

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

At the MWVCOG, we are taking extra precautions to protect against the COVID-19 by implementing additional cleaning protocols and social distancing practices. In addition, no outside guests, members, or visitors are permitted inside the COG office without a pre-arranged appointment. For meetings at the COG, **we are requesting all MWACT members, local staff, and the public to participate by teleconferencing rather than attending in person**. If participating by phone is not an option, please contact our offices (at 503-588-6177) **24 hours before the meeting begins**.

For MWACT members – Please RVSP (e-mail to lomoore@mwvcog.org), so we can best prepare for the MWACT meeting.

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

Meeting ID: 968 4083 8274

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Meeting ID: 968 4083 8274

Trouble Connecting? Contact Karen Odenthal at 503-798-5584 or
Mike Jaffe at 503-540-1606

Date: Thursday, February 4, 2021
Time: 3:30 p.m.
Place: Online meeting of MWACT

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
Introduction of New Representatives
Approval of January 7, 2020 Meeting Summary
Public Comment
Comments from the Legislative Delegation
OTC Comments
Commission Discussion/Area Updates

3:45 p.m. Item 2. MWACT Letter to OTC (Aurora-Donald Interchange) Mike Jaffe, Cathy Clark

MWACT approved a letter (***attached***) in January supporting Marion County's request to the Oregon Transportation Commission (OTC) to add over \$26 million to the 2021-24 State Transportation Improvement Program (STIP) in order **to combine and construct both Phases 1 and 2 of the I-5 @ Aurora/Donald interchange**. Combining both phases will save \$5 million in costs as well as reduce impacts to the interchange area by not interrupting traffic as a result of multiple construction phases.

Several current and former MWACT officials testified at the January 21st OTC meeting. The OTC provided no direct response to the letters or testimony, but the OTC chair had a general response that staff will provide to MWACT.

Action: Information item.

4:00 p.m. Item 3. ODOT Strategic Action Plan..... John Huestis and Jerri Bohard, ODOT

The Oregon Transportation Commission (OTC) and ODOT developed the Strategic Action Plan (SAP) in 2020 to inform their work and guide their decision making. The Strategic Action Plan has 3 top priorities:

- Equity
- A Modern Transportation System
- Sufficient and Reliable Funding

A 3-page fact sheet of these priorities and goals is **included**. ODOT's webpage with the link to the full SAP can be found at:

<https://www.oregon.gov/odot/Pages/SAP.aspx>

Action: Discussion of the new Strategic Action Plan.

4:30 p.m. Item 4. Resetting OTC/ACT Engagement..... Jerri Bohard, ODOT

At the December 7th OTC meeting, ODOT staff reviewed potential ideas and actions to better engage the ACTs in their role for advising the OTC and ODOT staff. This includes:

- **A Focus on Equity** – That both OTC and ACTs look beyond merely improving the system to improving the quality of life of every Oregonian with a focus on equity.
- **Strategic Action Plan** - ACT engagement and understanding of the Commission’s recently approved Strategic Action Plan.
- **Increased Communication** – look for opportunities for increased and improved communications between ACTs and Commissioners.

To prompt this conversation, ODOT staff suggests the following questions/topics be discussed by the ACTs:

1. Do you know the **experiences/demographics of the population within your ACT** area firsthand? If yes, how do we describe it? If no, how might we need to augment membership and or engagement?
2. Having looked at the **Strategic Action Plan** and the work currently underway, are there specific ones where ACTs can support and provide input? What other information/communication do you need regarding the Strategic Action Plan?
3. **Communication:** The virtual framework (use of Zoom, etc.) may make it easier for the OTC or a Commissioner to engage with individual ACTs. We will discuss ideas being brought forward and any additional ideas you might have.

ODOT staff developed a paper that gives historical background of how ACTs have provided input to the OTC and – looking forward – what new or modified roles/inputs might be asked of ACTs. This 11-page white paper is **enclosed** and can also be found on ODOT’s website using this shortcut:

<https://bit.ly/38L1qYD>

MWACT was introduced to this topic at the January meeting.

ACT Reset Calendar *(from ODOT's white paper)*

Resetting the OTC/ACT relationship should be done in the context of socializing the OTC/ODOT 2021-2023 Strategic Action Plan. In light of the equity focus of the plan, the commission may wish to direct the ACTs to review their membership to ensure the groups reflect a comprehensive range of regional voices, both in terms of social equity and in terms of multi-modal stakeholders.

Month	Activity
Dec 20	Commission discuss ACT “reset” as part of OTC meeting
Jan-Mar 21	Receive ACT input on “reset” focus areas through ODOT staff
Mar 21	OTC finalize updated ACT activities and annual OTC/ODOT/ACT engagement calendar
Mar-Jun 21	OTC provide guidance on ACT membership (aligned to equity considerations and modal stakeholders)
Jun-Dec 21	ACTs to review membership and make appropriate changes
Dec 21	OTC will review and approve memberships for all ACTs

Action: Provide feedback from MWACT to the questions about and in general how to engage with the OTC.

5:20 p.m. Item 5. Other Business.....Chair Ken Woods, Jr., ODOT Staff

- Next MWACT Meetings – March 4th, 2021

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

Draft Summary Draft

Mid-Willamette Valley Area Commission on Transportation (MWACT)
MWVCOG Conference Room
100 High St. SE, Suite 200
Salem, OR 97301
Thursday, January 7, 2021

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

MWACT Members Present

Danielle Bethell, Marion County Board of Commissioners
Cathy Clark, 2021 Vice Chair, Keizer Mayor
Ian Davidson, SAMTD Board of Directors
Kathy Hadley, Polk County Private Sector
Scott Hill, 99W/18/47 Corridor, McMinnville Mayor
John Huestis, ODOT Area 3 Manager
Jim Lewis, Salem City Council
Lyle Mordhorst, Polk County Board of Commissioners
Stan Primozech, Yamhill County Private Sector
Jim Sears, 99E/213 Corridor, Silverton City Council
Della Seney, Hwy. 22E Corridor, Aumsville City Council
Mitch Teal, Marion County Private Sector
Cynthia Thompson, YCTA
Ken Woods, Jr., 2021 Chair, Dallas City Council

MWACT Members Absent

Michael Langley, Confederated Tribes of the Grand Ronde
Yamhill County Board of Commissioners (Vacant)
Walt Perry, I-5 Corridor, Jefferson City Council

Others Present

Mark Bernard, ODOT
Colleen Busch, SAMTD Board of Directors
Ed Chamberland, David Evans & Associates
Ross Day, Keizer City Council, Alternate for Cathy Clark
Steve Dickey, SAMTD
Kristine Evertz, Summit Strategies
Dan Fricke, ODOT Region 2
Anna Henson, ODOT
Mike Jaffe, MWVCOG-MWACT/SKATS Staff

Lori Moore, MWVCOG-MWACT/SKATS Staff
Karen Odenthal, MWVCOG/SKATS Staff
Janelle Shanahan, Marion County Public Works
Julie Warncke, Salem Public Works

Agenda Item 1. Call to Order – 3:30 p.m. – Introductions

Chair Ken Woods, Jr., called the meeting to order at 3:32 p.m. New members were introduced.

Summary of November 5, 2020: The summary of the November 5, 2020, meeting was approved as submitted by consensus of the members present 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) members.

Commission Discussion/Area Updates: John Huestis provided project updates for several projects in the MWACT area. Among the updates provided, he noted that the Newberg-Dundee Phase 2 underway. The Yamhill Parkway Committee will consider what Phase 3 might look like. Mr. Huestis also provided updates related to the I-5 widening project (Kuebler to Delaney), and the status of the Brooklake Interchange project.

Agenda Item 2. Election of Officers

Councilor Ken Woods, Jr., and Mayor Cathy Clark were unanimously selected to retain their positions as MWACT Chair and Vice Chair, respectively, for 2021, by consensus of the members present.

It was noted that there is a vacancy on the MWACT Steering Committee, which was previously filled by former Yamhill County Commissioner Rick Olson. Composition of the steering committee is generally: chair, vice chair, ODOT representative, the immediate past chair (if available), a transit representative, and one representative from each county. The Polk and Marion County positions are currently filled by county commissioners. Most recently, a Yamhill

County Commissioner represented that county. Before Commissioner Olson, the county was represented by the representative of the Hwys. 99W/18/47 corridor.

Several members volunteered to fill the Yamhill County vacancy. It was determined by consensus to defer a decision related to Yamhill County representation until the Yamhill County Board of Commissioners appoints a new commission to fill the vacancy left by Rick Olson.

Agenda Item 3. STIF Discretionary, STN Applications and ACT Review

Mark Benard, ODOT, reminded commission members that the projected funding amounts available for the STIF Discretionary Fund is \$9.5 million. The Statewide Transit Network (STN) Program also has- \$9.5 million in funding available.

It was announced that commission members will individually review the six applications for funding within the MWACT area. Following review of the proposed projects, Mr. Bernard requested that MWACT members provided comments on the projects. He also suggested that MWACT members may wish to prioritize the six projects.

Dan Fricke provided an overview of the **City of Woodburn - Volunteer Out-of-Town Medical Transportation Program** project. Mr. Bernard noted that this program is currently funded with a veteran's grant. This grant was not reauthorized.

Members discussed the possibility of this program being funded with lottery dollars. Mr. Bernard remarked that predicting the allocation of state lottery funds is uncertain. Discussion continued related to potential ranking methodologies including above and below a "cutline," support or not support, or ranking the top three projects as determined by group consensus. It was suggested commissioners review all the projects and then decide on comments.

Cynthia Thompson commented that the Woodburn program provides a lot of service for the amount of money spent. Volunteer staff help to reduce the program costs.

The Salem Area Mass Transit District submitted an application for **Small buses for Cherriots Local Service**. Ian Davidson, SAMTD Board of Directors, noted that in his opinion, this is a strong application. It fits the project selection criteria and has focus on equity. The district already has some personnel available to operate the buses. Discussion centered on how cost savings would achieve this project. Mr. Davidson responded that savings would be made with reduced fuel costs. These buses would provide more accessibility and greater flexibility in service.

The transit district also submitted an application related to the **South Salem Transit Center**. A preferred site was selected; however, negotiations to obtain the preferred property were unsuccessful. Ian Davidson expressed the opinion that this is a strong

application. A transit center in South Salem would facilitate better connections with Albany and other locations further south. Steve Dickey noted that this project would allow the interaction of smaller buses with larger buses and would provide more efficiency.

Yamhill and Benton Counties both applied to provide public transit service in the Hwy. 99W Corridor as a joint project. It would be a pilot project that would be operated in partnership between the two counties. Referencing material enclosed in the agenda package, it was noted that a table is included whereby the similarities and differences between the two funding requests are illustrated.

Tillamook County Transit is seeking funding to operate 3-daily round trips from Lincoln City to Grand Ronde to Salem. This is an existing service.

Chair Ken Woods asked about the deadline for ACT response and comments. Mr. Bernard replied that MWACT recommendations should be submitted around the third week of January to allow for OTC consideration of their comments/priorities. Referencing slide 5 of the presentation included in the agenda package, Walt Perry requested clarification of the terms “vulnerable populations.” Mr. Bernard responded that consideration of social equity (including low-income populations) is a direct dictate from the Oregon Legislature.

Commission members discussed the merits of prioritizing the applications and the impact, positive or negative, related to providing general MWACT support to all of the applications. The Woodburn project received the highest support. Kathy Hadley suggested that the Tillamook project should also be supported as there are less transportation options available in that area. Chair Ken Woods suggested naming the Woodburn project as the highest priority in the MWACT area while also emphasizing the value of all of the projects.

The Commission recommended that all applications be funded with the notation that the Woodburn application is MWACT’s highest priority for funding.

Agenda Item 4. Marion County Letter to the Oregon Transportation Commission (OTC)

John Huestis, ODOT, informed the group that Marion County has requested that the state combine the two phases of the Aurora-Donald Interchange project into one. This would save approximately \$5 million along with causing less interruptions to traffic from multiple construction phases.

Marion County would like for MWACT members to submit a letter to the OTC in support of combining the two phases of the project. Anna Henson and Ed Chamberland provided an overview of the background of the project. Approximately 32,000 vehicles per day access this location. A Diverging Diamond Interchange was selected as the preferred design option.

Commission members discussed the merits of combining the project phases. Completion of the overall project would result in a significant increase in safety along with prolonging the

useful life of the interchange. Doing the project in phases would mean that the level of service on many project components would not be resolved until the entire project is completed. It was noted that the Federal Highway Administration (FHWA) requires that ODOT design projects to with a 20-year service life.

Mike Jaffe noted that there is the potential for the state to receive up to \$300 million in additional federal funds. MWACT members decided by consensus to have MWACT staff develop a letter of support for combining Phase 1 and Phase 2 of the Aurora-Donald Interchange project and submit it to the OTC following signature by the MWACT Chair. Several MWACT members volunteered to provide direct testimony to the OTC related to Marion County's request. Mike Jaffe offered to distribute information related to how to testify to the OTC to MWACT members.

Agenda Item 5. OTC Decision on Funding Amounts for the 2024-27 STIP

Mike Jaffe informed everyone that the OTC reviewed different funding scenarios for the FY 2024-2027 State Transportation Improvement Program. Following evaluation of the scenarios and review of public input, the OTC decided to fund the FY 2024-2027 STIP as follows:

Funding Category	Amount (millions)
Fix-It	\$800
Non-Highway	\$255
Safety	\$147
Enhance	\$ 65
Total	\$1,267

The next steps in the development process include project selection followed by public review.

Agenda Item 6. Resetting OTC/ACT Engagement

Mike Jaffe introduced this topic. He reported that the Oregon Transportation Commission (OTC), during their December 7, 2020 meeting, considered options for engaging the Area Transportation Commissions (ACTs) in their advisory role to the OTC and ODOT staff. He related that previously, the function of the group focused heavily on project prioritization. The OTC anticipates that the process to adjust the ACTS advisory role in transportation planning to reflect current and future needs of the OTC and ODOT will occur in conjunction with the socializing of the OTC/ODOT 2021-2023 Strategic Action Plan.

Referencing a link included in the agenda packet, Mr. Jaffe encouraged members to review the material/prior to the February MWACT meeting. Discussion related to this issue will be on the February MWACT agenda.

Chair Woods adjourned the meeting adjourn at 5:43 p.m.

Agenda Item 2.

MWACT Letter to OTC

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

February 4, 2021

January 27, 2021

To: MWACT members

Re: MWACT Priority Projects and List of Major Completed Projects in the MWACT area

In response to Chair Ken Woods' request for a list of MWACT priorities, included in this agenda items is the cover letter that went with our Biennial Report to the Oregon Transportation Commission, for the MWACT-OTC meeting in November 2019.

Chair Woods also asked for a brief list of MWACT priority projects that have been completed. The following is a list staff developed, although it is not a comprehensive list.

Major completed projects in the MWACT area

1. Stayton Interchange
2. Woodburn Interchange
3. Hwy 221 (Wallace Road and Glen Creek intersection in West Salem)
4. Replace the signal at Hwy 22W and Hwy 99W with an interchange (Rickreall area)
5. Newberg-Dundee Phase 1
6. Highway 18 widening and Fort Hill overpass
7. Widening of I-5 through most of Salem (with last phases (south of Kuebler Blvd) only partly funded)

This above list of completed projects doesn't include projects like repaving projects or other **Fix-It projects** (see map we created in 2015 of the 150% list of Fix-It projects); **safety projects** like the median barriers on Highway 22 and I-5, or the two roundabouts to be constructed in the next few years (one on Highway 99W north of Monmouth and the other at OR22W and Kings Valley Highway) or the safety projects funded through ODOT's ARTS projects; **non-highway projects** like new sidewalks and bike lanes; smaller individual signal/intersection projects; or any Department of Aviation grants.

HB2017 Funded Projects – as passed in 2017*

1. Center Street (OR22) bridge seismic retrofit in Salem (\$60 million)
2. Newberg and Dundee Bypass, OR 99W Phase II design only (\$22 million)
3. I-5 at the Aurora-Donald interchange, Phase I (\$25 million)
4. OR 214 pedestrian safety improvement at Jefferson Street in Silverton (\$750,000)
5. Extend Brooks siding (note: project moved from Brooks area to Oregon City area)
6. Transit revenue through STIF (State Transportation Improvement Fund)

** - dollar amounts shown are what was provided in HB 2017 and not cost for full funding of the project*



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

January 7, 2021

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

Chair Van Brocklin and Commissioners:

Over the years, the communities that comprise the Mid-Willamette ACT have supported each other in completing critical transportation projects. This has been demonstrated in the past by our mutual support of high-priority projects including the OR22 interchange for Stayton/Sublimity (completed in 2013), the Interstate-5 Woodburn interchange (completed in 2015) and development of the Newberg Dundee bypass. These major projects might have been delayed years if MWACT members had not agreed that it was in the region's best interest to work together to see projects completed rather than be developed piece-meal.

In previous letters from MWACT, the ACT has consistently expressed its support to the U.S. Department of Transportation, the Oregon Transportation Commission (OTC), and the Oregon Legislature's principal committee on transportation for additional funds for the I-5: Aurora Donald interchange. These letters include:

- A February 24, 2020 letter to the USDOT, supporting Marion County's INFRA grant application for the I-5: Aurora Donald interchange
- A November 7, 2019 letter to the OTC, describing MWACT's top four highest priorities, which included the I-5: Aurora Donald interchange
- A June 1, 2016 letter to the Joint Committee on Transportation Preservation and Modernization after members of that committee toured the Aurora Donald interchange area and met with MWACT members. This was prior to the Legislature providing \$25 million for the project as part of *Keep Oregon Moving* (HB2017).

MWACT appreciates the support from the Legislature, the OTC and ODOT for the funds currently committed for completing Phase 1 of the interchange. We support Marion County's letter requesting the necessary funds from the OTC to combine and construct Phases 1 and 2 for the reasons outlined in the letter, including saving at least \$5 million in overall costs; improving traffic operations and safety sooner rather than later; and reducing the disruption to nearby area businesses and interchange users by requiring only one construction phase rather than two.

Based on MWACT's continued demonstration of support of the project, the information supplied in Marion County's letter to the OTC to complete the interchange re-construction, and the opportunity of new funding from Congress as part of the COVID-19 Relief Act, we support Marion County's letter requesting that the OTC provide the necessary funds to combine and construct Phases 1 and 2 of the interchange.

Thank you for the opportunity to share our views on this topic.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Ken Woods', is written over a light blue horizontal line.

Ken Woods
Chair, MWACT

KW:mj;lm

cc: Kris Strickler, ODOT
Sonny Chickering, ODOT Region 2
John Huestis, ODOT Area 3 Manager and MWACT key contact

Attachment: Marion County Board of Commissioner's letter to the OTC, December 18th 2020.

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Mid-Willamette Valley

Area Commission on Transportation

HB 2017
ALLOCATION



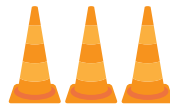
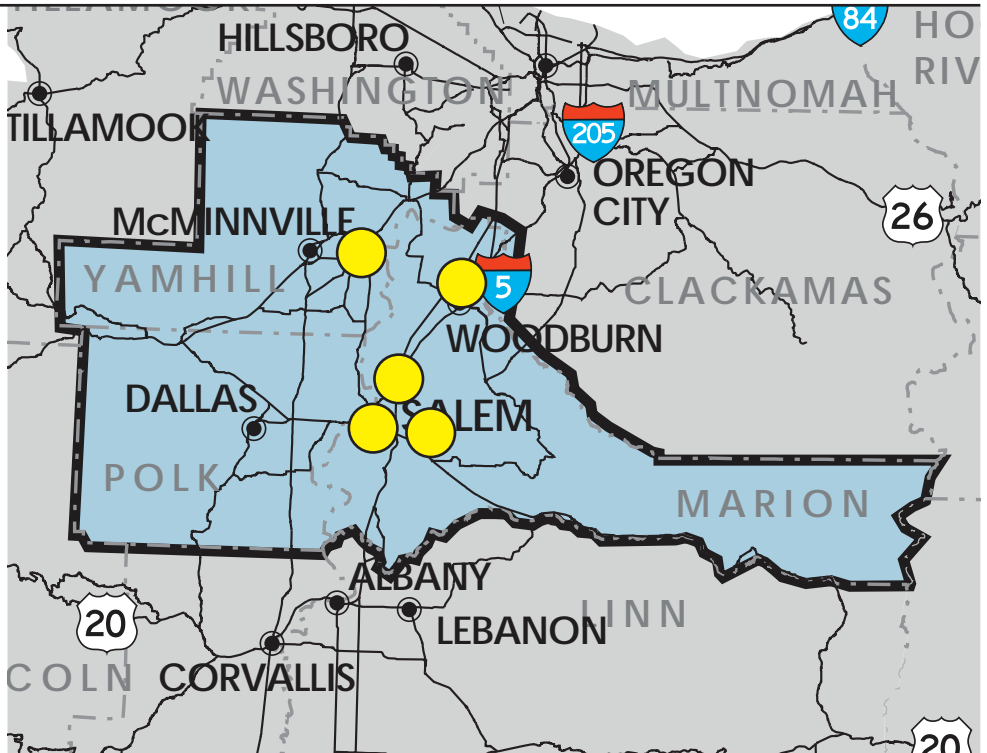
Cities

Amity:	\$37 K
Aumsville:	\$91 K
Carlton:	\$50 K
Dallas:	\$354 K
Dayton:	\$61 K
Dundee:	\$73 K
Gervais:	\$59 K
Hubbard:	\$74 K
Independence:	\$213 K
Jefferson:	\$74 K
Keizer:	\$867 K
Lafayette:	\$92 K
McMinnville:	\$772 K
Monmouth:	\$225 K
Mt. Angel:	\$75 K
Newberg:	\$542 K
Salem:	\$3.7 M
Sheridan:	\$141 K
Silverton:	\$225 K
Stayton:	\$179 K
Sublimity:	\$63 K
Turner:	\$45 K
Willamina:	\$48 K
Woodburn:	\$573 K
Yamhill:	\$24 K

Counties

Marion County:	\$7.6 M
Polk County:	\$1.8 M
Yamhill County:	\$2.5 M

10 year annual average



Projects

OR 22 and Center Street Bridge, seismic retrofit in Salem **\$60 M**

Newberg and Dundee Bypass, OR 99W, Phase II, design only **\$22 M**

I-5 at the Aurora-Donald Interchange, Phase I **\$25 M**

OR 214 pedestrian safety improvements at Jefferson Street in Silverton **\$750 K**



Connect Oregon

Extend Brooks rail siding **\$2.6 M**



Transit

10 year annual average

Yamhill County:	\$1.7 M
Salem Area Mass Transit District:	\$9.3 M
Confederated Tribes of the Grand Ronde:	\$100 K

STATEWIDE: \$130 M per year



Safe Routes to School

\$10 M per year statewide
increasing to **\$15 M** per year in 2023.



Bicycle & Pedestrian

\$1.2 M per year statewide

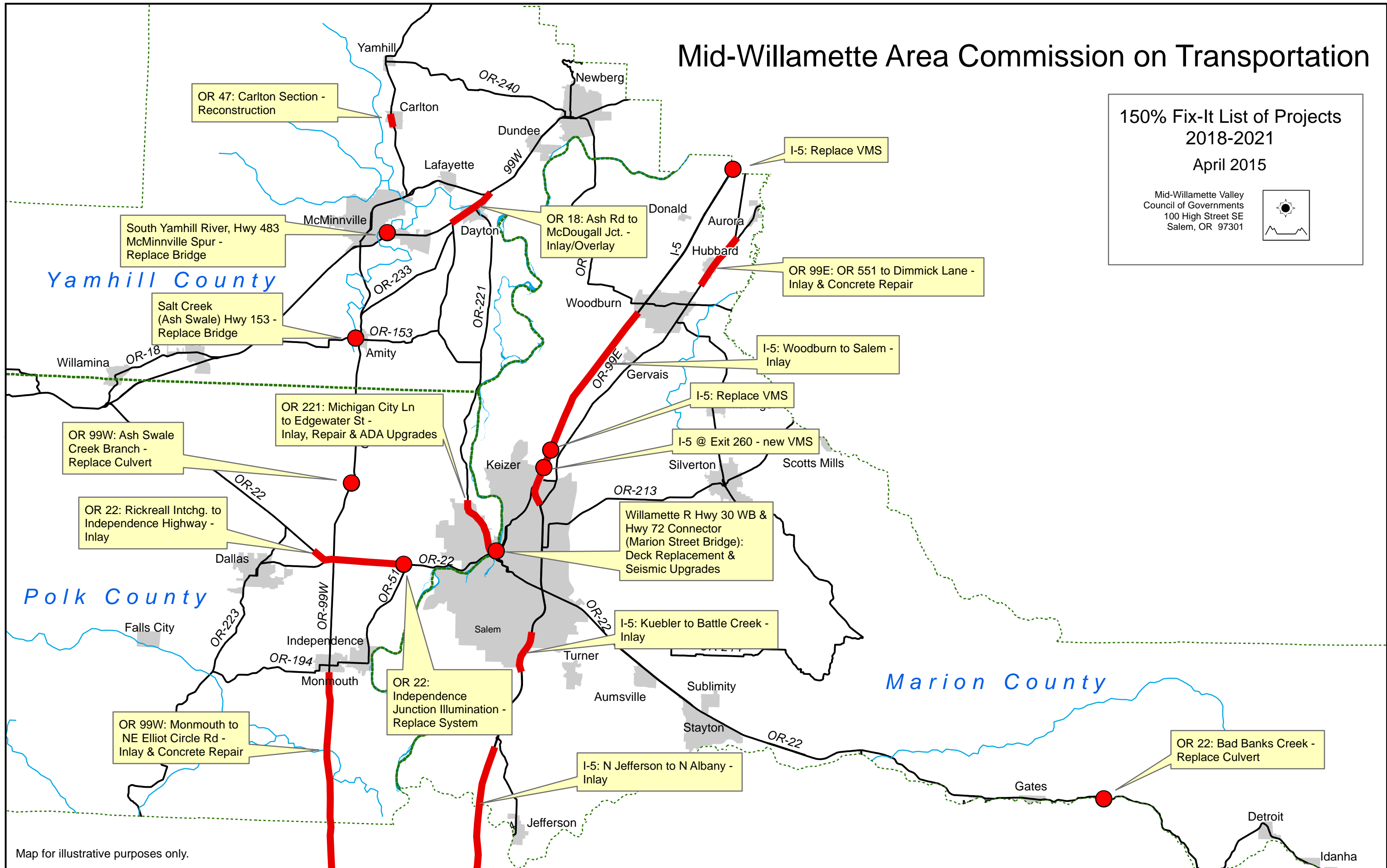
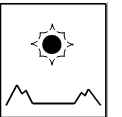
Note: annual transit and gas tax revenues are estimates, subject to revision.

Mid-Willamette Area Commission on Transportation

150% Fix-It List of Projects 2018-2021

April 2015

Mid-Willamette Valley
Council of Governments
100 High Street SE
Salem, OR 97301



Region 2-Area 3 - 150% Fix-it List - FY18-21 STIP Update

27-Apr-15

NO.	Type	Project Name	Description	County	Route	Hwy	Beg MP	End MP	Estimate	Comments
1	PRESERVATION	OR 47: Carlton Section	Reconstruct	Yamhill	OR 47	29	37.80	38.10	\$ 1,500,000	City/county coordination
2	PRESERVATION	OR 221: Michigan City Ln - Edgewater St (W Salem)	Inlay + localized asphalt concrete pavement repair (ACPR) ADA Upgrades	Polk	OR 221	150	17.55	20.78	\$ 3,000,000	
3	PRESERVATION	OR 99E: OR 551 - Dimmick Lane	Single Lift inlay + localized ACPR	Marion	OR 99E	81	27.09	30.65	\$ 3,000,000	
4	PRESERVATION	OR 18: Ash Rd - McDougall Jct.	Inlay/overlay	Yamhill	OR 18	39	50.10	52.71	\$ 3,400,000	Only PE funded currently under this KN
5	PRESERVATION	OR 99W: Monmouth - NE Elliot Circle Rd	Single Lift inlay + localized ACPR	Polk	OR 99W	91	63.95	79.77	\$ 9,500,000	
6	PRESERVATION	OR 22: Rickreall Intchg. - Independence Highway	Single Lift Inlay	Polk	OR 221	30	15.00	20.30	\$ 6,200,000	
7	OPS-ITS	I-5 @ Exit 260 VMS	Install new VMS on I-5 SB north of Exit 260	Marion	I-5	1	261.00	261.00	\$ 500,000	
8	OPS-ITS	I-5 VMS Replacement	Existing VMS boards were manufactures by US Traffic which is no longer in business. We can no longer maintain them. Replace with new Daktronics signs. Three locations: Lake Creek Drive, Perkins Road and Arndt Road	Marion	I-5	1	214.53 261.88 280.70	214.53 261.88 280.70	\$ 360,000	Lake Creek out of area 3
9	OPS-SSI	OR 22: Independence Junction Illumination	Old poles and direct buried wire. Replace entire system with new poles and electrical.	Polk	OR 22	30	20.31	20.46	\$ 300,000	
10	BRIDGE	Salt Creek (Ash Swale) Hwy 153. Bridge No. 05041	Replace bridge	Yamhill	OR 153	153	5.88		\$ 7,057,400	
11	BRIDGE	South Yamhill River, Hwy 483 McMinnville Spur: Bridge No. 06758	Replace bridge	Yamhill	OR 18	483	46.75		\$ 17,092,900	Only PE funded currently. Previously scoped in 2008 (10133B03) at \$36.7m. PDT will rescope at kick-off
12	BRIDGE	Willamette R Hwy 30 WB & Hwy 72 Connector (Marion Street): Bridge No. 07253B	OR 22 W, Concrete deck replacement; remove debris around pier bents; upgrade seismic features	Marion/Polk	OR 22	30	25.91		\$ 12,309,800	
13	PR-IM	I-5: N Jefferson - N Albany	Single lift inlay	Marion	I-5	1	234.65 240.44	244.44 241.32	\$ 7,200,000	PE is in 15-18 STIP as a shelf project
14	PR-IM	I-5: Kuebler - Battle Creek	Single lift inlay. Consider paving Commercial Street Connection 2 (001OT)(2 lane miles)	Marion	I-5	1	249.38 249.90	251.42 251.42	\$ 2,400,000	
15	PR-IM	I-5: Woodburn - Salem	Single lift inlay (lanes only +3 feet)	Marion	I-5	1	259.10	271.50	\$ 13,400,000	
16	CULVERT	OR 99W: Ash Swale Creek Branch Culvert	Culvert replacement	Polk	OR 99W	91	52.82	52.82	\$ 2,976,700	Project scoped as part of 12-15 STIP (construction funds removed in 2015 to fund statewide priority corridor in Region 3)
17	CULVERT	OR 22: Bad Banks Creek Culvert	Replace culvert (#06761)	Marion	OR 22	162	36.80	36.81	\$ 500,000	Project scoped as part of 02-05 STIP but never funded for construction due to cost
TOTAL									\$ 92,170,800	

Agenda Item 3.

ODOT Strategic Action Plan

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

February 4, 2021

Strategic Action Plan

The Oregon Transportation Commission & The Oregon Department of Transportation

Introduction

The Oregon Transportation Commission and the Oregon Department of Transportation are committed to accelerating the development of a transportation system that is modern, reliable, and serves all Oregonians in an efficient, environmentally responsible, and safe manner. We seek a system that seamlessly supports daily life and a strong, diverse statewide economy. Oregon's transportation system of the future will leverage innovation and technological advancement. It will offer a wide range of mobility choices to promote a healthy environment and to respond to the diverse mobility needs of those who use the transportation system, including those that the system has not served well in the past.

In order to create this system and meet the demands ahead, ODOT must evolve. An organization with the tools, ideas, and perspectives of the past is unprepared to meet the needs of the future. We seek to build an organization focused on the future, responsive to the needs of communities across the state, accountable to itself and those it serves, and responsive to a constantly changing environment. The transformation we desire can only be achieved by securing adequate federal, state, and local funding, effective partnering with the communities we serve, and timely completion of the outcomes we identify in this Strategic Action Plan.

Transformation won't happen overnight – but change starts now.

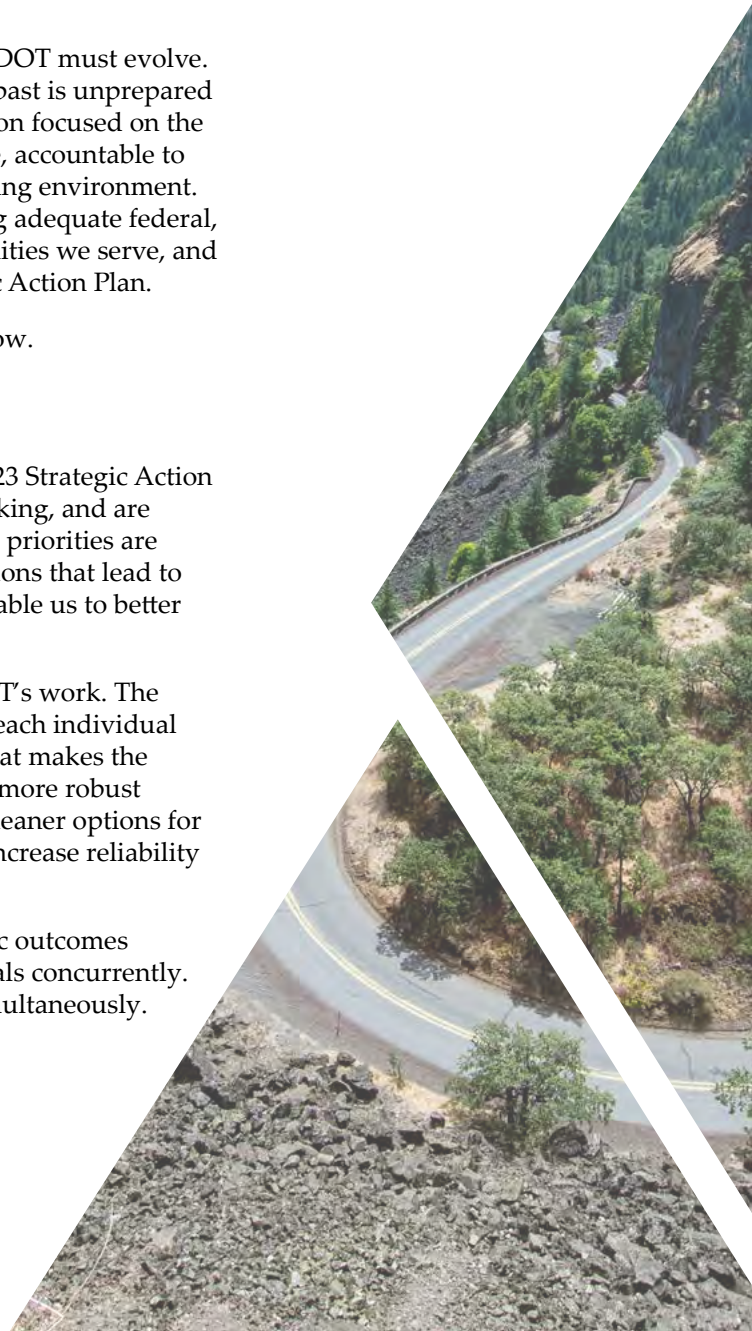
The Plan

Three Strategic Priorities set the overall direction for the 2021-23 Strategic Action Plan. These priorities inform our work, guide our decision-making, and are objectives against which we hold ourselves accountable. These priorities are interrelated, overlapping, and intended to identify specific actions that lead to concrete, tangible outcomes. Achieving these priorities will enable us to better serve all Oregonians.

Nested beneath each priority are goals that further focus ODOT's work. The goals are the endpoints to which we orient our actions. While each individual goal is important, it is the interrelationship among the goals that makes the whole more valuable than the sum of its parts. For example, a more robust multimodal transportation network means Oregonians have cleaner options for getting where they need to go, reduce carbon emissions, and increase reliability and safety for everyone.

At the heart of this Strategic Action Plan are near-term strategic outcomes designed to advance not an isolated objective, but multiple goals concurrently. The goals provide a framework to deliver on our priorities simultaneously.

Follow our progress: Oregon.gov/ODOT/Pages/SAP.aspx.



Priorities, Goals and Strategic Outcomes

Priorities



Equity



Modern Transportation System



Sufficient and Reliable Funding

Goals

- Culture, Workforce, Operations and Policies
- Economic Opportunity
- Engagement
- Climate Equity
- Preservation and Stewardship
- Safety
- Access, Mobility and Climate Change
- Congestion Relief
- Project Delivery
- Innovative Technologies
- Multimodal Funding
- Road Usage Charging
- Tolling
- Department's Fiscal Health
- Partner Funding

Strategic Outcomes

1. Increase Our Workforce Diversity
2. Implement a Social Equity Engagement Framework
3. Reduce Our Carbon Footprint
4. Electrify Oregon's Transportation System
5. Improve Access to Active and Public Transportation
6. Reduce Congestion in the Portland Region
7. More Dollars to Black, Indigenous, People of Color and Women Owned Businesses
8. Implement Transformative Technologies
9. Implement Large-scale Road Usage Charging
10. Achieve Sufficient Funding

We continually improve our system so your trip is more reliable, your environment cleaner, your economy stronger, and your community more livable.

Outcomes and Metrics

At the heart of the [OTC-ODOT 2021-2023 Strategic Action Plan](#) are 10 near-term strategic outcomes designed to advance multiple goals simultaneously. Each outcome is tied to a metric that shows what we want to achieve and by when. *See the full plan for more information on implementing actions, which are the steps we'll take to achieve or make meaningful progress toward our strategic outcomes by 2023.*

Outcome:	Metric:	Lead:
1. Increase Our Workforce Diversity	By the end of 2023, materially increase the hiring and retention of minorities, women, and people who live with disabilities at all levels of the organization.	Nikotris Perkins <i>Assistant Director for Social Equity</i>
2. Implement a Social Equity Engagement Framework	By the end of 2023, one hundred percent of ODOT projects will apply ODOT's Social Equity Engagement Framework.	
3. Reduce Our Carbon Footprint	By the end of 2023, begin to reduce greenhouse gas emissions from ODOT activities.	Amanda Pietz <i>Climate Office Director</i>
4. Electrify Oregon's Transportation System	By the end of 2023, triple the number of electric vehicles on Oregon's roads. By the end of 2025, expand statewide electric vehicle charging infrastructure by ten percent.	
5. Improve Access to Active and Public Transportation	By the end of 2023, increase the percentage of agency funding dedicated to projects and programs that improve equitable access to walking, biking and transit.	Karyn Criswell <i>Public Transportation Division Administrator</i>
6. Reduce Congestion in the Portland Region	By 2023, begin making investments in the Portland region to reduce traffic congestion as defined by the average number of hours per day a driver experiences congestion.	Della Mosier <i>Urban Mobility Office Deputy Director</i>
7. More Dollars to Black, Indigenous, People of Color and Women Owned Businesses	By 2023, increase the total dollars given BIPOC and women owned businesses annually.	Nikotris Perkins <i>Assistant Director for Social Equity</i>
8. Implement Transformative Technologies	By the end of 2023, will make advancements in projects that bring transformative technology to Oregon's Transportation System.	Galen McGill <i>System Operations & ITS Manager</i>
9. Implement Large-scale Road Usage Charging	By 2023, complete identified critical actions to advance large-scale Road Usage Charge capacity by 2026.	Maureen Bock <i>Chief Innovation Officer</i>
10. Achieve Sufficient Funding	By the end of 2025, increase total funding for all modes of Oregon's transportation system.	Travis Brouwer <i>Assistant Director for Revenue, Finance and Compliance</i>

Agenda Item 4.

Resetting OTC/ACT Engagement

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

February 4, 2021

Resetting OTC/ACT Engagement

Leveraging ACT Input

Since the OTC's approval of *Policy on Formation and Operation of the Area Commissions on Transportation* in 2003, the ACTs have focused their advice to the Oregon Transportation Commission primarily on program and project recommendation especially around the STIP Modernization/Enhance Highway and Connect Oregon programs. They have also provided feedback on STIP funding allocations and some key policy efforts such as statewide modal plans or key planning efforts within their region.

In light of revised strategic direction within the OTC and ODOT and concerns from some ACT members of a lack of clear purpose for the area commissions in the absence of the opportunity to help prioritize projects, the OTC seeks to “reset” the ACTs through an intentional evaluation of the ACTs through the lens of the OTC's newly adopted Strategic Action Plan.

ODOT recommends the commission leverage the ACTs to provide guidance and recommendations in the areas described below.

Areas of Input	Historic or New	Rationale
Support Implementation of the SAP	New	By identifying a few of the SAP implementation actions, from the equity framework to OReGO, ACTs will more fully understand the direction of the agency and provide insight to the commission to facilitate successful implementation of the SAP.
STIP Project Prioritization	Historic	ACT level of involvement is dependent on the final determination of the program levels but they also look at their local projects – so there may be leveraging opportunities as well as making sure the timing of the projects by various jurisdictions successfully manages traffic during construction.
STIP Funding Allocation Engagement	Historic	ACT members have a good sense of the needs and wants within their communities, local governments are also supportive of maintaining transportation assets. Their understanding of the direction of state funding also impacts the decisions they make with their local transportation funds
Community Paths Program	New	OBPAC will take on the primary responsibility for recommending the projects for this program. One of the SAP actions is the development of multimodal priority framework – ACT engagement in this effort will help to frame what could be stronger state/local network and understand the priorities of the state from a multimodal perspective. Their understanding of this work can also be used to help leverage the legislature for more funds for other modes.
Oregon Transportation Plan Update and other Plans	Historic/New	There is usually ACT representation of some sort as updates to plans occur. Their engagement to help frame the vision for the future transportation system is important since the OTP includes all transportation -from local to state, from roads to bikeways.

Develop Area Strategies for Investments	New	This is a potential emerging item. A pilot is underway. The idea is using existing plans both at state and local level to identify needs- primarily those that are safety or operationally related. There is not an emphasis on large modernization projects. The intent is have the ACTs unify around a set of needs that could improve the operations of the system. There is a twofold benefit, one is the pushing the realization that large expensive modernization projects are difficult to fund and (2) over the course of a few years, the agency would have a list of key needed operational and safety improvements that have local support as well.
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ACT Engagement

Historically, the OTC has directly engaged ACTs in three ways:

- the OTC-hosted ACT workshop which typically takes place in October
- periodic ACT engagement during OTC road meetings during which the OTC would meet with each ACT on approximately two to three year cycles and review/approve ACT bylaws and membership changes
- occasional individual OTC commissioner participation in ACT meetings. This has historically varied by region and individual commissioner availability and desire.

Additionally, ODOT staff and region personnel have regular interactions with their respective ACTs and each region provides an ODOT liaison to each ACT. Senior executives within the agency—Director, Assistant Directors, and Division Administrators—have typically engaged the ACTs on occasion.

The department recommends the following interaction opportunities with the ACTs:

- Continue inviting local ACT members to OTC meetings when the Commission meets in their region.
- Develop a schedule that on an annual basis, ODOT leadership (Director’s Office) and a Commissioner hold a virtual “Open House” with each of the ACTs.
- Ensure that after each Commission meeting, the Chair of each ACT is sent a summary of Commission discussions.
- Engage the ACT Chairs in a STIP discussion, typically as the OTC is approving one STIP and beginning the next STIP process – would occur approximately every three years.
- Assess the feasibility of including ACT representation on task forces or advisory committees.
- Increase the regularity with which senior ODOT leadership engages ACTs.

ACT Communications

Beyond engaging ACTs in substantive discussions, the ACTs are also an important forum for communicating important information about ODOT's major initiatives to key stakeholder groups. Going forward, ODOT should more deliberately ensure effective communications with the ACTs. This would include:

- Developing an ACT engagement/communication calendar each year to ensure that ACTs are receiving information and being engaged on major activities the agency is undertaking, such as the SAP, OReGO, ODOT's budget, STIP development, etc.
- Designating a statewide ACT communications coordinator in the Director's Office whose job it is to provide updates to ACTs and ensure regular engagement by key ODOT leaders in the ACTs.

ACT Reset Calendar

Resetting the OTC/ACT relationship should be done in the context of socializing the OTC/ODOT 2021-2023 Strategic Action Plan. In light of the equity focus of the plan, the commission may wish to direct the ACTs to review their membership to ensure the groups reflect a comprehensive range of regional voices, both in terms of social equity and in terms of multi-modal stakeholders.

Month	Activity
Dec 20	Commission discuss ACT "reset" as part of OTC meeting
Jan-Mar 21	Receive ACT input on "reset" focus areas through ODOT staff
Mar 21	OTC finalize updated ACT activities and annual OTC/ODOT/ACT engagement calendar
Mar-Jun 21	OTC provide guidance on ACT membership (aligned to equity considerations and modal stakeholders)
Jun-Dec 21	ACTs to review membership and make appropriate changes
Dec 21	OTC will review and approve memberships for all ACTs

Below is some additional information on the proposal and some historical information both on the Area Commissions on Transportation and their involvement in the STIP process.

Area Commission on Transportation

A. Background on the inception of the Area Commission on Transportation (ACT)

The Area Commissions on Transportation began forming in 1996. The first ACT that was chartered was the Mid-Willamette Valley ACT in November 1996, with the Rogue Valley ACT closely following in February 1997. The last ACT to form was the Region 1 ACT and the bylaws were approved by the Oregon Transportation Commission in 2016. With the formation of Region 1 Act all areas of the State now have an ACT bringing the total number of ACTs to twelve.

In June 2003, the OTC approved the Policy on the Formation and Operation of The Area Commissions on Transportation (ACTs) https://www.oregon.gov/odot/Get-Involved/ACT/OTC_ACTpolicy.pdf. This was one work item completed by the STIP Stakeholder Committee and the committee was chaired by OTC Chair Stuart Foster. This committee had formed a few years earlier to help improve the transparency of the STIP process to the public and other external stakeholders engaged in the STIP process. The ACT policy has not undergone any major changes since its inception, the few updates have been to clarify such things as what is meant by the recognized Tribes for the State of Oregon.

As part of the STIP Stakeholder process as well as legislation such as Oregon Transportation Investment Act in 2003, led to the requirement for the development of criteria for the selection of projects primarily for pavement and freight for the 2004-2007 STIP. However, this led the agency at the direction of the Commission to develop STIP criteria as an integral part of the STIP process. This continued to be a key part of the STIP process until the development of the 2018-2021 STIP. The 2015-2018 STIP was the first time that the Enhance program was approved by the OTC which included a substantial portion of the funds being available to the local governments for their projects provided they met certain criteria. In the 2018-2021 STIP the need for Fix It funds greatly reduced the Enhance program and the Jobs in Transportation Act had STIP consideration language that reframed how the STIP project selection process.

Also in 2005 the legislature had approved the first ConnectOregon program for \$100 million dollars. The legislature continued the infusion of \$100 million for the next two legislative sessions. This changed during the 2011 session where the lottery funds were reduced to 40 million, this range of funding continued until the 2017 session, where HB2017 included four dedicated projects to be funded with ConnectOregon funds.

Project selection had been a key part of the ACT engagement and so the evolution of the STIP and ConnectOregon process without a direct understanding of the “why” has led too much of the confusion for the ACTs.

In conversations with Area Managers and some earlier discussions with OTC members, everyone sees benefit to ACT engagement. This does look somewhat different depending on type of interactions and the specific ACT. Based on those information provided above, discussions with OTC and Area Managers, along with additional historical information (Attachment A) has led the framing of the recommendation below.

Recommendation

While there has been an evolution of the Agency, the Area Commission on Transportation (ACT) members’ role has essentially remained unchanged. ACTs have made a positive difference in how jurisdictions

communicate and coordinate within individual ACTs, especially on STIP project prioritization and a shared understanding of major local transportation needs as well. While there have been changes in how the agency functions and more importantly the STIP program levels, the expectations of the ACTs have essentially remained the same since the Commission approval of *the Policy on the Formation of the ACTs* back in 2003. In talking with staff that support the ACTs there is shared agreement that members are unclear as to their roles and how they can best support the OTC, especially during a time of change and financial uncertainty.

Given these discussions and the background information, it is recommended that the role of the ACTs be “reset” in a very deliberate process in 2021. Ultimately, this may necessitate the Commission modifying the *Policy on the Formation of the ACTs*. It is a logical extension of the Commission and Agency refocus given the development of the Strategic Action Plan. This would serve the foundation of the discussion for the reset. The three priorities of Equity, Sustainable Funding and a Modern Transportation Network can easily be the framework for reimagining the role of the ACTs in much of the same manner the Commission and the agency are undergoing this change.

There are a couple of key opportunities to begin to strength the relationship between the ACTs and the Commission/Agency.

A. STIP Program Level Engagement

- a. Staff has been seeking input on the STIP program levels during the earlier part of the process and this will be shared with the OTC in September.
- b. It will be important to continue to have the ACTs understand the proposed scenarios which will be shared with the OTC in September and the tradeoffs discussed at the October meeting. This is a good opportunity to increase communication and awareness.
 - i. Staff will provide information to the Area Managers and they will share with their ACTs the summary of the meetings and Commission direction for the September and October meetings.
 - ii. Between the October and December meeting when it is anticipated that the OTC will take action on the STIP Program levels – staff will continue to engage with the ACTs and provide information on the scenarios and tradeoffs – primarily through a webinar and sharing information with the Area Managers to share with the ACTs.
 - iii. Any feedback on the scenarios will be shared with the OTC at their December meeting.
 - iv. One of the most important observations made by ACT members is that they often don’t know the outcomes or the rationale for decisions made by the OTC – in this case the final determination of the STIP program levels for 24-27 STIP. Staff will summarize the OTC direction and rationale and ensure that Area Managers and ACT support staff have the necessary information to explain the decisions.

B. Strategic Action Plan Discussion with the ACTs

The key to success of this effort will be communicating both information and expectations. One of the key concerns that ACT members appears to be the lack of a feedback loop. The fully understand they are advisory to the Commission. So the timing of “resetting the ACTs” would come after their engagement on the STIP program levels, so they would have some knowledge of the Commission direction on investment strategies, commitment to addressing climate change, budgetary limitations, etc.

- Even without the pandemic it is difficult to travel to 12 ACTs in a reasonable amount of time.
 - a. Develop a webinar that includes the Commission or at a minimum the Chair, and Assistant Directors responsible for a specific priority/implementing actions.
 - i. Make that webinar available to each of the ACT members. Then do a follow up discussion at an ACT meeting. As the agency has gotten more comfortable with virtual meetings, the best scenario is for a Commissioner and an Assistant Director along with region staff to hear the ACT member's thoughts, observations etc.
 - ii. If we are able to group the ACT meetings during a three month span, comments/observations could be compiled on how they see their ACT engaging in assuring the success of the SAP.
 - 1. *Equity* -Depending on the work completed around Equity – this could be an opportunity to reestablish expectations around membership and representation whether optional or required. Their understanding of what is meant by building a diverse workforce, supported by equitable operations and policies, and establish an informed culture that delivers authentic inclusivity and how that might impact the way the frame recommendations will help them to understand what the future of the agency.
 - 2. *Sustainable Funding* – As the Commission and the agency start to make decisions on how the budget shortfall is going to be addressed keeping the Acts knowledgeable of those actions will be important. Explaining the rationale will be important but the ACTs can be an important conduit for sharing the information and understanding to the stakeholders that they represent. The second opportunity for consideration is that the ACT's currently do not have a formal strategy for strategic transportation investments within their respective areas. This could be an opportunity for the ACTs to unify and understand some key strategic investment needs. Currently. Staff is piloting the development of Area Strategies to help ACTs define what is most important in their area given limited funding, engaging them in the discussion of strategic investment priorities and programs, Other potential benefits include the opportunity to identify and clarify critical priorities in need of planning and preliminary work, clarification of critical priorities for future grant requests, and increased transparency and promoting cross-area and regional engagement. This will need to be carefully considered given resources needed to do this work and likely will take a number of years to complete. After the pilots are completed some of the initial work, staff can share what has been learned both with the Commission and others. This likely will also be a place where the OTC will need to be clear on their expectations of this work. This is currently being piloted with two ACTs (Lane and NEACT). This information ultimately could be valuable in the development of future investment strategies and a source of information for the development on STIP Program investment levels.

3. *Modern Transportation Network* – While the Area Strategies work could impact this priority area- when thinking about the other strategic implementation actions around climate change, accessibility and mobility, OreGO and innovation opportunities – engagement with the ACTs in understanding the “why” and “how” of these efforts will be important to ensure the integration of this work into the daily efforts of the agency.

There are some immediate opportunities for education:

- a. This would also be an opportunity for the Public Transportation Division to do some outreach to the ACTs, in part with the vision that they have for the SRTS and Community Paths program and the potential direction of how to prioritize multimodal projects and a multimodal network.
- b. Staff is in the preliminary stages with regards to the kick off of the Oregon Transportation Plan. ACT involvement will help to shape the future vision of the state’s transportation system.
- c. The work program for Climate Office/ implementation of the Statewide Transportation Strategy is also another area of interest.

The key to success in any of these elements is to reshape expectations around *communications* and the role of the staff assigned to support the ACTs. One of the keys to success will be the feedback loop between the OTC and the ACT. This will likely require more involvement by the ACT staff as well as perhaps ongoing communication between the OTC and ACTs as part of any key milestone actions/decisions that the OTC might make. This could be done a number of ways from ‘headquarters’ staff working with staff that support the ACTs, to emails to ACT members highlighting Commission direction and actions. Some things they would like to see include:

- Provide concise and objective informational materials that educate stakeholders about statewide planning and STIP processes relevant to local and regional partners; Materials should be provided well in advance of meetings, both in printed format and online/electronic format.
- Provide more frequent briefings and presentations with local and regional jurisdictions regarding topics such as Oregon’s transportation and land-use policies, the STIP development process or resource allocations for the STIP cycle currently in development; Educate decision-makers and stakeholders on how their input influences the STIP development process.
- The ACTs do value the time when the Commission travels around the state and is able to meet with them and that is something that should continue if possible in the future.
- Getting the ACT chairs together is an important forum but likely the structure of that discussion should change to only include the ACT chairs. While it is important for the OTC to talk with other Advisory Committees or MPOs, combining that discussion is not necessarily advantageous for either group, especially if the direction of these discussions is more policy focused vs. project focused.

Finally, after some engagement with the ACTs, it will be important to update and ultimately get OTC approval on an Updated *Policy on the Formation of the ACTs*. This will allow the Commission to be clear on their expectations, especially around

- Any new membership and their roles;
- What engagement with the SAP looks like; and

- Clarity on how the OTC engages with the ACTs.

The conclusion of resetting the ACTs would align them with the direction of the Commission and the Agency. While it would take some time to do this given 12 ACTs, especially having to phase in the development of Area Strategies, there will be “actions” that the Commission and the agency are working on that likely the ACTs would like to engage in.

Historical Information to Support Recommendation Discussion

Governor Kitzhaber commissioned a report entitled the Governor’s Transportation Initiative and this report was released in July 1996. That work was developed with the assistance of five regional advisory committees along with a statewide committee. Although there were a number of recommendations in that report- one included the support for regional decision making which began to lay the foundation for the OTC to begin to frame the formation of Area Commissions on Transportation.

On June 18, 2003, the Oregon Transportation Commission adopted the “*Policy on Formation and Operation of the Area Commissions on Transportation.*” The policy was developed with input from a 17-member stakeholder committee assisting ODOT with review of the Statewide Transportation Improvement Program (STIP) process.

1. Some of the purposes stated in the policy for creation of the ACTs included:

- Broaden opportunities for advising the OTC on policy issues;
- Improve project recommendations and coordination at the local level;
- Broaden the regional transportation perspective;
- Increase stakeholder support for and commitment to projects;
- Control project costs and facilitate private sector capital investments;
- Support timely completion of projects and maximize ODOT’s capacity to deliver projects;
- Improve Oregon’s economy by addressing transportation challenges;

2. The policy lists the following primary roles of the ACTs:

- Provide a forum to advance public awareness/understanding among transportation stakeholders;
- Establish a public process that is consistent with state and federal laws, regulations and policies;
- Provide recommendations to the OTC regarding program funding allocations for the STIP, balancing local, regional and statewide perspectives;
- Prioritize Area Modernization project recommendations for the Development STIP and Construction STIP based on state and local transportation plans related to the area;
- Make recommendations to ODOT regarding special funding opportunities and programs;
- Communicate and coordinate Regional priorities with other organizations, including: other ODOT Regions and ACTs; MPOs; Economic Revitalization Teams (ERTs); Regional Partnerships; Investment Boards; and advisory committees;
- As applicable, consider all modes and aspects of the transportation system in formulating recommendations, taking into account the provision of elements and connections between air, marine, rail, highway, trucking, transit, bicycle and pedestrian facilities; and

- Provide documentation to the OTC of the public process and recommendations; provide report to the OTC at least once every two years;

3. *Optional Activities listed for the ACTs are:*

- Provide advice on Corridor Plans or Transportation System Plans (TSPs) that contain projects of regional significance;
- Review projects and policies for other STIP funding programs (e.g. Bridge, Freight, Rail, etc.);
- Advise the OTC on state and regional policies;
- Provide input into prioritizing long-range planning projects (especially refinement plans);
- Establish and monitor benchmarks for regional transportation improvements; and
- Other transportation related policy or funding issues relevant to a particular ACT

The policy also highlights the role of the OTC and ODOT staff. It does identify the need for an OTC member to be a liaison to the ACT, there are also expectations around communication, financial support and the role of ODOT as a voting representative on the ACT. The rest of the policy goes into the actual structure of the ACT including geographic coverage, membership and operations of the ACT. The geographic area and membership are really two areas where the ACTs had flexibility both essentially being framed by their “community of interest”. This was true for the first ten ACTs. The Lane ACT is unique that it encompasses only one county, although it is a very diverse county. There is also flexibility in the membership of the ACT, requiring at least 50 percent be elected officials but that it needed to consider all modes and aspects of the transportation system.

The membership on the ACTs vary in size and description. The largest ACT is Cascades West with 40 members and the smallest is Lower John Day with 14 members. They all have elected officials that make up the required majority but in most cases the other half represents non-elected members. The membership and how it is described varies greatly, a majority include a tribal member, ports and transit as applicable to the ACT. Some refer to their other membership as citizens at large or selected by a specific county. Only a few of the ACTs actually call out their membership to include freight, bike/ped or being active transportation related. A few identified members that represent universities or economic development organizations. The OTC reviews the charter/bylaws of each of ACTs every two years which includes the membership of the ACTs.

In 2011, Governor Kitzhaber spoke to the OTC at their October workshop. This led to a conversation with the ACT chairs the following month to discuss both direction and membership – which is articulated in a letter OTC Chair Pat Egan sent to each of the ACTs. https://www.oregon.gov/odot/Get-Involved/ACT/RoleOfACTs_OTC.pdf

A key aspect of the ACTs work and recommendations to the Commission revolved around project selection. The following provides a background and sequencing of events by the Commission and agency around project selection that is helpful in understanding some of the confusion and uncertainty by ACT members as to their role and responsibilities.

In late 2011, as the Commission was getting ready to approve the 2012-2015 STIP and had begun work on the 2015-2018 STIP, the agency created the Active Transportation Section within the Transportation Development Division (now Policy, Data and Analysis). At the same time, Governor Kitzhaber spoke to the Commission and challenged the Commission and the Agency to create a 21st century transportation system that best serves

Oregonians. He went to speak to a need for a transportation system that chooses the right projects for communities that attract or grow business; provide mobility, reduce the carbon impacts of transportation, and transition into a truly multimodal and efficient transportation system for the State of Oregon.

With that discussion in mind, and as the OTC was getting ready to embark on the development of the 2015-2018 STIP (*the first time the STIP would include the Enhance Program*); the OTC met with the ACT chairs to gain their support on being a truly multimodal transportation agency. In the letter to the ACTs, the following questions were raised in a letter by Chair Egan:

- Do we have the right group of individuals at the table at the beginning of the process to define the problem and solution together?
- Are we creating programs that don't simply invest in the future of the transportation system but meet a multitude of community objectives?
- Does each decision move us closer to a sustainable, safe, lower-carbon, multimodal system?
- Does the decision maximize benefit for the least cost under the limited resources available?

The expectation was that the ACTs would lean into this discussion, The ACTs primarily looked at their membership and made some adjustments there but there was not a wholesale reassessment of the ACTS and their role at that time.

Since 2012, the Agency has also undergone an evolution. In 2013, the Agency put together an Intermodal Leadership Team, made up primarily of Division Administrators of Safety, Rail and Public Transportation, Highway including the Region Managers and Transportation Development Division. This team worked on a number of initiatives to better integrate modal needs into the planning processes as well as development and delivery of projects by the regions regardless of mode. This work continued for a couple of years until the management review completed by McKinsey in 2016 and the development of Strategic Business Plan which was primarily internally focused. This led to a further evolution of the operational priorities of the agency. Most recently this led to a further reorganization of the agency, especially bringing today the financial and operational responsibilities of the agency under respective Assistant Directors.

At the time the ACTs were looking at their membership to be more inclusive of other modal needs, they were also starting to see changes in their involvement in project selection, there was a reduction in ConnectOregon funds as well as an emphasis on Fix-It program funding (2018-2021 STIP) due to the conditions primarily of bridge and pavement.

In many respects, the recent conversations with Area Managers and others is a reflection on the survey that was sent out to ACT members in 2018 in preparation for a discussion with the ACTs at the October 2018 workshop. Some of the results of the survey indicate the following:

When asked their three primary functions as ACT members; 80 percent indicated the following:

- Provide regional stakeholder input on program implementation and rulemaking;
- Provide a forum to advance transportation issues; and
- Advise the Transportation Commission

While the survey results did reinforce their wish to have their primary role be one of:

- Advocating for projects and monies coming to their communities;
- Prioritizing and direct spending of transportation funds;
- Prioritizing regional projects; and
- Be a forum for development of regional transportation coordination and advance regional needs

They also recognized that in their role as ACTs they could:

- Advocate for funding and help build consensus and support for additional funding;
- Help the OTC understand the local needs and the role that played in the overall transportation network;
- Move the resiliency agenda forward; and
- Serve as a sounding board for statewide policy initiatives such as tolling, OReGO, emerging technological changes, etc.

They recognized as an ACT- some of the benefits included:

- Collaboration and communication that occurred among the members;
- Providing a central forum for updates on transportation programs; and
- As members they brought good institutional knowledge and relationships both between the governments represented and with the Agency.

Their concerns included the following:

- Determining their relevancy;
- The future of ACT program seems to be questionable and what is a useful role ;
- Lack of knowledge of need of the OTC and their priorities; and
- Needing clarity on the role of the ACT especially given the role of some of the advisory committees to select projects (STIF, SRTS, etc.).