

CWACT Full Commission Meeting
Thursday, June 27, 2024
5:00 pm - 7:00 pm

HYBRID MEETING: WITH TEAMS VIDEO/CALL IN AVAILABLE

Toledo Main Conference Room; OCWCOG Toledo Office
203 North Main Street, Toledo, Oregon 97391

VIA TEAMS VIDEO/CALL-IN AVIALABLE

Teams Link by clicking [HERE](#)

Meeting ID: 223 064 016 430

Passcode: bwmunv

Mobile One Click Number

[+1 872 242 8088](#)

Phone Conference ID: 554 357 122#

Contact: Justin Peterson; jpeterson@ocwcog.org

AGENDA

- | | | |
|----------------|--|--|
| 1) 5:00 | Welcome and Agenda Review
<i>Welcome to Lincoln County!</i> | Commissioner
Roger Nyquist,
Chair |
| 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 April 25, 2024, meeting (Attachment A)

<i>ACTION: Approval of Minutes</i> | Chair |
| 4) 5:15 | Joint Committee on Transportation Road Show (Attachment B)
<i>Discuss roadshow meeting on July 16th in Albany, region stakeholders and approach to commenting.</i>

<i>ACTION: Discussion</i> | Justin Peterson,
Staff |
| 5) 5:30 | Connect Oregon Program (Attachment C)
<i>Connect Oregon Program project ranking by CWACT members. Discuss Region 2 ACT meeting on July 10th and CWACT representation.</i> <ul style="list-style-type: none">• <i>Conflict of interest (C-1)</i>• <i>ODOT Connect Oregon Staff Ranking (C-2)</i>• <i>Regional Solutions Ranking (C-3)</i>
<i>The three project narratives are available here:</i>
Connect Oregon | James Feldmann,
ODOT |

More information is available here:

[Oregon Department of Transportation : Connect Oregon : Programs : State of Oregon](#)

ACTION: *Ranking of Projects*

- 6) **6:00 Safe Streets and Roads for All (SS4A)** **Susan Patterson, Staff**
Update on SS4A grant applications for Lincoln and Linn County.

ACTION: *Informational*

- 7) **6:20 Regional Project Discussion (Attachment D)** **Justin Peterson, Staff**
Staff had a discussion with ODOT staff and the Executive Committee to discuss next steps and will share with the Full Commission.

ACTION: *Discussion*

- 8) **6:50 Other Business** **Justin Peterson, Staff**
- Cancel August Meeting?
 - Oregon Transportation Commission (OTC) Updates
 - Demographic Survey (HB2985) and Meeting Time Survey- Results (Attachment E)
 - ODOT Local Consultation Survey – [Link](#) (Attachment F)

- 9) **7:00 Adjournment** **Chair**
The next CWACT Full Commission Meeting is scheduled for August 22, 2024 (October 24, 2024, if cancelled).

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
Hickam	Mike	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
Silvia	Frank	City of Toledo	Primary
Holland	Greg	City of Waldport	Primary
Collins	Barry	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
Hildebrandt	Christine	ODOT	Primary
Sylvia	Gil	Port of Newport	Primary

QUORUM REQUIREMENT: For the purpose of conducting official business, a quorum shall exist when either:

1. Representatives from fifty-one (51) percent (%) of the voting members are in attendance; or
2. The following representatives are present:
 - Two of three county commissioners
 - Two additional representatives from each county, whether cities, ports, private sector members, or CTSI representatives.

(CWACT Bylaws: Article VI – Organization Procedures Section B)

**CASCADES WEST AREA COMMISSION ON TRANSPORTATION
FULL COMMISSION MEETING
DRAFT MINUTES
Thursday, April 25, 2024
5:00 pm – 7:00 pm**

Last Name	First Name	Representing	Attendance
Malone	Pat	Benton County	Yes
Bronstein	Sarah	Benton County – Private Sector	Yes
Montague	Jackie	City of Albany	Yes
Napack	Jan	City of Corvallis	Yes
Bedingfield	Lindsay	City of Depoe Bay	No
McMillen	Randy	City of Halsey	No
Michelle	Steinhebel	City of Lebanon	No
Mark	Rick	City of Lincoln City	No
Hickam	Mike	City of Millersburg	Yes
Cuthbertson	Jeanni	City of Monroe	No
Jan	Kaplan	City of Newport	No
Lehman	Matt	City of Philomath	No
Sanchez	Angelita	City of Sweet Home	No
Samaniego	Joe	City of Tangent	No
Silvia	Frank	City of Toledo	Yes
Holland	Greg	City of Waldport	No
Collins	Barry	City of Yachats	No
Peterson	Bonnie	Conf. Tribes of Siletz Indians	Yes
Hall	Claire	Lincoln County	No
Nyquist	Roger	Linn County	Yes
Steele	Janet	Linn County – Private Sector	No
Hildebrandt	Christine	ODOT	Yes
Sylvia	Gil	Port of Newport	Yes

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

Guests: John Boren (ODOT), Gary Stockhoff (Benton County), Savannah Crawford (ODOT), James Feldmann (ODOT), Jillian Trinkaus (ODOT), Ron Irish (City of Albany), Tova Peltz (ODOT), Greg Gescher (City of Corvallis), Brian Mulroney, and Paula Miranda

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

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Welcome and Agenda Review	<p>The Vice-Chair, Commissioner Pat Malone called the Cascades West Area Commission on Transportation (CWACT) Full Commission meeting to order and conducted an agenda review.</p> <p>There were no changes to the agenda.</p>	<p>Meeting called to order at 5:00 pm by The Vice - Chair, Commissioner Pat Malone</p>
2. Public Comments	<p>There were no public comments presented to the CWACT Full Commission members and guests present.</p>	<p>There were no public comments.</p>
<p>3. Approve Minutes of February 22, 2024 (Attachment A)</p> <p>Action: Approval of minutes</p>	<p>Councilor Jackie Montague moved to approve the minutes from the February 22, 2024, meeting. Councilor Hickam seconded. The motion passed unanimously by consensus of the CWACT Full Commission members in attendance.</p>	<p>Councilor Jackie Montague moved to approve the minutes from the February 22, 2024, meeting. Councilor Hickam seconded. The motion passed unanimously by consensus of the Full Commission members in attendance.</p>
<p>4. Statewide Updates</p> <p>Action: Informational</p>	<p><i>Oregon Transportation Commission (OTC) Visit in November:</i> Oregon Department of Transportation (ODOT) staff Savannah Crawford gave her introduction to the CWACT members and guests in attendance.</p> <p>Crawford shared updates regarding ODOT’s maintenance needs and the focus for maintenance and operations funding in the next legislative session.</p> <p>Crawford shared history on the OTC’s push for engaging the Area</p>	

	<p>Commission on Transportation (ACTs) in feedback and advising for ODOT and the OTC.</p> <p>The OTC plans to host in the Corvallis/Albany area in November. The CWACT Chair and Staff will be asked to present on the ACT's Workplan and how they (the ACT) are working through it.</p> <p>The Vice-Chair, Commissioner Malone, requested a summary of the OTC meeting with the governor.</p> <p>The Chair, Commissioner Nyquist, shared a summary of his meeting with the OTC, and the Oregon Governor, Tina Kotek. This summary included highlights on maintenance and financial alternatives and asks from the legislature as well.</p> <p>Councilor Jan Napack asked if the OTC gave examples of how local governments could reach out or engage on launching the new funding model.</p> <p>The Chair, Commissioner Nyquist, answered that no specifics were provided, but the term "go for it when we know what to go for" can be applied.</p> <p><i>Joint Commission on Transportation Listening Sessions:</i> The joint commission will be setting up listening sessions for legislative tours that ODOT will be asked to participate in, however it was made very clear that this tour will not be driven by ODOT. Currently, there are no dates being released.</p> <p>The group does not anticipate any listening sessions occurring before the first week of June. There will likely be a need for local champions to asset. These tours will be very focused on maintenance and operation needs.</p> <p>One tour location could be Beverly Beach due to the significant erosion and the difficulty of finding funding to assist with corrections.</p>	
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	<p><i>Why Transportation Agencies are cutting funding:</i> Crawford shared a video covering the topic of why transportation agencies are cutting funding.</p> <p>The focus ODOT is looking at is trying to find sustainable revenue source for funding the Oregon Transportation System.</p> <p>Crawford shared ODOT’s estimated annual need, with this need being around \$450million, and the gap in funding that is needed to get there is \$205million. With the most recent house bill funding (HB2017), only 2% of the package was provided for the maintenance funding pot.</p> <p>To summarize, if sustainable revenue isn’t found, or more funding provided to assist maintenance in the near future, substantial budget and service cuts will be made statewide for ODOT’s Maintenance and Operations programs.</p>	
<p>5. 2027-30 STIP and Great Streets 2.0 Presentation (Attachment B) Action: Informational</p>	<p>Tova Peltz shared a presentation regarding the 2027-2030 STIP and the Great Streets 2.0 program that is part of it of the STIP.</p> <p>The STIP is capital program funds which are on a 3-year funding cycle. These funds focus on capital improvements only and cannot be used for maintenance.</p> <p>The STIP is made up of several different funding categories: Fix it, Safety, Public and Active Transportation, Local Government Programs, ADA curb Ramp delivery program, other functions, and unallocated/flexible.</p> <p>ODOT is seeking feedback from communities and interested parties who have interest in how these funds are invested.</p> <p>Peltz shared that some of the allocation percentages are assigned by the federal government, but the ACT can provide feedback on how the unallocated portion of the funding can be used or divided.</p>	

	<p>Peltz noted this current STIP is substantially smaller than the previous STIP. There is around a 40% reduction due to less money and the dollars not going as far (inflation).</p> <p>Port Commissioner, Gil Sylvia asked if the reallocation was directed by the federal government or was it determined by the OTC.</p> <p>Peltz answered that it was a combination, the biggest reallocation was more funds being given to the ADA curb ramps, which was because of a legal settlement that ODOT was hit with because there were 27,000 curb ramps around the states that currently don't meet the ADA requirements.</p> <p>Peltz shared the vision for using the unallocated \$70million to become the Great Streets 2.0 projects and add safe access for all users especially those who are vulnerable.</p> <p>Peltz noted ODOT is looking to identify opportunities to address multiple needs by using the great streets 2.0 project to help with that.</p> <p>Councilor Napack asked about data regarding the maps presented.</p> <p>Peltz answered that the maps on the screen are actual data, and ODOT is still working on refining the map and it will be provided to the ACT's this summer to be used for future planning.</p> <p>Councilor Napack asked for clarification regarding the ARTS acronym. Peltz answered it is all called the "All Roads Transportation Safety" program.</p> <p>Councilor Hickam questioned if ODOT is looking for complementary projects where there are multiple uses and merging of projects. Peltz confirmed.</p> <p>Peltz shared the investment consideration ODOT will be taking when reviewing the STIP. Some of these being eligibility and potential</p>	
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	<p>criteria changes.</p> <p>Peltz shared the strategic outcomes, next steps, and program principles for the 2027-30 STIP.</p> <p>Councilor Jackie Montague asked about the public engagement piece and if public outreach is being done alongside engagement to the ACTs.</p> <p>Peltz answered that there has been feedback received from the public through listening sessions over the past years, other feedback is from communities themselves informally.</p>	
<p>6. Intercity Transit (Attachment C)</p> <p>Action: Discussion</p>	<p>Jillian Trinkaus of ODOT shared a presentation on Intercity Transportation. This presentation covered current conditions, new support from ODOT, and her work/role with InterCity Transportation.</p> <p>Current conditions cover that transit agencies are short staffed, facing end of covid funding and cost increases, supply chain issues, travel pattern shifts, concerns about safety, and riders aren't returning in the same ways they were before.</p> <p>Trinkaus shared the data on transit rides annual number per Oregonian from the years 2016-2023.</p> <p>ODOT funds 4 Intercity bus lines which are the point services routes and cover across the entire state as a whole. Currently the Cascades route is the highest performance and has recovered to their pre-2019 levels for ridership.</p> <p>There will be four new roles created with multimodal transportation: Multimodal Transportation Coordinator, Innovative Mobility Program (IMP) Manager and Coordinator, and Statewide intercity Network Coordinator.</p> <p>Councilor Napack asked about the grant opportunities and if they are available on the ODOT Website.</p>	

	<p>Trinkaus confirmed and shared another way to find it is by googling “innovative mobility programs”. There will also be a larger and more competitive grant process coming out in 2025, but at this time there isn’t a lot of information to share with the public yet regarding this process.</p> <p>Trinkaus shared information covering the Intercity bus network and the gaps in technology and service that are currently creating issues with the state’s system as a whole.</p>	
<p>7. Connect Oregon Action: Informational</p>	<p>John Boren of Connect Oregon shared a presentation regarding the Connect Oregon competitive grant program in anticipation of future project scoring by CWACT members.</p> <p>Boren noted that the next cycle is focused on capital improvements and projects are selected on how they improve economic development throughout the state or lower transportation costs. There is around \$46million available for funding across the state and project ranking will be starting shortly with final project scores due in October of this year.</p> <p>The ACTs across the state will oversee ranking these projects. After this is completed with all the ACTs across the state, the OTC will make the final selection decision around October of 2024.</p> <p>There are currently 3 projects within the CWACT region, and there are 11 projects within Region 2 (which is CWACT’s Area Region).</p> <p>Boren shared the decision considerations for ODOT, most of which are statutory. There is no minimum or maximum project size or funding amount for any given city, county, or region. The goal is to find the best projects for statewide benefits.</p> <p>CWACT staff noted slides will be sent out to all members following the meeting.</p>	

	<p>Port Commissioner Sylvia asked about the considerations of staff criteria versus the ACT's criteria and ranking.</p> <p>Boren answered that there are different considerations and interpretations between staff and the ACT's who know the projects. There is also a difference in qualitative versus quantitative scoring, as the commissioner had pointed out.</p>	
<p>8. Regional Project Discussion</p> <p>Action: Discussion</p>	<p>Transportation Program Manager Nick Meltzer shared the large list of projects that were accumulated from the three counties regarding the priority projects selected by CWACT members.</p> <p>The direction received was to talk with ODOT staff to help prioritize the projects to align our priorities with ODOT. ODOT noted having a long list is good to have all projects in one place. But another list would be valuable where each county has two priority projects that ACT wide would be known in anticipation to share with the OTC or legislatures attending our CWACT meetings.</p> <p>The Vice-Chair, Commissioner Malone, suggested for our next meeting to go over projects to break out into counties to discuss ranking their priority projects.</p> <p>The Chair, Commissioner Nyquist noted that he believes more information needs to be revealed regarding perceived funding, and if there were criteria for the projects as well to ensure the projects can be completed.</p> <p>Crawford added that there doesn't have to be a priority list developed, but it was a request that she had asked for as the area manager to help look for grants and funding for these projects that are high priority for the ACT.</p> <p>Crawford added that ODOT could bring back conversations to the ACT regarding policies such as goal 18. In order to discuss more than projects, but also the policies that impact them as well (such as goal 18).</p>	

<p>9. Other Business:</p>	<p><i>Oregon Transportation Commissioner (OTC) Updates</i> CWACT Planner Justin Peterson shared that this will be a standing item for the next meetings. However, for this meeting, it was covered as a regular agenda item previously by Savannah Crawford.</p> <p><i>Demographic Survey (HB29585) and Meeting Time Survey</i> Peterson shared the demographic survey’s background and how ACT staff are working to comply with the recently released HB2985.</p> <p><i>Safe Streets and Roads for All (SS4A) Update</i> Peterson noted that this was a USDOT grant that Benton County and the city of Corvallis received money from in the last cycle. There is now a grant writer on staff at OCWCOG who can help explore grant opportunities for members too should assistance be needed and/or requested. The primary focus for this grant is safety, and all aspects of safety are applicable when applying.</p> <p>Commissioner Malone expressed interest in scheduling an all in-person meeting.</p>	
<p>10. Adjournment</p>	<p>The next CWACT Full Commission Meeting is tentatively scheduled to be on the coast for June 27, 2024, from 5:00pm to 7:00pm</p>	<p>The meeting was adjourned at 7:15pm by the Chair, Commissioner Roger Nyquist.</p>

Chair:
Sen. Chris Gorsek
Rep. Susan McLain

Vice-Chair:
Sen. Brian Boquist
Rep. Shelly Boshart Davis

Staff:
Patrick Brennan, LPRO Analyst
Beverly Schoonover, LPRO Analyst



82nd LEGISLATIVE ASSEMBLY
JOINT COMMITTEE ON Transportation

State Capitol
900 Court St. NE
Salem, OR 97301
503-986-1674

Members:
Sen. Lynn Findley
Sen. Lew Frederick
Sen. Aaron Woods
Rep. Paul Evans
Rep. Kevin Mannix
Rep. Nancy Nathanson
Rep. Khanh Pham
Rep E. Werner Reschke

REVISED May 1, 2024

State Transportation Conversations Across Rural and Urban Communities for 2025 Package

Purpose

- The Joint Committee on Transportation (JCT) will be holding 12 meetings and local tours around the state for the purpose discussing the need for stable and sufficient transportation funding in anticipation of the 2025 legislative session. The goal of convening these meetings around the state is to:
 - Build public understanding of transportation funding challenges and potential funding tools to address those challenges
 - Build legislative understanding of statewide transportation needs and shared priorities
 - Build local, regional, statewide support and a sense of urgency for a transportation funding package focused on maintenance, operations, and safety
 - Gather input from the public and community leaders about preferred methods for addressing the transportation funding challenge

Invited Participants

- The JCT will invite the Chair and Vice-Chair of the Oregon Transportation Commission, local senators, and representatives to join the JCT at the community meetings.

Potential Luncheons/Roundtables with Local Officials

- Each stop will include a conversation with local officials, including community leaders, local elected officials, local legislators, and local business leaders. Conversation focused on what suggestions local officials are interested in discussing as potential policy tools to be considered (local needs assessment, weight mile, CPI on the gas tax, etc.)

Planned Site Tours

- ODOT will be asked to work with local communities to identify 2-3 locations that demonstrate the type of ongoing maintenance needs that the local community may want to share with the legislators at each meeting location.
- From the ODOT provided list the JCT Chairs and Vice-Chairs will select one location to tour.

Meeting Agendas

- High Level Report on Needs Assessment
 - ODOT
 - 10 minutes
- Potential Policy Solutions
 - ODOT
 - 10-15 minutes
- Public Testimony
 - Public testimony informed by the needs assessment and potential policy solutions outlined in meeting
 - 90 minutes

Locations

Location	Notes	Date
Downtown Portland	Group 1 – First Stop	Tuesday, June 4
Tillamook	Group 2	Tuesday, June 18
Albany	Group 3	Tuesday, July 16
Eugene	Group 3	Wednesday, July 17
Coos Bay	Group 4	Wednesday, August 7
Medford	Group 4	Thursday, August 8
Ontario **	Group 5	Wednesday, August 28
Hermiston **	Group 5	Thursday August 29
Bend **	Group 6	Thursday, September 12
The Dalles **	Group 6	Friday, September 13
Salem (VIRTUAL)	During the September legislative days meeting at the Capitol	Wednesday, September 25
Happy Valley	Group 1 - Last Stops	Thursday, September 26
Hillsboro	Group 1 - Last Stops	Friday, September 27

****NOTE – dates for the Bend/The Dalles trip and the Ontario/Hermiston trip have been changed, with the two sets of meetings exchanging places on the prior calendar to accommodate the Pendleton Round-Up scheduled for the second week of September.**

Connect Oregon Ethics Review

Preface

This document is an ethics review for those who will be involved in the application review process including modal committee members, regional committee members and final review committee members.

Connect Oregon

The Connect Oregon selection process is a rigorous review process that involves review from modal committees, regional committees and a final review committee in addition to staff review.

Public Official

According to ORS 244.020(14), “Public Official” means any person who, when an alleged violation of this chapter occurs, is serving the State of Oregon or any of its political subdivisions or any other public body as defined in ORS 174.109 as an elected official, appointed official, employee or agent, irrespective of whether the person is compensated for the services.

This includes:

- Public Employees
- Elected Officials
- Members of Boards and Commissions
- Volunteers
- Relative:
 - ORS 244.020(15) “Relative” means:
 - (a) The spouse, parent, stepparent, child, sibling, stepsibling, son-in-law or daughter-in-law of the public official or candidate;
 - (b) The parent, stepparent, child, sibling, stepsibling, son-in-law or daughter-in-law of the spouse of the public official or candidate;
 - (c) Any individual for whom the public official or candidate has a legal support obligation;
 - (d) Any individual for whom the public official provides benefits arising from the public official’s public employment or from whom the public official receives benefits arising from that individual’s employment; or
 - (e) Any individual from whom the candidate receives benefits arising from that individual’s employment.

Safeguard of the Public Trust

“The Legislative Assembly declares that service as a public official is a public trust, and that as one safeguard for that trust, the people require all public officials to comply with the applicable provisions of this chapter.” ORS 244.010 (1)

Conflict of Interest

In brief, a public official is met with a conflict of interest when participating in an official action could result in a financial effect to the public official, a relative of the public official or a business with which either are associated.

Statutory conflicts of interest have three components:

1. An **“action”**, **“decision”**, or **“recommendation”** made in an **“official capacity”**, which causes;
2. A private pecuniary benefit or detriment, for;
3. The **“public official”**, the public officials **“relative”**(s), or a **“business associated with which the person is associated”**, the public official or the public official’s relative.

Types of Conflict of Interest

Oregon Government Ethics law identifies and defines two types of conflicts of interest. An actual conflict of interest is defined in ORS 244.020(1) and a potential conflict of interest is defined in ORS 244.020(12).

Actual Conflict of Interest

- Any action or any decision or recommendation by a person acting in a capacity as a public official, the effect of which would be to the private pecuniary benefit or detriment of the person or the persons relative or any business with which the person or a relative of the person is associated unless the pecuniary benefit or detriment arises out of circumstances described in subsection (12) of this section.
- *If the financial effect of an action is both **specific** and **certain**, then that action presents an actual conflict of interest.*

Potential Conflict of Interest

- Any action or any decision or recommendation by a person acting in a capacity as a public official, the effect of which could be to the private pecuniary benefit or detriment of the person or the persons relative, or a business with which the person or the persons relative is associated, unless the pecuniary benefit or detriment arises out of the following:
 - (a) An interest or membership in a particular business, industry, occupation or other class required by law as a prerequisite to the holding by the person of the office or position.
 - (b) Any action in the persons official capacity which would affect to the same degree a class consisting of all inhabitants of the state, or a smaller class consisting of an industry, occupation or other group including one of which or in which the person, or the persons relative or business with which the person or the persons relative is associated, is a member or is engaged.
 - (c) Membership in or membership on the board of directors of a nonprofit corporation that is tax-exempt under section 501(c) of the Internal Revenue Code.

When to Declare a Conflict of Interest

Officials on Boards or Commissions and Elected Officials ORS 244.120(2)

- When any action or any decision or recommendation by a person acting in a capacity as a public official, the effect of which **would** be to the private pecuniary benefit or detriment of the person or the person's relative or any business with which the person or the person's relative or any business with which the person or a relative of the person is associated.
- When any action or any decision or recommendation by a person acting in the capacity as a public official, the effect of which **could** be to the private pecuniary benefit or detriment of the person or the person's relative, or a business with which the person or the person's relative is associated
- Disclosure must occur when appointed officials are met with a conflict of interest, regardless whether the conflict is actual or potential.

How to Declare a Conflict of Interest

Officials on Boards or Commissions & Elected Officials ORS 244.120(2)

- Must publicly announce the nature of the conflict of interest on each occasion the conflict arises.
- Must publicly announce **potential** conflicts of interest, on each occasion **before taking action**.
- Must publicly announce **actual** conflicts of interest, on each occasion, and **refrain** from participating in **discussion, debate, or voting** on the issue out of which the actual conflict arises.

For more information

Oregon Government Ethics Commission
<http://www.oregon.gov/OGEC/Pages/generalinfo.aspx>

MODE	OFAC Review	REGION	Public/ Private	County	APP. #	APPLICANT	PROJECT NAME	Modal Committee Statutory Review	RDO Review Score	ODOT Economist Score	Economic Review Average	Total Statutory Consideration Score	Equity Consideration	Climate Consideration	Region Priority	
						ODOT	Project Selection, Administration and Debt Service									
M		2	PU	Lincoln	2M0494	Port of Newport	Dock 7 and Commercial Marina Rebuild	81	15	19	17	98	LP	LP		
M		2	PU	Columbia	2M0495	Port of Columbia County	Port Westward Beaver Dock Modernization Project	80	17	19	18	98	NP	LP		
M		2	PU	Clatsop	2M0492	Port of Astoria	Pier 2 West Rehabilitation & Lift Replacement	77	18	20	19	96	SP	SP		
R		2	PR	Marion	2R0497	Portland & Western RR	Salem to Woodburn Rail Modernization	77	12	15	14	91	NP	LP		
M		2	PR	Clatsop	2M0491	Pacific Seafood - Warrenton, LLC	Pacific Seafood Warrenton Fuel and Ice Dock Repair	75	12	15	14	89	LP	LP		
A		2	PU	Lane	2A0488	Oregon Department of Aviation	Oakridge Airport Runway Rehabilitation	76	11	11	11	87	LP	SP		
R		2	PR	Lane	2R0496	Green Hill Reload	Greenhill Reload Multi-Modal Center Rail Improvement	72	15	13	14	86	LP	SP		
M		2	PR	Lincoln	2M0490	Pacific Seafood Newport LLC	Pacific Seafood Newport LLC Dock Pilings	73	12	11	12	85	LP	LP		
A		2	PU	Lane	2A0487	City of Eugene	Eugene Airport Terminal Concourse A Seating Expansion	67	17	11	14	81	SP	SP		
M		2	PR	Clatsop	2M0489	Columbia River Bar Pilots, LLC	Columbia River Bar and Coastal Wave Safety Technology	63	11	16	14	77	NP	LP		
A		2	PU	Benton	2A0486	City of Corvallis	Corvallis Airport Hangar Taxilanes and Taxiway B and C Seal Coat	63	7	11	9	72	NP	NP		

County	Applicant	Project Name	Total Project Cost	CO Grant Funds	Total Project Match	% Match	Comments	Ranking within region
Benton	City of Corvallis	Corvallis Airport Hangar Taxilanes and Taxiway B and C Seal Coat	\$2,563,000	\$800,000	\$1,763,000	69%	Project appears to meet demonstrated demand for additional hangar space. Additional hangar space will generate revenue for the city but is not net job creator. Applicant proposes to provide large match and leverage federal funds to complete project (FAA entitlements,BIL). No letters of support, no comment on equity considerations, no comment on climate mitigation/adaptation/sustainability.	#5
Lane	City of Eugene	Eugene Airport Terminal Concourse A Seating Expansion	\$19,320,000	\$13,524,000	\$5,796,000	30%	While the project would likely improve user experience of the airport, it's not clear that this particular investment will maintain or generate new economic activity that would not otherwise occur. This is a very large request relative to the total amount of funding available.	#6
Lane	Oregon Department of Aviation	Oakridge Airport Runway Rehabilitation	\$2,630,000	\$1,788,400	\$841,600	32%	Project supports a critical link in Oregon's aviation system and a vital base for wildfire fighting operations in the Cascades. This project could also generate new economic activity and entrepreneurship opportunities in a rural community with its connection to autonomous wildfire detection and mitigation technologies. Developing an entrepreneurial culture has historically been a Regional Solutions Advisory Committee priority in this region. Connect Oregon presents a unique opportunity to fund a project that's not eligible for other FAA airport improvement funds. Demonstrated widespread support for this project at local, regional, state and federal levels.	#2
Lincoln	Pacific Seafood Newport LLC	Pacific Seafood Newport LLC Dock Pilings	\$1,349,800	\$944,860	\$404,940	30%	Indirect economic benefit to the extent the project supports infrastructure that benefits fishing vessels offloading to seafood processors. May improve transportation bottleneck on waterfront if more offloading locations can be made available.	#3

Lincoln	Port of Newport	Dock 7 and Commercial Marina Rebuild	\$34,570,110	\$9,570,110	\$25,000,000	72%	<p>This project allows the port to meet an immediate need and realize direct economic opportunity that is currently being lost when vessels are turned away due to lack of dock space. It is also an opportunity to leverage federal investment if the port is successful pursuing PIDP funds using Connect Oregon funds as match. The fishing pier rehabilitation project that is the mitigation for this project has positive environmental benefit and improves a public amenity. The nexus with the OSU wave energy test sites aligns with past Regional Solutions Advisory Committee priorities focused on developing the blue economy. Demonstrated widespread support for this project at local, regional, state and federal levels. Port has recent history of executing projects well under current leadership.</p>	#1
Lane	Green Hill Reload	Greenhill Reload Multi-Modal Center Rail Improvement	\$2,982,991	\$2,058,264	\$924,727	31%	<p>Project demonstrates that it would have both direct and indirect economic benefits and enhance the multimodal transportation network. There is a positive climate impact with the potential to remove a significant number of truck trips from area highways. There is some question as to the future of the Coos Bay Rail Line and it's relationship to this project. If a container terminal does not come to fruition at the Port of Coos Bay, is there sufficient demand for and opportunities to continue to reinvest in the rail line to support the Greenhill Reload Facility long-term?</p>	#4



Cascades West Area Commission on Transportation

1400 Queen Ave SE • Suite 201 • Albany, OR 97322
(541) 967-8720 • FAX (541) 967-6123

MEMORANDUM

DATE: June 20th, 2024

TO: Cascades West Area Commission on Transportation

FROM: Justin Peterson and Nick Meltzer, CWACT Staff

RE: CWACT Priority Projects Update

This memorandum identifies regional transportation priority projects for the Cascades West Area Commission on Transportation (CWACT) region, comprised of Lincoln, Benton and Linn counties. Following the identification of these priorities is a discussion on the background and history of the process.

Primary

Project	Type of Project	Notes
Lincoln County Evacuation Routes and Messaging	Planning/Implementation	
Highway 101 Beverly Beach Road Stabilization	Scoping/Design/Construction	
Philomath Boulevard Safety and Efficiency Improvements	Design/Construction	SW 15 th to SW 53 rd improvements identified by CAMPO
I-5 Corridor improvements (Millersburg Interchange, Albany Hwy 20 Interchange, I-5 widening)	Scoping/Design/Construction	Validate previous work and narrow down needs

Secondary

Project	Type of Project	Notes
Yaquina Bay Bridge Replacement	Scoping	
Benton County SW 53rd Railroad Underpass	Design/Construction	
Corvallis to Albany Path	Construction	
Long Term Highway 20 Improvements		
Hwy 20 East Junction – Toledo	Construction	Road sinking and drainage issues

Staff developed a primary list and secondary list of priorities. While the primary list is expected to be the highest priority, the secondary list has projects discussed within the region over the last four years. Staff are open to adjusting either list.

Background

The CWACT began discussing regional projects of significance in 2020 in anticipation of a new federal infrastructure bill. The conversation happened primarily at the Technical Advisory Committee (TAC) level and resulted in a list of projects sorted by topic (safety, bike/ped, planning, etc.). As the details of the bill were still unknown, staff thought sorting into categories would be the most beneficial to future conversations. After further discussion it was determined regional projects would be sorted by corridor.

The Oregon Department of Transportation (ODOT) region staff are often asked for local priorities with very short lead times. 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 inclusion in other projects. A priority project list prepares the region to advocate for projects in the region. This could include federal legislative member designated projects (i.e. earmarks), future federal funding packages, or future state funding packages.

Collectively, this illustrates the importance of CWACT members, and CWACT as a region, identifying projects of both local and regional significance.

Process and Schedule Update

While there are funding streams available to both states and cities/counties, in April 2023 CWACT staff proposed developing two project lists: one for the ODOT system and one for the local system, as the most beneficial. The process is the same for both lists. The list of projects for the ODOT system is sorted by corridor, as CWACT has been advocating for that approach with the Oregon Transportation Commission (OTC). The local projects can be either on state highways or local routes.

This list was provided to the Commission at the February meeting and members thought it had too many projects. Upon discussion with ODOT staff, they felt the longer list is useful, but that narrowing a list to 4-6 projects would be more beneficial for state and federal advocating.

Discussion and Next Steps

Staff are looking for input on the primary and secondary projects listed above. Did we miss any projects, or should any be moved?

Option to break out into county groups for a focused discussion on projects by county.

The goal is to finalize the list of priority projects to have ready to advocate for funding and grant applications. This does not preclude other projects from future funding and the list should be updated periodically.



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MEMORANDUM

DATE: June 20th, 2024

TO: Cascades West Area Commission on Transportation

FROM: Justin Peterson and Nick Meltzer, CWACT Staff

RE: CWACT Demographic Survey

House Bill 2985 directs the Oregon Department of Transportation (ODOT) to diversify its advisory committees to reflect Oregon's population's racial, ethnic, and ability composition, as determined by the most recent American Community Survey. This memorandum compares the demographic makeup of the Cascades West Area Commission on Transportation (CWACT) board against its constituent counties. The purpose of this comparison is to determine to what extent the board represents the lived experiences of its constituents. This is important to prioritize diversity, equity, and inclusion by identifying and addressing systemic barriers to ensure all Oregonians benefit from transportation services.

The survey was sent to CWACT members and alternates (39 total). We received 18 responses to the survey. Note that the sample size for the survey was small.

Demographic Comparison

The table below (Table 1) shows the demographic composition of the CWACT board, as collected by Oregon Cascades West Council of Government (OCWCOG) staff via a survey of board members (June 2024). The board is compared against the demographic composition of the United States, Oregon, and each of the constituent counties.

Table 1: CWACT Board Demographic Comparisons, Percent %

<i>Area</i>	People with Disabilities	American Indian, Alaskan Native, Native American	Asian	Black or African American	Hispanic or Latina/o/x	Native Hawaiian and Other Pacific Islanders	Two or More Races	Women 18+	Veterans
<i>CWACT Board</i>	15.8*	0.0*	0.0	0.0	11.1	0.0*	5.3	-	11.1*
<i>US</i>	13.0	0.8	5.8	12.5	18.7	0.2	8.8	39.6	6.6
<i>Oregon</i>	15.1	1.1	4.4	1.9	13.8	0.4	9.2	40.2	7.8
<i>Lincoln</i>	22.5	2.2	1.4	0.4	9.8	0.1	8.4	44.1	12.3
<i>Benton</i>	12.7	1.0	7.0	1.2	8.1	0.2	6.4	42.0	5.9
<i>Linn</i>	18.4	0.7	0.8	0.5	9.9	0.1	8.0	39.4	10.2

Source: 2022 American Community Survey, US Census; 2024 Survey of CWACT Members, OCWCOG Staff

Yellow*: Aligns with regional makeup
Blue: Notable compared to state/national data

Regional Demographic Analysis

Overall, the communities and counties that make up the CWACT area generally align with that of the state data. CWACT tends to be white (80+%), with significant populations of:

- Veterans (~10%).
- People with Disabilities (~15%).
- Hispanic or Latin/o/x groups (~10% - 15%).
- Asian persons (~5%).

However, there are notable exceptions to these trends. Populations that exceed state or national averages are shown in **blue** on the table. For each demographic group, their areas of highest concentration are listed below:

- *People with Disabilities*: Linn and Lincoln counties.
- *American Indian, Alaskan Native, Native American*: Lincoln County.
- *Asian*: Benton County.
- *Women over age 18*: Lincoln County.
- *Veterans*: Lincoln and Linn counties.

CWACT's Alignment with Regional Demographics

Given the regional composition described above, it is possible to compare regional demographics to the CWACT board members. Shown in **yellow*** on the top row of Table 1, the following group's presence on the CWACT board's is representative of the communities in our region:

- People With Disabilities.
- Veterans.

Enc:

- CWACT Demographic Survey Results

Cascades West Area Commission on Transportation (CWACT) Member Demographic Survey

19

Responses

01:16

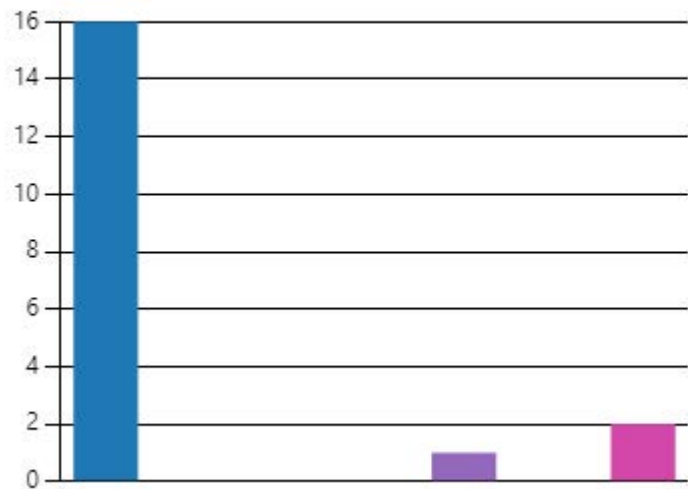
Average time to complete

Active

Status

1. Please indicate the race you most closely identify with

● White/Caucasian	16
● Asian/Pacific Islander	0
● Black and/or African American	0
● American Indian or Alaskan Nati...	0
● Multiple or Mixed Races	1
● Not Listed, Please Specify on th...	0
● Prefer not to say	2



2. Please specify here if your answer was not listed on question one

2

Responses

Latest Responses

3. Do you Identify as Hispanic/Latino

● Yes	2
● No	14
● Prefer not to say	2



4. Please indicate your age.

● Below 24	0
● 25-34	0
● 35-44	3
● 45-54	4
● 55-64	7
● 65 or above	4
● Prefer not to say	1

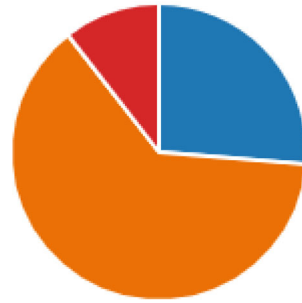
5. Do you identify as LGBTQIA+

● Yes	3
● No	13
● Prefer not to say	2



6. What gender do you most identify with?

● Woman	5
● Man	12
● Non-binary	0
● Prefer not to say	2
● Not Listed, please specify on th...	0



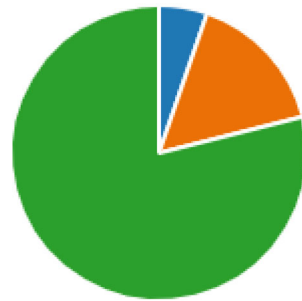
7. Please specify here if your answer was not listed on question 6

1
Responses

Latest Responses

8. Do you identify as a person with a disability?

● Prefer not to say	1
● Yes	3
● No	15

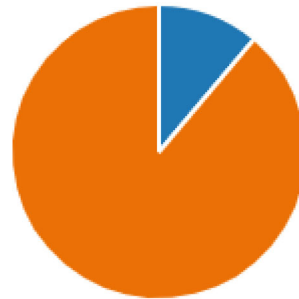


9. If you answered Yes, to Question 8, which of the following do you most closely identify with:

- Hearing difficulty: Deaf or havin... 1
- Vision difficulty: Blind or having ... 0
- Cognitive difficulty: Because of ... 0
- Ambulatory difficulty: Having se... 2
- Self-care difficulty: Having diffic... 0
- Independent living difficulty: Be... 0
- Prefer not to say 1

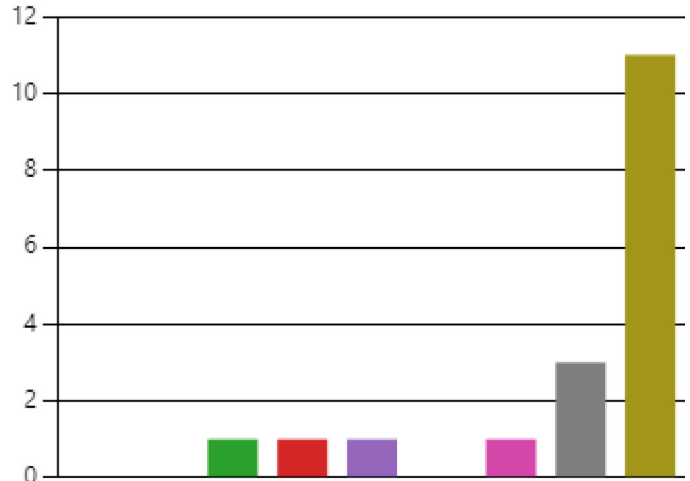
10. Are you a veteran of the US Armed Forces?

- Yes 2
- No 16



11. What is your total household income?

● Less than \$30,000	0
● \$30,000 - \$40,000	0
● \$40,000 - \$50,000	1
● \$50,000 - \$60,000	1
● \$60,000 - \$70,000	1
● \$70,000 - \$80,000	0
● \$80,000 - \$90,000	1
● \$90,000 - \$100,000	3
● Over \$100,000	11



12. Does the current CWACTION Full Commission Meeting time (The fourth Thursday of every 2 months from 5pm - 7pm) work for you?

If "no" please use the "other" option to enter a different 2-hour time block and repeating date option.

● Yes	16
● The fourth Thursday of Every 2 ...	3
● Other	0



What is the Local Consultation Survey?

The Local Consultation Survey (LCS) is a method we use to meet federal regulations requiring the state to gather feedback from nonmetropolitan local officials and other interested parties regarding the cooperative planning process and any proposed changes. The survey will evaluate ODOT's local consultation practices regarding the following processes:

- Conferring with affected local officials and other interested parties in accordance with established rules, plans, policies, procedures, and programs.
- Considering the input of local officials and other interested parties before acting.
- Periodically informing local officials and other interested parties about actions taken.
- Implementing public involvement processes.

What are we asking?

We're interested in your experiences with statewide transportation planning and programming activities. Transportation planning refers to participation in activities such as updating the *Oregon Transportation Plan (OTP)* or any of its component mode and topic plans, including the *Transportation Safety Action Plan (TSAP)* and the *Oregon Public Transportation Plan (OPTP)*. The survey also includes questions about involvement in developing the Statewide Transportation Improvement Program (STIP), reflecting on the processes used to prioritize and program

Who are we asking?

We are sending the survey to all Area Commissions on Transportation, the League of Oregon Cities, the Association of Oregon Counties, and many of our committee partners. As part of this effort, we are also gathering feedback from metropolitan representatives and Tribal governments as members of an Area Commission on Transportation. This survey is not to be considered part of the conditions for metropolitan or Tribal consultation per federal requirements, but rather leverages this opportunity to gain additional feedback from these partners.

How are we using the results?

We use feedback to improve our outreach practices. ODOT is continually working to improve, and these results will assist the agency in enhancing how it communicates and engages with key partners. The data will affect policies regarding who, when, and how often to contact different parties in the planning process. The recently updated Oregon Transportation Plan drew guidance from LCS feedback when updating outreach guidelines and practices.

Want more information?

The anticipated survey opening is from mid-June through the end of August. Please contact Rachel Zakem at Rachel.zakem@odot.oregon.gov.