

**Agenda
Mid-Willamette Valley Area
Commission on Transportation
(MWACT)**

This meeting is a “hybrid” meeting: Staff and Committee members can choose to attend in person or over Zoom. **For MWACT members – Please RVSP (e-mail to lomoore@mwvcog.org), so we can best prepare for the MWACT meeting.**

The public may also attend in person or via your computer or smartphone (software install is required) or via a phone call. The information to join the meeting is:

Join Zoom Meeting
<https://zoom.us/j/96840838274>

Meeting ID: 968 4083 8274

Or call +1 253 215 8782 US (Tacoma)
Meeting ID: 968 4083 8274

If participation by phone or video conferencing is not an option, please contact our offices (at 503 588 6177) 24 hours in advance of the meeting. If you are having trouble connecting to the meeting, contact Karen Odenthal (503 540 1608)

Date: Thursday, June 1, 2023
Time: 3:30 p.m.
Place: MWVCOG Offices, 2nd floor
100 High Street SE, Salem

Online: (See information above for Zoom meeting.)
Phone: (503) 588 6177

Times listed below are approximate. Agenda items may be considered at any time or in any order per discretion of the MWACT Chair and/or member of the Commission, in order for the Commission to conduct the business of the Commission efficiently. Persons wishing to be present for a particular item are advised to arrive prior to the scheduled beginning of the meeting in order to avoid missing the presentation of items of interest.

The Mid-Willamette Valley Area Commission on Transportation is pleased to comply with the Americans with Disabilities Act (ADA). If you need special accommodations including a sign language interpreter to attend this meeting, a complete agenda packet, or additional information, please contact Lori Moore at (503) 540-1609 or send e-mail to lomoore@mwvcog.org at least 72 hours prior to the meeting. Alternate formats available upon request. Thank you.

3:30 p.m. Item 1. Call MWACT Meeting To Order Chair Ken Woods, Jr.

Welcome and Introductions
Approval of April 6, 2023, Meeting Summary
Public Comment
Comments from the Legislative Delegation
OTC Comments
Commission Discussion/Area Updates

3:45 p.m. Item 2. ACT 2-year Work Plan Brandon Williams

ODOT is requesting that each ACT prepare a 2-year Work Plan. A template of how the Work Plan may be organized – with sample language to be revised by each ACT -- is ***attached***.

The Work Plan is to include:

- Interest Areas and priorities specific to each ACT
- Two-year Goals for the ACT with desired outcomes and strategies
- A Meeting Topic Plan
- A current ACT Charter. See MWVACT Charter at:

<https://www.oregon.gov/odot/Get-Involved/ACT/MWACTCharter2018.pdf>

For the **Meeting Topic Plan**, ODOT suggests that it be pre-populated with statewide items such as the 2027-2030 STIP development, Connect Oregon (in 2024), and discussion and input about statewide plans (e.g., Oregon Highway Plan, Safety Action Plan, etc.). Additional topics might include:

- annual review and update of MWACT’s priority transportation projects (See 2021 MWACT letter to the OTC, ***attached***, as a start for this.)
- seeking support for legislative funding requests
- ODOT Climate Change initiatives
- equity in transportation

For the June MWACT meeting, ODOT staff will conduct a primer about the Work Plan. A suggested approach for developing the Work Plan could be as follows:

1. In June, have a general discussion by ACT members of their interest areas, priorities, and goals for the Work Plan.
2. ODOT staff to work with the Chair, Vice Chair, Steering Committee members, and other ACT members (who are

interested) by meeting more frequently during the Summer to develop a draft Work Plan.

3. In September, share the draft Work Plan with the full ACT and get additional feedback.
4. Develop a final work plan by October.

The ACT Work Plans will be a topic at the ACT/Modal Chair Meeting on June 29, 2023, where high-level thoughts can be shared across ACT Chairs.

- Action:**
1. Member's initial input about Work Plan priorities, goals, meeting topics, etc.
 2. Identify ACT members who to want to participate during the summer on the Work Pan.

4:45 p.m. Item 3. 2027-2030 STIP Funding Allocation ODOT Staff

ODOT is beginning to work with the Oregon Transportation Commission (OTC) on the development of the next STIP, which will select projects all the way out to 2030. This is a process the OTC undertakes with significant input from the public, advisory committees, and our partners across the state. Funding allocation by the OTC, with significant public input, will take place by the end of the year.

Through the fall, ODOT and the OTC will be seeking feedback from the public and partners on how to best allocate funding in the STIP. ODOT will be getting out to ACTs and advisory committees, meeting with MPO policy boards, and providing public comment opportunities through a variety of other methods. As the Commission works on the STIP, they want your feedback on priorities and tradeoffs.

- ODOT will begin outreach in June or July with e-mail updates, a website, etc., and will share that information with advisory committees. This is effectively the preview of the STIP process and funding opportunities.
- ODOT will provide the next presentation as the conversation with the OTC continues. We expect the next presentation will be available after the OTC's July meeting.
- We will track any feedback provided by advisory committees -- particularly on the question posed at the end about priorities -- and share that with ODOT to document for the OTC. ***Committees are also encouraged to put responses in writing to share with the OTC.***

Action: Feedback requested, with opportunity for further input later in 2023.

5:10 p.m. Item 4. OTC Approves Transit Grants..... ODOT Staff

The Oregon Transportation Commission (OTC) approved a list of public transit project recommendations totaling \$28.5 million. The full list is *attached*.

Three grants went to projects sponsored by these jurisdictions or agencies within the MWACT area:

- 1. City of Monmouth Trolley - \$500,000.
- 2. Yamhill County Transit Vehicle Replacements - \$147,792.
- 3. Salem Area Mass Transportation District – Right-Size Vehicles - \$428,208.

5:20 p.m. Item 5. Other Business.....ODOT staff

SKATS MPO: May 23 Policy Committee meeting. Public Hearing and scheduled adoption for the SKATS 2023 - 2050 Metropolitan Transportation Plan and FY 2024-2029 Transportation Improvement Plan.

Draft Oregon Transportation Plan – public hearing held on May 3, 2023. Find the latest information here:

(<https://www.oregon.gov/odot/Planning/Pages/Oregon-Transportation-Plan-Update.aspx>), with the draft plan, fact sheets, view the public hearing (YouTube), watch the April 11 webinar.

5:30 p.m. Item 6. Adjournment Chair Ken Woods, Jr.

Meeting Summary

Mid-Willamette Valley Area Commission on Transportation (MWACT)
MWVCOG Virtual Meeting
100 High St. SE, Suite 200
Salem, OR 97301
Thursday, April 6, 2023

**This meeting was a call-in meeting with people attending via Zoom.
Attendance is listed as follows:**

MWACT Members Present

Kevin Cameron, Marion County Board of Commissioners
Cathy Clark, 2022/2023 Vice Chair, Keizer Mayor
Sara Duncan, SAMTD Board of Directors
Kathy Hadley, Polk County Private Sector
Tom Hammer, Yamhill County Private Sector
Anna Henson, ODOT Region 2
Michael Langley, Confederated Tribes of the Grand Ronde
Frank Lonergan, I-5 Corridor, Woodburn Mayor
Lyle Mordhorst, Polk County Board of Commissioners
April Newton, 99E/213 Corridor, Silverton City Council
Trevor Phillips, Salem City Council
Yvette Potter, 99W/18/47 Corridor, Yamhill Mayor
Della Seney, Hwy. 22E Corridor, Aumsville City Council
Cynthia Thompson, YCTA

MWACT Members Absent

Kit Johnston, Yamhill County Board of Commissioners
Mitch Teal, Marion County Private Sector
Ken Woods, Jr., 2022/2023 Chair, Dallas Mayor

Others Present

Rye Baerg, ODOT Climate Office
Mark Bernard, ODOT Region 2 Public Transit
Phil Carver, 350 Salem
Ed Chamberland, DEA
Scott Dadson, MWVCOG Executive Director
Sarah Deumling, Friends of Polk County
Stephen Dobrinich, MWVCOG-SKATS Staff
Dan Fricke, ODOT
Robert Husseman, Keizer City Council
Mike Jaffe, MWVCOG-SKATS Staff

Jan Kailuweit, ODOT
Rachel King, Amity Mayor
Lori Moore, MWVCOG-MWACT/SKATS Staff
Kumar Rhethnasamy, ODOT
Janelle Shanahan, Marion County Public Works
Bart Stepp, City of Silverton
Shawn Waite, City of Hubbard
Linda Watkins, Carlton Mayor
Theresa Whisenhunt, MWVCOG-MWACT Staff
Brandon Williams, ODOT

Agenda Item 1. Call to Order – 3:30pm - Introductions

Vice Chair Cathy Clark called the hybrid meeting to order at 3:32 p.m. A quorum was established, and introductions were made.

Summary of February 2, 2023:

The summary of the February 2, 2023, meeting was approved by consensus of the members present and online. It was announced that Sara Duncan will be the SAMTD/Cherriots representative on MWACT. It was also announced that April Newton had replaced Jim Sears as the OR 99E/OR213 corridor representative.

Public Comment: There were no comments from the public.

Comments from the Legislative Delegation: There were no comments from the legislative delegation.

OTC Comments: There were no comments from the Oregon Transportation Commission (OTC).

Commission Discussion/Area Updates: Anna Henson announced that the Aurora-Donald Interchange project is now fully funded. She expressed appreciation for the assistance in obtaining the final amount of funding needed provided by Marion County.

Agenda Item 2. Election of Officers; Select Steering Committee

Ken Woods and Cathy Clark were unanimously re-elected Chair and Vice Chair of MWACT, respectively.

Chair Ken Woods, Vice Chair Cathy Clark, Lyle Mordhorst, Sarah Duncan, and Anna Henson were unanimously confirmed as the 2023 members of the MWACT Steering Committee.

Agenda Item 3. Draft 2024-2027 Statewide Transportation Improvement Program (STIP); Public Comments Opportunity

Dan Fricke, ODOT, announced that the lists of projects from Marion, Polk, and Yamhill Counties that are included in the draft 2024-2027 STIP were distributed in the agenda package. He reminded the group that they received a demonstration of the draft online comment tool during their February MWACT meeting.

Brandon Williams, ODOT, provided background information related to the draft 2024-2027 STIP including its definition. The STIP is the state's capital improvement program for state and federally funded transportation projects. Mr. Williams described and demonstrated the ODOT STIP online comment tool including the information that is provided on the map related to projects and how to make a project specific or general comment online.

Cynthia Thompson, YCTA, commented that she didn't recall transit operating funds previously being included in the STIP, noting the large number of Salem Area Mass Transit operations projects. Mike Jaffe explained that the funding Ms. Thompson is referencing are federal 5307 funds that may be used for transit capital, operations, and transportation planning projects in urbanized areas. The amount that may be applied to operations is limited. Ms. Thompson noted that she also did not recall that federal 5310 or 5339 funds being listed in the STIP. It was noted that the funding streams she referenced may be under state programming.

Phil Carver, representing 350 Salem, provided testimony related to the STIP Key#13188: OR22: Rickreall to Doaks Ferry project. He expressed concern that this project is a violation of the governor's Executive Order 20-04, which directs state agencies to support the state's goals to reduce greenhouse gas (ghg) emissions. He reflected that there are less expensive options that address the safety and transportation issues in that area. Mr. Carver and 350 Salem do not support the inclusion of this project in the 2024-2027 STIP.¹

Sarah Deumling, Friends of Polk County submitted written comments draft STIP. She supports the comments and position submitted by 350 Salem.² As a long-term resident, she acknowledged the safety issues on Highway 22 and personally supports methods of addressing the issues that do not promote the production of additional ghg emissions.

¹ Mr. Carver's written comments are **attached** to the draft April 6, 2023, MWACT summary.

² Ms. Deumling's written testimony is **attached** to the draft April 6, 2023, MWACT summary.

Agenda Item 4. Update on OR 22 (Rickreall to Doaks Ferry) Project

Kumar Rethnasamy, ODOT, provided an overview/update related to the OR22: Rickreall to Doaks Ferry project including its history and current status. Three projects have been combined into a single project that includes an interchange and supporting access roads. The specific layout will be determined over an 18-month timeframe. Funding is currently available only for the design portion of the project.

Mr. Rethnasamy highlighted the evaluation criteria used for the project process. There are two preferred concept options for the design of the interchange: Dogbone (Option 1) and the Northwest Loop (Option 2). The dogbone option is a compact design. The Northwest Loop has a little more impact on the environment than the dogbone concept.

There are two access roads proposed for the project: one on the north side of OR22, and one on the South side of OR22. It is too early to recommend specifics related to the access roads as there are several options available for consideration.

Keizer City Councilor, Robert Husseman, asked about bicycle connections/treatments/facilities proposed for this area. Mr. Rethnasamy responded that project details of that level have not been worked out, as yet. Bicycle and pedestrian issues will be addressed as the design phase moves forward. Councilor Husseman advocated opportunities to provide multi-modal connections from Keizer through Salem and into Polk and Yamhill Counties.

ODOT staff will continue to work with stakeholders. There will be future opportunities for public input.

Agenda Item 5. Carbon Reduction Program Funding Opportunity

Rye Baerg, ODOT Climate Office, provided an overview of the Oregon Carbon Reduction Program. He explained that it is a new federal program to assist in reducing carbon emissions. He noted that Oregon will receive \$82 for the fiscal year time frame of 2022-2026. These funds will be used in Transportation Management Areas (TMAs), small urban and rural areas, and statewide.

Mr. Baerg announced that there is a total of \$13 million available in 2023 for small urban and rural areas. The local match requirement is 10.27 percent. The call for projects opened on February 28, 2023, and will close May 31, 2023. Application guidelines for this program were distributed in the MWACT agenda package.

Mike Jaffe asked if this is the first round of application funding and if there will be a second round of funding. He expressed concern regarding timing issues. Many MWACT members may not have sufficient time to develop competitive projects during this year's application

timeframe. Mr. Baerg confirmed that this is the first round of funding and that there will be another round of funding. MWACT members were encouraged to submit applications if they have suitable projects at this time or to develop projects to submit during the next round of funding.

Agenda Item 6. Other Business

Draft Oregon Transportation Plan (OTP)

Mike Jaffe reminded that group that the Oregon Transportation Plan (OTP) is being updated. It hasn't been updated since 2006. MWACT members and guests were encouraged to review the draft plan (online at:

<https://www.oregon.gov/odot/planning/pages/oregon-transportation-plan-update.aspx>)

The public may also learn about the plan, how to provide comments, and have questions answered during an April 11, 2023, webinar. The webinar will begin at noon. Dan Fricke announced that a public hearing related to the draft plan is scheduled for 10:00 a.m. on May 3, 2023. Comments will be accepted through May 12, 2023.

Vice Chair Cathy Clark adjourned the meeting at 4:44 p.m.



April 4, 2023

To: Oregon Department of Transportation % ODOT.STIP@odot.oregon.gov
Oregon Transportation Commission

From: Phil Carver, Bob Cortright, 350 Salem OR

Subject: DRAFT STIP PROJECT 13188: OR22: Rickreall to Doaks Ferry

The proposed \$11 million for preliminary engineering and right-of-way acquisition for a new interchange and related roadways at this location should not be included in the 2024-27 STIP. ODOT should instead - consistent with the Governor's Climate Action Plan (EO 20-04) - re-engage with stakeholders to plan an affordable, achievable set of safety and operational improvements for this area that will avoid inducing increased vehicle travel and greenhouse gas emissions and cost less than this very expensive proposal.

The proposed interchange project would violate Executive Order 20-04

EO 20-04 directs that state agencies -including ODOT and OTC - to use whatever authority and discretion they possess to take actions that help implement state goals to reduce GHG emissions.¹

This project violates EO 20-04 because ODOT has neither evaluated GHG impacts of this project nor considered actions that would address transportation needs without increasing GHG emissions. The proposed interchange would significantly increase capacity for single occupant vehicle commuting between Independence and the Salem-Keizer area, which would induce additional VMT and greenhouse gas emissions. However, ODOT has neither evaluated GHG impacts of the proposed project nor considered actions to address transportation needs in a manner that would help achieve GHG emission reduction goals. As outlined below there are a range of actions within ODOT's authority that could substantially improve safety and operations without inducing additional emissions and at an affordable cost.

ODOT and the OTC have "authority and discretion" vested by law to implement other solutions to address transportation needs in this area. As the owner and manager of the state highways in question (Highway 22 and 51) ODOT has broad authority to manage and plan modifications or improvements within the right-of-way, and to fund and coordinate supporting actions by other agencies.

¹ Specifically Section 3 of EO 20-04 says: "State agencies shall use any and all authority and discretion vested in them by law to help facilitate achievement of Oregon's GHG emission reduction goals ... and "...to the full extent allowed by law agencies shall consider and integrate ... GHG emission reduction goals into their planning, budgets, investments, and policy making decisions.

There are affordable, low-cost safety and operational improvements that can adequately address transportation needs in this area; and implementation of such improvements is required by the Oregon Highway Plan

The Major Improvements Policy in the Oregon Highway Plan (Policy 1G and Action 1G.1) directs that ODOT defer major improvements to the state highway system in favor of minor and modest operational and safety improvements to address transportation needs. Action 1G.1 applies to project and planning and to adoption and amendment of the Statewide Transportation Improvement Program (STIP).

Policy 1G: Major Improvements

It is the policy of the State of Oregon to maintain highway performance and improve safety by improving system efficiency and management before adding capacity. ODOT will work in partnership with regional and local governments to address highway performance and safety needs.

Action 1G.1

Use the following priorities for developing corridor plans, transportation system plans, the Statewide Transportation Improvement Program, and project plans to respond to highway needs. Implement higher priority measures first unless a lower priority measure is clearly more cost-effective or unless it clearly better supports safety, growth management, or other livability and economic viability considerations. Plans must document the findings which support using lower priority measures before higher priority measures.

1. *Protect the existing system.* The highest priority is to preserve the functionality of the existing highway system by means such as access management, local comprehensive plans, transportation demand management, improved traffic operations, and alternative modes of transportation.
2. *Improve efficiency and capacity of existing highway facilities.* The second priority is to make minor improvements to existing highway facilities such as widening highway shoulders or adding auxiliary lanes, providing better access for alternative modes (e.g., bike lanes, sidewalks, bus shelters), extending or connecting local streets, and making other off-system improvements.
3. *Add capacity to the existing system.* The third priority is to make major roadway improvements to existing highway facilities such as adding general purpose lanes and making alignment corrections to accommodate legal size vehicles.
4. *Add new facilities to the system.* The lowest priority is to add new transportation facilities such as a new highway or bypass.

A range of alternative actions are available for addressing transportation needs in this area that would do so in a manner that is consistent with EO 20-04 and reducing climate emissions. These include:

Expand transit service focusing on commute service between Independence and downtown Salem by increasing frequency and improving service on Cherriots Regional

Route 40X (the Polk County/Salem Express) with 15 or 20 minute service in the morning and evening commute hours.

Provide commute incentives and alternatives for Independence residents -

Work with the state and other major employers in the Salem-Keizer area to provide incentives for Independence area commuters to use transit, share rides, and adopt flexible work schedules to reduce peak hour commutes.

Improve safety for afternoon commuters to Independence by:

- Lowering the speed limit on Highway 22 in the vicinity of the 51 intersection to 45 mph
- Installing a roundabout or a smart traffic signal² at the Highway 51 intersection. ODOT is planning to install roundabouts on several nearby intersections.³
- Widening the Highway 22 left turn lane to provide additional separation from through lanes and add lighting in the intersection area to improve visibility.
- Improving the left turn lanes from Highway 22 to South Oak Grove Road and Greenwood Road to provide additional capacity for afternoon peak hour left turns to access Highway 51.
- Make improvements that encourage western Independence area residents to use the Highway 99W interchange for the afternoon commute home.
- Restrict 52nd and 55th to right-in and right out only and instead provide for a “J” turn via a U turn at Oak Grove Road⁴

The interchange proposal should also be rejected because it is an unaffordable solution that cannot be implemented any time soon

This project is also excessively expensive. ODOT has declined 350 Salem’s request to provide a cost estimate for this project and has prepared only a high-level estimate for the interchange itself of \$25-40 million dollars. This estimate apparently does not include the cost of extensive “access roads” that would be constructed as part of the project. Past practice suggests that ODOT’s initial “high-level” estimates dramatically underestimate actual project costs. Funding for highway projects is extremely limited and likely to decline in the future as cars become more efficient and gas tax revenue declines. This means the project is unlikely to be built anytime soon and that the cost of this project is highly disproportionate to the benefits to the traveling public at large.

² A “smart traffic signal” would provide for left turns from Highway 22 to Highway 51 that activates in the afternoon peak (or in other peak travel conditions). The signal would stop eastbound traffic on Highway 22 to allow these left turns. This would include advisory or warning lights for approaching traffic when the left turn signal is activated. At other times of the day, when traffic is light, the existing condition would remain in place.

³ ODOT is planning to construct roundabouts at the following nearby intersections: [Highway 22 at Kings Valley Highway](#) (5 miles west of Highway 51); [Highway 99W at Clow Corner](#) (5 miles southwest) and on [Highway 18 at Lafayette Highway](#) (19 miles north)

⁴ See NCHRP 650 [https://onlinepubs.t Highway 22 at Perrydale](https://onlinepubs.t Roadrb.org/onlinepubs/nchrp/paths/ruralintersections.pdf)

Conclusion

A new interchange at Highway 51 would induce additional travel and commuting from Independence to Salem that will increase rather than reduce vehicle miles traveled (VMT) and greenhouse gas emissions contrary to state goals and Executive Order 20-04. EO 20-04 is a new requirement that ODOT **must** comply with. To comply with this executive order, ODOT should reconsider the need for this project and consider and select an affordable solution that improves safety that is consistent with meeting GHG reduction goals.

In order to comply with EO 20-04, ODOT needs to go back to the drawing board and consider actions and alternatives within its authority and discretion that would implement and be consistent with EO 20-04 and to comply with the OHP , including the various actions and alternatives identified above.

April 6, 2023

To: Oregon Department of Transportation c/o ODOT.STIP@odot.oregon.gov
Oregon Transportation Commission

From: Sarah Deumling for "Friends of Polk County" an affiliate of 1000 Friends of Oregon

Subject: DRAFT STIP PROJECT 13188: OR22: Rickreall to Doaks Ferry

Friends of Polk County would like to support the testimony of 350 Salem regarding this project. I personally live on North Oak Grove Rd. and am impacted by the increased traffic on Hwy 22 - mostly since the casinos opened some years ago. Turning left onto Hwy 22 to Salem is an issue and has been for a long time. That being said, it has incentivised us, in most situations, to time our trips accordingly - not at rush hours.

My greatest concern is that ODOT is failing to take the governor's EO 20-04 seriously by refusing to act to reduce VMT. While it may not be sexy or showy, incentivising changes in driving habits is the best and most important thing ODOT can do. You all need a major rethink. Having lived in Oregon all my life I fervently want my grandchildren to have the beautiful, abundant Oregon to grow up in that I had. They do not, at this point, and the trend is worrisome. For the sake of our future we can all slow down a bit. If you were to install a traffic signal at the intersection of 22 & 51 the world would not stop, you would not use your jobs and we would be doing our bit for a better future. There are many signals on many similar state highways which I do not need to itemize for you.

Please get with the program, join the 21st century and help to reduce Oregon's GHG emissions. You will be on the right side of history and your grandchildren will thank you.

Sincerely,
Sarah Deumling

Agenda Item #2

ACT 2-year Work Plan

**Mid-Willamette Valley Area
Commission on Transportation
(MWACT)**

June 1, 2023

Name of ACT Work Plan

INSERT DATE

Work Plan for the **Name of ACT**

Dates Covered: 2023-2025

This template includes sample language. This language is provided to support ACTs in completing the necessary documentation. Each ACT should feel free to add its own language.

Introduction – Purpose

Area Commissions on Transportation offer venues to discuss regional transportation issues and provide input to the Oregon Transportation Commission (OTC) to inform their decisions. Per the OTC [Policy on Formation and Operation of ACTs](#), each ACT is expected to prepare a two-year Work Plan that identifies their areas of interest and priorities. Doing so is intended to help focus the work of each ACT and clarify how the group will engage and inform regional and statewide issues. The Work Plan is pre-populated with statewide items that the OTC and ODOT have identified will benefit from ACT engagement. Within this Work Plan the ACT should identify the topics to be covered over the next two years, recognizing things will arise that will require ACT attention that are not yet anticipated. Any identified topic should have a transportation nexus and be tailored to the ACTs ability to contribute or influence.

ACT Chair

Name of ACT Chair**Name of ACT Vice Chair or Co- Chair if applicable**

Interest Areas and Priorities

{Include and describe a list of ACT interest areas and priorities specific to your ACT and those listed in the ACT Charter. This is the space to detail the priorities as discussed and agreed upon by the individual ACT. This can include a range of topics such as improve economic vitality, decrease crashes, support climate change actions, improve public transportation connections and accessibility, etc. with a nexus to how the ACT can support such outcomes.}

Two-Year Goals and Initiatives

Name of ACT Work Plan**INSERT DATE**

{Identifying goals and related initiatives for this two-year period that relate to the interest areas and priorities and further regional conversations or provide input to the OTC.}

Use this space to provide the ACT two-year goals and initiatives. Be specific. These goals should relate to the ACT priorities articulated above and have related outcomes and/or strategies. Examples include: learn more about growing industries and related regional transportation needs, engage more members of the public, seek understanding of connection between housing and transportation, etc. tied to tangible desired outcomes of how the ACT will engage in, advance, inform, or learn about different topics in order to advance transportation goals.

Goal 1

Desired outcomes and strategies

Goal 2

Desired outcomes and strategies

Goal 3

Desired outcomes and strategies

Meeting Topic Plan

Each ACT should identify a two-year meeting plan with dates/timing and discussion topics.

{All ACTs have a minimum list of topics (provided by OTC staff). This section should include that minimum list and others selected to support and inform the ACT members. Examples of required topics include Federal Infrastructure Bill presentations, STIP process, Connect Oregon review, Oregon Transportation Plan and other modal plan updates. Optional topic examples include regional priorities, ODOT Climate Change initiatives, Strategic Action Plan Implementation, Oregon State Rail Plan Implementation, etc.}

The minimum list for 2023-2025 includes:

- 2027-2030 STIP development
 - May-June 2023: This phase will focus on introducing the public to the STIP and the funding constraints for the 2027-2030 STIP. ODOT seeking ACT input on funding priorities.
 - August-October 2023: This phase will focus on seeking input on the funding scenarios.
- Connect Oregon
 - Likely early – mid 2024
- Oregon Highway Plan
 - ACT engagement in this plan update to begin in 2024
- Rail Plan
 - ACT engagement in this plan update in 2024
- Transportation Safety Action Plan
 - Next update on this plan to begin in late 2024

Name of ACT Work Plan**INSERT DATE**

- Issues of statewide interest (e.g. revenue and funding discussions, legislation, etc.)
- Identify regional funding needs and priorities
- Seek support for legislative funding requests
- Equity and transportation
 - Engage diverse voices
 - Consider equity in transportation plans, projects and processes

{Use this space to provide a meeting plan to achieve ACT Goals and Key Topics coverage.}

Reference: OTC ACT Formation Policy

https://www.oregon.gov/odot/Get-Involved/ACT/OTC_ACTpolicy.pdf



Mid-Willamette Valley Area Commission on Transportation

A local advisory body chartered by the Oregon Transportation Commission

Chair
Councilor Ken Woods, Jr.
City of Dallas

Vice Chair
Mayor Cathy Clark
City of Keizer

December 20, 2021

Chair Robert Van Brocklin and Commissioners
Oregon Transportation Commission
355 Capitol Street NE, MS #11
Salem, OR 97301-3871

SUBJECT: MWACT Comments/Recommendations for Use of IIJA Flexible Funds

Chair Van Brocklin and Commissioners:

The Mid-Willamette Valley Area Commission on Transportation (MWACT) is vitally interested and supportive of the state's goals of advancing a multi-modal transportation system. Roads and transportation facilities that serve regional destinations, such as the Oregon Coast and Central Oregon pass through our three-county area, so we must deal with regional and pass-through traffic as well as addressing our local transportation needs. We were, and continue to be supportive of the themes established by the OTC for the 2024-2027 Statewide Transportation Improvement Program (STIP) which include increased funding for public and active transportation, support for Fix-it investments, and support for Enhance Highway investments.

Your Commission will be considering various options for allocating funds made available by the IIJA. You have asked for input from various stakeholders - including the state's Area Commissions on Transportation - on priorities for how these new federal transportation funds should be spent. Specifically, you have asked MWACT to address three questions, the recommendations from each will help inform the development of scenarios by ODOT and your Commission. Our input on your questions follows.

"Given the investments already made in the STIP and the federal infrastructure bill, how should the OTC allocate flexible funding to best advance the OTC/ODOT Strategic Action Plan and the state's transportation goals?"

MWACT has, on several occasions provided the OTC with our project priorities – projects that are already included in the STIP and advance the goals of the Strategic Action Plan. These projects include:

- **I-5/Aurora-Donald Interchange Reconstruction** – the importance of this project in advancing state goals is demonstrated by its inclusion in the HB 2017 – Keep Oregon Moving legislation. This project will improve freight mobility and safety in the I-5 corridor. It is currently only partially funded and providing the additional funding to construct the final solution, a Diverging Diamond Interchange, results in reduced impacts to the community, and will be a significant benefit.

- **OR 22W/OR 51 Interchange** – this intersection in Polk County, which is also inside the boundary of the Salem-Keizer metropolitan area, is an identified in top 5% of safety issues in ODOT's Safety Priority Index System (SPIS). Much previous planning work has been completed by ODOT that establishes the need to replace this intersection with an interchange and design of an interchange is currently underway. Construction of this interchange will improve mobility and safety on this major statewide highway and freight route that connects the central Willamette Valley with the Oregon Coast. ODOT has funding currently to develop a solution at this location but there is no funding available for right-of-way acquisition or construction.
- **Newberg-Dundee Bypass** – MWACT appreciates past efforts by the legislature, OTC, and ODOT to complete Phase 1 of the Bypass and funds for partial development of Phase 2. The Bypass is an important connection that will improve freight mobility but will also be a significant benefit to Newberg and Dundee as reduced traffic will benefit economic development, traffic safety, and access in these downtown areas.
- **OR 18/Valley Junction to Fort Hill** – this project will address congestion and safety issues on this major state highway and freight route that connect the Willamette Valley to the Oregon Coast including the Confederated Tribes of Grand Ronde's Spirit Mountain Casino. Improvements in this section of highway will have the added benefit of decreasing traffic on Grand Ronde Road between OR 18 and OR 22. This road serves tribal facilities and housing for the Grand Ronde Community, including schools.
- **New Salem Bridge** – congestion on the bridges serving Salem are a local and regional problem. Both existing bridges need significant repairs and it is anticipated that the Marion Street Bridge would not withstand a significant seismic event. MWACT and the community are grateful to the OTC and ODOT for committing funding for a seismic retrofit of the Center Street Bridge however, even with that investment, the region is vulnerable. Completion of an additional Willamette River crossing, in addition to improving congestion, would provide system redundancy for local and regional traffic.

As stated above, the OTC and ODOT have shown their historic commitment to these "legacy" projects by their inclusion in the STIP. MWACT believes a commitment needs to be made to complete projects that have been identified as ongoing priorities that address multi-modal, safety, and mobility issues.

"Do the priorities expressed in 2020 – particularly strong support for public and active transportation and Fix-it – remain? Or have these priorities changed in some ways?"

MWACT has always expressed support for public transportation and Fix-it. In our area, provision of public transportation in rural areas is especially important. Services provided by Cherriots Regional and Yamhill County Transit Area provide important connections to the small cities and rural areas of our three county area. This is especially important for disadvantaged communities in our area that need access to medical, shopping, or other services.

MWACT also recognizes the critical need to support Fix-it programs that keep the system safe and in good operational condition. Pavement improvement, repairing or replacing aging bridges, landslide mitigation, etc. are all important functions that keep our multi-modal transportation system operating.

*Chair Robert Van Brocklin and Commissioners
Oregon Transportation Commission
December 20, 2021
Page*

MWACT supports needed investments to complete identified safety improvements on state highways in our area -- such as OR 99E and OR 219 -- that continue to have fatal and serious injury crashes.

"What are the specific priorities for investment of funds in public and active transportation?"

As stated above, MWACT strongly supports public transportation that provides services to our smaller communities and rural areas. We also support investments directed toward the Salem Area Mass Transit District (aka -- Cherriots) which provides public transit in the Salem-Keizer metropolitan area.

MWACT is also supportive of active transportation as a way to reduce congestion and decrease greenhouse gas emissions. Programs such as Safe Routes to Schools and prioritization of projects that support active transportation and improve safety and access for children is important.

Thank you for the opportunity to provide input on this important process that will help address transportation needs statewide and in our area. We look forward to further discussions with the OTC and ODOT staff as investment scenarios for the IIJA funds are refined and provided for additional comments.

Sincerely,

A handwritten signature in dark ink, appearing to read "Ken Woods, Jr.", written in a cursive style.

Ken Woods, Jr.
Chair

cc: MWACT members
Anna Henson, ODOT Interim Area 3 Manager

Agenda Item #4

OTC Approves Transit Grants

**Mid-Willamette Valley Area
Commission on Transportation
(MWACT)**

June 1, 2023

\$28.5 million awarded for new buses, expanded transit service, facility updates and more

Oregon Department of Transportation sent this bulletin at 05/16/2023 12:11 PM PDT

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Oregon Department
of Transportation

News Release

Awards will improve public transportation in communities across the state

May 16, 2023

For more information: Shelley M. Snow, Communications, 503-881-5362

SALEM – Transit districts will receive more than \$28.5 million to support bus service, maintain and purchase vehicles, build bus charging stations and much more, after the Oregon Transportation Commission approved a list of project recommendations at its meeting last week. These funds come from the [Statewide Transportation Improvement Fund's](#) discretionary program.

ODOT received 75 applications requesting \$35.5 million. That's approximately \$1.25 in proposals for every available dollar, which reflects high need for public transportation investments compared to funds available.

In making its recommendations to the commission, the Public Transportation Advisory Committee considered input from transit districts, public transportation key audiences, Area Commissions on Transportation and others. See the tables below for more details.

STIF Discretionary Awards – 2023-2025

Applicant	Application Title	Awards
Oregon Cascades West Council of Governments	OSU and LBCC Mobility Hub	\$678,420
City of Monmouth	Monmouth-Independence Trolley	\$500,000

Tillamook County Transportation District	NW Connector Transit Access*	\$160,000
Yamhill County	Vehicle Replacements*	\$147,792
Grant County Transportation District	Bus Station Expansion	\$260,000
Hood River County Transportation District	Intelligent Information Systems	\$194,000
Morrow County	Boardman/Port of Morrow Circulator	\$484,000
Curry County Public Transportation District	Vehicle Purchases*	\$120,000
Washington County	Community Connector Stop Enhance	\$216,908
Josephine County	Fixed Route Software	\$236,000
Linn County	Vehicle Purchase	\$140,000
City of Portland	Street Car Rider Ambassador Program	\$400,000
Coos County Area Public Transportation District	Vehicle Purchase	\$504,000
Gilliam County	Bus Barn	\$1,675,876
Salem Area Mass Transportation District	Right-Size Vehicles	\$428,208
Sherman County	Bus Barn	\$480,000
Tri-Met	Priority Spot Improvements	\$500,000
Harney County	Vehicle Purchase	\$111,376
Lane Transit District	Vehicle Purchases	\$2,119,523
City of Wilsonville	Battery Backup Electric Bus Charging	\$320,000
Tri-Met	Vehicle Purchases	\$1,700,000
Rogue Valley Transportation District	RVTD Transportation Building	\$300,000

Benton County	Vehicle Purchase	\$616,000
Washington County	Microtransit Pilot Project	\$544,000
Lane Transit District	Rhody Express Bus Shelter Replace	\$60,000
City of Canby	Update Transportation Master Plan	\$160,000
City of Lebanon	Linx Transit Secured Transit Parking	\$426,920
TOTAL \$13,483,023		

STIF Intercommunity Award – 2023-2025

Applicant	Application Title	Awards
Oregon Cascades West Council of Governments	OSU and LBCC Mobility Hub*	\$1,721,580
Mid-Columbia Economic Development District	The Dalles-Hood River Intercity	\$159,245
Lane Council of Governments	Florence to Yachats Connector	\$508,000
Mid-Columbia Economic Development District	Gorge Regional Transit Strategy	\$275,000
Grant County Transportation District	Ontario Route – Operations and Preventative Maintenance	\$36,000
Coos County Area Transp. Dist.	Coos Bay to Florence Route	\$97,600
Lane Council of Governments	Eugene-Florence Connector*	\$329,220
Grant County Transportation District	Bend Route – Operations and Preventative Maintenance	\$129,600
Coos County Area Transp. Dist.	Coos Bay to Roseburg Route	\$32,000
Umatilla County	Hermiston Hopper	\$505,893

Hood River County Transportation District	Columbia Gorge Express	\$1,460,080
City of Albany	Multimodal Station Restroom	\$152,000
Confederated Tribes of the Umatilla Indian Reservation	Walla Walla Whistler – Operations and Preventative Maintenance	\$556,704
Confederated Tribes of the Umatilla Indian Reservation	La Grande Arrow	\$406,462
Morrow County	Heppner/Boardman Connector	\$241,600
Tillamook County Transportation District	Coastliner Expansion Services	\$963,200
Mid-Columbia Economic Development District	Gorge Regional Network Outreach	\$176,000
Lane Transit District	Diamond Express*	\$150,000
Basin Transit Service Transportation District	Vehicle Purchase	\$169,342
Grant County Transportation District	Deviated Route Operations, Mobility Management, and Preventative Maintenance	\$69,600
Yamhill County	Vehicle Replacements*	\$576,000
Lane Council of Governments	South Lane County Metro Shuttle	\$280,000
City of Sandy	Tech Program Implementation	\$360,000
City of Albany	Bus Replace (Linn-Benton Loop)	\$720,000
Rogue Valley Transportation District	Front Street Station Improvement	\$366,847
Harney County	Bend-Burns Route	\$81,246
Josephine County	Josephine/Jackson Medicare NEMT	\$80,000

Mid-Columbia Economic Development District	The Dalles – Hood River Intercity	\$159,245
City of Albany	Paratransit Vehicle Replacement	\$63,200
City of Wilsonville	Electric Bus Route Modeling	\$120,000
TOTAL \$10,786,418		

FTA Section 5311(f) Intercity Bus Program Awards – 2023-2025

Applicant	Application Title	Awards
Lane Council of Governments	Eugene-Florence Connector*	\$614,780
Tillamook County Transportation District	NW Connector Transit Access*	\$360,000
Lane Transit District	Diamond Express*	\$250,000
Curry County Public Transportation District	Vehicle Replacements*	\$240,000
Community Connection of NE Oregon, Inc.	Baker County Intercity	\$107,741
Yamhill County	Replacement Buses	\$428,208
Community Connection of NE Oregon, Inc.	Wallowa Intercity	\$117,618
C.A.C. Transportation, Inc.	Vehicle Replacement	\$296,000
Confederated Tribes of the Umatilla Indian Reservation	Hermiston to Boardman Connector	\$803,796
Umatilla County	Pilot Rocket	\$142,824
City of Lebanon	LINX Transit Scheduling Software	\$120,000
Sunset Empire Transportation District**	Lower Columbia Connector	\$562,277
T.A.C. Transportation, Inc.	Vehicle Replacements	\$188,756

TOTAL \$4,232,000	
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Funding for these programs comes from federal programs and a .01 of 1 percent state payroll tax. To see a few examples of how these funds support public transportation and help some of Oregon's most vulnerable residents, visit the [My Oregon News website](#).

Learn more about ODOT's [Public Transportation Division \(PDF fact sheet\)](#). Media: if you would like to know more about these individual awards, contact [Shelley M. Snow](#) in Communications.

* Some projects are being awarded for funding under two programs.

**Special conditions exist for this award to go forward.

##ODOT##

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