

❖ Public Input ❖

Brant Boyer commented that on US101 when you turn north by the Myrtlewood Store where people park their UTV's, would like to know if there is plans to put in a turn lane to reduce crashes. Also was contacted by a trucking company that in Reedsport where they reduced from two lanes to one is causing traffic backups. Chris Paasch, Curry County Commissioner asked if it was possible to coordinate with ODOT and OSP with RV's pulling out and parking and then abandoning their vehicles. Would like to see the registered owners be responsible for the fees to remove. Also US101 coming south down into Gold Beach, another semi was sideways at the bottom of the hill. Would like to see a caution light or blinking lights on the arrows to avoid a serious or fatal injury.

❖ Approval of Minutes ❖

- **Motion made and seconded to approve the January 11, 2022 SWACT Minutes. (Dick Dolgonas/Brant Boyer)**
- Discussion: None.
- *Motion carried.*

❖ Membership Updates ❖

Positions to approve: None

Position changes to approve: None

New members: None

❖ Infrastructure Investment and Jobs Act ❖

Presentation: Travis Brouwer, ODOT Public Transportation Division Administrator, gave a presentation on the proposals to the OTC regarding the funding scenarios for the flexible funding. Major themes from public comment received was support for investing in public and active transportation, bridges and preserving road conditions, a desire to address bottlenecks and the needs of urban arterials, support for improving safety, investing in electric vehicle charging opportunities, and fish, wildlife and environmental projects. Five programs will receive the same funding across all scenarios (ADA, Climate, Operations and Maintenance, Discretionary Grant Match and Business and Workforce Development). Four programs will have varied investments across the scenarios (Great Streets, Safe Routes to School, Fix-It, and Enhance Highway). Next steps include a March 30th special meeting of the OTC to approve the final funding allocation, and in April project selection will begin. Travis requested feedback regarding funding investments and which scenario would be preferable for this group.

Discussion: John Sweet: Has a hard time deciding which scenario is better than the others, however, has a concern that ODOT will retain control of the process for all of the funding. Very little of this money will go to local governments that are responsible for a huge share of roads and bridges in the state. Would it be more reasonable to decentralize the funding and have the

local governments determine where the funding could be a better fit? Local governments are responsible for 90% of road mileage in the state and only receiving 9% of the funding. Dick Dolgonas: In reviewing the use of the IJA funds, the Strategic Action Plan should guide how the funds are used. He hopes ODOT looks to future in regards to using funds to address the changes needed for the system. Nikki Messenger: Has sat through a number of the OTC meetings; feels that a lot of the public comment being given is just lobbying for individual projects. She feels that rural community voices get lost in the noise of metro voices. SWACT may have to change approach on how we are doing business if that is how we will need to compete. Julie Brown: In regards to the comments regarding rural voices, some comfort should come from the fact that two of the OTC commissioners are from rural parts of the state and representing the rural communities. OTC is trying to follow the SAP, but there are so many moving parts to the plan. They are trying to balance everything in every part of the state. There are different challenges in all areas. Cheryl Cheas: The increase in public and active transportation is great. She believes the balanced approach is great, but would like to see a balance between active and public transportation and fix-it. You can't drive buses on poor roads!

❖ Connect Oregon ❖

Presentation: Darrin gave an update on the Connect Oregon application process and the ranking given to the projects by the Super Act. HB5202 gave funding to the Cape Blanco Airport and it looks like the fueling system at Illinois Valley also received funding so those two projects will fall off the list. April 6th and 7th will be the final meeting of the committees.

Discussion: Nikki Messenger: would like to know if they will be taking public comment at the final meeting. If so, please let the SWACT know.

❖ Construction Project Update ❖

Presentation: Dan Latham gave an update on projects currently under construction in the South West area. I-5: Garden Valley to Roberts Creek; most work was done last year. The contractor will be coming back to finish up through May. Roberts Mountain Climbing Lanes; most of the paving was completed last year. The northbound lanes still need to be paved and permanent striping will need to be completed both directions. Oakland Bridge Replacement is a partnership with Douglas County to replace the outdated bridge on a new alignment. Conn Ford Bridge will replace the bridge on the same alignment. 138E Fire Cleanup is approximately 95% complete. There is probably only a couple months left. Scottsburg Bridge construction is occurring on the N end of the bridge. Paving of the south approach is coming. The goal is to have a single lane open in a couple months with both open in the summer. Slater Creek to Hard Cash Lane will pave 7 miles, repair 11 bridges and a slide. Project is expected to conclude in September. Cedar Point to Finley Loop paving and leveling occurred last year. ADA ramps and pedestrian islands are under construction now, which will be followed by culvert replacement, permanent striping and sidewalk work. Tahkenitch & Over Ranch Road bridge project just started. This project will replace both bridges. US101 Bunker Hill project just kicked off south of Coos Bay. This project includes ADA work, signal replacement, pedestrian crossing, sidewalk replacement and paving. This project is expected to conclude in September.

Discussion: None

❖ Region 3 Updates ❖

Presentation: Darrin Neavoll gave a summary to the commission members of updates in Region 3. For Covid-19 updates, the mask mandate was officially lifted in state offices today. The vaccine mandate will lift at the end of March. State offices are expected to re-open on May 1st. Two projects in Region 3 were selected to move forward for scoping for Enhance Funding; US199 Corridor and the Southbound Climbing Lanes at Glendale. The legislative session ended Friday; two bills that will have an effect on ODOT are HB5202 which gave funding to two Connect Oregon projects and the wildlife crossing fund, and HB4087 which grants news media outlets access to public lands during disaster events. The OTC meeting occurred yesterday. The Commissioners received updates from the Social Equity Office, the Interstate Bridge Replacement Program, and on the 2023-2025 Agency budgets. In the budget, Region 3 is requesting funding for the construction of the Coos County Maintenance Facility. The OTC reviewed the funding scenarios and are leaning towards the Fix-It/Public and Active Transportation scenario.

Discussion: Nikki would like to know at what point we should have a conversation around what SWACT meetings will look like going forward. Sarah indicated she was working with Bobbi at the Coos County Annex to see the capacity for having hybrid meetings. Sarah will be sending out a poll to members to see opinions on how we should move forward.

❖ **NOA's and Adjournment** ❖

Art Poole told a story of a deer striking his vehicle in January while driving along the Oregon Dunes south of Lakeside. The body shop stated they see a lot of repair work from deer being struck. He feels this could be a good spot for a wildlife crossing. He would like to know if ODOT tracks these incidents to see the best spots to put crossings.

Nikki Messenger adjourned the meeting at 11:20 am.

Next SWACT Meeting: Friday, May 13, 2022, at 10 am. Meeting type (in-person, teleconference, or hybrid) will be determined at a later date.