

Cascades West Area Commission on Transportation
Thursday, March 22, 2018
5:00 - 7:00 pm

Meeting held at: Cascades West Center
1400 Queen Avenue SE, Albany

Videoconference at: OCWCOG Offices
203 North Main Street, Toledo

AGENDA

- 1. 5:00 Welcome and Agenda Review** **Chair Nyquist**

- 2. 5:05 Approve Minutes from January 25th meeting (Attachment A)** **Chair Nyquist**
ACTION: Approval of minutes

- 3. 5:10 Public Comments** **Chair Nyquist**
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).
ACTION: Information only

- 4. 5:15 Signs, Signs, and More Signs** **Marie Kennedy, ODOT**
A discussion of sign placement authority, acceptable / unacceptable signs, wayfinding sign policies, and ODOT's sign request and approval process.
ACTION: Information only

- 5. 5:45 Ride Line Brokerage Update** **Brenda Mainord and
Danny Magaña, OCWCOG**
An update on non-emergent medical transportation for Medicaid members in Linn, Benton, and Lincoln Counties, through OCWCOG's Cascades West Ride Line program.
ACTION: Information only

- 6. 6:00 Mid Valley Intermodal Facility (MVIF) Update** **Jae Pudewell, ODOT**
An update on project selection for the MVIF funded by House Bill 2017.
ACTION: Information only

- 7. 6:15 Van Buren Bridge Update** **James Feldmann, ODOT**
An update on the Corvallis bridge project funded by House Bill 2017.
Action: Information only

- 8. 6:30 Area Manager's Report (Powerpoint)** **Frannie Brindle, ODOT**
Including State Transportation Improvement Program (STIP) update, ODOT Strategic Business Plan, and Highway 34 Safety video
ACTION: Information only

- 9. 6:50 Adjournment**

DRAFT MINUTES
Cascades West Area Commission on Transportation (CWACT)
Oregon Cascades West Council of Governments (OCWCOG), Albany
Video Conferencing, Toledo
January 25, 2018 – 5:00 pm

CWACT Members Present: Dick Anderson, City of Lincoln City; Dean Sawyer, City of Newport (video); Annabelle Jaramillo, Benton County (phone); Bill Bain, Lincoln County Private Sector (video); Doug Hunt, Lincoln County (video); Roger Nyquist, Linn County; Don Miller, City of Millersburg; Frannie Brindle, ODOT; James Feldmann, ODOT; Cody Gray, Lincoln County Private Sector (video); Janet Steele, Linn County Private Sector; Bob Elliott, City of Lebanon; and William Dalbey, City of Toledo (video).

CWACT Alternate Present:
Bud Shoemake, Port of Toledo (video)

Guest Present:
Jae Pudewell, ODOT

Ex-Officio Present:
Ali Bonakdar, CAMPO

OCWCOG Staff Present:
Tarah Campi and Phil Warnock

1. Welcome and Agenda Review

The Chair, Commissioner Nyquist, called the meeting to order at 5:05 pm. Self-introductions were conducted.

2. Minutes from the December 7, 2017 meeting

ACTION: By consensus, the meeting minutes were approved as written.

3. Public Comment

There were no public comments.

4. Caucus to Select Executive Committee Members

Chair Nyquist oversaw a discussion to nominate one member from each County (Linn, Benton, and Lincoln) to serve of the Executive Committee for 2018. He referred members to Attachment B in the agenda packet for full details of the Executive Committee and the process. Bill Bain, Private Sector Member for Lincoln County, served on the Executive Committee for 2017 and agreed to continue for 2018; his fellow Lincoln County members concurred. For Benton County, only Commissioner Jaramillo and CAMPO Director Bonakdar were present; they agreed to table the discussion and connect with other Benton County Members in order to make a nomination later. Nyquist asked them to update him regarding their decision. For Linn County, Bob Elliott, Lebanon City Council Member, agreed to continue for 2018 and his fellow Linn County Members concurred. The next Executive Committee Meeting is March 8th.

5. Amtrak Pilot Project

Lee Lazaro with Benton County provided a presentation on the Corvallis-Amtrak Connector. Lazaro noted that the 2014 Oregon High-Speed Rail Corridor Study indicated a need for the service, with the Albany Amtrak station being the fourth busiest in the State, but limited transit service from Corvallis, and no evening train transit service available.

A proposal for STF Discretionary Grant was submitted, and pilot funding of \$99,650 was granted for one year operation funding including marketing and planning. A year of planning effort included stakeholder meetings, reviews of schedules and ridership, identifying key connections, and developing / planning marketing services.

Potential sites were identified in Corvallis, and negotiations for stop locations took place. ODOT specified an Operations Plan and Marketing Plan for the effort. Public meetings and marketing continued leading up to a final negotiation and contract with the operator. This included a finalized route and detailed driver schedule. The Corvallis-Amtrak Connector was heavily advertised via several sources of media, flyers, and brochures.

Lazaro went on to give technical details of the cost of fares, bus stops, and ridership.

Janet Steele, Linn County Private Sector member, suggested providing outreach to Amtrak riders, specifically surveying them about their travel needs and perceptions to increase ridership. Lazaro commented that his team has provided a survey to current bus riders, but not to Amtrak riders to analyze latent demand.

Nyquist noted that per the stats provided by Lazaro, ridership is as low as one or zero riders per trip on some trips by the new transit service. Nyquist asked how success will be determined quantitatively and when the point would potentially come that the service was deemed not to be viable, due to low ridership. Lazaro noted that since the service is a pilot, time is needed to be able to evaluate success, and numbers are growing. Lazaro has applied to ODOT for a second year of funding.

Lazaro noted that an Uber costs about \$10 to \$15 one way from Corvallis to the Albany Amtrak station, while the bus fair is only \$5.

Bill Bain asked if the bus would wait for late passengers. Lazaro commented that the driver does wait a few minutes, probably longer than an Uber would wait.

6. Statewide Transportation Improvement Fund

Karyn Criswell with ODOT provided an update on the Statewide Transportation Improvement Fund (STIF). Criswell advised that the STIF is a new source of public funding for transit. She noted that a new payroll tax of one-tenth of one percent will generate roughly \$100 million annually in revenue to be distributed to qualified entities: 90% by formula allocation will be distributed in communities from which the money was derived, based on employer location. Nine percent of the funds would be distributed by competitive grant programs to be adopted by rule, including four percent to improve transit between communities. One percent will go to ODOT for a technical resource center to help rural providers with planning, training, and technology improvements.

The rules to administer the program are being developed by a Rules Advisory Committee (RAC). From the CWACTION region, Phil Warnock and Lisa Scherf serve in the RAC. The RAC's work has been informed by listening sessions and online surveys on the formula rules. After the RAC completes its recommendations in the coming months, the Oregon Transportation Commission (OTC) will review the findings.

Qualified entities will be required to have local plans in place that meet requirements for the funding allocations.

Qualified entities would be required to work with other entities in the area to develop sub allocation methods as a starting point to ensure the funds are returning to the communities from which they came. There are proposed amendments to the legislation that are more specific to that requirement. The draft language states, "at least the minimum share would go back to the communities." This is yet to be determined.

Next steps include monitoring what the legislature is proposing, revising the rules with any changes to the law if necessary, heading to OTC in March and into the formal rule process for formula, and getting positions approved to implement funds.

7. Statewide Transportation Improvement Program (STIP)

Frannie Brindle with ODOT provided an update on the 2021-2024 STIP. Brindle stated that the OTC has approved the allocation of \$2.4 billion in funding in the 2021-2024 STIP. The process began in July with an educational discussion on the timeline and funding framework to set a foundation.

Funding categories include the following:

- **Fix-It** includes all the capital funding programs that maintain or fix the state highway system. Examples of programs within the Fix-It category include, but are not limited to state bridge, pavement preservation, culverts, and operations.
- **Enhance Highway** funds projects that expand or enhance the state highway system.
- **Safety** funds projects that are focused on reducing serious injury and fatal crashes on Oregon's roads.
- **Non-Highway** funds projects that improve bicycle, pedestrian, public transportation, and transportation option programs. (This includes both Enhance AND Fix-It components.)
- **Local Programs** directs funding to local governments through several different programs.
- **Other Functions** includes workforce development, planning, data collection and indirect cost recovery using federal resources.

Brindle noted that there was large public input through emails, online surveys, an open house, and website comments.

In October, ODOT presented three scenarios to the OTC and advisory committee chairs.

- **Scenario 1** put more into Enhance Highway programs to address congestion and freight mobility and less into Fix-It programs that preserve the system.

- **Scenario 2** maintained Fix-It funding at the same level as the 2018-2021 STIP but reduced Enhance Highway funding.
- **Scenario 3** eliminated discretionary funding for Enhance Highway altogether.

Based on public input and other factors, the allocation the Commission approved directs most discretionary funding to Fix-It programs that preserve roads and bridges. However, the Commission also put a significant amount of funding into Enhance Highway projects that improve roads. In addition to funding directed by the Legislature in HB 2017 to Enhance projects, \$24 million will go to a State Highway Leverage program that will allow ACTs to add Enhance features to Fix-It project. If federal funding comes in above the anticipated level, the first \$40 million would go to a Strategic Investments Program that would allow the Commission to target funding to high priority needs on the state highway system.

State and federal law provides direction to ODOT to include three subcategories of non-highway funding in the STIP.

- **Public Transportation:** Approximately \$43.5 million in Federal Highway Administration formula funding is transferred to public transportation based on legislative direction and longstanding practice.
- **State Highway Fund Bicycle and Pedestrian:** ODOT's share of the 1 percent State Highway Fund set aside and the new Safe Routes to School Program provide approximately \$60 million for the 2021-2024 STIP. This amount more than tripled under HB 2017.
- **Non-Highway Discretionary:** Approximately \$51 million is required under federal and state law, but the Commission can decide how they will allocate this to specific programs within relatively broad parameters.

The Commission approved the \$51 million in Non-Highway Discretionary funding as follows:

- **Active Transportation Leverage (\$21 million):** In the 2018-2021 STIP, the Commission created a program under which regions could add non-highway elements to existing Fix-It projects on the state highway system. This allows ODOT to better respond to community needs.
- **Off-System Bicycle/Pedestrian (\$6 million):** On-road bicycle/pedestrian projects received significant funding from HB 2017, but off-road trails and multi-use paths did not. Because of the State Highway Fund constitutional restriction and limited ConnectOregon funds, trails are highly reliant on federal highway funds in the STIP.
- **Safe Routes to School - Education (\$3 million):** The Commission has funded a Safe Routes to School education program in the Transportation Safety Division. Increasing funding will complement the investment in Safe Routes to School Infrastructure projects under HB 2017.
- **Transportation Options (\$3 million):** ODOT recommends increasing support for transportation options programs to build on the additional investments HB 2017 makes in public transportation and Safe Routes to School infrastructure.
- **Americans with Disabilities Act (\$18 million):** ODOT has commitments to build accessible ramps under our Americans with Disabilities Act (ADA)

Transition Plan and settlement agreement. This funding will be for stand-alone ramp projects, in addition to ramps completed as part of Fix-It projects.

The Commission provided direction to ODOT to ensure that the ACTs had a role in selecting projects so we could benefit from their knowledge of local priorities. The allocation the Commission approved includes a number of programs that will allow ODOT to meet community needs while we're undertaking Fix-It projects. These three leverage programs will allow the ACTs to recommend elements to add safety, enhance, and active transportation elements to Fix-It projects. ODOT will be defining program guidance for all three of these programs in spring of 2018.

In the spring the Commission will approve more detailed guidance for the three leverage programs, including process, as well as for allocations among the Fix-It programs. Project selection will begin early in 2018 and continue into 2019. At this point the ACTs and other stakeholders will have the ability to impact project selection decisions. In 2020, the Commission will release the draft STIP for formal public review, and the public will have the opportunity to comment on projects. That will be followed by official approval by the Commission.

Brindle provided STIP allocations definition, and STIP allocations framework handouts. These will be emailed out to all members after the meeting as they were not provided ahead of time for members attending via video conference. Brindle reviewed the handouts with members. Region 2 will receive approximately \$23 million for the Region.

8. Area Manager's Report, Mid-Valley Intermodal Facility (MVIF)

Brindle advised that the Federal Highway Administration (FHWA) indicated that there should not be any more installation of rectangular flashing beacons after December 2017. The ones that are in place may stay until they need to be replaced. Anything that is new pedestrian activated, must be a different kind of feature. The cost is not different. Brindle will provide additional details at the next meeting.

Jae Pudewell with ODOT provided an update on the Mid-Valley Intermodal Facility. Pudewell advised that as of December 15th, ODOT received six pre proposals. All proposals were evaluated against two criterias; completeness of applications, and sufficiency of pre proposal. Two pre proposals moved forward to the planning phase; Treasure Valley Facility, and Millersburg. Northwest Container and Greenhill did not move forward due to insufficiency. The ODOT Director's office directed staff to contact the Oregon Shipping Group for additional questions on the other two proposals. They are given until February 1st to respond to the questions. Discussion and summary will go to the ODOT Director by February 15th for decision on whether either of those two move forward.

Cody Gray questioned the status on ConnectOregon. It was advised that there will not be a traditional ConnectOregon Cycle this biennium. The program is in review, partly for technical reasons, and because all funding was directed to four specific projects.

9. Adjournment

Next meeting scheduled for March 22nd.