

Cascades West Area Commission on Transportation
Thursday, December 13, 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: July 26th 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 Update on 2019 Membership Appointments** **Staff**
 A request for Full Commission Membership updates will be sent to CWACT jurisdictions
 prior to the end of the year.
 ACTION: Information only
5. **5:30 November 7 OTC Meeting Recap (Attachment B&B1)** **Chair and Staff**
 An overview of the annual Oregon Transportation Commission (OTC) roundtable with ACT
 representatives, held October 18th in Silverton, and the CWACT Biennial Report to the
 OTC, held November 16th in Lebanon. Includes summary of statewide ACT survey.
 ACTION: Information only
7. **5:45 ODOT Harassment/Discrimination Prevention Training** **James Feldmann,**
 (Attachment C and Training Instructions) **ODOT**
 ODOT staff and all Boards and Commissions that work with ODOT, including Area
 Commissions on Transportation (ACTs), are required to complete the following online
 trainings; *Maintaining a Harassment Free and Professional Workplace and Preventing*
 Sexual Harassment.
 ACTION: Mandatory training
8. **6:30 Oregon Department of Aviation (ODA) Grant Review** **Derrick Tokos,**
 (Attachment D) **City of Newport**
 A review of the Technical Advisory Committee (TAC)'s evaluation of a grant submission for
 Oregon Department of Aviation (ODA)'s *Aviation System Action Program (ASAP)*, which was
 approved by the Executive Committee in November.
 ACTION: Information only
9. **6:40 Area Manager's Report (Attachment E)** **John Huestis and**
 Transparency, Accountability and Performance Update **Brennan Burbank, ODOT**
 ACTION: Information only
10. **6:55 Adjourn**

DRAFT MINUTES
Cascades West Area Commission on Transportation (CWACT)
Oregon Cascades West Council of Governments (OCWCOG), Toledo
Video Conferencing, Albany
July 26, 2018 – 5:00 pm

CWACT Members Present: Josh Smith, City of Toledo; Dick Anderson, City of Lincoln City; Cody Gray, Lincoln County Private Sector; Roger Nyquist, Linn County; John Huestis, ODOT; Bill Bain, Lincoln County Private Sector; Dean Sawyer, City of Newport

Via Video: Bob Elliot, City of Lebanon; Barbara Bull, City of Corvallis; Adam Keaton, City of Harrisburg; Greg Chamberlain, City of Halsey; and Carla Gerber, City of Brownsville.

CWACT Alternates Present: Michelle Sheets, City of Monroe; James Feldmann, ODOT;

Via Video: Mary Steckel, City of Corvallis

Guests Present: Dan Sheets, City of Monroe; Lisa Strader, ODOT; Jenna Berman, ODOT; Frannie Brindle, ODOT; Mark Bernard, ODOG (video)

OCWCOG Staff Present:

Tarah Campi, Phil Warnock (video), and Emma Chavez

1. Welcome and Agenda Review

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

2. Minutes from the May 24, 2018 meeting

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

3. Public Comment

There were no public comments.

4. Florence-Yachats Transit Pilot Project

Mark Bernard, ODOT's Region 2 Transit Coordinator, gave a presentation on the Florence to Yachats Transit pilot project.

Bernard advised that ODOT would be funding the pilot project with Special Transportation Improvement Funds (STIF), and the pilot would link up to existing service. The proposed transit service included 36 trips per week, Monday through Friday or Monday through Saturday with possible service to the hospital.

Public outreach has included stakeholder meetings with Yachats and Florence residents, Lane Transit District (LTD), the Oregon Department of Transportation (ODOT), Lincoln County Transit, Local Governments, PeachHealth, Trillium, Rivers Cities Taxi, the Confederated Tribes of Siletz Indians, Confederated Tribes of Coos, Lower Umpqua, and Siuslaw, Florence TAC, Caravan shuttle, and the Pacific Crest Bus.

The following short and medium term budgets being considered:

18 Month Budget

Planning = \$43,720, Operations = \$246,390, and Bus Procurement = \$100,000.

36 Month Budget

Planning = \$45,170, Operations (year 1) = \$162,090, Operations (year 2) = \$342,080, Operations (year 3) = \$353,000, and Bus Procurement = \$100,000.

Bus branding efforts are also underway. These include a full wrap with an image recognizable along the Florence/Yachats route.

5. Cascadia Preparedness

Jenny Demaris, Lincoln County Emergency Preparedness Manager, gave a presentation on regional planning efforts regarding a Cascadia earthquake and tsunami hazards.

Demaris noted that there has been a mind shift of where we live and that there is acceptance that a large scale natural disaster is likely to occur; with that there comes commitment to mitigate the issues. She advised that over the last two years, the message has changed from being prepared, to being resilient. People are being encouraged to be resilient. Buildings and agencies are being updated and moving out of tsunami inundation areas.

Emergency response alert efforts have been in place for just over seven years, with over 9000 opt-ins. More people are attending presentations in order to become more aware.

Chair Nyquist noted that Goal 17 overlay has no context of fixing Highway 101, and that there is importance in looking at what policies and strategies should be pursued to making the transportation system possible after such catastrophes.

6. Oregon Coast Bike Route Plan and Safe Routes to School Infrastructure Funding

Jenna Berman, ODOT's Region 2 Active Transportation Liaison provided an update on ODOT's Safe Routes to School programs.

Berman advised that the current non-infrastructure program includes \$500,000 for every three years. In 2020, the next grant cycle, this will increase up to \$600,000 for local grantees. Infrastructure grant funds are split into three categories; Competitive at 87.5 percent, Rapid Response up to 10 percent, and Project Identification up to 2.5 percent. The annual allocations are as follows:

- FY 19-20= \$18.33M
 - 2018= 8.3M
 - 2019= 10M
- FY 21-22= \$30M
 - 2020= 10M
 - 2021= 10M
 - 2022= 10M
- FY 23-24= \$30M
 - 2023= 15M
 - 2024= 15M

Berman went on to provide Competitive Grant Program details. These funds should be used to build street safety projects to reduce barriers and hazards for children walking or bicycling to or from schools. Cities, Counties, ODOT, Tribes, Transit Districts, and Road Authorities may apply for these funds. A minimum funding request of \$60 thousand must be made, with a maximum funding request of \$2 million.

In order for projects to be eligible they must provide a safety benefit, have support of School District or School, be within one mile from a school, and within public road right of way, has to meet match requirements, and be in a Title I school area. Berman reviewed the definitions of each eligibility criteria and provided examples. She noted that another eligibility requirement is that the proposal must fit within a plan such as a SRTS Action Plan, a Transportation Systems Plan (TSP), or other locally adopted plan.

Competitive Grant Program Timeline:

July 23, 2018 – Solicitation Begins
August 31, 2018 – Letter of Intent Due
October 15, 2018 – Application Due
October-November – Staff Review
December 2018-January 2019 – Project list is presented to the Oregon Transportation Commission (OTC)
March 2019-2024 – Agreements signed and projects built

Berman advised that the high priorities for this cycle include Title I schools, safety risk factors, elementary and middle schools, and project readiness. Lastly, she noted that while most of the workshops have taken place, there are two more scheduled in August for anyone who would like to attend.

It was clarified that while letters of support are recommended, they are not a requirement or a way to score the applications.

OREGON COAST BIKE ROUTE PLAN

Berman went on to provide an update on the Oregon Coast Bike Route Plan.

The route is mostly Highway 101. The route has not been evaluated since it's designated in 1980, yet an estimated six to ten thousand bicyclists ride through the area, annually. Nationally, it is the most popular cycling location. The plan is estimated to be completed in the spring of 2020, and will overlap with the Oregon Coast Trail effort.

Plan outcomes included; identifying investments that ODOT or local jurisdictions can make for a more comfortable, safe and accessible experience by including infrastructure improvements, operational/maintenance improvements, programmatic improvements, and policy or street design changes in local plans. Identified minimum gaps include; less than four foot shoulder in rural areas, and less than six feet shoulder or bike facility in urban areas.

ODOT has learned that communities want guidance for bike parking and signs. When asked about their experience riding the OCBR, bikers responded as such:

- Beautiful had the highest frequency, followed by dangerous / scary

- Overall the sentiment was that the OCBR is scenic and a great resource for cyclists, but difficult and challenging to ride due to safety perceptions and traffic concerns.
- Data doesn't tell the story of "danger" but definitely can be quite uncomfortable.
- Long term goal to grow the "beautiful" and shrink the "scary" and "dangerous"

The hope is that the positive feedback will be the most common.

Commissioner Nyquist advised that of the 17 routes in Oregon, none are in the coastal area. There is a lack of shoulder in certain places making it unsafe to bicycle through the route. If it is not addressed now, it will be more costly later on.

7. ADA Update

Lisa Strader, ODOT's ADA Program Manager provided an ADA Update.

ODOT settled a lawsuit with the Association of Oregon Centers for Independent Living. The settlement includes installing, modifying, and reporting on curb ramps and pedestrian signals on the State transportation system. ODOT updated their Transition Plan and Annual Report, and delivered their inventory report as part of the settlement agreement.

The updated Transition Plan is much more comprehensive than the settlement agreement. The settlement is a fifteen year agreement to the Oregon Highway system. Additionally, ODOT's practices and procedures were also reviewed.

There are priority projects of which two are in the CWACT area. Those are being individually designed. There are pilot projects that carry both a contractor and designer side by side to figure out the best design. Per instructions from the OTC, ODOT is reaching out to local communities to advice of the process. Strader went on to review the process with members.

8. Area Manager's Report

Frannie Brindle, ODOT's Region 4 Manager advised that 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.

James Feldmann, ODOT's Region 2 Planner advised that ODOT has received feedback from the Cities of Depoe Bay, Jefferson, and Newport, and Benton County.

Brindle advised for members to provide input on the projects.

Brindle went on to note that she is returning to Region 4 and that John Huestis is now the New Region 2 Area Manager. Commissioner Nyquist thanked Brindle for all her work. Commissioner Hunt and Cody Gray echoed the sentiment.

John Huestis advised that he has been with ODOT for two and a half years as a local liaison. He then transitioned to a consultant project manager on the state system prior to

becoming Region 2 Area Manager. He is familiar with project delivery, local governments, and working with City Officials. He stated that he looks forward to working with the CWACT.

9. Adjournment

Meeting adjourned at 7:20 pm.



Cascades West Area Commission on Transportation

Biennial Report to the Oregon
Transportation Commission



Presented by
Chair Roger Nyquist, Linn County Commissioner
and John Huestis, ODOT Region 2 Area 4 Manager

November 16, 2018



About CWACT

- Convenes on transportation topics of regional significance; strives to build consensus and support for project priorities, plans, and policies that benefit the region's transportation system.
- Staffed by Oregon Cascades West Council of Governments.
- Corresponds to ODOT Region 2, Area 4.
- Meetings are typically held every other month.

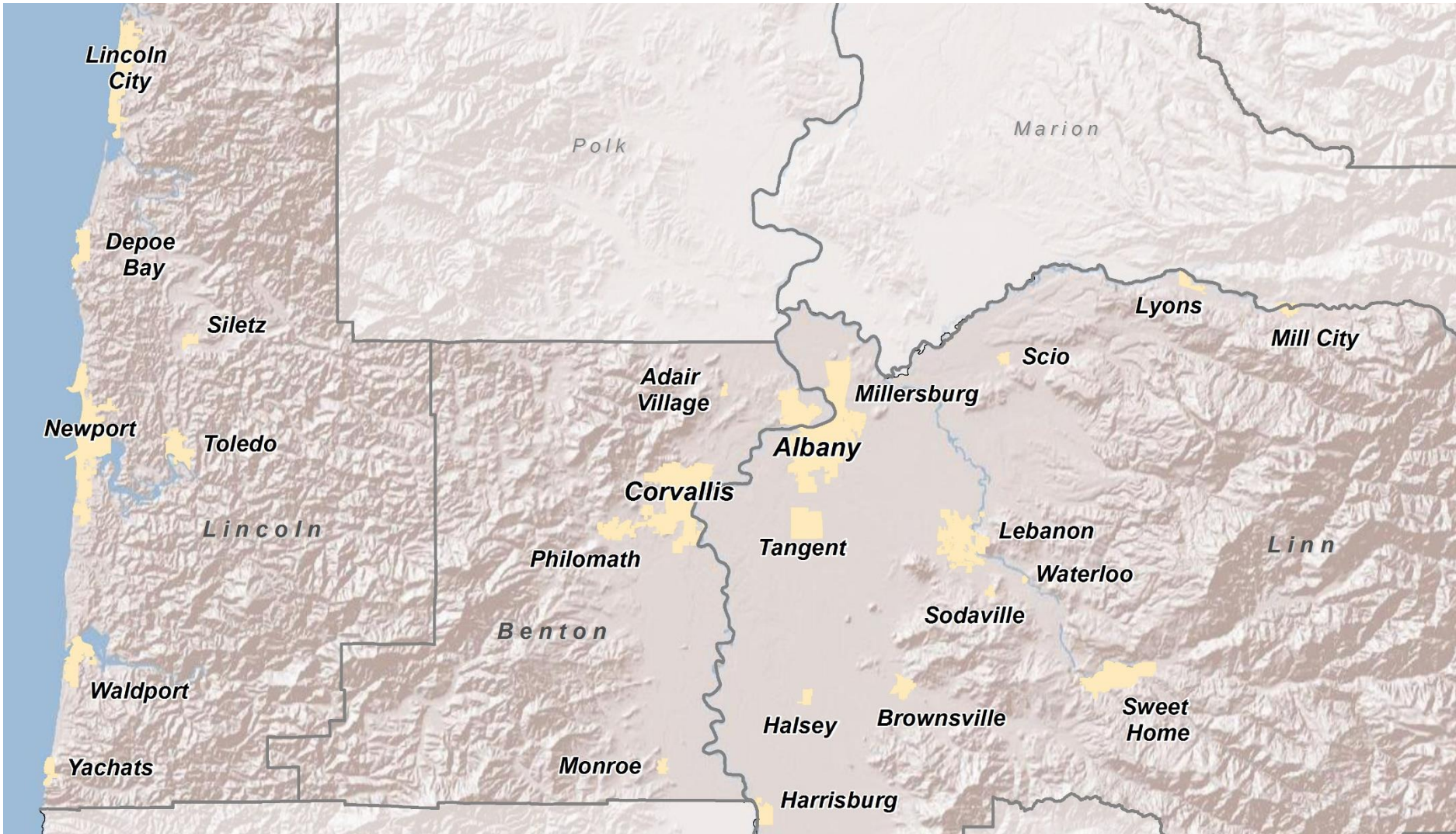


CWACT Membership

- All incorporated cities
- Benton, Lincoln and Linn counties
- All port districts
- All recognized tribes
- Private Sector (2 members per county)
- ODOT Area Manager



CWACT Area Map



Executive Committee

Includes:

- One County Commissioner
- ODOT Area Manager
- One representative from each County.



2018 Chair:

Linn County Commissioner Roger Nyquist

2018 Vice Chair:

Benton County Commissioner Annabelle Jaramillo



Technical Advisory Committee

Reports findings to the Executive Committee for consideration when necessary.



Each entity that is a voting member of the CWACT is invited to nominate a representative to the Technical Committee.

Members do not need to be elected officials.



Coordination with Metropolitan Planning Organizations

Staff of the Albany Area MPO and Corvallis Area MPO serve as Ex-Officio members of the CWACT.



Through meeting updates and other channels, CWACT and the MPOs coordinate planning and projects.



Public Involvement

Meeting minutes
are available via
[www.ocwcog.org/
transportation/cwact](http://www.ocwcog.org/transportation/cwact)



CWACT complies with Oregon Public Meetings Law. Meetings are open to the public with adequate public notice provided and time reserved on every agenda for public comment.



Highlights of 2017-18 Work

Reviewed applications for the Oregon Department of Aviation (ODA) Critical Oregon Airport Relief (COAR) grant program



Two funded by the OTC:

- **City of Albany**, Taxi-way connector realign, apron rehab, \$129,150
- **City of Newport**, Predesign for storm pipe rehab, \$18,924



Highlights of 2017-18 Work

Received
Legislative
Updates on
HB2017
including
***Mid-Willamette
Valley Intermodal
Project***



Linn Economic
Development
Group: Former **International Paper (IP) mill property**
in Millersburg.



Road Projects

Highway 34 Barrier and Intersection Safety Improvement Project

Linn County

Rumble strips,
center median

Installed to reduce fatal and serious crashes



Road Projects

HB2017 is funding \$20 million in safety upgrades to Highway 20 between Albany and Corvallis (2021)

\$13 million to improve Highway 99 in Halsey (2022)

\$69 million, Van Buren Bridge replacement, Corvallis (2021)



Pioneer Mountain – Eddyville Project Update

Realignment of 5.5 miles of Highway 20 between the valley and the coast improves safety.

Eliminates over 5 minutes of travel time.



Transportation Modes: Airports

Albany Municipal

(located in Linn County)

Corvallis Municipal

(located in Benton County)

Davis Airport

(located in Linn County)

Lebanon State (located in Linn County)

Newport Municipal (located in Lincoln County)

Santiam Junction State (located in Linn County)

Siletz Bay State (located in Lincoln County)

Toledo State (located in Lincoln County)

Wakonda Beach State (located in Lincoln County)



Transportation Modes: Ports

Port of Toledo

- Industrial properties, boatyard repair facility.
- **ConnectOregon VI**
Received \$2 million in 2016 for Environmental Work Building, final phase of Boatyard Expansion (vessel maintenance and painting).



Transportation Modes: Ports

Port of Alsea

- Upriver from Alsea Bay; recreational dock

Port of Newport

- Key role in commercial / sport fishing, fish processing, shipping.
- Home to Marine Operations Pacific fleet, National Oceanic and Atmospheric Association.



Transportation Modes: Rail

Major products moving in and through the CWACT Region include **recycled paper, wood chips, lumber, agricultural products, petroleum products**

1. Portland & Western (P&W) Railroad
2. Albany & Eastern (A&E) Railroad
3. P&W Railroad West Side District
4. P&W Railroad Oregon Electric District
5. Union Pacific Railroad Brooklyn Subdivision
6. A&E Railroad Main Line



Transportation Modes: Passenger Rail

Amtrak and Cascades POINT:

The Albany station shown here serves as an intermodal hub, with service by Greyhound, Albany Transit, and Bolt Bus.



Transportation Modes: Transit

Albany Transit System: Fixed-route service operated by City of Albany

Coast to Valley Express (pictured) (part of North by Northwest Connector): Connects Corvallis, Albany, Newport.



Corvallis Transit System (including the Philomath Connection): Operated by City of Corvallis; "Night Owl" service during academic year

Transportation Modes: Transit

Linn Benton Loop: Corvallis-Albany: Critical link for OSU and Linn Benton Community College.

Linn Shuttle: Based at the Sweet Home Senior Center; Sweet Home, Lebanon, Albany.

Lincoln County Transit: Lincoln City, Newport, Siletz, Yachats.

ODOT-funded Pilot Projects: Addressing gaps between *Yachats and Florence* and between *Corvallis and the Albany Amtrak station*.



Transportation Modes: Transportation Options

Valley Vanpool:

Over 40 commuter vanpool routes

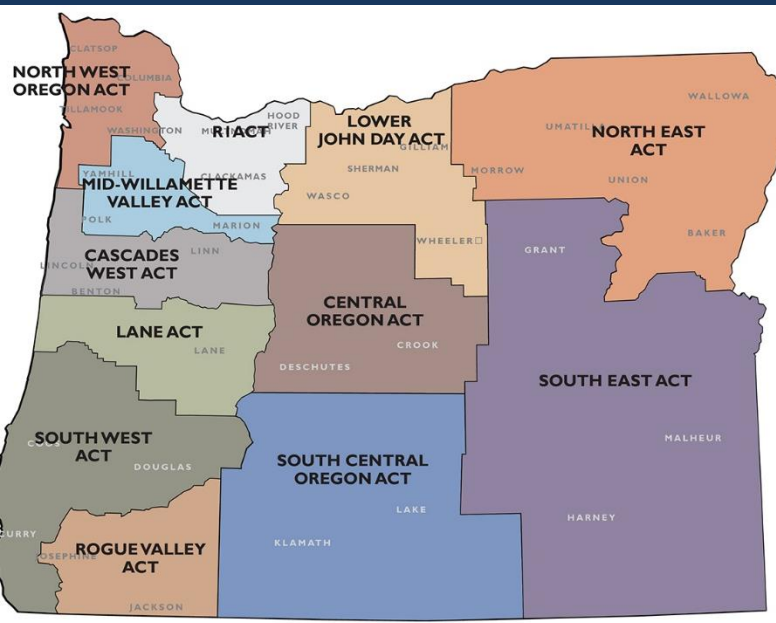
Pedal Corvallis:

Bikeshare program with 10 stations

Cascades West Rideline: Non-emergent medical transportation for Medicaid clients (17,000 rides per month).



Thank you.

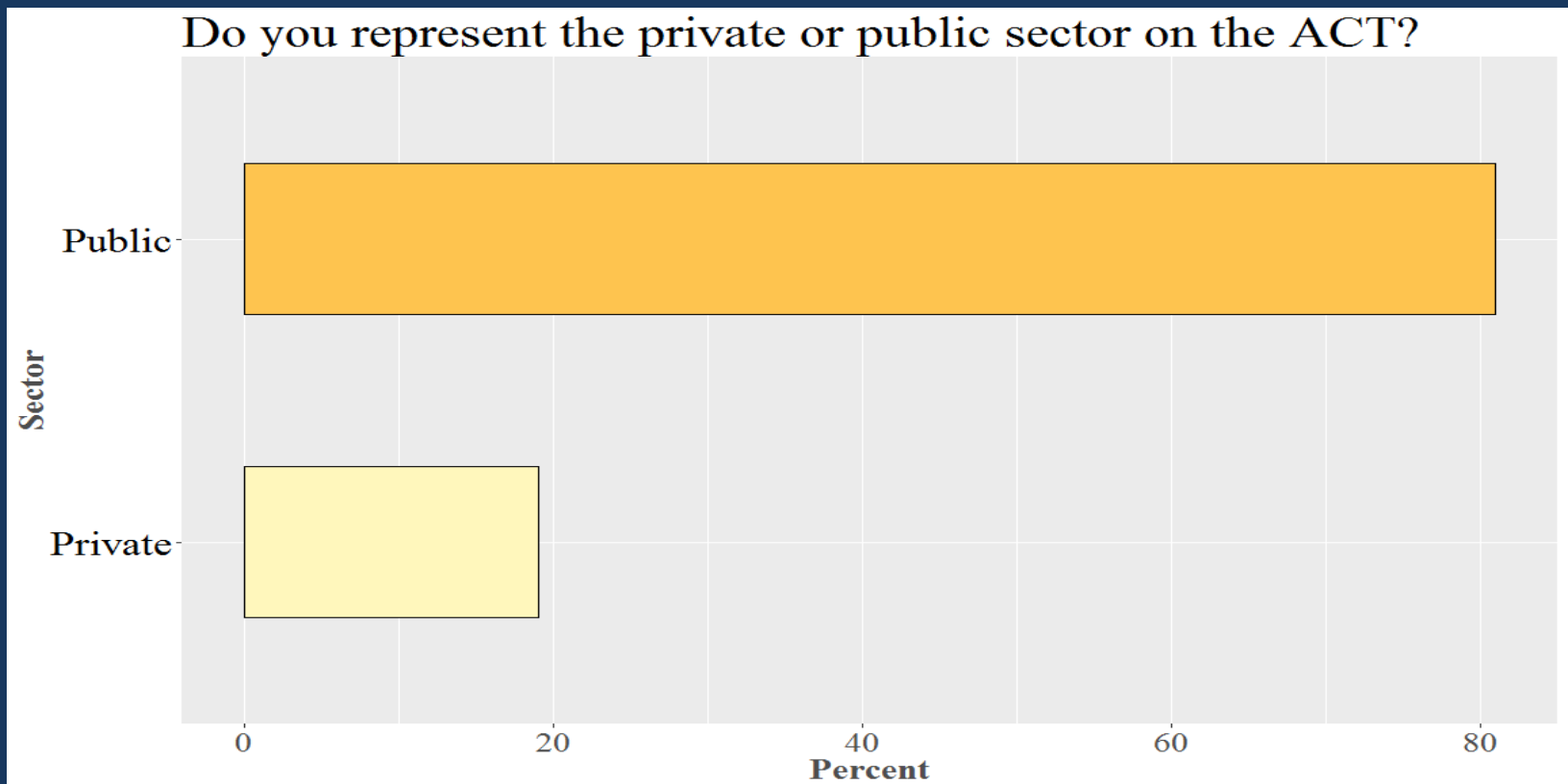


2018 ACT Survey

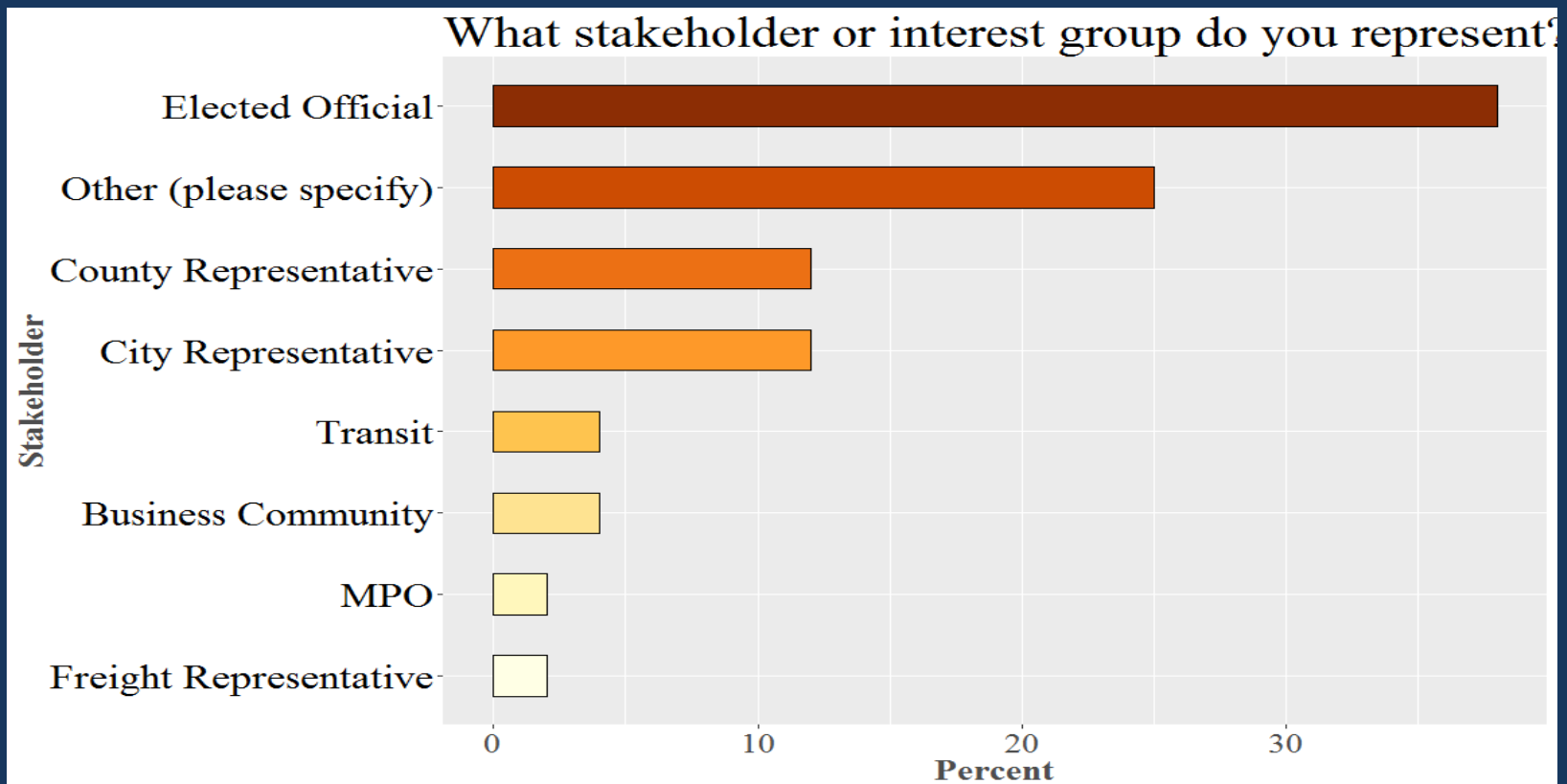
Survey date – October 9, 2018



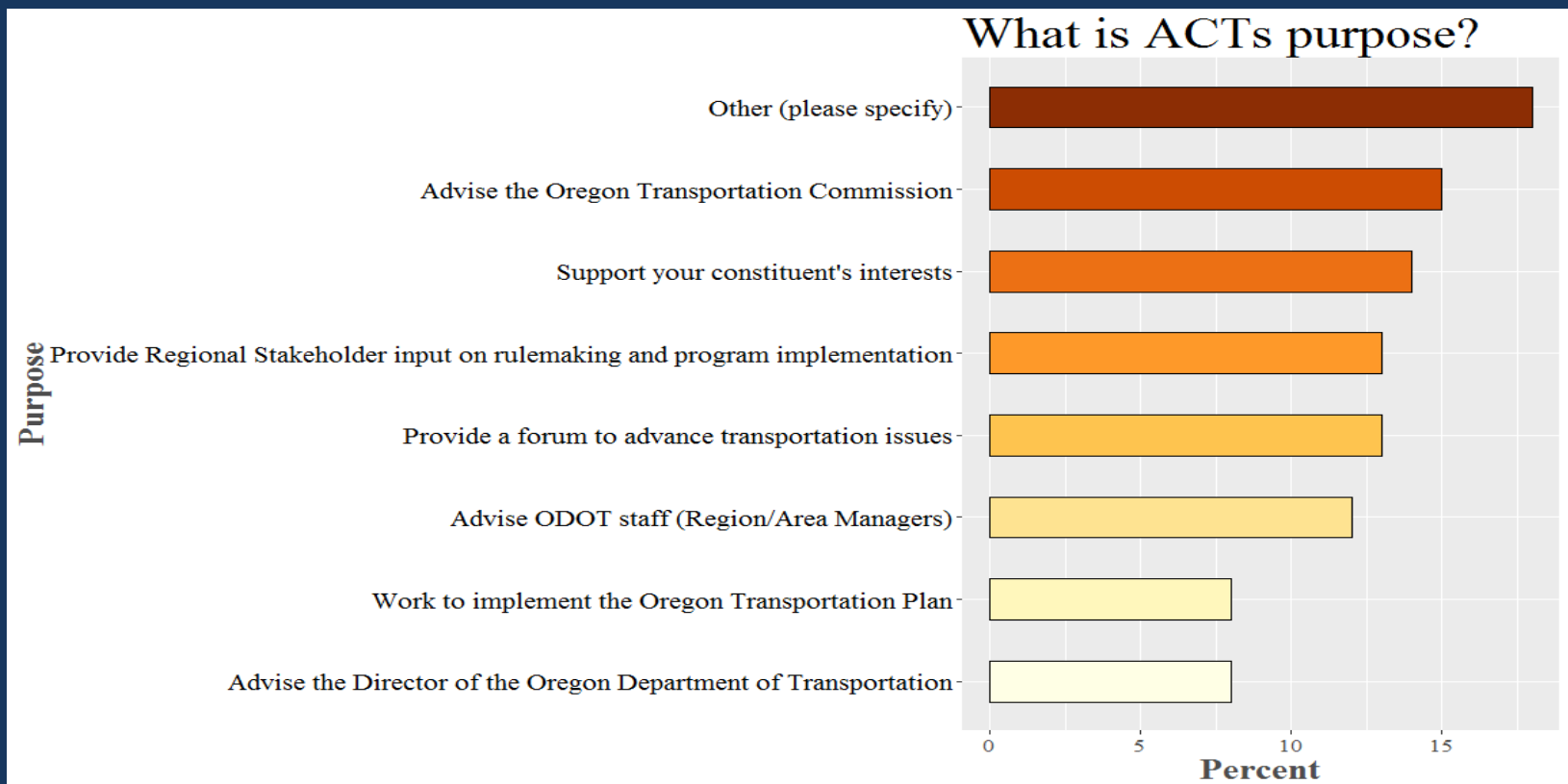
Q1: Do you represent the private or public sector on the ACT?



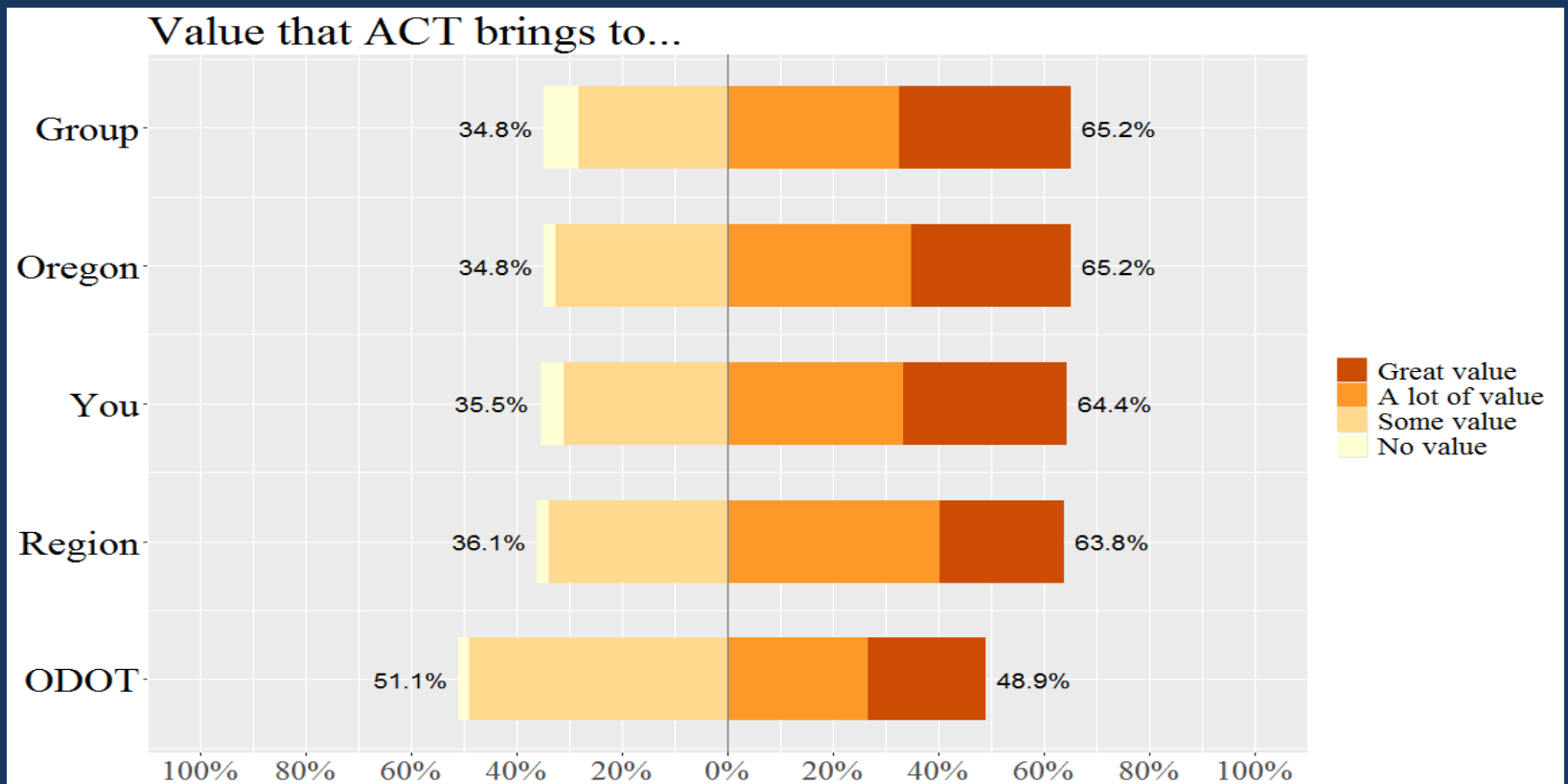
Q2: Please indicate what stakeholder or interest group you represent on the ACT.



Q3: From your perspective, what is the ACT's purpose? Select all that apply.



Q4: What value does ACT bring to...



Q5: What is brought to the ACT Table?

Forum to
discuss issues

Voice to forward
regional issues

Role of job



Q6: What results/outcomes are important from your participation as an ACT member?

Public Governments Safety Wise Concerns Place Voice
Determining Input Positive ODOT Perspective
Regional Goal Projects
Equitable Distribution Funding Business ACT
Discussed Transportation Issues Tribes
Improve Aviation Oregon Programs
Transportation System Advance



Q7: From your perspective, what are the key opportunities for an ACT to address and focus their work on over the next 5-10 years?

Strategic Investment Needs

Opportunities Advise Strategic Essential Infrastructure
 Goals Region Important ACT Prioritize Projects
 Local Investments Bridges and Roads
 Needs Safety Transportation Aviation
 Capacity Reduce Entire Work on Safe Routes to School Issues
 Increase



Q7: From your perspective, what are the key opportunities for an ACT to address and focus their work on over the next 5-10 years?

Project Selection

Connect Oregon Transportation Funding Bend Highway
Bang Local Needs ACT Lanes Projects Road
Regional Opportunity Safety Rural Areas Focus
Maintain Leverage Crossing Important



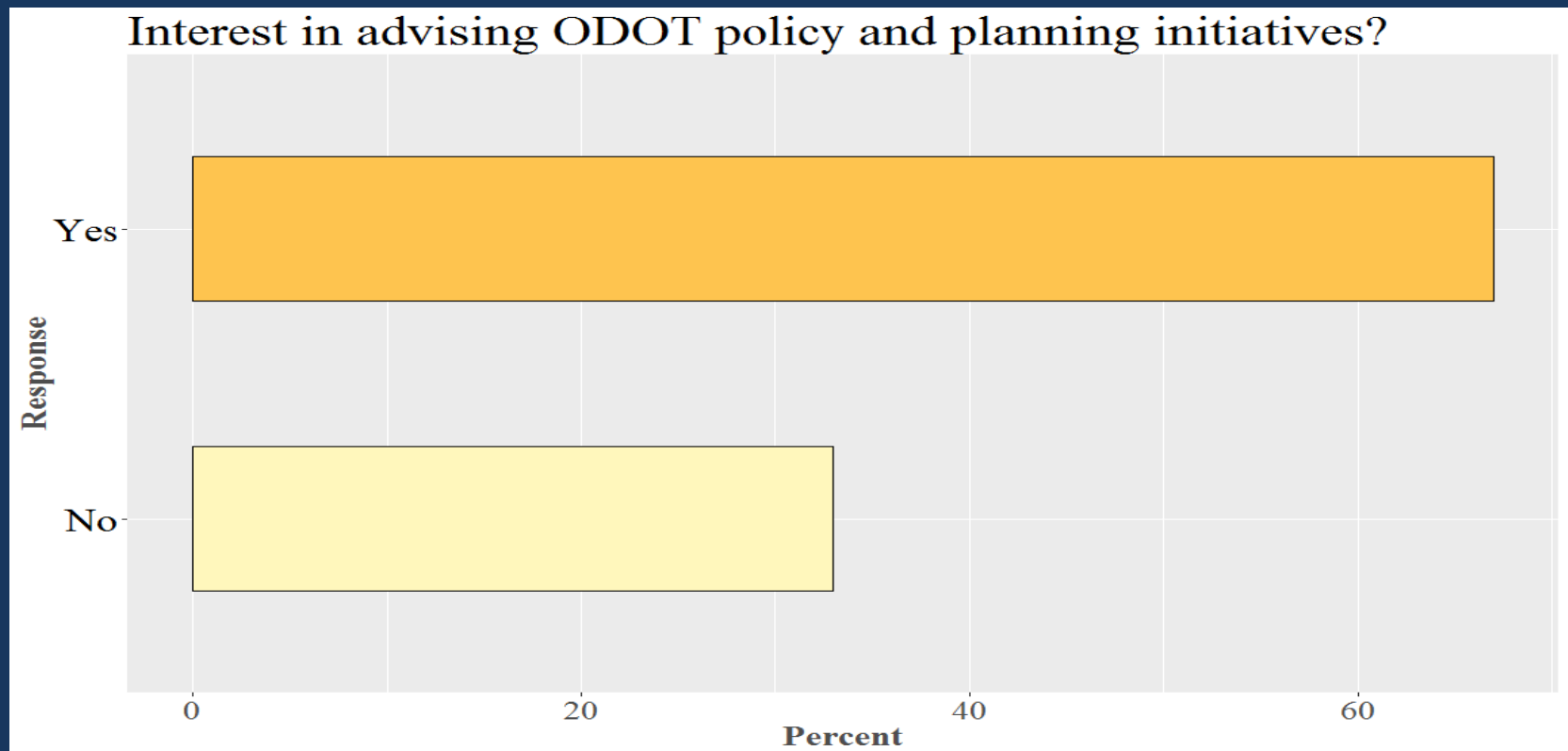
Q7: From your perspective, what are the key opportunities for an ACT to address and focus their work on over the next 5-10 years?

Funding

Input Ability Communities Start ACTs Infrastructure
Local Funding Planning Prioritize Regional
Priorities Process Strategic Discussions Table

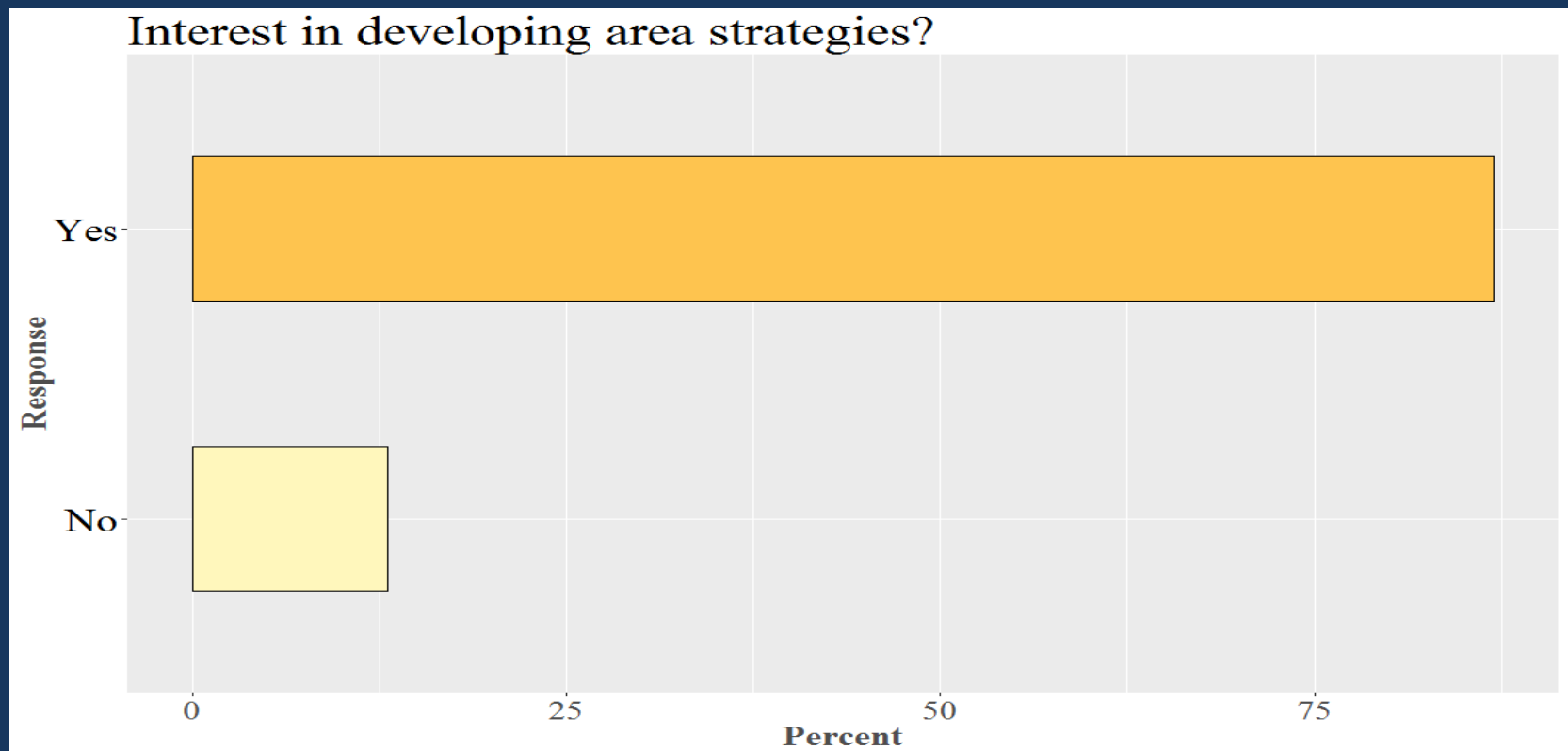


Q8: Do you have an interest in playing a greater role in advising and serving as a sounding board for ODOT policy and planning initiatives?



Q9: Would it be a good use of ACT resources to develop "Area Strategies"?

These "Area Strategies" would be derived from local Transportation System Plans (TSPs) and Facility Plans and would serve as a basis for prioritizing investments in the future. Area Strategies would include prioritization across modes as well as include the entire transportation system whether state or local systems.



Q10: What ideas to strengthen the relationship between ACTs and Modal Committees?

Reach out with
info &
opportunities

Opportunity
needed for ACTs
& Modal
Committees to
interact

Engage ACT in
planning phase –
not just ranking



Q11: What are the emerging issues where ACTs can help?

Moving the
resiliency
agenda forward

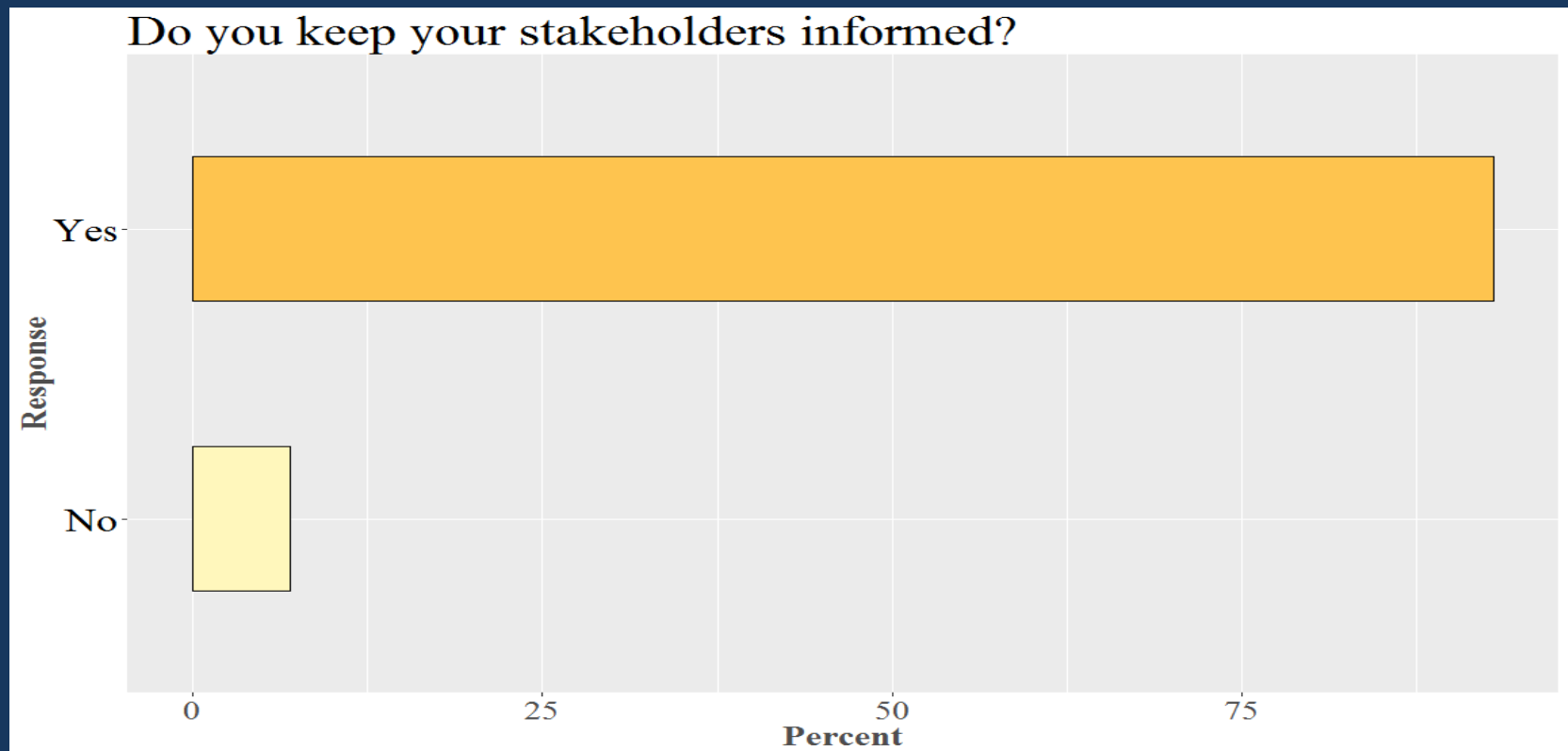
Local needs
understood by
OTC

Sounding board
on policies:

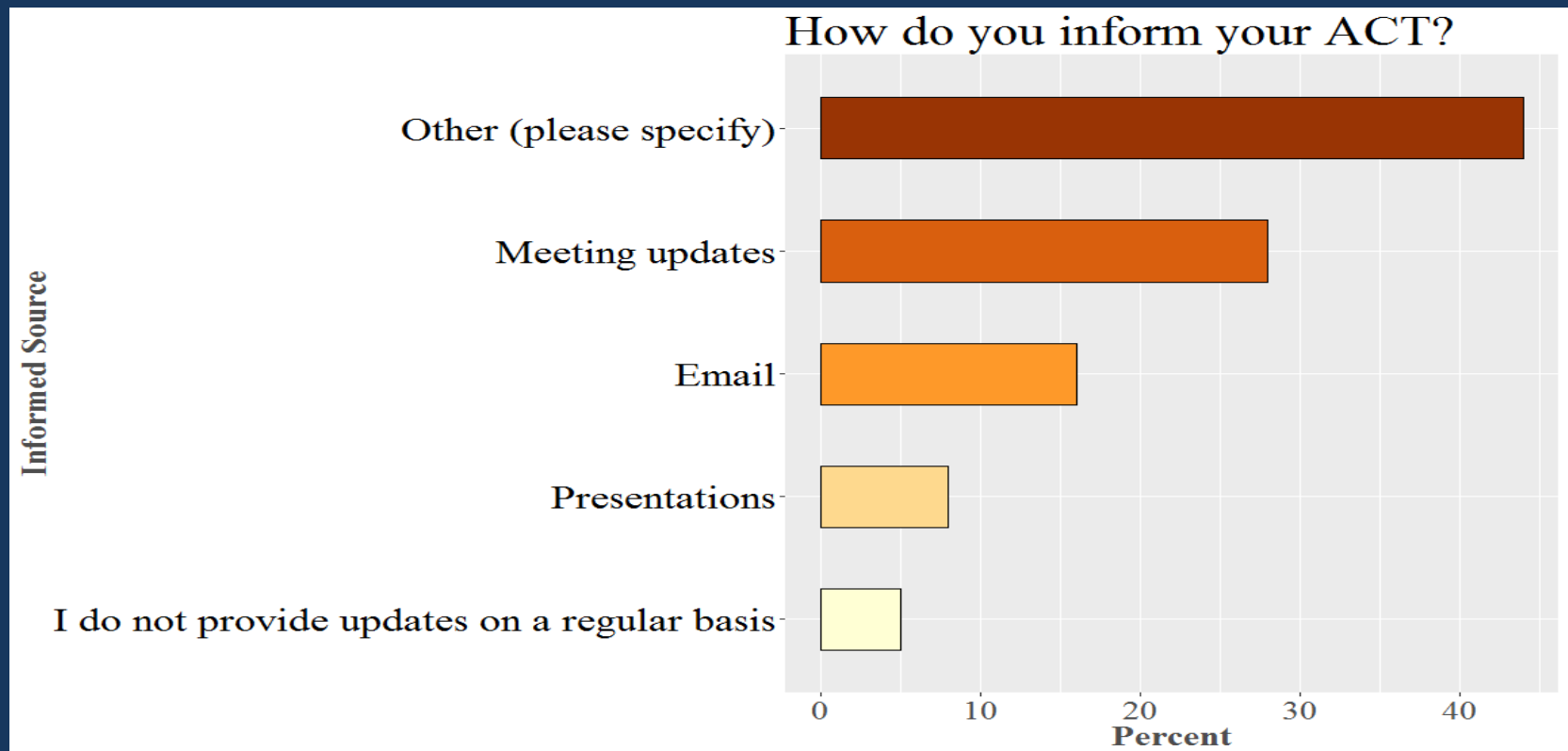
- Tolling / I-5 Bridge
- Emerging Technology
- Electric Vehicles



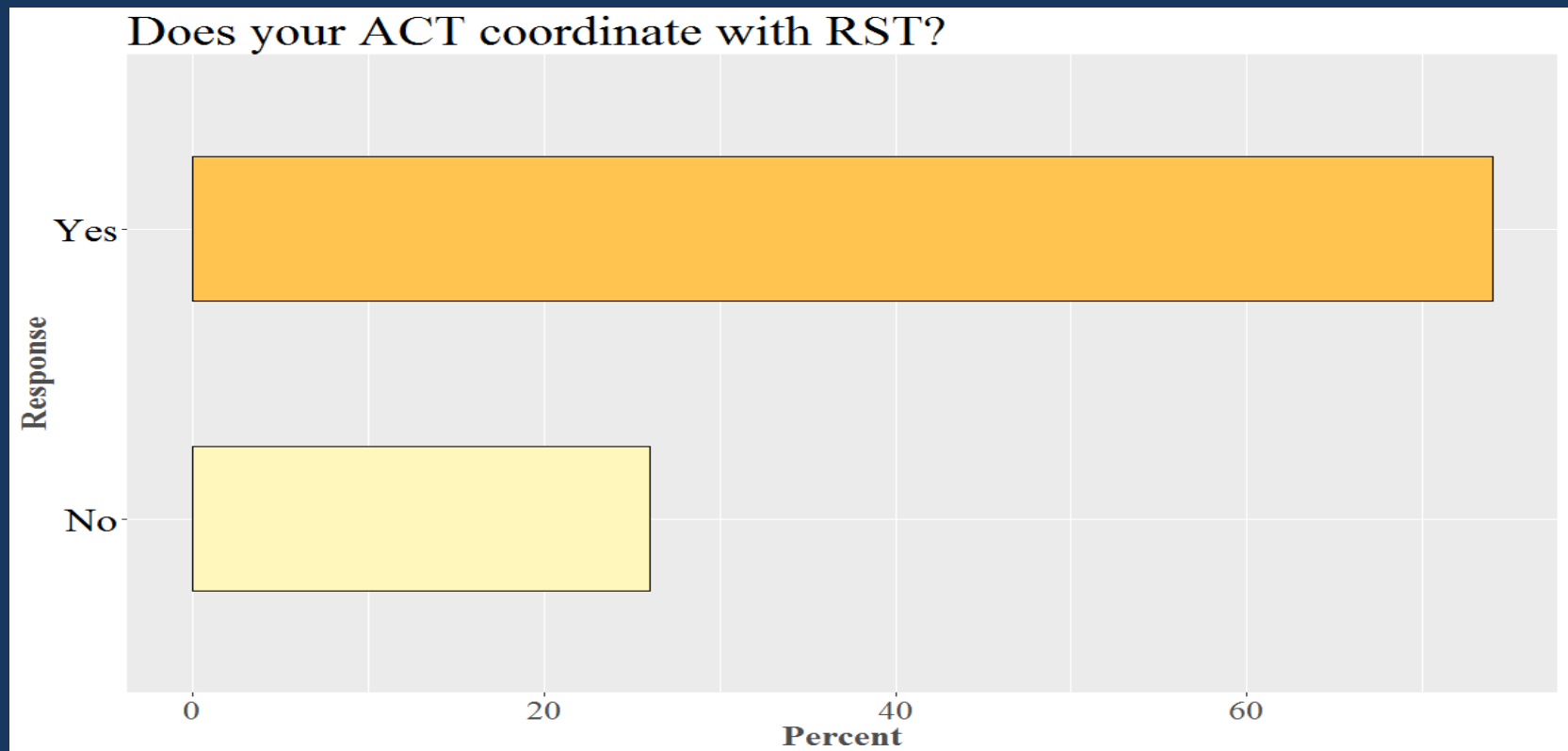
Q12: Do you keep your representative stakeholder groups informed of ACT efforts and issues?



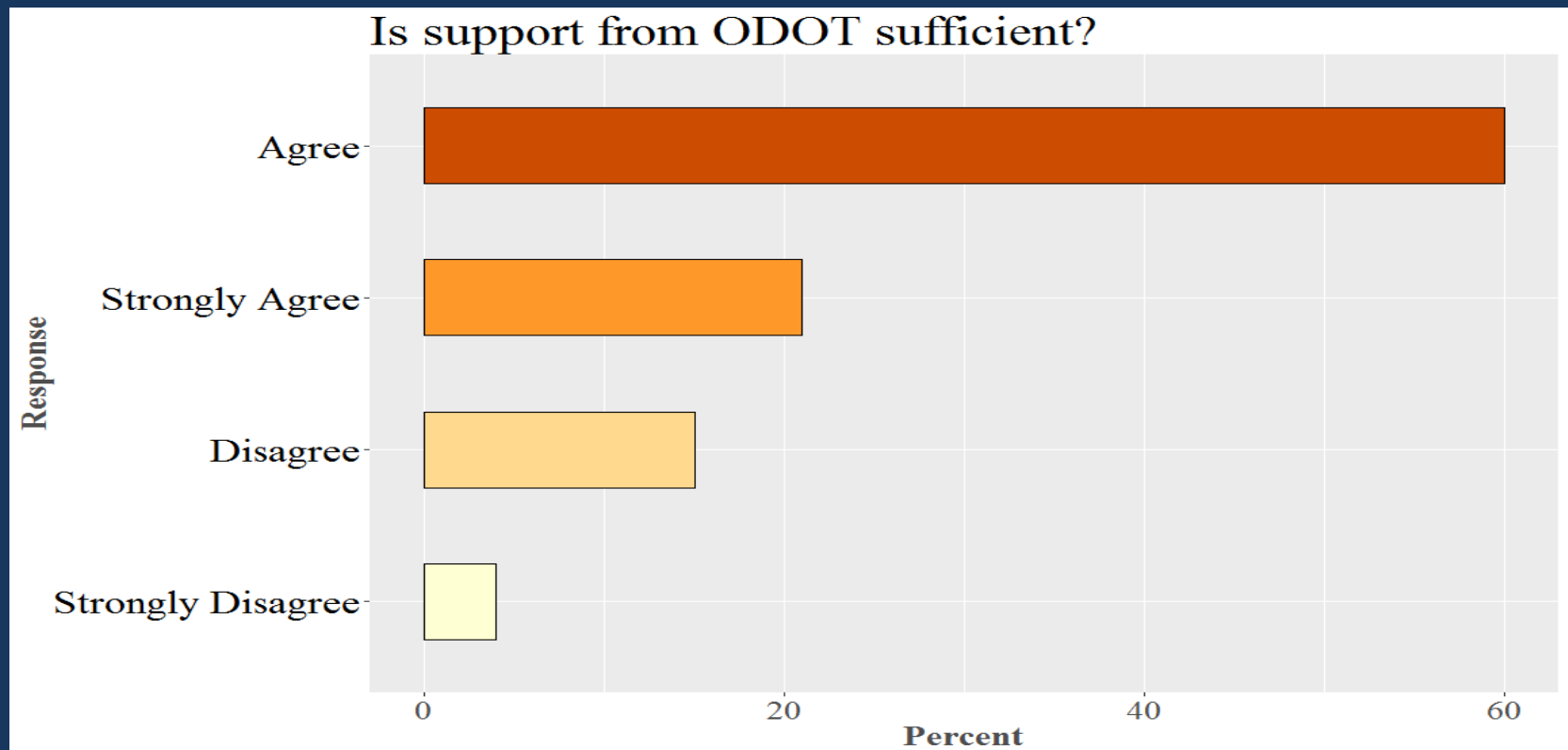
Q13: How do you keep your representative informed of ACT efforts and discussions?



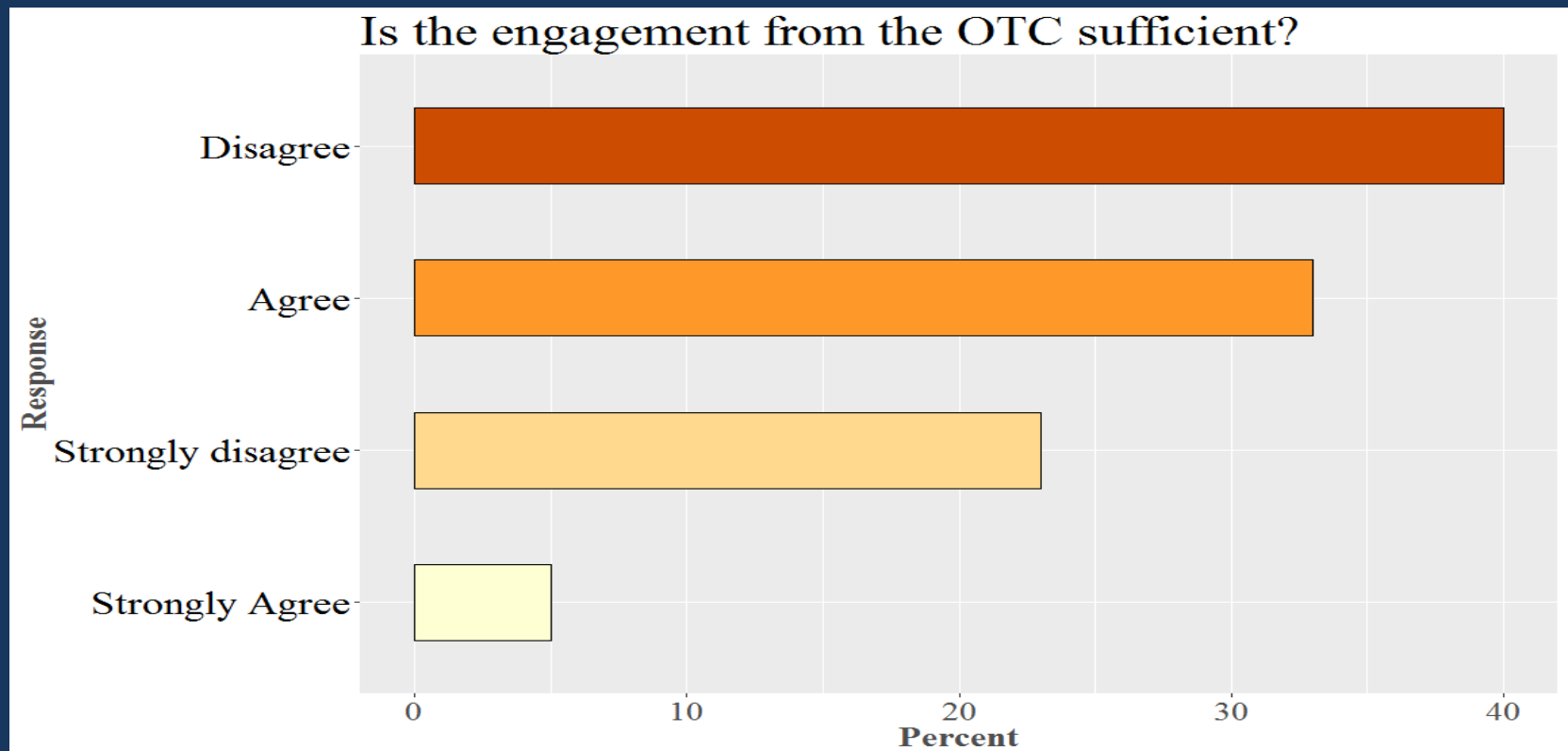
Q14: Does your ACT coordinate with your representative Regional Solutions Team?



Q15: Is the support level from ODOT sufficient?



Q16: Is the engagement from the OTC sufficient?



Q17: Review of ACT policy and recommended changes.

Overall OK with
policy

Greater
coordination
between ACTS,
MPOs, & OTC

Clarity on
multimodal &
role of Modal
Committees



Q18: What is going well with your ACT right now?

Collaboration &
communication

Central forum for
updates on
transportation
programs

Good
institutional
knowledge, good
relationships

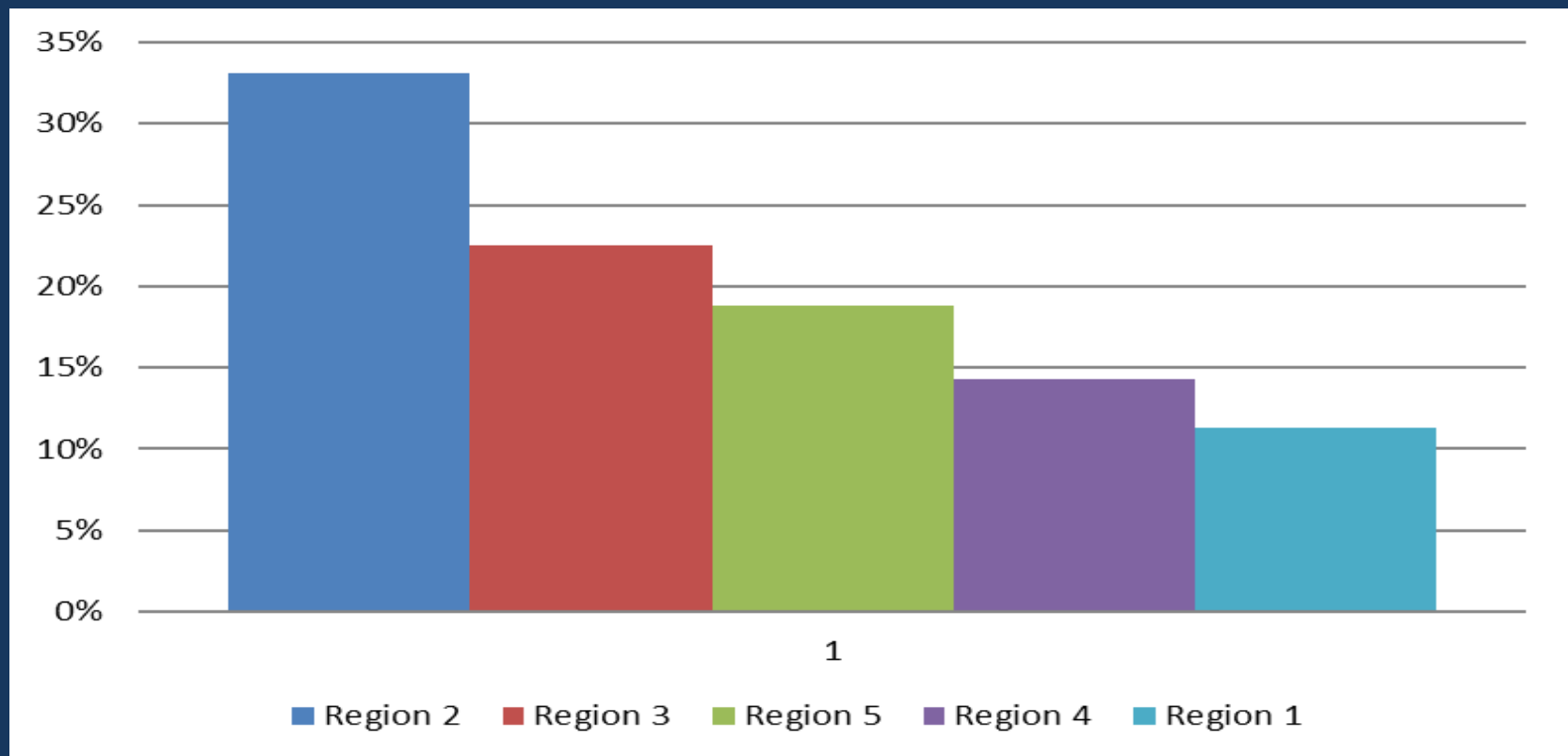


Q19: What challenges is your ACT facing right now?

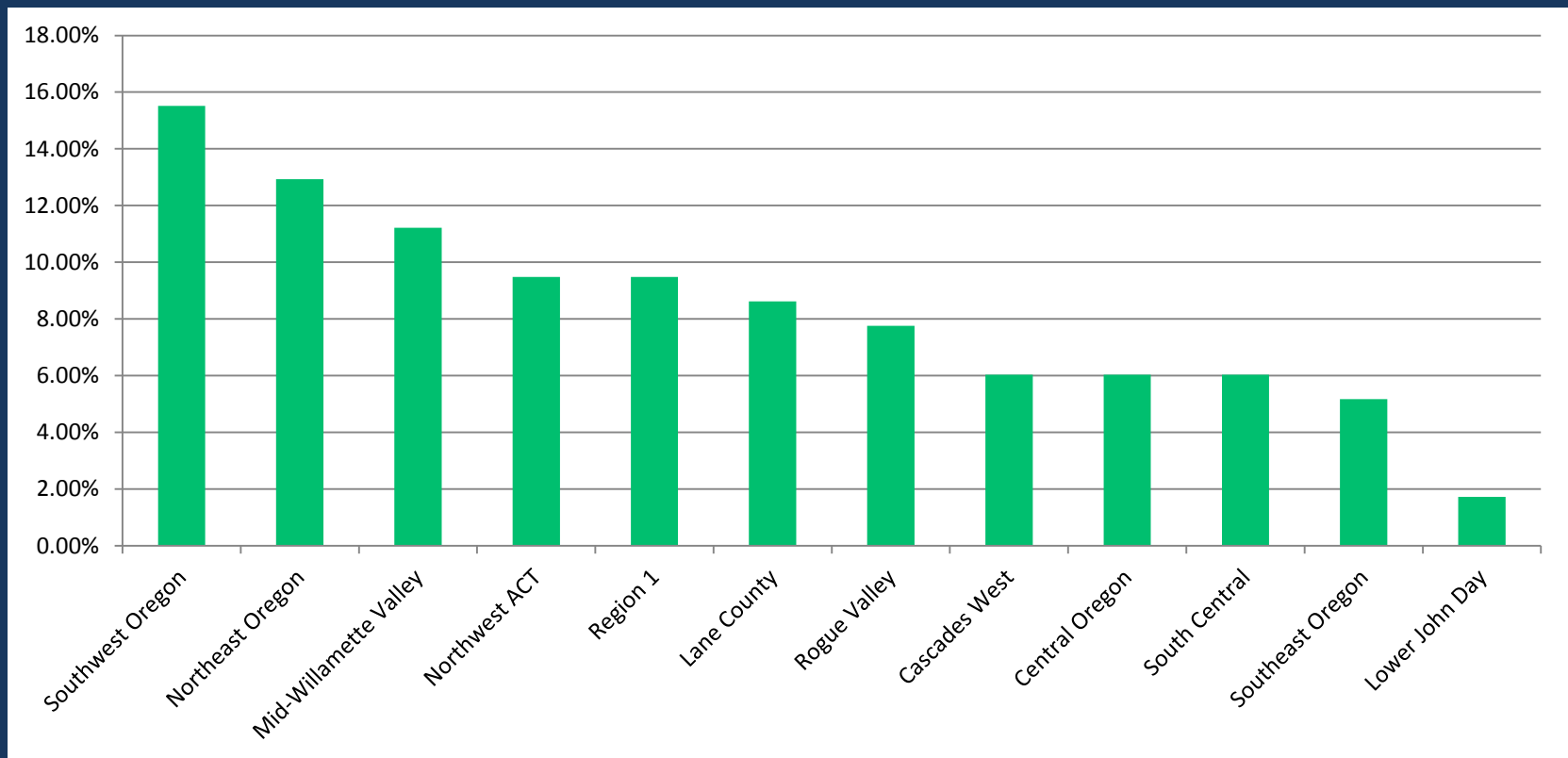
Money Dollars Aware Clear Issues Staff HB 2017
Oregon Projects Representatives ACT
Transportation System Funding Membership
Needs Relevance Meetings Participation OTC Heard
Purpose Challenges



Q20: What Region is your ACT a part of?



Q21: Which ACT do you represent?



Thank you.

For more information on this or other HR topics,
please contact your HR business partner,
send a question to **ASK HR**,
or visit our website at **ODOT HR**.

Good to Know...

Harassment and Discrimination Training

News & Information for ODOT's Supervising Managers from ODOT Human Resources.

In February of this year, Director Garrett sent a message to ODOT staff affirming our commitment to preventing and responding appropriately to incidents of workplace harassment. Soon after Director Garrett's message, DAS updated the [state's policy related to harassment and discrimination](#) to require all state employees to complete the iLearn course [Preventing Sexual Harassment](#). A key component of this training is the important role bystanders play in responding to harassment they witness. As Director Garrett has stated, the responsibility is on each of us to do our part to ensure that everyone at ODOT feels safe and respected at work.

Additional Training Requirement

In early May 2018, DAS expanded the curriculum of required trainings on the topic of harassment to include an additional iLearn course, [Maintaining a Harassment Free and Professional Workplace](#). All state employees are required to take both courses annually and complete them before December 31 of each year. We have assigned both courses to all full- and part-time, limited duration, seasonal, and temporary employees in iLearn. The courses are found under "Current Learning" on the iLearn home page. Please ensure your staff are compliant with this requirement, and remember to make time to take the courses yourself, as well. The Director's Office has asked us to provide ongoing reports so they can monitor compliance with this statewide training requirement.

Non-Employees Included

In addition to all ODOT employees – who are automatically assigned the course in iLearn – the requirement to take both courses applies to all members of the following groups who interact with

ODOT employees:

- Volunteers.
- Unpaid interns and interns compensated by third parties.
- All board, commission, and advisory committee members, regardless of the size of the group or frequency of meeting.

Please direct any of the above to create an iLearn account and access the course using the instructions found on the [iLearn FAQ webpage](#). Like state employees, they are required to take the courses before December 31 of each year.

Group Training Option

You may opt to complete the courses in a group setting. If you do, you will need to create a roster of attendees and have an iLearn course manager in your branch or division create a new section in the existing group roster version of the course and bulk enroll participants.

Support

For more information about this requirement or support related to harassment claims, please contact your HR business partner. For technical support with iLearn, including issues with setting up an iLearn account or help finding a course manager, please contact Pam Case, ODOT iLearn administrator at odot.hr.training@odot.state.or.us or 503-378-8929. We are in the process of updating our internal policy to reflect these training requirements. Thank you for doing your part in ensuring our agency is compliant with this training requirement and all you do to support the productivity and safety of every ODOT employee.



Cascades West Area Commission on Transportation

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MEMORANDUM

DATE: November 16, 2018
TO: Cascades West Area Commission on Transportation (CWACT) Executive Committee
FROM: Phil Warnock, Community and Economic Development Director
RE: Grant Application: Oregon Department of Aviation (ODA) Critical Oregon Airport Relief (COAR), Aviation System Action Program (ASAP)

The Oregon Department of Aviation (ODA) has received one grant application in the Cascades West Area Commission on Transportation (CWACT) Region for funding through the Critical Oregon Airport Relief (COAR) Aviation System Action Program (ASAP).

The application is from the City of Corvallis Municipal Airport: \$127,500 for a Taxiway Seal. Match provided: 25%, \$42,500. Project total: \$170,000

Members of the CWACT Technical Advisory Committee (TAC) convened on Wednesday, November 14th to review the application, and recommended it for further consideration by the ODA and the Statewide Aviation Review Committee (ARC).

COAR grants are awarded to public-use airports in Oregon through a competitive application process. Funding can be used to match Federal Aviation Administration (FAA) grants; to provide funding for safety and infrastructure development projects; or for projects that will provide aviation-related economic benefits to the airport.

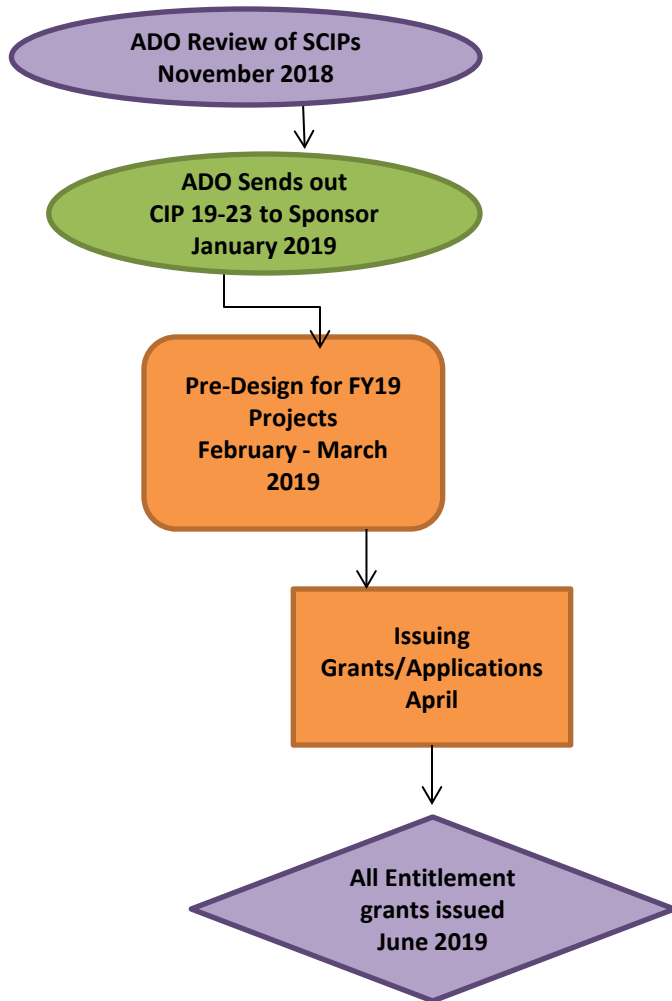
The application was reviewed on the following criteria:

- Whether a proposed transportation project is a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system.
- How much of the cost of a proposed transportation project can be borne by the applicant.
- Whether a proposed transportation project is ready for construction.
- Whether a proposed transportation project has a useful life expectancy that offers maximum benefit to the state.

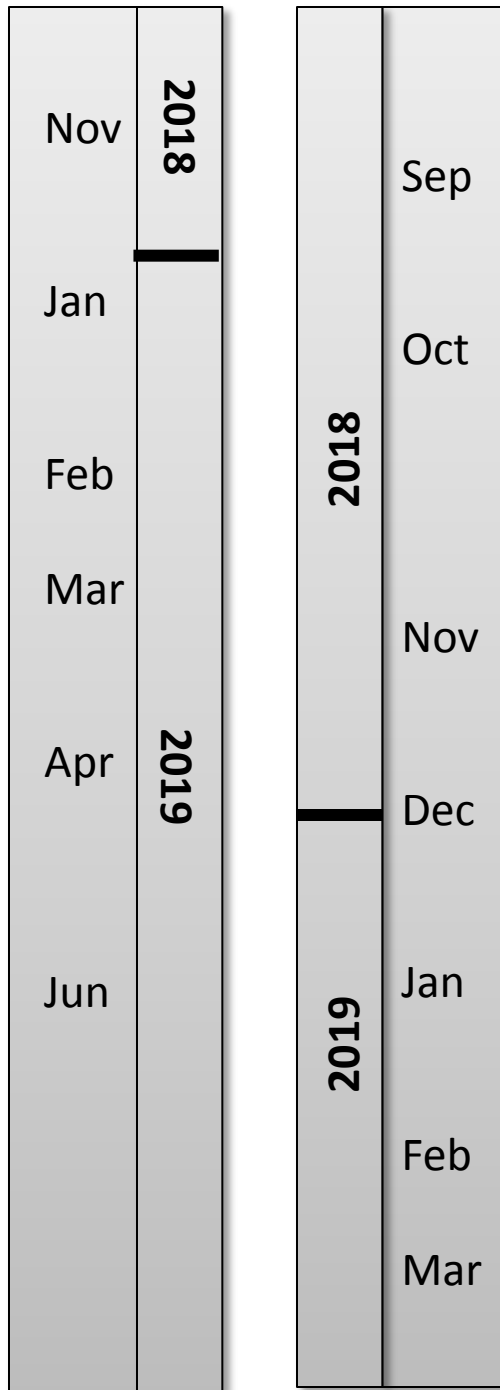
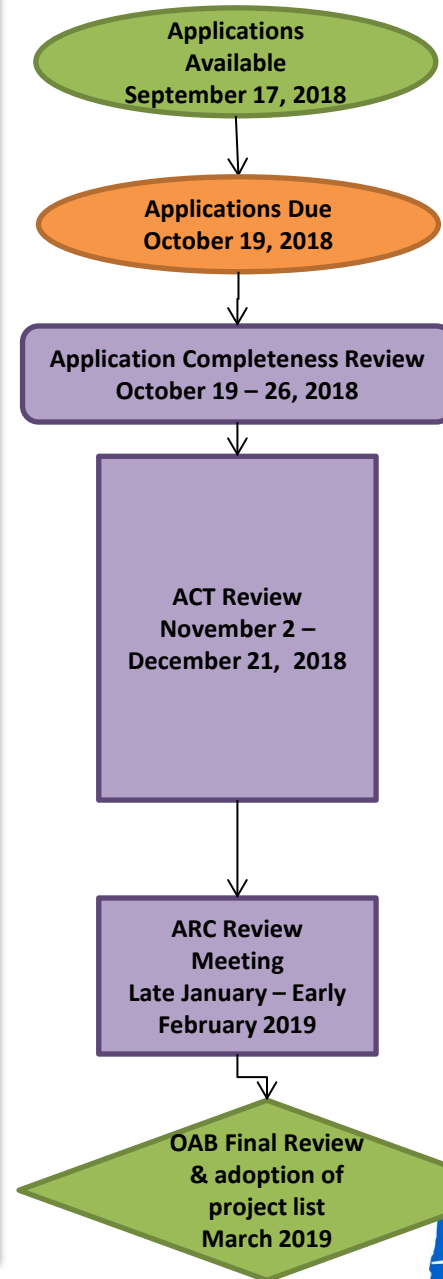
The Corvallis grant application was viewed favorably by the TAC. The TAC was not asked to rank the proposal. ***The CWACT Executive Committee is asked to authorize the Aviation Representative, Derrick Tokos, City of Newport (tentative), to represent the CWACT at the Statewide ARC meeting to share the TAC's findings.*** The Aviation Representative was appointed by the TAC at the November meeting. After the ARC convenes in early 2019, the State Aviation Board is expected to make final funding decisions in spring 2019.

Attached:
Grant Process Timeline
City of Corvallis Application, Taxiway Seal

FAA Grant Timelines



2018-2019 COAR Timelines



General Project Information: Taxiway Slurry Seal**Attachment D**

Corvallis Municipal Airport
COAR Application 2019

Application Year: 2019
COAR-2019-CVO-00063

Applicant**Organization Name**

Corvallis Municipal Airport

Contact Person *

Anthony Beach

Address

1245 NE 3rd Street

Contact Person Title *

Airport Manager

City

Corvallis

State

Oregon

Zip Code

97333

Phone Number

(541) 766-6783

Email

anthony.beach@corvallisoregon.gov

Project Name and Location**Project Name ***

Taxiway Slurry Seal

Project Location *

Corvallis Municipal Airport

ODOT Region:

Region 2

County tax parcel identification number(s): *

125270000300, 125340000400, 125330000100, 125280000100, 125220000300

For convenience, If you have these compiled, please upload them here:

Airport Information**Airport Name: ***

Corvallis Municipal Airport

Airport Category: *

Category 2

NPIAS or Non-NPIAS: *

NPIAS

Project Overview**Select the type of project being proposed: ***

Program Implementation

Select the category of project for which you are requesting funding: *

Critical/essential services or equipment

Project Start Date:

7/1/2019

Project End Date:

7/31/2019

Project Summary ***Provide a brief summary of the project in the space provided below:**

Implement portions of PCI's Five-Year Pavement Management Plan to catch up on deferred pavement maintenance and maximize longevity of critical airport infrastructure for the continued safe and efficient operation of Corvallis Municipal Airport. This work involves marking removal, slurry seal, and marking application on portions of Taxiway Alpha, connecting Taxiways to Runway 17/35, and the main T-Hangar Taxi-Lane.

Project Purpose and Description ***Provide a purpose and description of the project in the space provided below:**

Due to significant Streaked Horned Lark presence at the Corvallis Municipal Airport and their status as a "Threatened" species, pavement inspection and maintenance was missed or incomplete for portions of the last few years. This has resulted in a sharp decline in pavement ratings from a recent Pavement Consultants Inc. survey, performed in 2018 under contract from the Oregon Department of Aviation (ODA). From PCI's Five-Year Pavement Management Plan, a significant portion of the airfield is recommended to receive extensive maintenance, from an entire runway overlay, to a nearly fully encompassing slurry seal in the year 2019.

The City of Corvallis is unable to perform this work without grant funding and is proposing to prioritize and maximize the amount of work that could be completed with COAR Grant funding. The surfaces to receive slurry seal under this grant application have been prioritized to include the surfaces with the highest maintenance need, which receive the heaviest use, and are feasible within grant funding and local match. These surfaces include Taxiway Alpha (east and west of the Main Apron), the Run-Up Area for Runway 17/35 at Taxiway Alpha, Taxiway Charlie between Taxiway Bravo and Runway 17/35, Taxiways Bravo 2, Bravo 3, and Bravo 4, and the Hangar Taxi-Lane connecting the T-Hangar stubs to the Main Apron.

These areas are identified as TACR-01,-02, AHACR-01, TCCR-1,-02, TB2CR-01,-02, TB3CR-01,-02, TB4CR-01,-02, TACR-03, and T01CR-01 in PCI's 2018 Pavement Evaluation/Maintenance Management Program.

In addition to addressing the priority suggestion within the PCI Pavement Evaluation/Maintenance Management Program 2018, performing this slurry seal project next summer will benefit from being performed in conjunction with ODA's PMP crack sealing project.

Clearly define the proposed project in each of the following areas:

• Does the project eliminate current deficiencies listed in the current Oregon Aviation Plan? * Yes ☐ No ☒

• Does the project modernize the airport by exceeding state or federal minimum standards as stated in the current Oregon Aviation Plan and identified by the Federal Aviation Administration Advisory Circulars or other regulations? * Yes ☐ No ☒

• Does the project prevent future deficiencies and preserve the existing facilities? * ☒ Yes ☐ No

This project will prevent future deficiencies and preserve existing facilities through necessary pavement maintenance of critical taxiway surfaces for the continued safe and efficient operation of the airport. Per the Five-Year Pavement Management Plan in PCI's 2018 Program, slurry sealing the above mentioned areas is recommended to occur in 2019 to prevent further unnecessary degradation of the pavement.

• Does the project increase the financial self-sufficiency of the airport? *

Yes ☒ No

• Does the project have local support? *

☒ Yes No

The Corvallis Municipal Airport is an asset to its local community. The airport provides jobs, aviation services, economic impact, and accessibility to the area that would otherwise be absent or under served. The Airport Advisory Board, Fixed Base Operator, airport users, and local community support the ongoing proper maintenance of the infrastructure and facilities at the Corvallis Municipal Airport.

Documentation and Permits**Was the Airport Layout Plan (ALP) Completed within the last 10 years? ***☒ Yes ☐ No ☐ UnderwayDate of Completion: 9/1/2013

Anticipated Date of Completion: _____

If no, provide reasoning:

Is a NEPA review required? *Yes ☒ NoPlease select the applicable
review type:

If 'Other' is selected, please describe the type of NEPA review in the provided field below.

Note any required permits, date issued or expected issue date, completion status, and required status. Permits may include, but are not limited to: right-of-way permits, land acquisition permits, building permits, etc.
Click the "**SAVE**" button to add additional rows.

Permit Type	Date Issued	Completion Status	Required Status
			Don't Know
			Don't Know

Statewide Impact of ProjectPer **ORS 367.084(6)**, the following questions apply:

Does the proposed project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor? If yes, provide a short explanation. * Yes ☐ No ☒

Does the proposed project result in an economic benefit to the state? If yes, provide a short explanation. * Yes ☐ No ☒

Is the proposed project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system? If yes, provide a short explanation. * ✓ Yes ☒ No ☐

This project will improve the utilization and efficiency of the Oregon Transportation System by improving and maintaining infrastructure, allowing the continued safe and efficient use of an element of that system. Because of the sudden and extensive amount of maintenance called for in PCI's 2018 Program, it would not be possible to perform this work without grant funding. If the pavement maintenance is deferred, critical pavement lifespan could be significantly reduced, and repair costs would be exponentially higher. Other improvements will enhance safety and efficiency with new pavement markings.

Is the proposed project ready for construction or implementation? * ✓ Yes ☒ No ☐

The City of Corvallis is prepared to accept the grant for this project, and provide the required match funds. With little or no NEPA, Permitting, Land Use, or other requirements that would delay the timeline for this project. This project is ready for implementation.

Does the project have any unique construction-readiness, project implementation issues, or possible delays? * Yes ☐ No ☒

Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. * ✓ Yes ☒ No ☐

Slurry Seal has a useful life expectancy of 3 or more years per table 3-8 of the AIP handbook.

Is this project currently listed in your approved Federal CIP? *

Yes ☒ No**Federally Funded Projects ***

FAA Funding Breakdown		
Federally Funded Projects		0 %
FAA AIP Grant Match Requirement from Sponsor		0 %
Total Project Cost	\$0	100 %

Non-Federally Funded Projects *Total Project Cost **Project Funding Breakdown**

Provide the funding source and the amount of funding from that source.

	Percent of Project Cost
Minimum Program Match Requirement:	25%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$0	
City of Corvallis	\$42,500.00	7/1/2019
Total Match Funds:	\$42,500.00	25 %

Aviation Project Funding Request to ODA *

Amount requested from ODA:	\$127,500.00	75 %
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Project Budget Summary

Total applicant matching funds:	\$42,500.00	25 %
Funding request to ODA:	\$127,500.00	75 %
Total Project Cost:	\$170,000.00	100 %

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.

Yes ☒ No

* In accordance with **OAR 738-124-0045(3)(b)** "Only Project costs incurred on or after the effective date of the Agreement are eligible for grant funds."

Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload
2019 Slurry Seal Estimate from PAE	http://odae-grants.com/_Upload/8757_1098895-Estimate-2019AirfieldSlurrySeal.xlsx

File Repository

2018 PCI Report for Corvallis Municipal Airport

[8758_1098897-CorvallisMunicipalAirport2018PCIReport.pdf](#)Person:Anthony Beach
Date:10/19/2018

Proposed 2019 PMP (Crack sealing to be performed prior to this project)

[8758_1098897-PMP2019-cost-CVOWorkOnly\(10-05-18\).pdf](#)Person:Anthony Beach
Date:10/19/2018

CVO CIP Data Sheet 2019

[8758_1098897-CVO2019SCIP-DataSheets_R2.pdf](#)Person:Anthony Beach
Date:10/19/2018**Final Report***(You must upload your Final Report prior to closeout)*[Click here to generate the Final Report form](#)

Upload

Internal Review Sheet

Attachment D

Corvallis Municipal Airport
COAR Application 2019

Application Year: 2019
COAR-2019-CVO-00063

Category	Applicant Response	Internal Review Score
NPIAS or Non-NPIAS Airport	NPIAS	0
Type of Project	Program Implementation	10
Project Category	Critical/essential services or equipment	15
Is there an existence of Airport Zoning?	Yes	5
MINIMUM Match Percentage:	25 %	75
Total applicant matching funds:	\$42,500.00 / 25 %	0
Funding Request to ODA:	\$127,500.00 / 75 %	
Total Project Cost	\$170,000.00 / 100 %	

Does the proposed project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?

Staff Entry	Review Score
0	0

Does the proposed project result in an economic benefit to the state?

Staff Entry	Review Score
0	0

Is the proposed project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?

Staff Entry	Review Score
1	5

This project will improve the utilization and efficiency of the Oregon Transportation System by improving and maintaining infrastructure, allowing the continued safe and efficient use of an element of that system. Because of the sudden and extensive amount of maintenance called for in PCI's 2018 Program, it would not be possible to perform this work without grant funding. If the pavement maintenance is deferred, critical pavement lifespan could be significantly reduced, and repair costs would be exponentially higher. Other improvements will enhance safety and efficiency with new pavement markings.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

The City of Corvallis is prepared to accept the grant for this project, and provide the required match funds. With little or no NEPA, Permitting, Land Use, or other requirements that would delay the timeline for this project. This project is ready for implementation.

Does the project have any unique construction-readiness, project implementation issues, or possible delays?

Staff Entry	Review Score
0	5

Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?

Staff Entry	Review Score
1	5

Internal Review Sheet**Attachment D**

Corvallis Municipal Airport
COAR Application 2019

Application Year: 2019
COAR-2019-CVO-00063

Slurry Seal has a useful life expectancy of 3 or more years per table 3-8 of the AIP handbook.

Does the project eliminate current deficiencies listed in the current OAP?

Staff Entry	Review Score
0	0

Does the project modernize the airport by exceeding state or federal minimum standards as stated in the current Oregon Aviation Plan and identified by the Federal Aviation Administration Advisory Circulars or other regulations?

Staff Entry	Review Score
0	0

Does the project prevent future deficiencies and preserve the existing facilities?

Staff Entry	Review Score
1	5

This project will prevent future deficiencies and preserve existing facilities through necessary pavement maintenance of critical taxiway surfaces for the continued safe and efficient operation of the airport. Per the Five-Year Pavement Management Plan in PCI's 2018 Program, slurry sealing the above mentioned areas is recommended to occur in 2019 to prevent further unnecessary degradation of the pavement.

Does this project increase the financial self-sufficiency of the airport?

Staff Entry	Review Score
0	0

Does the project have local support?

Staff Entry	Review Score
1	5

The Corvallis Municipal Airport is an asset to its local community. The airport provides jobs, aviation services, economic impact, and accessibility to the area that would otherwise be absent or under served. The Airport Advisory Board, Fixed Base Operator, airport users, and local community support the ongoing proper maintenance of the infrastructure and facilities at the Corvallis Municipal Airport.

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
140		140		

Project Facts

Transparency, Accountability, and Performance Website Development

Overview

HB 2017 (Keep Oregon Moving) Sections 11 and 12 require us to collect and display some performance and accountability information online. We're calling this the Transparency, Accountability and Performance Website.



Requirements and Current Status

Keep Oregon Moving Sections 11 and 12 require ODOT to post or link to:

Bridge and pavement condition reports from cities, counties, and ODOT

- Worked with the Association of Oregon Counties and League of Oregon Cities to develop bridge and pavement conditions reporting standards that were approved by Oregon Transportation Commission.
- Communicated with local agencies about pending reporting requirement, including providing a guide and a video to help agencies prepare for reporting.
- Developing web form for collecting local agency condition reports. User testing targeted for October.

Information on transportation projects in the Statewide Transportation Improvement Program

- ODOT's Project Tracker map or project web pages already include all required information except *amount spent to date*.
- Project team is working on enhancements to ODOT's Project Tracker to display and quality test amount spent to date information.

On-time and on-budget information on completed projects

- A task group is finalizing the processes and determining the best visualization for displaying the data.

City and county transportation spending reports from Association of Oregon Counties and League of Oregon Cities.

- LOC and AOC are required to report city and county transportation spending in various categories to the Legislative Assembly annually.
- ODOT is working closely with AOC and LOC to ensure data is accessible and can be linked to.

Internal audit results approved by the Oregon Transportation Commission

- Working with ODOT Audit Section to ensure reports are posted.

Project Facts

Project websites for city, county, and Connect Oregon transportation projects

- The web form that is being developed for collecting bridge and pavement condition reports will also be used to collect project website addresses from local agencies.

To be Accomplished by ODOT before February 1, 2019

Highlights include:

- Design and build TAP site landing page. Identify and develop method for displaying various reporting components.
- Provide local governments with bridge condition data.
- Develop and test local government reporting interface. Provide training to local governments on submitting the required information online.
- Develop and communicate process for suspending highway funds to agencies that fail to report.
- Implement communication plan.

Timeline

- Now: Communicate with local governments, associations and others.
- October 2018: Local bridge condition report shared with local agencies.
- October 2018: Test reporting web form.
- December 2018: Web form and instructions sent to local agencies.
- January 2018: Virtual question and answer session to help local agencies report.
- February 2019: Infrastructure condition reports received from local governments.
- April 1, 2019: OTC reports infrastructure conditions to legislature.
- December 1, 2019: OTC certifies compliance to legislature.

September 28, 2018

<https://www.oregon.gov/ODOT/Pages/KOM-Local-Govt.aspx>

