

Cascades West Area Commission on Transportation
Thursday, July 26, 2018
5:00 - 7:00 pm

Videoconference at: Cascades West Center
1400 Queen Avenue SE, Albany

Meeting held at: OCWCOG Offices
203 North Main Street, Toledo

AGENDA

- 1. 5:00 Welcome and Agenda Review** **Chair Nyquist**
- 2. 5:05 Approve Minutes: May 24th 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 Florence-Yachats Transit Pilot Project** **Mark Bernard, ODOT**
An update on new transit service operated by Lane Transit District between Florence and Yachats, which serves the only "gap" in transit connectivity along Highway 101 in the State.
ACTION: Information only
- 5. 5:30 Cascadia Preparedness** **Jenny Demaris, Lincoln County**
Information on regional planning efforts regarding Cascadia earthquake / tsunami hazards.
ACTION: Information only
- 6. 6:00 Oregon Coast Bike Route Plan and Safe Routes to School Infrastructure Funding (Attachment B)** **Jenna Berman, ODOT**
An update on the first major planning effort for the Oregon Coast Bike Route in over 10 years, addressing tourism, safety, and infrastructure standards. Also, an update on the application process for Safe Routes to School infrastructure funding allocated by House Bill 2017, to support bike and pedestrian safety projects in the public right-of-way near schools.
ACTION: Information only
- 7. 6:25 ADA Update** **Lisa Strader, ODOT**
An update on Americans with Disabilities Act (ADA)-related planning and settlement.
ACTION: Information only
- 8. 6:40 Area Manager's Report** **Frannie Brindle, ODOT**
Includes State Transportation Improvement Program (STIP) Update, and introduction of John Huestis, new Area Manager
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
May 24, 2018 – 5:00 pm

CWACT Members Present: Bill Bain, Linn County Private Sector; Frannie Brindle, ODOT; Adam Keaton, City of Harrisburg; Annabelle Jaramillo, Benton County; Don Miller, City of Millersburg; Doug Hunt, Lincoln County; Carla Gerber, City of Brownsville; Janet Steele, Linn County Private Sector; Bob Briana, City of Sweet Home, and Dick Olsen, City of Albany.
Via Video: Josh Smith, City of Toledo; Cody Gray, Lincoln County Private Sector; and Dean Sawyer, City of Newport.

CWACT Alternates Present: Ron Irish, City of Albany; Laurel Byer, Benton County; and Pam Barlow-Lind, Confederated Tribes of Siletz.

Guests Present: Joe Graybill, City of Sweet Home; Mark Bernard, ODOT; Hal Gard, ODOT, and Lucia ODOT.

OCWCOG Staff Present:
Tarah Campi, Phil Warnock, and Emma Chavez

1. Welcome and Agenda Review

The Vice Chair, Commissioner Annabelle Jaramillo, called the meeting to order at 5:00 pm. Self-introductions were conducted.

2. Minutes from the March 22, 2018 meeting

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

3. Public Comment

There were no public comments.

4. State Transportation Improvement Fund (STIF)

Hal Gard, ODOT Rail and Public Transit Administrator provided a progress update on the STIF.

House Bill 2017 (HB2017) designates ongoing funding for public transportation through the STIF. Formula funding is an “entitlement with strings. In the CWACT Region, the four entities eligible to receive formula funding are Linn, Benton, and Lincoln Counties, as well as the Confederated Tribes of Siletz Indians.

There are two discretionary pots of money; Pure Discretionary, meant to replace the *ConnectOregon* program. That is a competitive program that should be used for enhancements, not for ongoing operations. The other is Intercommunity Funds, designed to facilitate connections between service providers.

The STIF development process included an Oregon Transportation Commission (OTC) appointed Rules Advisory Committee (RAC) in the fall of 2017. Draft Oregon

Administrative Rules (OAR's) were adopted through a robust stakeholder and public engagement process, and the OTC received the RAC's recommendation for programmatic OAR's in the winter of 2017. In the spring of 2018, the rule-making and public comment period has taken place. After June ODOT will begin developing plan templates, solicitation materials and training resources.

For the first year only, there will be two acceptance periods; one in November and another six months later. First distribution of the funds are anticipated to go out April of 2019.

For Discretionary and Intercommunity Rules, funds are available to any public transportation service provider. There is a match rate of 20% with a 10% match for qualified projects. Formula funds can be used as part of the match. Funds may not be used for operations, pilots are allowable.

Next steps for the STIF are as follows.

Summer 2018: OTC decision on STIF rules. Tax and program effective July 1st, and first round of solicitation issued for STF Formula Funds.

Fall 2018: STF Plans (Formula fund applications) first opportunity due November 1st.

Year 2019: Review and approval of STIF plans by PTAC & OTC, STIF Plans 2nd opportunity due May 1st, 2019. Formula fund allocations disbursed, and discretionary grants awarded.

Year 2020: Report to legislature on STIF outcomes.

Brindle questioned how the ACT can interact with the local advisory committee that oversees fund distribution on a county-wide basis. Gard advised that Collaboration with the ACTs isn't specified in the statute, but is encouraged.

5. Oregon Public Transportation Plan (OPTP)

Lucia Ramirez with ODOT Planning provided a presentation on the OPTP.

The ODOT has worked with stakeholders to update the 1997 OPTP. The new document will establish a shared statewide vision for public transportation, and help to guide and support decisions by state, regional, and local government agencies. It will also help communities respond to changing conditions and guide future investments. It will provide strategies for realizing the vision for public transportation in Oregon.

ODOT has sought input from Oregonians, including community members, public transportation riders, providers, and government agencies to make sure the draft OPTP reflects needs and desires throughout the state. The new version will work with other recent plans, such as the Bicycle and Pedestrian, Transportation Options, and Rail Plans. It is multimodal and considers relationships with highways and roads, bicycle and pedestrian networks, rail, and new mobility services cards and bike share, uber, lyft, and more.

The OPTD has 10 goals; 1. Mobility, 2. Safety and Security, 3. Accessibility and Connectivity, 4. Environmental Sustainability, 5. Community Livability and Economic Vitality, 6. Land Use, 7. Equity, 8. Strategic Investment, 9. Health, and 10.

Communication, Collaboration and Coordination. The plan is aspirational and points to the desired system. It is organized like other plans and includes five chapters; 1. Intro, Context, 2. Background, 3. Goals, Policies, and Strategies, 4. Invest, and 5. Implement.

OPTD reflects HB2017 inputs and priorities. It builds on these through long term plan, and supports planning, coordination, and partnerships. It provides guidance for investment decisions. Additionally, the Draft STIF rules also reflect OPTP. This will align programs and activities to facilitate both.

The key initiatives of the plan are public transportation plan integration, regional and intercity service, and public transportation technology.

OPTP Schedule:

May 2017 – Initial review with OTC
Late May – Public review and comment period
Late July – Presentations and Online Open House
July 19th or 20th – Public hearing at OTC
Summer 2018 – Revise plan as needed per comments
September 20th – Seek OTC adoption

To get involved, Lucia suggested for members to review the OPTP and provide comments either online through their open house or via the project website.

6. OCWCOG Transportation Update

Staff, Tarah Campi provided an overview of transportation projects within OCWCOG.

Pedal Corvallis Bikeshare:

Pedal Corvallis is a community bike sharing program, primarily funded by the InterCommunity Health Network (IHN) Coordinated Care Organization (CCO). The program is based in Corvallis and consists of 8 stations, 41 bicycles, and 2 adult trikes. Pedal Corvallis targets IHN-CCO clients and the general public who is 18 years and older. Annual membership for non IHN-CCO members is \$25, \$10 for a monthly pass, and \$5 for a three day pass. Passes and helmets are free for IHN-CCO members. All passes cover rides up to 2 hours, with additional time \$3 per hour. Currently, there are 865 total participants and 5,878 total trips. Of those, 30% are IHN-CCO active members. The program has been a success and OSU is planning to sponsor two new stations on campus, in addition to the 2 stations currently on campus

Scenic Byway:

An application from OCWCOG for a State Scenic Byway from Tangent to Waldport on Highway 34 was approved by the Oregon Transportation Commission (OTC) on April 19th, and by the Oregon Tourism Commission on April 29th. This Scenic Byway promotes tourism and honors rural lands, lifestyles, and industries.

This has been an effort of a partnership coalition of members throughout the OCWCOG Region. Next steps include marketing efforts and signage to promote businesses, lodging, hiking trails, parks, campgrounds, and more.

Transportation Options:

OCWCOG currently has a non-infrastructure grant to do work in Albany, Harrisburg, Jefferson, Lebanon and Sweet Home. As part of House Bill 2017 (HB2017), dedicated funding will be available via competitive grants for Safe Routes to School (SRTS) infrastructure projects statewide. The purpose of the funding is to build projects within the public right-of-way that promote bicycle and/or pedestrian safety in a one-mile radius of schools such as curb extensions and pedestrian crossings. Eligible applicants include cities, counties, tribes, the Oregon Department of Transportation (ODOT), and road authorities. Applications are due Monday, October 15th.

ODOT is offering technical assistance workshops around the State for prospective applications this summer. The dates and locations were made available via a handout to members.

7. Area Manager's Report

The OTC has provided ODOT Regions with new funding source for adding modernization elements to Fix-it projects on the State highway system. These funds are allocated to a new program called the Leverage Program. For Region 2, there are approximately \$23 million allocated in the FY2021-2024 Special Transportation Improvement Program (STIP). Region staff is tasked with identifying potential leverage elements through the upcoming scoping process that is scheduled to take place over the summer. Elements identified prior to the scheduled scoping, will also be scoped at that time. Brindle noted that this is not a project application process. Members are simply requested to submit ideas that could be added to the potential Fix-it projects.

Brindle went on to review the potential project list and maps for the CWACTION area. These projects are included in ODOT's 150% list, meaning that not all of those projects will be selected for implementation. ODOT will decide on the 100% list after the projects are scoped. Brindle asked members to submit their potential elements and comments to the 150% list to either herself or James Feldmann.

Councilor Dick Anderson expressed that reconfiguration of the pavement on US20 at Springhill needed. Brindle advised that this was a long conversation at the Albany Area MPO meeting, the prior night. Also, the OR164: Jefferson (Santiam River) Bridge project arouse discussion due to the bicycle and pedestrian traffic to the nearby schools.

Private Sector, Cody Gray questioned what was done with the millions of dollars allocated for bridges. Brindle advised that those bridge funds were Oregon Transportation Improvement Act (OTIA) funds. Some funds came from a revenue increase and those funds were bonded to create a multimillion dollar bonding package for bridges. Those funds have been spent and ODOT is paying back those bonds. She clarified that these are not the same funds, these are the revenue from the federal government, matched with the state.

8. Adjournment

Meeting adjourned at 6:35 pm.



Community and Economic Development

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***Safe Routes to School* Infrastructure Grants: Technical Assistance Opportunities for Jurisdictions June 2018 Update**

Safe Routes to School (SRTS) is a national movement that promotes bicycle and pedestrian safety, education, encouragement, infrastructure, and equity among elementary and middle school students.



As part of House Bill 2017 (HB2017), Oregon's landmark transportation funding package passed by the Legislature last year, dedicated funding will be available statewide via competitive grants for SRTS infrastructure projects. ***Please see the attached flier from the Oregon Department of Transportation (ODOT) for more details and important dates.*** The purpose of the funding is to build projects within the public right-of-way that promote bicycle and/or pedestrian safety in a one-mile radius of schools. Examples include, but are not limited to, curb extensions and pedestrian crossings. Eligible applicants include Cities, Counties, Tribes, ODOT, and road authorities.

Community and Economic Development (CED) staff at the Oregon Cascades West Council of Governments (OCWCOG) are available to provide **technical assistance to jurisdictions in the Linn, Benton, and Lincoln County Region** as they prepare for applications, which are due to ODOT on **October 15, 2018**.

Available Services:

1. Data collection: *Parent Survey* and *In-Class Transportation Tally* to identify current student transportation modes and parents' perceptions related to transportation.
 - *Fee:* \$750 (Agency billing rate, \$75 x 10 hours OCWCOG staff time)
 - *Deliverables:* OCWCOG will develop a customized data report of survey and tally results, using a portal provided by the *National Center for Safe Routes to School*, and will provide the data report to the grant applicant and the participating school, with a one-page memo summarizing the findings. In advance, OCWCOG will provide enough blank Parent Survey copies (in English and Spanish, as needed) for each student in the school, plus extras, and enough blank copies of the In-Class Tally for each classroom.
 - *Support needed from school:* Approximately 5 hours of school staff time to distribute / collect the survey, administer the tally, and mail documents back to

OCWCOG; includes a brief phone call or email exchange with OCWCOG staff regarding instructions.

2. Mapping:

- *Fee:* \$600 (Agency billing rate, \$75 x 8 hours OCWCOG staff time)
- *Deliverables:* OCWCOG will develop a GIS map showing anonymized student residential addresses in relation to the school location and the proposed infrastructure project location. More details can be discussed after grant application materials become available from ODOT in July 2018.
- *Support needed from school:* Excel file with anonymized student addresses

3. Grant Writing Support:

- *Fee:* \$1,500 (Agency billing rate, \$75 x 20 hours OCWCOG staff time)
- *Deliverables:* OCWCOG will provide support in writing and editing for narrative components of grant application; generating Letters of Support; and other technical assistance. *Applicant jurisdiction (City, County, etc.) will take the lead on the grant application;* more details can be discussed after grant application materials become available from ODOT in July 2018.

For more information, please contact Community and Economic Development Planner Tarah Campi at tcampi@ocwcog.org or 541-924-8480. Availability is subject to scheduling.



Figure 1 Photo Credit: Safe Routes to School National Partnership

JUNE-AUGUST 2018 SAFE ROUTES TO SCHOOL INFRASTRUCTURE GRANT PROGRAM WORKSHOPS

Learn how to apply for the new ODOT Safe Routes to School Infrastructure Grant Program funds.

In the summer of 2018, the Oregon Department of Transportation (ODOT) will solicit proposals for the first round of new Safe Routes to School (SRTS) Infrastructure funding. ODOT staff will present a program overview and answer questions about this new opportunity. The presentation will cover SRTS Infrastructure Program specifics including, timeline, eligibility, proposal selection process, match requirements, and proposal development tips. The target audiences include city, county, tribes, and transit agency staff and interested public school representatives. All workshops are open to the general public.



Workshops:

6/18: BAKER CITY 1:00-2:30pm,
2400 Resort St

6/25: SALEM 3:00-4:30pm,
626 High St NE

6/27: WEBINAR 1:00-2:30 pm,
RSVP to
leeanne.fergason@odot.state.or.us

7/2: PORTLAND 2:30-4:00pm,
123 NW Flanders St

7/12: REDMOND 12:30-2:00pm,
243 E. Antler Avenue

8/8: SPRINGFIELD 2:30-4:30pm,
900 S. 32nd St

8/16: ASHLAND 10:30am-12:00pm,
410 Siskiyou Boulevard

More information:
click "How to Apply" at
[https://www.oregon.gov/
ODOT/Programs/Pages/
SRTS.aspx](https://www.oregon.gov/ODOT/Programs/Pages/SRTS.aspx)

Contact:

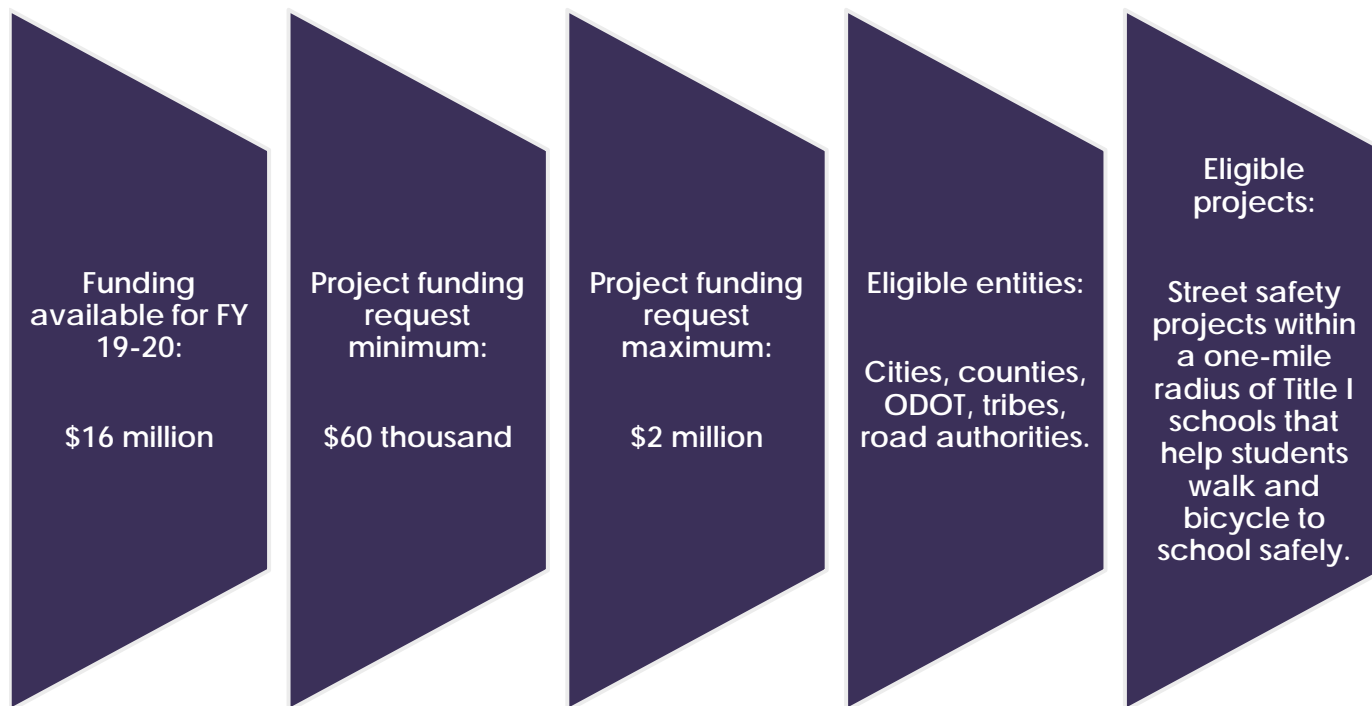
Safe Routes to School Infrastructure
Program Manager

LeeAnne Fergason

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Competitive Grant Program details:



More information including program focus areas will be posted by 6/19/18:

<https://www.oregon.gov/ODOT/Programs/Pages/SRTS.aspx>

Safe Routes to School Infrastructure Program timeline*:



More information about public comment and the public hearing at <https://www.oregon.gov/ODOT/Programs/Pages/SRTS-RAC.aspx>

*timeline subject to change pending OTC approval.