

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 Lori Moore (503 540 1609)

Date: Thursday, August 3, 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 OrderChair Ken Woods, Jr.

Welcome and Introductions
Approval of June 1, 2023, Meeting Summary
Public Comment
Comments from the Legislative Delegation
OTC Comments
Commission Discussion/Area Updates

**3:45 p.m. Item 2. OR 22 Center Street Bridge Seismic Retrofit
Andrew Walker, ODOT Region 2 Staff and Bob Goodwin, DOWL
Engineering**

As part of HB 2017, the Center St Bridge project received funding to design and construct seismic retrofit improvements to ensure that accessibility and connectivity across the river will be maintained after a major seismic event. In early 2023, ODOT completed a Value Engineering study (VE) and this presentation will cover the results of that study and next steps for the project.

Action: Questions and Discussion.

**4:30 p.m. Item 3. ACT & Modal Advisory Committee Chairs Meeting Debrief
Chair Ken Woods, Jr., Brandon Williams**

ACT and Modal Advisory Committee Chairs from across the state were invited to a conference in Keizer, Oregon to discuss with OTC members and ODOT staff current issues in transportation, regional priorities, and development of ACT Work Plans. Chair Ken Woods Jr. and Brandon Williams (ODOT) will share with the group their experience at this event, and other news from the ACT Chairs meeting.

Action: Questions and Discussion.

4:50 p.m. Item 4. ACT 2-year Work PlanBrandon Williams

As per ODOT's request that each ACT prepare a 2-year Work Plan, the MWACT has convened two meetings of their steering committee to drill down on region issues of importance to the ACT. The First meeting of the MWACT steering committee occurred on June 22, a week prior to the ACT Chairs meeting, to begin the conversation, collect initial ideas, and prepare Chair Ken Woods Jr. for discussions with OTC members and other ACT Chairs.

The MWACT steering committee met again on July 6th to review draft interest areas previously discussed and collect additional input to refine concepts. ODOT staff,

Brandon Williams, acted as facilitator of this working session, collecting input on a digital whiteboard. A summary of emerging *draft themes* is included below (in no particular order).

- Transit: both intracity and intercity.
- Safety: corridors of concerns, strategies, connections to all modes of transportation.
- Equity: address gaps and previous failures, consider user perspectives, strong ties to Safety and other topics.
- Balancing rural and urban needs: highway as main street, address regional bottlenecks.
- Climate and emissions: implications across all modes, leveraging federal grants.
- Economic vitality: recognizing importance of freight to economy, tourism/recreation-based economies also vital to many rural areas to of Oregon, identify lifeline routes for natural disasters.
- Maintenance and operations: current issues like EVs and vehicle weight, importance of maintaining existing facilities.

As a reminder, components of the Work Plan must include the items listed below; The MWACT steering committee is currently working the draft Interest Areas and Priorities that will help inform tasks to follow. The next working session of the MWACT steering committee should focus on finalizing draft interest areas, priorities, and defining goals/strategies to address them.

- 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

To allow more time for ACTs the develop their work plans, the *deadline for completion has been changed to **December of 2023***. MWACT steering committee recognizes that it may take some time to get full ACT buy-in on the Work Plan.

Action: Discussion.

5:20 p.m. Item 5. Information for MWACT Members..... ODOT staff

- **ODOT’s 2023 Legislative Summary** of bills, memorials, and resolutions that directly or indirectly impact the Oregon Department of Transportation (ODOT) as well as local jurisdictions can be found here:
https://www.oregon.gov/odot/Safety/Documents/2023_ODOT_Legislative_Summary_V1.pdf
- The Oregon Transportation Commission (OTC) had a presentation titled “**2027-2030 STIP and Transportation System Needs**” at their July 13th meeting (this

was an item previewed on the June MWACT agenda). The letter from Director Kris Strickler to the OTC is **attached**. The letter, presentation and discussion are part of ODOT’s and OTC’s process to determine investment scenarios and funding allocations for the 27-30 STIP over the next 3 months.

The video of the presentation and discussion about the 24-27 STIP and Transportation System Needs is posted on YouTube: search “ODOT OTC” to get to the OTC page and look for the OTC July 13, 2023, meeting; this topic is Item M on the agenda and starts at approximately 6:29:00 (6 hours, 29 minutes into the video). It can also be reached from this link:
<https://youtu.be/FUEulk2fGR0?t=23326>

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, June 1, 2023

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

MWACT Members Present

Cathy Clark, 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
Kit Johnston, Yamhill County Board of Commissioners
Frank Lonergan, I-5 Corridor, Woodburn Mayor
Lyle Mordhorst, Polk County Board of Commissioners
April Newton, 99E/213 Corridor, Silverton City Council
Della Seney, Hwy. 22E Corridor, Aumsville City Council
Cynthia Thompson, YCTA
Ken Woods, Jr., 2023 Chair, Dallas Mayor

MWACT Members Absent

Kevin Cameron, Marion County Board of Commissioners
Michael Langley, Confederated Tribes of the Grand Ronde
Trevor Phillips, Salem City Council
Yvette Potter, 99W/18/47 Corridor, Yamhill Mayor
Mitch Teal, Marion County Private Sector

Others Present

Mark Bernard, ODOT Region 2 Public Transit
Stephen Dobrinich, MWVCOG-SKATS Staff
Mike Jaffe, MWVCOG-SKATS Staff
Brandon Jordan, Representing Congresswoman Andrea Salinas
Rachel King, Amity Mayor
Lori Moore, MWVCOG-MWACT/SKATS Staff
Janelle Shanahan, Marion County Public Works
Shawn Waite, City of Hubbard
Julie Warncke, Salem Public Works
Linda Watkins, Carlton Mayor

Brandon Williams, ODOT

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

Chair Ken Woods, Jr., called the hybrid meeting to order at 3:42 p.m. A quorum was established, and introductions were made.

Summary of April 6, 2023:

The summary of the April 6, 2023, meeting was approved by consensus of the members present and online.

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 provided updates related to the status of some construction projects within the MWACT area including:

- Oregon 97W: Orrs Corner Rd. @Clow Corner Rd.
- OR18: Oldsville Rd.-Ash Rd.

Committee members requested information regarding the semi-truck crash on I-5 near the rest stop between Salem and Albany on May 18, 2023, that resulted in several fatalities. Ms. Henson responded that the incident is being investigated. She will share information with MWACT members when it becomes available.

Agenda Item 2.

Brandon Williams, ODOT, explained that the Oregon Transportation Commission (OTC) has updated the [ACT Formation Policy](#) and changed the requirement of ACTs to provide a 2-year accomplishment report with a requirement for each ACT to develop a 2-year Work Plan instead. They provided guidance for the development of work plans including:

- Review of the ACT's purpose and priorities, concerns, and topics of interest;

- Membership requirements defined in the ACT Formation Policy including a need for membership to include at least 50 percent elected officials along with potential new memberships to cover geography of the MWACT;
- A list of statewide funding and other topics provided in the ACT Work Plan template included in the agenda package; and
- Additional topics of interest to the ACT such as local and regional projects, “hot” issues, and other statewide issues such as climate change/plans and issues. Meeting topics should be flexible enough to adapt to immediate issues that may arise during the 2-year timeframe.

Mr. Williams reminded the group that public involvement is a critical part of the transportation process. The ACT Work Plan should indicate how public outreach will be accomplished.

MWACT-specific priorities should be defined along with development of strategies and the desired outcomes resulting from implementation of the strategies. The MWACT Charter should be modified, if necessary.

Examples of meeting topics and the potential means to address them were provided. Mr. Williams provided an overview of the timeline to accomplish the development of the MWACT Work Plan. The target due date for ACT plans is October 2023.

ACT staff proposed a small working group, primarily consisting of the MWACT steering committee members, be convened for several work sessions throughout the summer to develop the work plan with reports to the full ACT body during regularly scheduled meetings. As a suggested approach only, ACT members were asked to consider if this sounded like a reasonable structure.

MWACT members discussed the composition of a working group. It was determined that the structure of the working group would be MWACT Steering Committee¹ members along with the addition of representation from Yamhill County² and a representative from the Confederated Tribes of the Grand Ronde.³ Chair Ken Woods noted that as the ACT Chairs from around the state are scheduled to meet in late June. He would prefer that the first working group meeting take place before then. MWACT staff volunteered to poll the proposed working group members for a suitable initial meeting date.

¹ MWACT Steering Committee Members: MWACT Chair Ken Woods, Jr., MWACT Vice Chair Cathy Clark, SAMTD Board of Directors member Sara Duncan, Marion County Commissioner Kevin Cameron, and Polk County Commissioner Lyle Mordhorst.

² Yamhill County Commissioner Kit Johnston

³ Grand Ronde Tribe Representative Michael Langley

MWACT members reviewed previous regional project priorities and were asked to reference the 2021 letter from MWACT to the OTC. While many of the MWACT priorities still need to be addressed, there are some that can be removed from the list as they have either been completed, fully funded, or the project has been discontinued.

Chair Ken Woods commented that the MWACT number one priority has consistently been Safety. Vice Chair Cathy Clark commented that MWACT has had a consistent list of regional priority projects. However, she advocated retelling the MWACT story once more to the OTC to demonstrate regional knowledge of transportation issues of regional significance to produce a safe and efficient transportation system across all modes. Sara Duncan remarked on the value of maximizing current resources to achieve the best outcomes including for transit, pedestrians, and bicyclists.

Agenda Item 3. STIP Funding

ODOT staff members are working with the Oregon Transportation Commission (OTC) members to initiate the development of the FY 2027-2030 State Transportation Improvement Program (STIP). Anna Henson, ODOT Area 3 Manager, provided an overview of what is in the STIP and what is not included in it. The STIP includes construction projects that are financed with federal and state funds along with other federal investments. It does not include state-funded multimodal grant programs, day-to-day maintenance, and DMV among other functions, programs, and apportionments.

The FY 2024-2027 STIP contained the following program funding categories: Fix-it, Safety, Enhance Highway, Public and Active Transportation, local government programs, ADA curb ramps, and Other Functions such as planning and data collection.

Ms. Henson described the three phases of the STIP development process: funding allocation by the OTC-includes public input, project selection and scoping, and public review and comment followed by adoption by the OTC. It is anticipated that they will adopt the plan in sometime in 2026.

Ms. Henson explained that funding has become increasingly challenging and that will continue throughout this STIP cycle. It is anticipated that funding for this STIP will be approximately 25 percent less than what was allocated in the previous STIP. The policies and investment priorities in the Oregon Transportation Plan (OTP), soon to be finalized, will guide how the limited funding should be invested. Safety is one of the top priorities in the OTP followed by maintenance of existing facilities and infrastructure, adding bike lanes and pedestrian facilities where needed most, and preservation of existing transit service.

Ms. Henson informed MWACT members that the OTC is requesting their feedback regarding their funding priorities.

Agenda Item 4.

The OTC approved funding for several public transit projects. Three of the projects approved are in the MWACT region. They are:

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.

Agenda Item 5.

Mike Jaffe informed MWACT members that the SKATS Policy Committee adopted their long-range transportation plan, the 2023-2050 Metropolitan Transportation Plan (MTP), their FY 2024-2029 Transportation Improvement Plan (TIP), and their accompanying Air Quality Conformity Determinations (AQCDs) during their May 23, 2023, meeting.

Mr. Jaffe also noted that a public hearing was held for the draft Oregon Transportation Plan on May 3, 2023. Information regarding this plan may be accessed via the following link:

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

MWACT members discussed safety issues in the Santiam Canyon area. It was noted that there is a lack of guardrails along the highway around Detroit. Della Seney commented on the number of accidents in that area.

Chair Ken Woods, Jr., adjourned the meeting at 5:04 p.m.

Agenda Item 5

Information for MWACT Members

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

August 3, 2023




Oregon

Tina Kotek, Governor

Oregon Transportation Commission
Office of the Director, MS 11
355 Capitol St NE
Salem, OR 97301-3871

DATE: July 3, 2023

TO: Oregon Transportation Commission



FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda Item M** – Transportation System Needs and the 2027-2030 Statewide Transportation Improvement Program

Requested Action:

Receive an overview of the existing multimodal transportation system as well as associated current and future needs as context for considering how flexible funding should be allocated in the 2027-2030 Statewide Transportation Improvement Program (STIP). Provide feedback to staff to support development of funding scenarios to be brought back to the Commission in September.

Development of the 2027-2030 STIP:

The Oregon Transportation Plan identifies the need to double transportation funding in order to meet needs across the multimodal system. Until user fees are increased, however, the Commission will have to make challenging trade-off decisions with the limited funds that are available. For federal dollars, the STIP identifies how funding is to be spent. At the May 2023 OTC meeting, staff presented the development process and timeline for the next STIP, which spans the years 2027-2030. One of the first decisions to be made is how to allocate funding that is not directed towards specific uses. Compared to previous STIP cycles, the non-directed funding for the 2027-2030 STIP is even more limited. This is due to bond repayments and Americans with Disabilities Act (ADA) commitments. Starting in September 2023, the Commission will weigh in on how the money should be allocated, with hopes of a final decision by November 2023.

In support of the September 2023 discussion, staff is coming in July to get feedback that can be used to craft investment scenarios for the Commission to consider. Part of that involves setting context by discussing the current state and needs of the transportation system.

Transportation System Needs:

At the July OTC, staff will share how the underfunded system is leading to roads and bridges that are falling apart, an inability to connect walkways and bikeways across the state, and more. The consequences are profound, impacting the movement of freight and the economy, and people's ability to reach critical services. In many ways, ODOT has entered a state of disinvestment of the existing multimodal transportation system and lacks the ability to complete the walking and biking network, as well as address needed safety issues for all users. Existing assets cannot be maintained or preserved. As

infrastructure such as roadways deteriorate, buses, bikes, and vehicles alike will be impacted. Aging drainage systems will be more vulnerable to increased precipitation from climate change and extreme weather. Sustaining transit services and connections will be challenged and keeping up with population growth will be nearly impossible.

Highlighting the current state of the system and multimodal needs is designed to help the Commission consider how allocations of funding in the 2027-2030 STIP could start to address some of the needs across the system and help advance outcomes in the Oregon Transportation Plan.