</p> <p>Lehman noted that he would like examples for goals of the ACT for the new workplan that is being developed for the OTC.</p> <p>Feldmann noted that specific corridor work or safety topics.</p> <p>Crawford shared that they don't have a lot of examples, but she would present that in the past funding priorities have been goals and topics. Looking at project lists and actually prioritizing. A goal would be to look at a grant opportunity have act review projects and provide feedback on which to submit for the grants. Another would be to have a developed list of priority projects for next year. A goal could be to give a presentation about technological advancement along the coast.</p> <p>Crawford added that meeting topic plans could be different broad areas of what to present to the act across the years. Crawford noted that there should be a steering committee for the ACT to take volunteers to build and bring it back to the TAC.</p> <p>Meltzer noted that he can help to put something on paper and circulate</p>	
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	<p>via email to collect comments on it.</p> <p>Matt Lehman volunteered to be a part of the process and more involved.</p>	
<p>6. ACT Chair's Meeting Talking Points</p> <p>Action: Direction</p>	<p>Crawford shared that at the ACT Chairs and OTC Commissioners Meeting last year each of the ACT chairs came to the meeting and met with ODOT to do a round table where Betty Kamikawa attended last year and provided the ACT with the opportunity for engagement and to share concerns.</p> <p>Crawford noted that the OTC really wants to start engaging the different ACTs. Crawford added that the goal would be to start with supportive feedback on how to engage.</p> <p>Meltzer shared that in the past regional priorities have been discussed such as investing in corridors rather than modes and bringing more attention to CWACT having bigger influence on projects in the region and money coming back to ACTs as well. Another topic was the OTC consistently asking for input and then adding in a feedback loop to guarantee that the input is being heard and considered.</p>	
<p>7. Other Business:</p> <ul style="list-style-type: none"> • ODOT Training Requirements • Update on project priority development 	<p>Crawford noted she has inquired into what the different trainings are for the ACTs and if there needs to be a 30min session of ACT member training for informational and technology factors. Stay tuned for an update of whether that is happening in October or not.</p> <p>Meltzer added that there is a survey in the process to be launched within the next couple weeks to discuss priority project development.</p>	
<p>8. Adjournment</p>	<p>The next CWACT Full Commission Meeting is scheduled for Thursday, August 24, 2023, at a Benton County location which is to be determined, from 5:00pm to 7:00pm</p>	<p>The meeting was adjourned at 6:00pm by the Chair, Commissioner Claire Hall.</p>

ODOT's Strategic Action Plan Update

Erika McCalpine, Assistant Director of the Office of Equity and Civil Rights

October 26, 2023



What is the Strategic Action Plan?

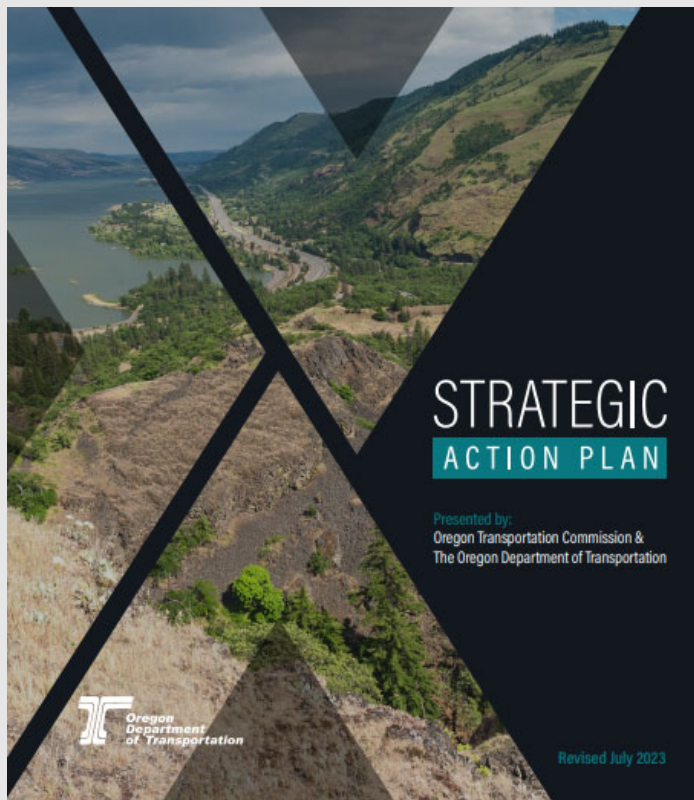
What it is:

- OTC and ODOT document describing ODOT's priorities
- Covers near term actions (3-5 years)
- Identifies measurable outcomes

What it is not:

- Long-term policy
- Comprehensive list of all agency programs, activities and investments

Why was the Strategic Action Plan created?



- Operationalizes long term policy/plans with short term actions
- Communicates priorities with external partners, such as the Governor's Office, Legislators and the public to see how we are doing business
- Demonstrates ODOT is forward-leaning (e.g., climate and equity)
- Increases transparency and accountability (short-term performance metrics)

Key Accomplishments from 2021 & 2022

Greenhouse Gases and Electrification

- Stood up ODOT's Climate Office
- Developed and applied a GHG lens to inform the STIP
- Executed a contract to recapitalize and expand the West Coast Electric Highway
- Allocated funding to expand EV charging across Oregon



Key Accomplishments from 2021 & 2022

Active and Public Transportation

- Finalized plan to invest nearly \$100 million in the 24-27 STIP
- Dedicated \$10 million to pedestrian safety



Key Accomplishments from 2021 & 2022

Increase our Workforce Diversity

- Strengthened training and intern programs to reduce employment barriers and improve opportunity
- Established baseline for belonging in the Employee Engagement Survey
 - Survey will be conducted regularly
 - Launched tools to create a more equitable hiring process
 - Documented best practices for interviews and launched Panel Interview Training



Key Accomplishments from 2021 & 2022

More Dollars to BIPOC and Women Owned Businesses

- Delivered a 5-year action plan outlining how we propose to embed equity into procurement processes and diversify the workforce on projects (fulfilling Executive Order 22-15)
- FY 2022 22.44% of federally funded contracting went to DBEs, equaling \$199 million.



2024-2028 SAP Strategic Priorities



Sufficient and Reliable Funding

Seek sufficient and reliable funding to support a modern transportation system and a fiscally sound ODOT.



Equity

Prioritize diversity, equity, and inclusion by identifying and addressing systemic barriers to ensure all Oregonians benefit from transportation services and investments.



Modern Transportation System

Build, maintain, and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.

2024-2028 SAP Outcome Areas

- Promote Sustainable, Resilient and Reliable Funding
- Improve Safety to Reduce Persons Killed or Seriously injured
- Provide Excellent Customer Service
- Preserve Transportation Assets
- Maximize Value & use of ODOT's Data Assets to Inform People, Processes & Programs
- Build and Equip a Diverse and Inclusive Workforce
- Implement Decision-Making Processes to Improve Equitable Outcomes
- Reduce Emissions and Electrify Oregon's Transportation System
- Improve Access to Active and Public Transportation
- Reduce Congestion in the Portland Region

Internal Engagement

- **Engaging staff helps them see themselves in the Plan and shape the strategic vision:**
 - Formation of an advisory committee
 - Ongoing and direct coordination with Outcome Area Leads
 - Business-line presentations
 - Senior Leadership Group engagement
 - All-Staff Townhall
 - Targeted internal review of the draft SAP

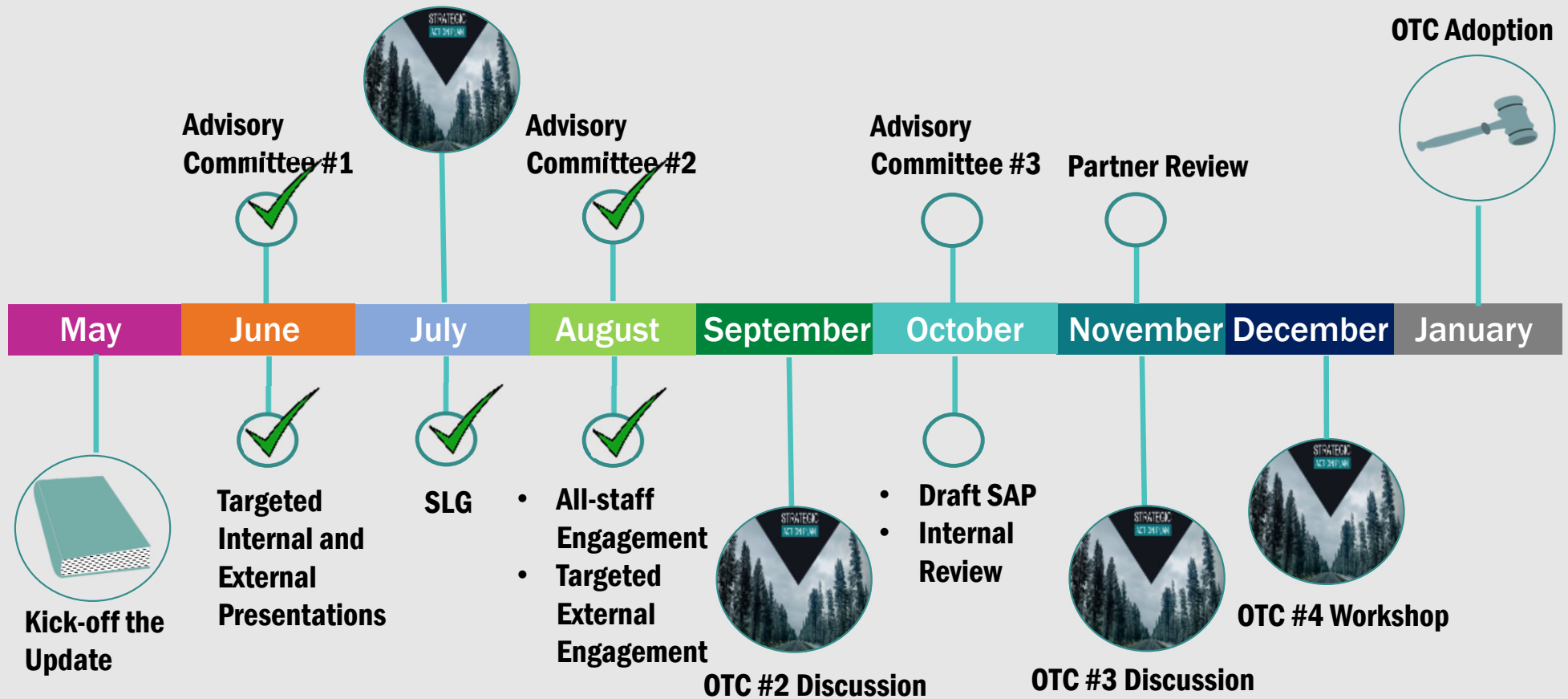
Targeted External Engagement

- Engagement is targeted at two key phases of the project:
 1. Review proposed Priorities and Outcome Areas
 2. Review of the draft SAP
- Engagement Considerations:
 - ODOT Advisory Committees
 - ACT/Modal Advisory Committee Chair Mtg - 6/29 ✓
 - Continuous Improvement Advisory Committee – 8/16 ✓
 - Equity and Mobility Advisory Committee ✓
 - ACT Presentations ✓
 - Tribal Government consultation ✓
 - MPO/Public transit providers ✓
 - OTC discussions/workshop

Schedule

OTC #1 Discussion

OTC Adoption



Next Steps

- **October:** Drafting of the SAP document & internal review
- **November:** Partner review
- **January:** Anticipated OTC approval

Questions and Discussion

- General reactions or feedback on the updated Priorities/Outcome Areas?
- Feedback on the general approach for the update?
- Is there a critical milestone in which we should return to this group as we work to implement the SAP?

2027-2030 Statewide Transportation Improvement Program

October 13, 2023

Travis Brouwer

ODOT Assistant Director for Revenue, Finance and Compliance



2027-2030 STIP Timeline Review

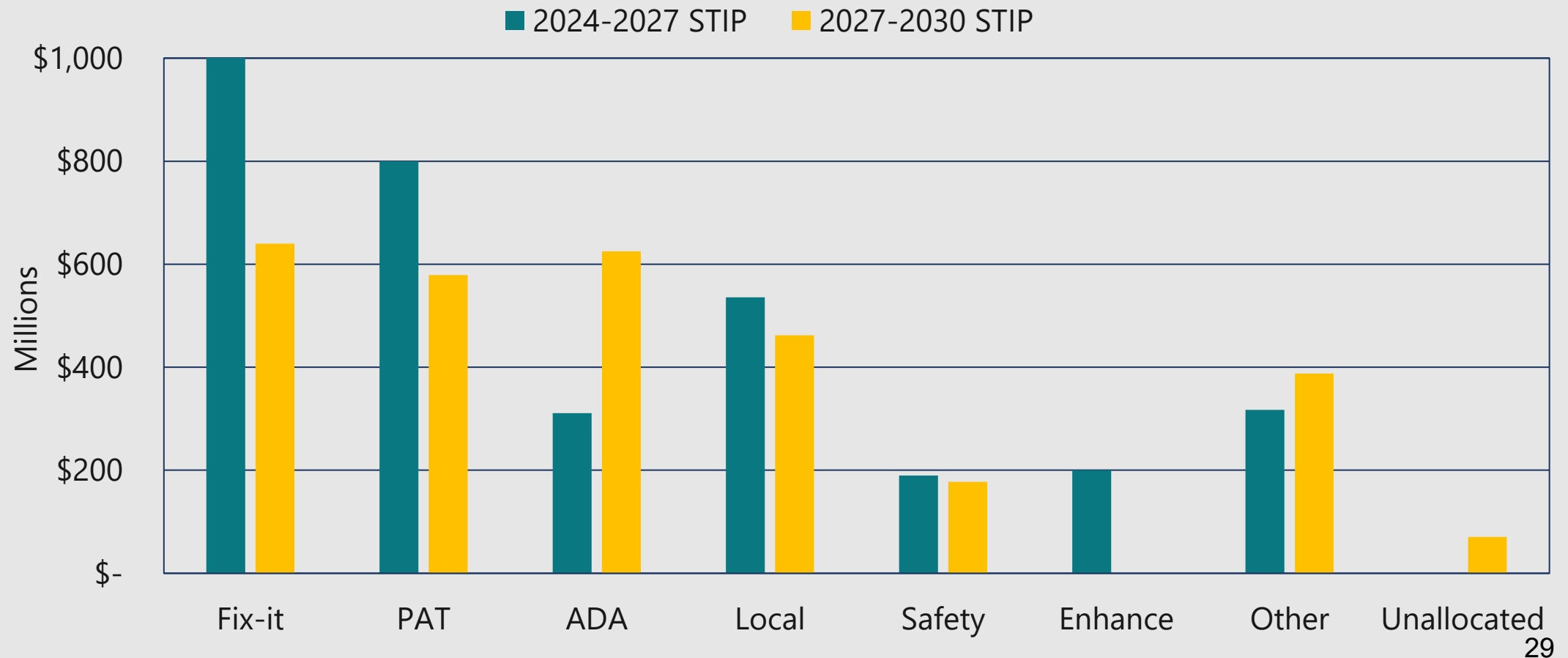
- OTC started conversation in May
- Public outreach/OTC conversations in July through November
- OTC approves funding allocation in November
- Project scoping 2024-2025
- Public comment/OTC approval in 2026

Funding Challenges in the '27-'30 STIP

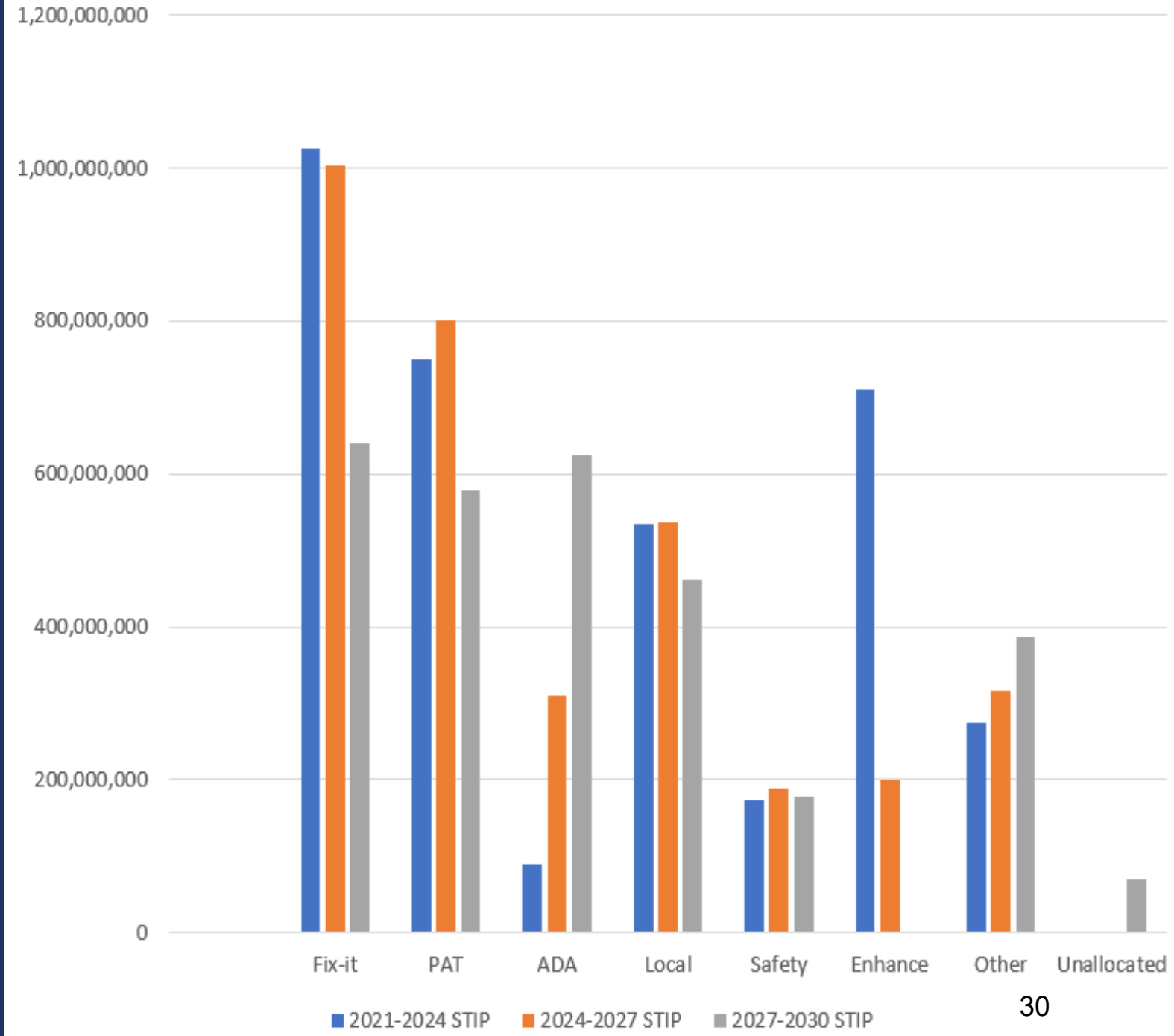
- IIJA expires in 2026, so federal funding is at risk and will likely fall
- HB 2017 named projects will be complete
- State Highway Fund revenues are flat
- Some funds that would have gone into the STIP have been transferred to O&M due to ODOT's budget shortfall
- ADA curb ramp spending will be at its peak
- Rapidly increasing construction costs



Required Funding by Category: '24-'27 STIP and '27-'30 Base STIP



STIP Comparison By Funding Category



September 2023

Draft Work Plan

Cascades West Area Commission on Transportation

2023-2025

Introduction

Area Commissions on Transportation (ACTs) offer venues to discuss regional transportation issues and provide input to the Oregon Transportation Commission (OTC) to inform their decisions. Per the [OTC ACT Policy on Formation and Operation](#), 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 that 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.

The Cascades West Area Commission on Transportation (CWACT) received its charter (*Appendix 1*) from the Oregon Transportation Commission in October 1998. For nearly a decade prior to this date the Transportation Advisory Committee of Oregon Cascades West Council of Governments (OCWCOG) served in many respects as an Area Commission on Transportation, providing a forum for regional transportation dialogue, coordination, and decision-making. The CWACT continues to operate as a standing commission of the Oregon Cascades West Council of Governments, wherein the OCWCOG Board of Directors appoints CWACT members annually.

The Cascades West Area Commission on Transportation operates under the following mission statement:

The concerns of the Cascades West Area Commission on Transportation (CWACT) shall include issues that affect the regional transportation system and its links to areas beyond the region. The Commission recognizes that developing and improving the transportation system is a long-term process. Therefore, CWACT strives to build and sustain the consensus and support for project priorities, plans and policies that benefit the region's transportation system.

This work plan summarizes the approach of the CWACT to advance its mission over the work plan period.

ACT Chair & Co-Chair

Claire Hall, Chair

Roger Nyquist, Vice-Chair

Membership and Organization

Each public jurisdiction within the three counties is eligible to participate as a CWACT member. The current voting membership includes up to twenty cities, three counties, two port districts, an intermodal facility, and the Confederated Tribes of Siletz Indians. Representatives of jurisdictions are elected officials and alternates may be local jurisdiction staff members. Additionally, each county can appoint two private sector members and the current representatives have substantial backgrounds in private business, transit, bike/ped, rail, freight, and ports. The ODOT Area Manager also serves as a voting member. Any transit or transportation district within the three counties can appoint a voting member as well.

Ex officio (non-voting) members include all state legislators that represent portions of the three counties, the Oregon Coastal Zone Management Association, a staff member of the Corvallis Area Metropolitan Planning Organization, a staff member of the Albany Area Metropolitan Planning Organization and the Chairs of the Cascades West Senior Services Advisory Council and the Cascades West Disability Services Council. Additionally, a member of the Mid-Willamette Valley ACT (MWACT) serves as an ex-officio member, and a CWACT member serves as an ex-officio member of MWACT.

The organizational structure is outlined in the attached Bylaws that were adopted in April 1999, and amended in 2001, January 2005, and April 2023. CWACT jurisdictions believe its current membership broadly and accurately represent the integrated transportation interests in the three-county area. Refer to *Appendix 2* for a list of full committee members and their affiliation.

CWACT has a written protocol with the Albany Area Metropolitan Planning Organization (MPO) and the Corvallis Area MPO to ensure coordinated efforts.

Public Involvement

CWACT members encourage and support stakeholder participation and public involvement in regional transportation items. As indicated in its Bylaws, CWACT encourages and supports public involvement by implementing the methods outlined in the attached Policy on Formation and Operation of Area Commissions on Transportation, adopted by the Oregon Transportation Commission on June 13, 2003. The Cascades West Area Commission on Transportation uses videoconferencing technology for its bimonthly meetings. The videoconference connects members at the OCWCOG office in Albany with members attending at the Toledo office of OCWCOG. With the large size of the CWACT region videoconferencing allows the public to be involved in meetings without the need to travel long distances.

Refer to *Appendix 3* for more details on the public involvement process.

Interest Areas and Priorities

Appendix 4 provides a regional list of prior interest areas gathered during a Technical Advisory Committee Brainstorm on June 15th, 2021. These may be summarized as shown below along with the associated two-year goals.

CWACT Interest Areas and Priorities:

- Bring funding and attention to Cascades West Region to improve the transportation system and benefit our members (Goals 1, 3 and 4)
- Emphasize priority corridors to improve safety between key destinations (Goals 1-4)
- Emphasize regional transit connections and work to connect major destinations (Large Employers, airports, transit centers, etc.) in the Cascades West region with frequent and reliable service (Goals 1-4)
- Emphasize regional multi-modal network connections and work to connect major destinations in the Cascade West Region with safe off-street options (Goals 1-4)
- Address growing popularity of the coast as a destination and the subsequent transportation challenges it brings including congestion and evacuation planning (Goals 1 and 4)
- Improve coordination between the ACT and DLCD. Land use and transportation are interconnected, and better coordination is needed (Goals 1 and 4)

Two-Year Goals and Initiatives

Goals relate to the ACT priorities articulated above and have related outcomes.

Goal 1: Have more influence over ODOT project selection in the Cascades West Region

Goal 2: Develop a regional project priority list

Goal 3: Reinforce Oregon Transportation Commission feedback loop when CWACT input is requested

Goal 4: Leverage IJA funding opportunities and other funding sources to complete and support local efforts to apply for regional priority projects

Meeting Topic Plan

CWACT expects to cover and discuss the following statewide topics:

- STIP funding
 - 2024-2027 current projects
 - 2027-2030 STIP development: 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.
- Grant opportunities
 - Federal
 - Infrastructure Investment & Jobs Act
 - Federal Lands Access Program
 - State
 - Connect Oregon (likely early or mid-2024)
 - Great Streets Program

- Oregon Community Paths
- Safe Routes to School Grants
- Statewide Transportation Improvement Fund
- Policy & planning updates
 - 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 (ACT engagement in this plan update in 2024)
 - Climate Friendly & Equitable Communities Rulemaking
- Issues of statewide interest (e.g., revenue and funding discussions)
- Identify regional funding needs and priorities
 - See ACT Priorities topic above
- Equity and transportation
 - Engage diverse voices
 - Consider equity in transportation plans, projects, and processes
- Emerging Issues
 - Vehicle electrification, micro-mobility, etc.

Calendar Plan

Meeting	Scheduled	Possible
Holiday 2023	<ul style="list-style-type: none"> • STIP Funding Priorities • Regional Funding needs and priorities 	<ul style="list-style-type: none"> • CWACT Region Construction Update
February 2024	<ul style="list-style-type: none"> • Member Orientation • Membership Updates • Diversity, Equity, and Inclusion Training • Aviation Grant 	<ul style="list-style-type: none"> • Policy and Planning Updates – high level introduction • Regional Funding needs and Priorities – cont.
April 2024	<ul style="list-style-type: none"> • Grant Opportunities • Connect Oregon • Oregon Highway Plan • Rail Plan • Transportation Safety Action Plan 	<ul style="list-style-type: none"> • Regional Funding needs and Priorities – cont. • Diversity, Equity, and Inclusion Training
June 2024	<ul style="list-style-type: none"> • Revenue and Funding Discussions • Membership Updates 	<ul style="list-style-type: none"> • Emerging Issues – Micro-mobility
August 2024 (Optional summer recess)	n/a	n/a
October 2024	<ul style="list-style-type: none"> • Climate Friendly & Equitable Communities Rulemaking 	<ul style="list-style-type: none"> • Equity and Transportation • Grant Opportunities

Meeting	Scheduled	Possible
Holiday 2024	<ul style="list-style-type: none"> Regional funding needs and priorities 	<ul style="list-style-type: none"> Emerging Issues – EVs CWACT Region Construction Update
February 2025	<ul style="list-style-type: none"> Member Orientation Membership Updates Grant Opportunities 	<ul style="list-style-type: none"> Climate Friendly & Equitable Communities Rulemaking - CFAs
April 2025		<ul style="list-style-type: none"> Transportation Plans Updates (as needed) Regional Funding Needs and Priorities
June 2025	<ul style="list-style-type: none"> Revenue and Funding Discussions 	<ul style="list-style-type: none"> ODOT Tolling Program Update
August 2025 (Optional summer recess)	<ul style="list-style-type: none"> n/a 	<ul style="list-style-type: none"> n/a
October 2025	<ul style="list-style-type: none"> Climate Friendly & Equitable Communities Rulemaking 	<ul style="list-style-type: none"> Equity and Transportation Grant Opportunities

Appendices

Appendix 1: Charter Letter



Oregon

John A. Fitzhugh, M.D., Governor

Oregon Transportation Commission
355 Capitol St. NE
Salem, OR 97310

October 14, 1998

FILE CODE:

Grace Crunican, Director
Oregon Department of Transportation
135 Transportation Building
Salem, OR 97310

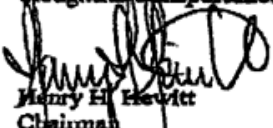
Authorization of Initial Charter for the Cascades West Area Commission on Transportation

The Oregon Transportation Commission (OTC) has considered the proposal for formation of the Cascades West Area Commission on Transportation and has reviewed the initial charter offered for this area commission. The Cascades West Area Commission on Transportation is granted on initial charter authorizing the formation and operation of the area commission.

The charter recognizes the Cascades West Area Commission on Transportation as an official advisory body to the OTC on transportation issues within and affecting the Benton, Linn, and Lincoln county area of Oregon. The charter is subject to the following provisions:

- The charter is effective through June 2000 and is subject to renewal for subsequent periods of time upon approval of the OTC;
- The area commission will make periodic progress reports to the OTC on its formation and work;
- The area commission is authorized to perform all of the functions recommended by the State Advisory Committee of the Oregon Transportation Initiative.

The Oregon Transportation Commission commends the leaders of the Cascades West for their willingness to partner with us in planning and developing a safe and efficient transportation system for our citizens. We look forward to our work together as we strive to enhance Oregon's livability and economic opportunities through thoughtful transportation investments.


Henry H. Hewitt
Chairman

Cc: Oregon Transportation Commission Members
Gary Johnson
Dave Bishop → Bob P. Sims

Appendix 2: List of Members and Representation

2023-2024 CWA CT Membership

Last Name	First Name	Representing	Category	Term Expires
McGregor	Billy	Albany Area MPO	Ex-Officio	Permanent
Stockhoff	Gary	Benton County	Alternate	12/31/2023
Malone	Pat (Vice-Chair)	Benton County	Primary	12/31/2023
Bronstein	Sarah	Benton County – Private Sector	Primary	12/31/2023
Irish	Ron	City of Albany	Alternate	12/31/2023
Montague	Jackie	City of Albany	Primary	12/31/2023
Gesher	Greg	City of Corvallis	Alternate	12/31/2024
Napack	Jan	City of Corvallis	Primary	12/31/2024
Short	Kathy	City of Depoe Bay	Alternate	12/31/2024
Bedingfield	Lindsay	City of Depoe Bay	Primary	12/31/2024
McMillen	Randy	City of Halsey	Primary	12/31/2024
Whitlatch	Ron	City of Lebanon	Alternate	12/31/2024
Michelle	Steinhebel	City of Lebanon	Primary	12/31/2024
Mark	Rick	City of Lincoln City	Primary	12/31/2024
Parson	Mitch	City of Lincoln City	Alternate	12/31/2024
Booth	Janelle	City of Millersburg	Alternate	12/31/2023
Sullivan	John	City of Millersburg	Primary	12/31/2023
Lindner	Lisa	City of Monroe	Alternate	12/31/2024
Cuthbertson	Jeanni	City of Monroe	Primary	12/31/2024
Botello	Beatriz	City of Newport	Alternate	12/31/2023
Kaplan	Jan	City of Newport	Primary	12/31/2023
Lehman	Matt	City of Philomath	Primary	12/31/2024
Sanchez	Angelita	City of Sweet Home	Primary	12/31/2024
Samaneigo	Joe	City of Tangent	Primary	12/31/2024
Kamikawa	Betty	City of Toledo	Primary	12/31/2023
Greg	Holland	City of Waldport	Primary	12/31/2024
O'Shaughnessey	Mary Ellen	City of Yachats	Primary	12/31/2024
Barlow-Lind	Pam	Conf. Tribes of Siletz Indians	Alternate	12/31/2024
Peterson	Bonnie	Conf. Tribes of Siletz Indians	Primary	12/31/2024
Jacobson	Kaety	Lincoln County	Alternate	12/31/2024
Hall	Claire	Lincoln County	Primary	12/31/2024
Gray	Cody	Lincoln County – Private Sector	Primary	12/31/2022
Sprenger	Sherrie	Linn County	Alternate	12/31/2023
Nyquist	Roger	Linn County	Primary	12/31/2023
Steele	Janet	Linn County – Private Sector	Primary	12/31/2023
Feldmann	James	ODOT	Alternate	Permanent
Crawford	Savannah	ODOT	Primary	Permanent
Chuck	Walter	Port of Newport	Alternate	12/31/2024
Sylvia	Gil	Port of Newport	Primary	12/31/2024

Public Involvement

ACT meetings will comply with the meetings of the Oregon Public Meetings Laws, ORS 192.610 to 192.690. "Meeting" means the convening of a governing body of a public body for which a quorum is required to make a decision or deliberate toward a decision on any matter." ORS 192.610(5). Meetings include information-gathering sessions, working lunches and electronic meetings. All ACT meetings will be open to public attendance and any members of the public may attend any meeting of the ACT.

A. MINIMUM REQUIREMENTS FOR REGULARLY SCHEDULED MEETINGS

The Act will conduct all meetings in accordance with the following minimum requirements and will strive to meet the preferred standards. The regular meeting requirements will be supplemented with the methods found in Table 1 if the meeting falls into the following additional categories:

Developing project priorities for Draft STIP using approved criteria.

Draft STIP public hearing.

Special meetings.

Electronic meetings.

Meeting Notice

- Advance notice to interested persons and stakeholder groups on ACT mailing list and to new media which have requested notice.
- Notices must include time, place, agenda (principal subjects) and name of person and telephone number (including TTY number) at the public body to contact to make a request for an interpreter for the hearing impaired or for other communication aids.
- A good faith effort must be made to provide an interpreter for hearing-impaired persons on receipt of proper notice. ORS 192.630(5).

Meeting Materials

- For decision items, distribute information to everyone in attendance at the meeting.
- Provide time on the agenda for general public comment.

Meeting Schedule

- If regularly scheduled meetings are not possible, the minimum standard is to provide extra public notification by following the Preferred method of meeting notification.

Meeting Location

- Meets accessibility requirements of the Americans with Disabilities Act (ADA).
- No meeting may be held in buildings where discrimination (race, sex, age, national origin, color, creed, disability) is practiced. ORS 192.630(3).
- Generally held within the geographic boundaries of the ACT's jurisdiction. Training sessions may be held anywhere.
- Contains adequate seating facilities to encourage attendance by the general public.

Meeting Minutes – Minutes shall be prepared for all ACT meetings. Minutes must include at least:

- Members present.
- All motions, proposals and resolutions proposals, and their dispositions.

- Results of all votes/decisions. Secret ballots prohibited.
- Substance of all discussion.
- Reference of all documents discussed (confidentiality of records exempt from disclosure may be protected).
- After each ACT meeting the ACT shall prepare and distribute the minutes prior to the next ACT meeting.
- As appropriate to the Area, meeting minutes shall be provided in languages other than English.⁷
- Minutes must be preserved for a reasonable time.

B. PREFERRED STANDARD FOR REGULAR MEETINGS

In addition to the minimum requirements, the preferred standard for regular meetings includes,

Meeting Notice

- One-week advance notice.
- Notices posted at local public institutions (city hall, library, community center, etc.).
- Notices posted on ACT website, along with links to meeting agendas, past meeting minutes, technical materials and documentation.

Meeting Materials

- Provide an advance agenda one week prior to the meeting, either on the ACT website or through the mail.
- For decision items, provide technical materials and supporting documentation one week prior to the ACT meeting. Materials can be distributed through the ACT website and/or through the mail.
- Provide copies of all correspondence received prior to the meeting to the ACT members and the public attending the meeting.

Meeting Schedule

- Regular schedule (e.g., meetings at 1:00 p.m. on the last Thursday of each month).

Meeting Location

- Easily accessible by public transportation.

Meeting Minutes

- Post minutes from the meeting on the ACT website.

C. EXECUTIVE SESSIONS

The responsibilities of the ACT do not include work permitted in an executive session (ORS 192.660).

D. CONTROL OF MEETINGS

- The presiding officer has inherent authority to keep order at meetings – can “reasonably” regulate the use of cameras and tape recorders.
- No smoking is permitted at any meeting of the ACT.

E. ROLES AND RESPONSIBILITIES

Roles and responsibilities of parties engaged in public involvement activities on behalf of ACT will be designated in the joint agreement identified in Section V.B., Staffing and Financial Support.

F. PUBLIC COMMENT

The public shall be provided opportunities to speak to the merits of the proposals before the ACT and to forward their own proposals. Public commentary may be taken at any time during the ACT meeting. Copies of all correspondence received prior to the meeting shall be available for ACT members and the public at the meeting. The ACT public involvement process shall demonstrate explicit consideration and response to public input during the planning and program development process.

DRAFT

[illegible]

	plus - Minimum 24 hours' Notice							
Electronic Requirements apply to all meetings by electronic means (e.g., personal computers)	- Same as Minimum for meeting type listed above. All procedural and formal requirements apply (minutes, notices, etc.). ORS 192.670.	- Same as Preferred for appropriate meeting type listed above.	- Same as Regular Meetings	- Same as Regular Meetings	- Same as Regular Meetings	- Same as Regular Meetings	- Same as Regular Meetings plus - Room with "listening" device	- Same as Regular Meetings

Appendix 4: Regional Projects List from TAC Brainstorm on June 6th, 2021

Safety	Congestion Mitigation	Bike/Pedestrian	Bridges	Planning
Intersection Safety Improvement - Hwy 34 with Riverside Dr and Orleans Dr	I-5 Albany Area Corridor Improvements identified in ODOT study	Extend Hwy 34 multiuse path from Riverside Dr to Looney Lane	Replacement of railroad bridge crossing Hwy 20 near 59th St in Sweet Home	Yaquina Bay bridge replacement Study
Intersection Safety Improvement - Hwy 226 and Richardson Gap	Hwy 20/34 Signal Improvements Philomath - Corvallis	Multiuse path on N Side of Hwy 20 from 60th St to Quartzville Dr (Sweet Home)	Bridge in Siletz is too narrow - current safety issue	Benton County freight route study (Bellfountain Road)
Street Safety and ADA improvements to Hwy 226 through Scio	Hwy 20 Corridor Signal Improvements North Albany - Albany	Hwy 20 Albany - Corvallis bike path (middle segment Merloy to Scenic) and also the North Albany segment needs some planning to address railroad crossing	General bridge/culvert replacement/improvements through the region	Regional EV charging station plan
Intersection Safety Improvement - Hwy 20 and Knox Butte Rd	Hwy 34 and I-5 Park & Ride facility improvements (potentially with EV charging)	Sidewalk segment from HP to downtown Corvallis		Coastal evacuation route improvements
Intersection Safety Improvements and pedestrian/ADA improvements - Hwy 20 Toledo to Newport	New park & ride in Lebanon Hwy 34 and 7 Mile Ln	Completion of west segment of Philomath couplet		Alternate routes to Hwy 101 around Yaquina Bay, maybe through Toledo - Evacuation route from south Lincoln County to Hwy 20
Hwy 101 East Devils Lake to Logan Rd (also congestion mitigation and bike/ped improvements)	Hwy 99 Circle to Elks (Corvallis) - Signal improvements, maybe additional lanes	Sidewalk on Hwy 101 NW 25th to 36th St (Newport)		Valley to Coast multi-use path (recreational)
Lewisburgh/Granger 99W signal safety improvements	1st and Lyon Intersection (Albany) - right turn on to the bridge	RRFB along north Hwy 101 NW 60th, NW 55th, 31st, Hwy 20 & Benton, Hwy 20 & Eads (Newport)		Bike/Ped crossing N Albany to Albany (over Willamette - how to connect Albany to the Corvallis-Albany path)
		Signalize 40th and Hwy 101 and connect multiuse path to 35th, sidewalk from Ferry Slip to 40th (Newport)		Highway 20 High Capacity Transit Study
		Multiuse Path N Corvallis to Adair Village along Hwy 99 - Circle to Conifer/Elks		
		Multiuse Path Millersburg - Jefferson		
		Oregon Coast Trail/Bike Route Completion (recreational)		