

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
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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, June 3, 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 May 6, 2021 Meeting Summary
Public Comment
Comments from the Legislative Delegation
OTC Comments
Commission Discussion/Area Updates

3:45 p.m. Item 2. Enhance Program for ODOT 2024-2027 STIP..... John Huestis

The Oregon Transportation Commission (OTC) has approved \$65 million for a competitive Enhance Highway Discretionary Program (Enhance Program) for the 2024-2027 Statewide Transportation Improvement Program (STIP). The Enhance Program will make operational enhancements to state highways to improve the movement of people and goods in order to enhance the economy of Oregon. The ***attached*** program guidance and slide-deck provides additional information.

The program requirements and guidance for this cycle of Enhance funds is to deliver projects that address congestion relief or freight mobility. Staff are recommending three projects as *possible* candidates from the MWACT area of Region 2 (with preliminary cost estimates):

- I-5 interchange for Aurora/Donald, Phase 2. (\$26.6 million)
- Add funds to committed funds for the I-5 widening (southbound) between Kubler Boulevard and Delaney Road including replacing Battle Creek Bridge. (\$10.5 million)
- Intersection, safety, and multimodal improvements on OR22 E (Mission Street) in south Salem from the adopted OR22 East Facility Plan. (From \$1 million to \$8 million, depending on which improvements are included.)

Staff asks if MWACT supports these projects and to forward the projects for further consideration by the ODOT Region 2 office.

Action: Discussion/approval regarding the proposed candidate projects.

4:15 p.m. Item 3. ODOT Active Transportation Needs Inventory (ATNI)Marsha Hoskins & Jenna Berman

ODOT has completed their Active Transportation Needs Inventory (ATNI) project for both Region 2 and the other regions in Oregon. ATNI is an inventory of the needs on the statewide system. County and city roadways are not included in this inventory.

The inventory is of sidewalks, bicycle lanes, and shoulders (in tenth mile segments) along state highways and which segments either meet standards, are substandard, or are missing (aka “gaps”). The ATNI then uses six factors (safety, connectivity, demand, equity, stakeholder input, and the existing conditions) plus weights for these factors to create prioritization scores for the pedestrian system and prioritization scores for the bicycle system. An online webmap of the inventory and the final pedestrian and bicycle scores is [here](#).¹ The webpage that describes the program and the methodology for scoring and weighting is [here](#).² See **attached** screenshots of evaluation criteria and maps.

ODOT staff will review the ATNI and how it will be used going forward to identify projects and priorities for future STIP projects.

Action: Presentation and discussion.

4:45 p.m. Item 4. ACT Refocus Implementation Work Plan..... John Huestis

The Oregon Transportation Commission (OTC) initially discussed the refocusing of the ACTs in December 2020 followed by a March OTC meeting that contained feedback from the ACTs. At their May 13, 2021 meeting, the OTC approved ODOT staff’s Implementation Work Plan.

The Implementation Work Plan follows the three recommended themes of the refocus effort:

1. ACT Engagement, with the Strategic Action Plan (SAP) as the Framework;
2. OTC and ODOT Coordination and Communication with the ACTs; and
3. Internal ODOT Improvements to strengthen ACT/OTC/ODOT Relationships.

The memorandum from the May 11 OTC meeting and the Implementation Work Plan are **attached**.

Action: Information item.

5:15 p.m. Item 5. Other Business..... Chair Ken Woods, Jr.

- **Draft Oregon Transportation Safety Action Plan** – public comment opportunity and virtual open house – See ODOT press release for dates, times, and links (**attached**).

¹ Please click the link to access the webmap.

² Please click the link to access the website.

- Next MWACT Meeting

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, May 6, 2021

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

MWACT Members Present

Cathy Clark, 2021 Vice Chair, Keizer Mayor
Ian Davidson, SAMTD Board of Directors
Kathy Hadley, Polk County Private Sector
John Huestis, ODOT Area 3 Manager
Rachel King, 99W/18/47 Corridor, Amity City Council (Alternate for Scott Hill)
Lyle Mordhorst, Polk County Board of Commissioners
Walt Perry, I-5 Corridor, Jefferson City Council
Jim Sears, 99E/213 Corridor, Silverton City Council
Della Seney, Hwy. 22E Corridor, Aumsville City Council
Virginia Stapleton, Salem City Council (Alternate for Jim Lewis)
Mitch Teal, Marion County Private Sector
Cynthia Thompson, YCTA
Ken Woods, Jr., 2021 Chair, Dallas City Council

MWACT Members Absent

Danielle Bethell, Marion County Board of Commissioners
Scott Hill, 99W/18/47 Corridor, McMinnville Mayor
Casey Kulla, Yamhill County Board of Commissioners
Michael Langley, Confederated Tribes of the Grand Ronde
Jim Lewis, Salem City Council
Yamhill County Private Sector-Vacant

Others Present

Keith Blair, ODOT
Lacy Brown, DKS
Brennan Burbank, ODOT
Colleen Busch, SAMTD Board of Directors
Steve Dickey, SAMTD
Dan Fricke, ODOT Region 2
Mike Jaffe, MWVCOG-MWACT/SKATS Staff

Scott Mansur, ODOT
Lori Moore, MWVCOG-MWACT/SKATS Staff
Karen Odenthal, MWVCOG/SKATS Staff
Amanda Salyer, ODOT
Julie Warncke, Salem Public Works
Timothy Wilson, ODOT

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. A quorum was established. Chair Woods noted that the Yamhill County Private Sector position is currently vacant. He requested that staff contact Yamhill County and request a new private sector representative.

Summary of February 4, 2021: The summary of the February 4, 2021, 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 several project updates.¹ Mitch Teal asked if elevation of the proposed round about on Hwy. 22 has been considered. Mr. Huestis responded that option is likely to be considered among others during the project design. Mr. Teal commented on the development of electric freight trucks. He asked if Mr. Huestis knows the weight and hauling capacity of the proposed truck. Mr. Huestis responded that he doesn't have that information.

Agenda Item 2. Fort Hill/Grand Ronde Project

Brennan Burbank, ODOT, provided an overview of the ODOT development of a facility plan update for the interchange at Fort Hill and Grand Ronde. System concepts are being

¹ As per MWACT member request, Mr. Huestis scanned his notes. The notes are attached to this summary.

considered and will be out for public review and comment. He noted that freight and truck issues are a challenge with each of the proposed concepts.

An online open house is scheduled to begin on Monday, May 10, 2021. Mr. Burbank encouraged MWACT members to review the proposed concepts and to provide feedback.

Agenda Item 3. Oregon Bicycle Pedestrian Advisory Committee (OBAC) – ACT Meeting

Mike Jaffe announced that the first meeting of the OBPAC with ACT² representatives was held on February 27, 2021. Yamhill County Commissioner Casey Kulla and Mike Jaffe attended the meeting. Notes from the meeting were included in the agenda package.

Mr. Jaffe provided an overview of related to the issues and topics discussed at the meeting:

- Historical information about the establishment and composition of the committee including its mission.³
- There appears to be little discussion related to bicycle/pedestrian issues by most of the ACTs.
- ACT responses noted the need for bike and pedestrian maintenance, path lighting, and safety issues along with a desire to learn more about funding resources available.
- The ACTs are interested in collaboration opportunities and legislation along with E-bike rules and regulations.
- A new Active Transportation Inventory map will be available soon.
- ODOT has new count database software to assist with updating non-auto performance measures.

Commissioner Kulla and Mr. Jaffe attended one of the two breakout sessions: Mapping and planning. The second session was related to funding including some shovel-ready projects and cross-jurisdictional support.

Agenda Item 4. Safety on Highway 99E

As per request by MWACT members during their last meeting, materials related to safety issues were included in the agenda package. Dan Fricke, ODOT, provided a synopsis of safety history in the MWACT area. Amanda Salyer and Keith Blair, ODOT, provided an overview of crash trends in the Hwy99E: Aurora-Salem Corridor between 1994-1990 and 2014-2019. Ian Davidson asked if this information includes bicycle and pedestrian crashes. Keith Blair responded the data includes all the serious and fatal crash information

² ACT – Area Commission on Transportation

³ This information is available at the OBPAC webpage along with their work plan: [Oregon Department of Transportation : Oregon Bicycle and Pedestrian Advisory Committee : Get Involved : State of Oregon](#)

reported. Mr. Davidson requested clarification of the term “serious.” Mr. Blair responded that serious injuries covers injuries that require off-site medical care.

It was noted that distracted driving accidents are often underreported. Katherine Hadley suggested that many of the new technological features tend to make driver’s less aware of their surroundings and driving conditions. It was also noted that speed and seasonal driving conditions are critical factors in many accidents.

Agenda Item 5. Other Business

There is likely to be a June MWACT meeting. Commission members will be kept advised about meeting details.

Chair Woods adjourned the meeting at 5:20 p.m.

MWACT Meeting

5-6-21

Lots of activity in the last 6 weeks around potential earmarks.

2021 Construction Projects - Very busy season

①
In Construction

- KN 18611 - OR99W: McDougal Jct - McDonald Way (McMinnville)
- KN 19389 - OR18 Spur: South Yamhill River Bridge (McMinnville)
- KN 20122 - OR22: Michigan City Lane - Edgewater St (W. Salem)
- KN 17882 - OR99W: 1st Street to Parks Drive (Dundee)
- KN 18664 - OR551 @ Ehlen Road (Near Aurora)

②
Going to CN in next couple months

- KN 20093 - OR99E: Enhanced Pedestrian Crossing (Woodburn)
- Bid opening 7-29-21
- KN 20187 - City of Salem Signal Enhancements (Salem Parkway, OR99E + OR2)
- Bid opening 7-15-21

③
In Construction

- KN 20070 - OR22: Independence Junction (Illumination)
- KN 20681 - Region 2 Bridge Screening Project
- 4 on OR 22: Lancaster, Cordon, 72nd, Albur, Dersham (May 26)

③
Design

- KN 21705 - OR 22: Center St. Bridge (Seismic Retrofit)
 - Targeting RFP out for Consultant Services (Late June)

KN 21566 - OR 22: Kings Valley Highway (Roundabout)
Beginning design - added \$925k for design + RW of Perrydale Road realignment. Need \$3.8M for CN by 2024.

KN 21374 - OR99W: Ours Corner Rd - Clow Corner Rd.
In design - recently got MAC approval for Roundabout - made changes to Ours Corner for left turn lane

Design

pg 2

- KN 13188 - OR 22: Corridor Safety Improvements
 - identified several interchange configurations and access road alignments - need to go to public for comments/feedback - then FHWA for NEPA classification.

Agenda Item 2.

Enhance Program for ODOT 2024-2027 STIP

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

June 3, 2021

2024-2027 STIP Highway Enhance Program

Overview

The Oregon Transportation Commission (OTC) has approved \$65 million for a competitive Enhance Highway Discretionary Program (Enhance Program) for the 2024-2027 Statewide Transportation Improvement Program (STIP). The Enhance Program will make operational enhancements to state highways to improve the movement of people and goods in order to enhance the economy of Oregon. The funds will be distributed around the state to eligible projects that can make tangible improvements. The OTC has dedicated at least 30% of the funds to rural areas (outside Metropolitan Planning Organization (MPO) boundaries.)

The OTC created this program because it believes that congestion is an issue that affects the entire state and the mobility of people and freight is critical to Oregon's economy. At the same time, the OTC is aware that Oregon has many long-standing unmet needs on the highway system, and the Enhance Program will support the Strategic Action Plan (SAP) priorities.

Program Expectations

As with other STIP programs, effective communications among ODOT staff and with stakeholders is essential to have Enhance Program projects ready to fund in the 2024-2027 STIP. Regions should use this program introduction to begin conversations about possible projects with their ACTs and MPOs. Regions each have preferred procedures for how they communicate with their ACT; Regions should follow their preferred process and adapt as needed to ensure that the ACT, MPO, and other stakeholders can provide valuable input.

Project proposals must come from ODOT Region or central program staff (e.g. Fix-It program, Freight program, Commerce and Compliance, Public Transportation, etc.) Program staff should communicate with the affected Region about possible Enhance highway projects in the Region. Regions can then help communicate these possible projects to Area Commissions on Transportation (ACTs) and MPOs, who can provide input on Enhance Program project ideas. Projects may receive recommendations from the ACTs, MPOs, local governments, tribes, and other stakeholder groups, but ultimately project proposals will be developed, selected, and submitted by ODOT staff. Regions may submit any letters of support with their project proposals, but these are not required.

It is important to remember that funding is limited and projects that best meet the criteria and intent of this program will be selected. The OTC intends for this limited program to make useful, strategic investments that address known needs and improve congestion or freight conditions. Region and central program staff should therefore use judgment and creativity regarding projects to propose. For example, Regions and programs should think strategically about potential projects to propose; if there are several good options, consider submitting a small variety of project proposals. A Region may have more chance of having a project selected if there are a couple different small and mid-sized project proposals submitted. A variety of projects will likely be needed to ensure that the \$65 million is allocated and the minimum 30% non-MPO target is met. However, Regions should not submit every possible project as the Enhance program is designed for targeted improvements and most of the money is not likely to go to one Region. Similarly, not all Regions may have an Enhance Program project selected this STIP cycle. Regions should also consider whether a proposed project can leverage other resources, such as local matching funds or federal funds already available. Projects that can leverage other funds to provide a more substantial benefit to the system may have an advantage.

In addition, the Governor’s Executive Order on Climate (20-04), requires that greenhouse gas emissions must be considered as part of project selection and the STIP decision making process. Climate and social equity are also identified as priorities in the SAP, and investment decisions need to optimize outcomes in these areas when possible. Project applications should identify the potential direct and indirect climate and social equity impacts of a project and detail appropriate mitigation strategies. The Climate Office will collect information on proposed Enhance projects and provide qualitative results and mitigation suggestions to support project scoping teams.

Project Selection Process and Preliminary Schedule

An Enhance Program project proposal form and contacts will be provided to ODOT Region and central program staff following this initial program introduction. Proposals will consist of the standard project business case form and a short additional form addressing Enhance Program criteria. Proposals must be developed by ODOT Region and central program staff, including project description, anticipated project benefits, and preliminary cost information. An internal cross-divisional Enhance Proposal Review Team (EPRT) will evaluate and rank the proposals to develop a 125% list totaling approximately \$80 million in projects. Region staff will also be responsible for completing the Climate Office GHG Index Survey for projects on the 125% list. Regions will provide the GHG Index Report to the scoping teams and back to the EPRT for consideration in final project scoping and selection.

Regions will bring this statewide 125% project list back to the ACTs and MPOs for any additional input that can help inform updated proposals, in the same manner as Regions do for other STIP projects. During the scoping process, Regions will develop more refined cost estimates, via the Cost Estimating Tool used for other programs. After scoping, Regions will submit updated proposals to the EPRT. This team will then rank the final project proposals and select the recommended projects to be included in the draft STIP.

The table below shows a preliminary schedule for the Enhance Program for the remainder of 2021 and early 2022. This shows the general outline and target timeline of the Enhance Program project selection process, but the schedule may be further refined, especially as regards the scoping process and subsequent steps. These could be adjusted, if needed, to better allow for identification of leverage and other opportunities.

Timeframe	Activity
Begin May 2021	ODOT announces Enhance Program
May-July	Regions seek input from ACTs, MPOs on possible projects
End Aug	Proposals Due
Early Sept	EPRT review to 125%
Sept-Nov	Scoping, Climate GHG Index Survey
Dec 2021-Jan 2022	Regions seek input from ACTs, MPOs on scoped projects
Early Feb	Updated proposals with cost information, Climate Survey results due
Feb-Mar	Final EPRT 100% selections Draft STIP

Eligible Projects and Selection Criteria

Eligibility

Eligible projects must:

- Address congestion relief or freight mobility,
- Be located on a state highway, and
- Be consistent with an existing statewide, regional, or local plan.

Multimodal elements should not be the primary focus of proposed projects, but these may be eligible for funding as part of a larger highway project. Projects that include only project planning, development, design, and preliminary engineering activities and do not include a construction phase are eligible, however, there is a higher emphasis on construction projects.

2024-2027 STIP Enhance Project Selection Criteria

1. Eligibility

Projects must be located on a state highway, be consistent with a plan, and provide benefits in one or both of the following outcome areas to be eligible for funding.

- Congestion relief—Reduce hours of delay on state highways, improve traffic flow/reliability, address a system bottleneck, and or improve the efficiency of the highway segment.
- Freight mobility—Reduce freight delay, address a known freight bottleneck, remove barriers or pinch points to improve movement on key freight corridors, address truck parking needs, or improve freight efficiency within or through regulatory facilities.

2. Additional Benefits

In addition to the eligibility criteria above, projects will be evaluated in terms of their benefits in other important outcome areas. Projects need not provide benefits in all outcome areas.

- Safety—Reduce fatalities and serious injuries.
- Multimodal accessibility—Improve the ability to access key locations by non-automobile modes.
- Equity—Improve economic and social well-being for Black, Indigenous, People of Color (BIPOC), low-income Oregonians, and others who have been marginalized.
- Climate mitigation and adaptation and sustainability—Reduce or minimize negative impacts to climate and the environment, implement adaptation measures, or improve system sustainability.

Illustrative List of Types of Projects Eligible

This list is provided to show examples of possible 2024-2027 STIP Enhance projects. It is not meant to list all possible types of projects.

- Auxiliary lanes
- Passing lanes
- Truck climbing lanes
- Truck parking
- Interchange improvements
- Intelligent transportation systems (ITS) and other applications of technology to improve safety, operations, and efficiency and reduce congestion
- Freight corridor improvements (including curve corrections, vertical clearance improvements, and other projects for over dimension trucks on key freight corridors)
- Intermodal freight connections (e.g. from roads to ports or railyards)

Enhance Highway Discretionary Program

'24-'27 STIP Funding Allocation

Approved December 15, 2020

Category	24-27 STIP	21-24 STIP
Fix-It	\$800m	\$850m
Public & Active Transportation	\$255m	\$158m
Enhance Highway	\$175m	\$687m
Safety	\$147m	\$147m
Local Programs	\$404.5m	\$406m
ADA	\$170m	--
Other Functions	\$161.4m	\$159m
Total	\$2.1 billion	\$2.4 billion



Statewide Program for Operational Enhancements To State Highways



Congestion Relief



Freight Mobility

Additional Project Benefits

- Safety
- Equity
- Climate
- Multimodal accessibility



Illustrative Enhance Project Types

- Auxiliary lanes
- Passing lanes
- Truck climbing lanes
- Intelligent transportation systems (ITS) and other technology improvements
- Freight corridor improvements such as truck parking
- Interchange improvements





Geographic Balance

- Statewide project selection process
- OTC set goal of distribution of projects across the state
- 30% minimum for rural areas outside metropolitan planning organization boundaries

Project Selection Process & Timeline

Process Step	Timeframe
ODOT Regions seek input from ACTs, MPOs on possible projects	May-July
Proposals due from ODOT staff	End of August
ODOT will generate a draft project list totaling about \$80 million	Early September
Project scoping and GHG analysis	September-November
Regions seek input from ACTs, MPOs on scoped projects	December-January 2022
Final project list totaling \$65 million	February-March 2022



A worker in an orange safety suit and hard hat stands on a blue aerial lift platform, working on a steel bridge structure. The background is a dense forest of evergreen trees. The image has a blue tint.

Questions?

Agenda Item 3.

ODOT Active Transportation Needs Inventory (ATNI)

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

June 3, 2021

Description The ATNI relies on a list of evaluation criteria to assist ODOT in evaluating roadside facility gaps and deficiencies. Evaluation is done by tenth mile segments to determine priority system gaps on ODOT facilities. The NCHRP ActiveTrans Prioritization Tool is used to prioritize these segments once the evaluation criteria is applied to the facilities.

Evaluation Criteria

- Essential Destinations
- Transportation System Plan Projects
- Bicycle Level of Traffic Stress
- Transit Stop Data
- Health Data
- Crash History
- Crash Risk Factors
- Access to Scenic Bikeways/Other Bikeways
- Transportation Disadvantaged Communities
- Existing Conditions

ODOT ATNI - Evaluation Criteria and Prioritization

A Story Map



Bicycle Prioritization Results

Pedestrian Prioritization Results

Safety - Bike Crash Frequency

Safety - Bike Crash Risk Factors

Safety - Pedestrian Crash Frequency



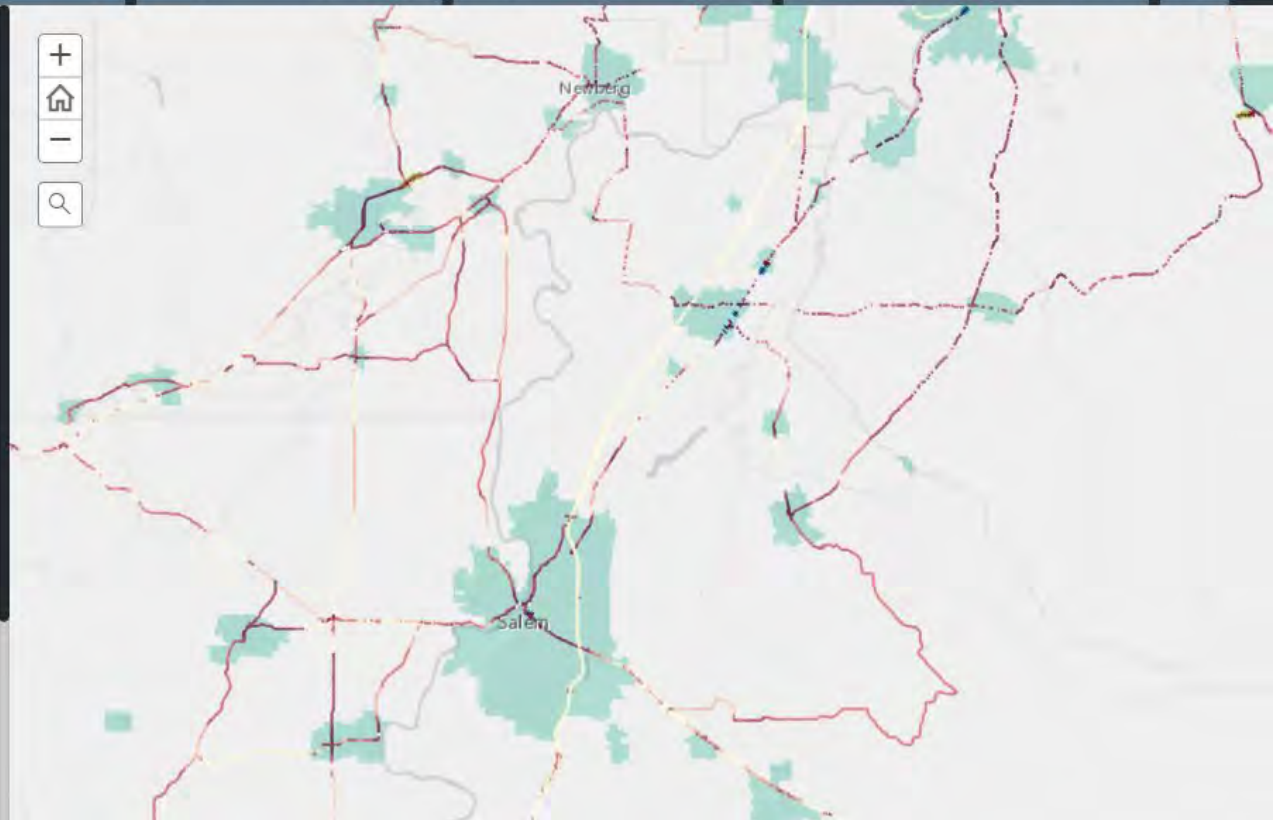
This map shows the final bicycle prioritization results based on the six factors listed in the evaluation criteria report. The higher the score, the higher the priority is on the roadway segment.

Click on the tabs to view the individual criteria and how they scored on the ODOT roadway network.

Bicycle Prioritization Scores

Total Weighted Prioritization Score

- 170 - 233 (99th Percentile)
- 135 - 169 (95th Percentile)
- 120 - 134 (90th Percentile)
- 103 - 119 (80th Percentile)
- 94 - 102 (70th Percentile)
- 87 - 93 (60th Percentile)
- 82 - 86 (50th Percentile)
- 76 - 81 (40th Percentile)
- 70 - 75 (30th Percentile)
- 0 - 69 (<30th Percentile)



ODOT ATNI - Evaluation Criteria and Prioritization

A Story Map



Bicycle Prioritization Results

Pedestrian Prioritization Results

Safety - Bike Crash Frequency

Safety - Bike Crash Risk Factors

Safety - Pedestrian Crash Frequency



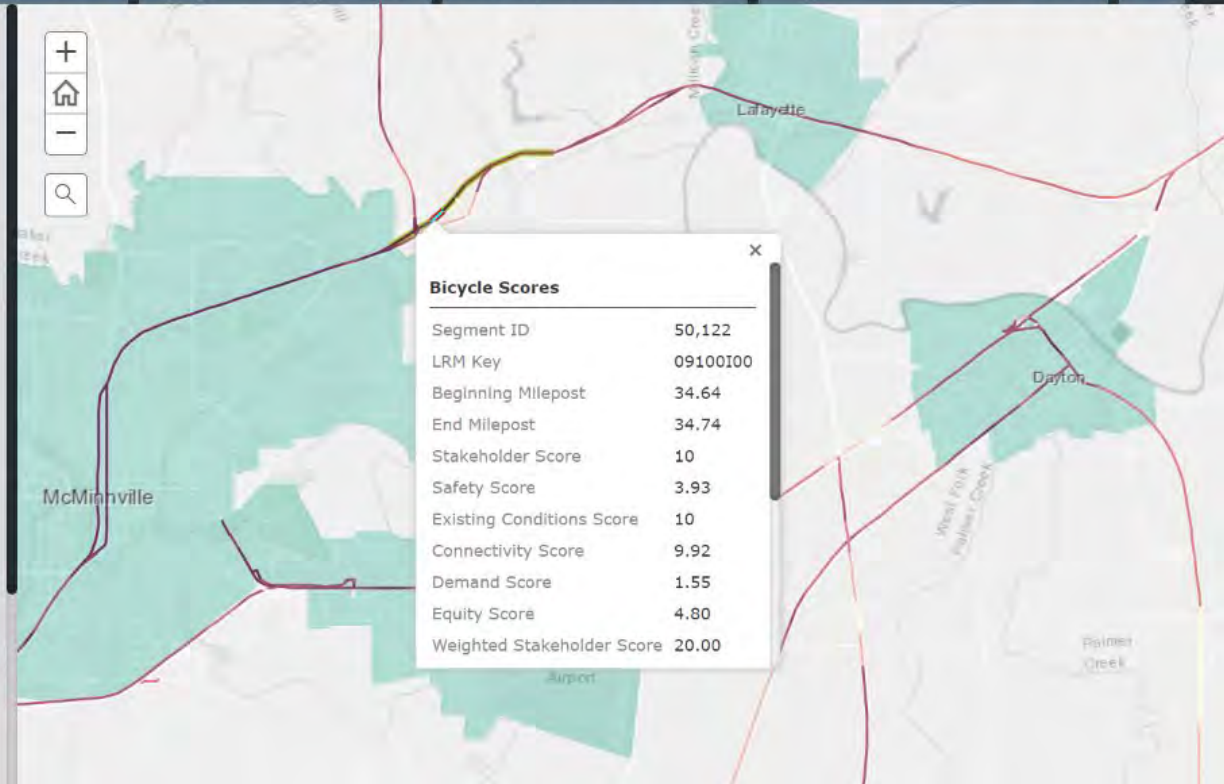
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Bicycle Prioritization Scores

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- 103 – 119 (80th Percentile)
- 94 – 102 (70th Percentile)
- 87 – 93 (60th Percentile)
- 82 – 86 (50th Percentile)
- 76 – 81 (40th Percentile)
- 70 – 75 (30th Percentile)
- 0 – 69 (<30th Percentile)



ODOT ATNI - Evaluation Criteria and Prioritization

A Story Map



Bicycle Prioritization Results

Pedestrian Prioritization Results

Safety - Bike Crash Frequency

Safety - Bike Crash Risk Factors

Safety - Pedestrian Crash Frequency



This map shows the final pedestrian prioritization results based on the six factors listed in the evaluation criteria report. The higher the score, the higher the priority is on the roadway segment.

Click on the tabs to view the individual criteria and how they scored on the ODOT roadway network.

Pedestrian Prioritization Scores

Total Weighted Prioritization Score

181- 245 (99th Percentile)

140 - 180 (95th Percentile)

119 - 139 (90th Percentile)

92 - 118 (80th Percentile)

78 - 91 (70th Percentile)

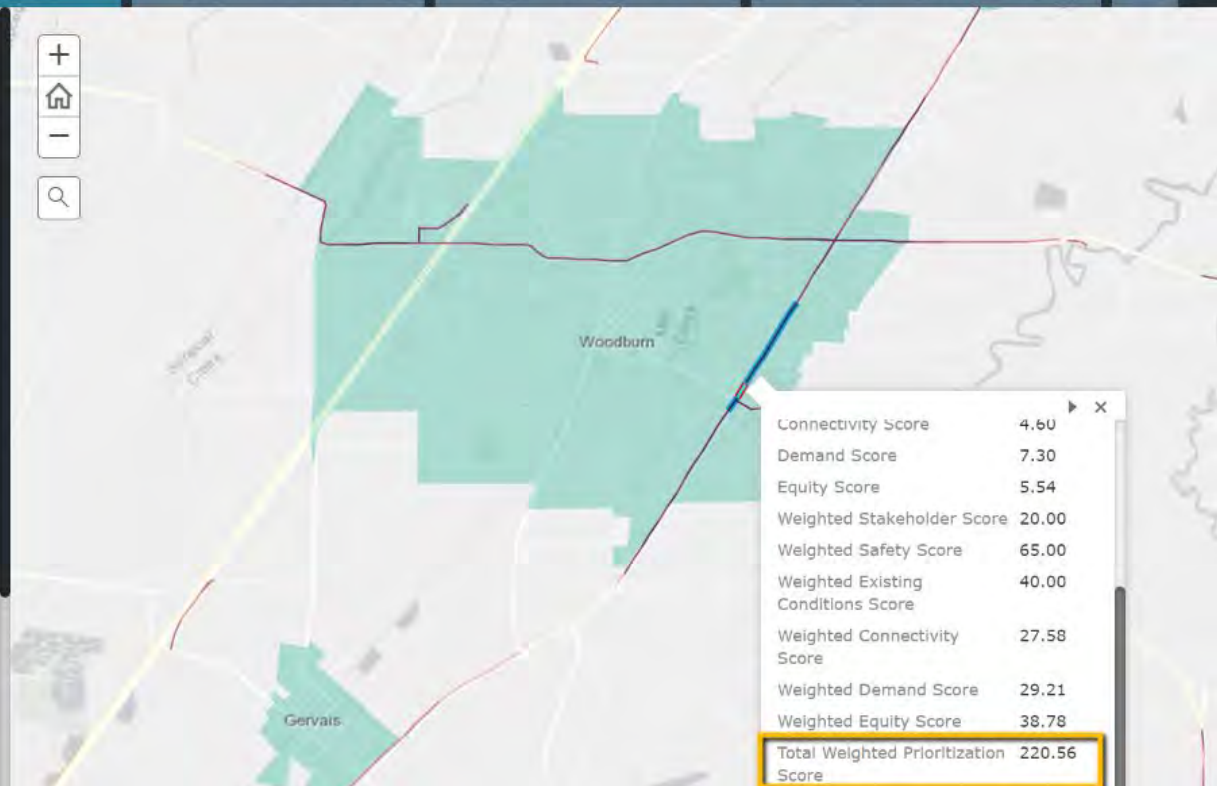
71 - 77 (60th Percentile)

67 - 70 (50th Percentile)

61 - 66 (40th Percentile)

57 - 60 (30th Percentile)

0 - 56 (<30th Percentile)



Agenda Item 4.

ACT Refocus Implementation Work Plan

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

June 3, 2021



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: May 03, 2021

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: **Consent 09** – *Proposed Work Plan: Refocus of Area Commissions on Transportation (ACTs)*

Requested Action:

Approval for proposed implementation work plan on Refocusing Area Commissions on Transportation.

Background:

During their December 2020 meeting, the Commission heard a presentation on ACT engagement and received a report summarizing the current role of the ACTs with initial recommendations on how to proceed. The Commission heard a follow-up presentation and report at their March 2021 meeting summarizing presentations to the ACTs and feedback from a majority of the ACTs, along with final recommendations on how to move forward (Attachment 1). The three recommended themes for focusing work plan items included:

- 1) ACT Engagement Areas;
- 2) OTC and ODOT Coordination and Communication with the ACTs; and
- 3) Internal ODOT Improvements to strengthen ACT/OTC/ODOT Relationships.

The Commission supported the recommendations, and directed staff to provide a proposed implementation work plan during their May meeting.

Next Steps and Recommendations:

Based on these recommendations, Agency staff has prepared a proposed implementation work plan, reflecting the primary goal of aligning the work of the ACTs and supporting Agency staff, allowing them to more effectively support the direction of the Agency and the Commission.

To this end, the proposed work plan was developed with the assistance of the Agency's Area Managers, along with input from other Agency staff who provide support to the ACTs. The plan reflects both the resources of Agency staff and the time availability of the many volunteers who make up current ACT membership across the state. The plan also reflects a sequencing that is supportive of the Agency's priorities outlined within the Strategic Action Plan (SAP). For example, it reflects the importance of the Equity discussion and possible changes to ACT membership in meeting both the

SAP direction and the intent of HB 2985 (directs ODOT to ensure membership of advisory committees reflects racial and ethnic and ability composition of Oregon).

Agency staff recognizes that this is a multi-year effort and the details of each of the proposed work items will continue to progress into ongoing improvements. Staff expects that as the ACTs become more aware of to the strategic directions and needs of the Commission and Agency, their engagement and recommendations will help provide insight to the Commission and the Agency for future decision making.

Pending OTC approval, Agency staff will immediately begin execution of this work plan.

Attachments:

- Attachment 1 – *ODOT's ACT Refocus outreach summary and final recommendations (from March 11, 2021 meeting)*
- Attachment 2 – *ODOT's ACT Refocus Implementation Plan*

Introduction & Overview

In December 2020 Oregon Department of Transportation (ODOT, Agency) staff presented a report to the Oregon Transportation Commission (OTC, Commission) about Area Commission on Transportation (ACT) engagement, summarizing the current role of the ACTs and initial recommendations to refocus on priority transportation topics, while strengthening processes for interaction and collaboration among OTC members, Agency staff, and ACT membership. In March 2021 Agency staff presented a follow-up report to the OTC summarizing [feedback](#) from a majority of the ACTs, along with final [recommendations](#) on how to move forward. In response to the many points of feedback and recommendations from the ACTs, the OTC and Agency staff set in motion an effort to address three key areas for improvement:

- ❖ Engagement of the Area Commissions on Transportation (ACTs)
 - ✓ Strategic Action Plan (SAP) Implementation
 - ✓ Social equity focus for the ACTs
 - ✓ Statewide Transportation Improvement Plan (STIP)
 - ✓ Area Strategies
- ❖ OTC and ODOT Coordination and Communication with the ACTs
 - ✓ OTC designating members as liaisons to the ACTs
 - ✓ Engagement with OTC members, Director's Office, and Agency Headquarters (HQ) staff
 - ✓ Statewide gatherings for ACT chairs
 - ✓ Consistent feedback loop between the OTC and the ACTs
- ❖ Internal ODOT Improvements to strengthen ACT/OTC/ODOT Relationships
 - ✓ Designating a statewide leader within ODOT staff, for the OTC/ACT framework
 - ✓ Designating a statewide ACT communications coordinator within ODOT staff
 - ✓ Communication Tool(s) for the ACTs

This Refocus effort upholds the purpose statement in the [Policy on Formation and Operation of the Area Commissions on Transportation \(ACTs\)](#):

The Oregon Transportation Commission (OTC) established the Area Commissions on Transportation (ACTs) to improve communication and interaction between the OTC and local stakeholders who share a transportation-focused community of interest.

This purpose is still valid today, along with these expectations also from the Policy:

By increasing stakeholder commitment and understanding of transportation programs, funding, and issues, the OTC expects to:

- *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.*
- *Maximize ODOT's capacity to deliver projects.*
- *Improve Oregon's economy by addressing transportation challenges.*

This Refocus effort also upholds the Policy's ACT Mission statement:

The mission of the ACTs is to provide a forum for the discussion and coordination of current and future transportation issues and to make recommendations to the OTC.

Meeting these communication and collaboration expectations among Agency staff, the OTC, and ACTs has become challenging, but there new and emerging processes, tools and expectations being used or which can be implemented to inform the ACT Engagement and Refocus effort. Here are two examples:

During the last year, the ACTs have continued to meet virtually and have generally found their engagement role to be effective. The virtual meeting format has been beneficial, particularly in rural areas, with ACT members not having to drive long distances to a centralized location. Many of those involved with ACT engagement, including ODOT staff, OTC members, and ACT members, are recognizing the benefits of technology and how it could help with future collaboration with the public that ACTs represent, their membership, and with sharing information on Agency efforts. The hope is that such virtual meeting technology could also support the OTC meetings and OTC members when engaging on a more regular basis with the ACTs and ACT members.

The ACT Engagement and Refocus work will also be responsive to emerging direction for the Agency. An example is alignment with the passage of [HB2985](#) that directs ODOT to ensure membership of advisory committees reflects racial, ethnic, and ability composition of Oregon.

This work plan has been developed in collaboration with the Agency's Area Managers (AMs), along with input from other Agency staff who provide support to the ACTs. The planned actions consider both the resources of Agency staff and the availability of the many volunteers who make up current ACT membership across the state. The plan also reflects a phasing approach that is supportive of the Agency's priorities outlined within the [Strategic Action Plan \(SAP\)](#).

The intent of this plan is to bring more structure, consistency, and alignment to the work of ACTs and define mutual engagement expectations of the ACTs and the OTC. The expected outcome is to enhance the ACTs' awareness and knowledge about the strategic direction and needs of the Commission and the Agency. Ultimately, through improved communication, coordination, and engagement, the ACTs' recommendations and collaboration efforts will help provide insight to the Commission and the Agency to ensure that their future decision making is in alignment with the Strategic Action Plan and overall Commission and Agency vision. Agency Staff recognizes that full implementation will develop into an ongoing effort, and the details of many planned work items will continue to progress over time.

Work Tasks

The Refocus implementation will be completed in three phases:

Phase 1 includes the project initiation, leadership team creation, development of the work shared with the Commission to date, and key engagement efforts underway (e.g., SAP, 2024-27 STIP Update).

Phase 2 includes work on short- and mid-term work tasks to be completed by a large number of Agency staff in collaboration with the OTC members, ACT members, and various stakeholders. This engagement may require long lead times to allow ACTs and stakeholders to learn and digest information, convene to respond, finalize responses, and provide meaningful feedback. An example of this is the development of Area Strategies that will be based upon the current Area Strategies pilot projects.

Phase 3 includes completion of the long-range work tasks to be more clearly defined or identified during Phase 2. A key example would be the continuation of the Area Strategies pilot to other ACTs.

Many task areas will be occurring in parallel. For example, coordination and engagement in the SAP, 2024-27 STIP, and other current engagement needs will continue throughout all phases of this effort and ongoing engagement with the ACTs will particularly help inform direction on work tasks occurring in Phase 2.

A more detailed scope and specific deliverables, measurables, timeline, monitoring, and progress reporting is being developed in coordination with the Area Managers (AMs), other ODOT ACT support staff, and senior leadership. From a monitoring stand point, staff is envisioning using a template similar to what is being used for the SAP and sharing that report on a regular basis with the Commission.

Work Task Details	Partnership with Implementation Team	Priority/ Timing
1. ACT Engagement with Strategic Action Plan (SAP) as Framework		
<p>A. Strategic Action Plan</p> <p>The SAP provides the overall work plan framework for the below specific engagement areas (Social equity, STIP, Area Strategies), actions items, and SAP engagement opportunities. <u>Outcome:</u> Enhance the ACTs' understanding of the SAP direction and provide insight as the OTC and Agency work on the current Strategic Outcomes of the plan:</p> <ul style="list-style-type: none"> ✓ Coordinate with headquarters (HQ) staff implementing and updating progress on the SAP, the Area Managers, and ACT support staff to develop materials for presentation at each upcoming ACT meeting in 2021, and ensure that SAP timeline aligns with ACT discussions. ✓ Recognizing the ACTs want to support the SAP in general, develop means and methods beyond their meetings to help them fully understand the direction (including items of statewide impact), and provide insight to help facilitate successful implementation. ✓ Many of the specific SAP 2021-23 Goal items, and Strategic Outcomes, Metrics, and Actions are of interest to the ACTs and of importance for ACT engagement. Agency 	Assistant Directors (ADs), Area Managers (AMs), ACT staff support, Headquarter (HQ), Policy, Data & Analysis Division (PDAD) and other Division staff	High / Phase 1, ongoing

<p>liaisons and support staff to the ACTs will work with the Agency leads for various SAP elements and initiatives to ensure most effective ACT engagement occurs in these varying areas. To illustrate - the Action <i>Apply GHG emission standards in making ODOT investment decisions</i> may be more for informational sharing, where the Action <i>Define a priority multimodal network to enable more strategic and equitable selection of future projects and programs</i> may be more for ongoing interactive involvement, feedback, recommendations, etc.</p>		
<p>B. Social Equity Two key Expectations: (1) Membership - Review to assure inclusion and diversity of membership is representative of the various communities that make up the area by clarifying key purpose/need/outcomes (e.g., providing "access to the table"). Include consideration that ACTs are each unique, and flexibility is important to establish and maintain their ownership, priorities, investment strategies, etc.; Ultimately, the ACTs may bring forward changes to their membership as they update their Charters or Bylaws to be consistent with this expectation. (2) Agency Staff are accountable, capable, and have the tools to ensure that social equity considerations are a key component of any discussions and/or recommendations that the ACTs put forward.</p> <p>Organizational Discussion <u>Outcome</u> – ACT membership that is diverse and equitable and reflects and represents the various communities that make up the area.</p> <ul style="list-style-type: none"> ✓ Collaborate with Office of Social Equity to prepare guidance and presentation materials, linking to the SAP and Social Equity Engagement Framework. ✓ Work with Government Relations staff to align with HB2985 and receive input on updating ACT membership statewide that "reflects racial and ethnic and ability composition of Oregon." Coordinate with region Public Information Officers (PIOs) to address creating broader awareness to the public and various stakeholders on what expanding benefits the ACTs can provide, reflecting on the State of Oregon's definitions of Diversity, Equity, and Inclusion (<i>see attached Appendix A</i>), and how economic/socio-economic factors fit in. ✓ Work with Agency staff to build a map and database of the ACT boundaries and corresponding demographics. ✓ Gather info (including all current ACT "Charters"/"Operating Guidelines"/"Reports") from the AMs and support staff. ✓ Provide timely support, guidance, and recommendations to the ACTs on membership and representation decisions. <p>Investing in Social Equity- <u>Outcome</u> – Discussion and impact to recommendations provided by the ACTs to the Agency and OTC resulting in mutual support (including their support for implementation) of the Social Equity Engagement Framework.</p> <ul style="list-style-type: none"> ✓ Work with Office of Social Equity in their development of the Social Equity Engagement Framework and its implications for investment decisions (e.g., projects). ✓ Collaborate among HQs and Region support staff, AMs, and ACT Chairs on best practices for making social equity an ongoing dialogue for the ACTs, while concurrently working with the OTC and agency leadership to evolve the social equity topic. ✓ Coordinate with statewide Active Transportation Needs Inventory assessments as an element to the social equity discussion. 	<p>Office of Social Equity, AMs, ACT Support Staff, HQ, Director's Office staff, Region Public Information Officers (PIOs), PDAD and other Division staff</p>	<p>High, Phase 2, ongoing</p>

<ul style="list-style-type: none"> ✓ Establish processes for the ACTs to consider social equity needs and how to identify gaps in multimodal corridors to support local system accessibility to all. ✓ Combine ongoing Investment in social equity efforts with ACT needs list development and Area Strategies efforts (see Area Strategies section). ✓ Summarize social equity information for the ACTs and provide assistance to ensure that their work supports the Social Equity Engagement Framework implementation. 		
<p>C. Statewide Transportation Improvement Program (STIP)</p> <p>Continue supporting this expectation in the ACT Formation Policy: <i>An ACT plays a key advisory role in the development of the STIP.</i></p> <p><u>Outcome</u> – Enhanced OTC/Agency/ACT communication, engagement, and coordination to better inform decision making on area transportation infrastructure and capital investments, contributing to statewide transportation system priorities and management.</p> <ul style="list-style-type: none"> ✓ Continue engagement in 2024-27 STIP project prioritization and opportunities to coordinate, collaborate, and leverage investments and funding across the entire transportation system with specific emphasis on Public and Active Transportation categories. The purpose of this engagement is to improve ACT coordination and facilitate a better understanding of STIP topics through ACT feedback and questions. ✓ Establish ongoing, year-round calendar that will include the timing for ACT presentations/discussions on the current 2024-27 STIP Updates, Fix It, Safety, Enhance, Public & Active Transportation, GHG Emissions Reduction, and other related topics. ✓ Provide opportunity for awareness and input on statewide projects such as Rose Quarter, I-5 Bridge, Tolling projects / and other major efforts), with consistency on messaging and presentations. ✓ Coordinate ongoing STIP engagement with recommendations on ACT interest, and consistent direction in developing system needs/priorities, for example, that may fit a set of categories such as enhance, safety, bicycle/pedestrian on state system, freight, transit, airport, climate, corridors, and funding at large or small amounts (see Areas Strategies section). ✓ Coordinate with STIP Update calendar. 	<p>HQ Director's Office staff, AMs, ACT support staff, HQ staff, PDAD and other Division staff</p>	<p>High, Phase 1, ongoing</p> <p>Medium / Phase 2</p>
<p>D. Area Strategies</p> <p>There are currently two pilot efforts (Lane ACT and NEACT) underway to assess what to include in and how to do this work, likely to be completed within the next nine months. Currently,, agency staff is starting to assess the feasibility of a framework to compile system needs and opportunities within any of the ACTs.</p> <p><u>Outcome</u> – Effective Area Strategies and a basic understanding of needs for ACTs statewide, for example for information sharing at statewide gatherings (see "Statewide Annual/Periodic Gatherings" below under "Coordination and Communication" section).</p> <ul style="list-style-type: none"> ✓ Track to determine if the two pilot Strategy efforts show positive results, including recommended framework and amount of flexibility for implementation with the other ACTs. Pilot reporting will include a guidance document providing a framework for consistency in the development of future Area Strategies. The decision to complete Area Strategies will be determined based upon the value of such effort, including availability of both staff and ACT resources. ✓ Gain input from AMs and other Agency staff who represent ODOT and support the ACTs, on how best to encourage a starting point for initiating the identification of needs and opportunities. This should include reviewing needs that have already been identified from local or state planning processes or local capital facilities' needs. 	<p>PDAD Planning, Region Planning, AMs, ACT support staff</p>	<p>Medium to High / Pilots & early inputs Phase 2, All ACTS Phase 3</p>

2. OTC and ODOT Coordination and Communication with the ACTs Key Outcome from the ACT Formation Policy – <i>Success of the ACT is linked to communication with the OTC.</i>		
A. OTC Liaisons <u>Outcome</u> – Improved OTC/ACT engagement. OTC designating members as liaisons to the ACTS - <ul style="list-style-type: none"> ✓ Currently Commissioner Brown has volunteered to be an ACT liaison. ✓ Create more specific recommendations (roles, expectations, staff involvement, etc.) by engaging with Commissioner Brown and other OTC members. 	OTC Members, AMs, OTC and ACT Support Staff,	Medium / Phase 2 tied to “Internal Improvements” section
B. Statewide Annual/Periodic Gatherings <u>Outcome</u> – Cross communication among all ACTs so there is a better understanding of individual ACT issues and concerns, and the related implications for developing and maintaining a statewide transportation system. <u>Outcome</u> – Ensure opportunities for mutual awareness, collaboration, coordination, and alignment among the ACTs, following the ACT Formation Policy – <i>ACT coordination should include...other ACTs within and across ODOT Regions. ...communicate and coordinate Regional priorities with other ODOT Regions and ACTs.</i> <ul style="list-style-type: none"> ✓ Establish a coordination plan in collaboration with staff for the OTC, Director’s office and HQ to plan recurring gatherings for the ACT chairs, OTC Liaisons, key ODOT staff, including gathering purpose, goals, and advanced information sharing and expectations, agenda development, etc. ✓ Consider opportunities for dialogue to include the OTC, local officials, legislators, the business community and appropriate stakeholders, and regional/area ODOT staff, panel discussions on the SAP, state system highlights, climate, innovations, and other key topics. ✓ Create more specific recommendations (roles, expectations, staff involvement, etc.) by engaging with Commissioner Brown and other OTC members ✓ Apply actions and outcomes from the “Internal ODOT Improvements” Section to make this happen. 	OTC Members, AMs, OTC and ACT Support Staff, PDAD staff	Medium / Phase 2 tied to “Internal Improvements” section
C. Continue Biennial ACT Charter / Report Updates between OTC and each ACT The ACT charters ensure mutual accountability and align with the ACT Formation Policy – <i>Conducting a biennial review of the ACT Charter and Operating Agreements.</i> <u>Outcome</u> – Implement policy through ACT charters that are updated biennially. <ul style="list-style-type: none"> ✓ Establish coordination plan in collaboration with staff for the OTC, Director’s office and HQ for these reporting and check-ins, including options for them to occur with each ACT community, area, and region. ✓ Create more specific recommendations (roles, expectations, staff involvement, etc.) by engaging with Commissioner Brown and other OTC members ✓ Apply actions and outcomes from the “Internal ODOT Improvements” section to make this happen. 	OTC Members, AMs, OTC and ACT Support Staff	Medium / Phase 2 tied to “Internal Improvements” section
D. Consistent Feedback Loop, Multi Way Communication – <u>Outcome</u> – Provide timely feedback to the ACTs regarding decisions that were made based on the ACT recommendations, including how recommendations are addressed. <ul style="list-style-type: none"> ✓ Work with OTC staff, the Government Relations group, and region PIOs to develop consistent feedback loop for OTC decisions and the influence ACT recommendations had on those decisions. ✓ Work with OTC staff, AMs and other support staff, and the Government Relations group, to ensure multi-way discussions between the OTC, ACT members, and key stakeholders in each area. 	OTC and ACT support staff, Government Relations, AMs	High / Phase 1/2, tied to “Internal Improvements” section

<ul style="list-style-type: none"> ✓ Develop process and structure providing more opportunities for ACT members to participate on statewide task forces and advisory committees sponsored by the OTC and/or ODOT. ✓ Apply actions and outcomes from the “Internal ODOT Improvements” section to make this happen. ✓ Create more specific recommendations (roles, expectations, staff involvement, etc.) by engaging with Commissioner Brown and other OTC members. 		
<p>E. Update to the ACT Formation Policy – ACTs as Local Collaboration Forums</p> <p><u>Outcome</u> – Reinforce a key role of ACT engagement in providing collaboration among ACT members, agency (Region) representatives to cover local initiatives, Region/Area projects, many transportation related or operational initiatives, and ongoing work affecting the ODOT Area’s systems. The Policy on Formation and Operations of the ACTs states that ACTs are to <i>Provide a forum to advance the public’s awareness and understanding among transportation stakeholders of transportation issues.</i></p> <ul style="list-style-type: none"> ✓ Develop policy language that establishes expectations for all ACTs, to emphasize their importance as centralized transportation information hubs for hearing from the public, providing information to the public, and communicating local and regional transportation needs to ODOT staff and the OTC. ✓ Provide clarification on expectations for when and how consultation and coordination is expected among the ACTs and MPOs. ✓ Create more specific recommendations (roles, expectations, staff involvement, etc.) by engaging with Commissioner Brown and other OTC members. ✓ Apply actions per the “Internal ODOT Improvements” section, to make this happen. ✓ Prepare/present recommendations and draft policy changes to ACTs. 	OTC and ACT support staff, Gov Relations, AMs, PDAD staff	Low / Phase 3
3. Internal ODOT Improvements – Key Outcome - Strengthen ACT/OTC/ODOT Relationships		
<p>A. OTC/ACT Framework Executive Lead</p> <p><u>Outcome</u> – HQ leadership, direction, and support to the Delivery & Operations (D&O) Regions and other affected Divisions / Branches on structure, alignment, and consistency of OTC/ACT/Agency engagement, along with ongoing coordination on how all can meet expectations and stay accountable to the entire ACT engagement process.</p> <ul style="list-style-type: none"> ✓ PDAD Administrator Amanda Pietz will be the <i>Executive Lead</i> with ODOT staff, for the OTC/ACT framework, and the full spectrum of addressing, implementing, and managing work plan tasks and recommendations, including support to staff who participate with the ACTs. (e.g., developing a calendar of topics that would be shared consistently with all ACTs). 	HQ Director’s Office staff, Implementation Team	High / Phase 1
<p>B. Statewide ACT Communications Coordinator</p> <p><u>Outcome</u> – Fully supporting a variety of OTC/ACT engagement needs and opportunities for multi-way information sharing.</p> <ul style="list-style-type: none"> ✓ Designate a statewide ACT communications coordinator within ODOT staff. 	Framework Executive Lead, Implementation Team	High / Phase 1
<p>C. Communication Tool for ACTs</p> <p><u>Outcome</u> – ACTs well informed of OTC and Agency initiatives, policies, and programs.</p> <ul style="list-style-type: none"> ✓ Collaborate with Communications Coordinator, PIOs who support the D&O Regions, HQs, Government Relations, and OTC staff to develop tools and processes that allows ACTs to have a better awareness of current initiatives and programs. This includes a clearer understanding of needs across the system, the impact of those needs, and how they differ within parts of the ACT, across ACTs, or across the state. ✓ Create a continuous schedule and calendar of monthly/quarterly key topics for ACT presentations, briefings, engagement needs closely coordinated with ODOT initiatives, and anticipated OTC topics. Make available to ACTs and support staff. ✓ Develop a specific guidance documents to ODOT staff, on all aspects of supporting and engaging the ACTs, including accountabilities. 	Implementation Team, AMs, ACT support staff, Statewide ACT Communications Coordinator, Region PIOs, Government Relations	High / Phase 2 / 3

Implementation Team

The implementation team for this effort is extensive. Although the work plan centers around the ACTs and ODOT representatives (e.g., Area Managers and ACT support staff), they are not solely responsible for the tasks. Success will require numerous ODOT staff from various areas, working in collaboration and with ongoing OTC and ACT member interaction, recognizing that other stakeholders may also be part of the engagement process. The effort will require and includes strong overall Agency support from an executive sponsor, a leadership team, and Agency staff with the expertise and experience in seeing the work tasks through to outcomes that are easy to identify and measure. An important early work task is the designation of a senior leader to serve as the OTC/ACT Framework Lead, supported by the designation of a statewide ACT Communications Coordinator.

Communications Strategy

Communication will be conducted throughout all phases of this effort to provide information and receive feedback from leadership and stakeholders. This includes the OTC, executive management, ODOT leadership groups, the ACT members, and other ODOT stakeholders. The specifics of the communication strategy will be refined with leadership from the ACT Communications Coordinator for the engagement element of the work plan. OTC members, Area Managers, ACT members, Agency staff supporting the ACTs will be instrumental in ensuring that partners and stakeholders are clearly identified and that the content and timing of communication is consistent and coordinated among various committees and forums. Additionally, using or developing effective communication methods and tools will be essential to reaching our various customers, partners, and stakeholders. Finally, the agreed upon approach can be used to help inform the desired outcome of this work.

Resources / References

1. [ODOT's ACT Website](#)
2. [Policy on Formation and Operation of Area Commissions on Transportation](#)
3. [HB 2985](#)
4. [Strategic Action Plan \(SAP\)](#)
5. [2024-2027 STIP](#)
6. [Letter to OTC Dec 2020 Meeting: Refocusing Engagement with the ACTs](#)
7. [OTC Dec 2020 Meeting: Refocusing Engagement with ACTs PowerPoint](#)
8. [Letter to OTC: March 2021 Meeting Refocus of ACTs](#)
9. [OTC March 2021 Meeting: Refocus of ACTS Recommendations](#)

Appendix A

The seal of the State of Oregon is visible in the background of the blue box. It features a figure holding a torch and a plow, with the word 'OREGON' and the date '1859' around it.

State of Oregon's Definition of Diversity, Equity, Inclusion

Diversity is the appreciation and prioritization of different backgrounds, identities, and experiences collectively and as individuals. It emphasizes the need for representation of communities that are systemically underrepresented and under-resourced. These differences are strengths that maximize the state's competitive advantage through innovation, effectiveness, and adaptability.

Equity acknowledges that not all people, or all communities, are starting from the same place due to historic and current systems of oppression. Equity is the effort to provide different levels of support based on an individual's or group's needs in order to achieve fairness in outcomes. Equity actionably empowers communities most impacted by systemic oppression and requires the redistribution of resources, power, and opportunity to those communities.

Inclusion is a state of belonging when persons of different backgrounds, experiences, and identities are valued, integrated, and welcomed equitably as decision makers, collaborators, and colleagues. Ultimately, inclusion is the environment that organizations create to allow these differences to thrive.

NOTE: Extracted from page 10 of https://www.oregon.gov/gov/policy/Documents/EquityFrameworkCovid19_2020.pdf

Agenda Item 5.

Other Business

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

June 3, 2021

Interested in transportation safety? Comment on the draft Safety Action Plan

Oregon Department of Transportation sent this bulletin at 05/24/2021 11:08 AM PDT

Having trouble viewing this email? [View it as a Web page](#)



News Release

Updated plan reflects safety trends, keeps vision at zero fatalities, serious injuries



May 24, 2021

For more information: [Shelley M. Snow](#), Communications, 503-881-5362

SALEM – A draft plan that will help Oregon improve transportation safety across all modes of travel – people walking, rolling, riding and driving – is open for public review and comment, now through July 9. The [draft 2021 Transportation Safety Action Plan](#) outlines strategies and actions to address safety needs in the various modes and across the state.

The 2021 Transportation Safety Action Plan, also known as TSAP, is a focused update of the 2016 TSAP. The updated plan looks at the latest crash data, transportation trends and other influential information and makes recommendations to help the state achieve the goal, stated in the 2016 plan, of zero fatalities and serious injuries on Oregon's transportation system by 2035. The draft plan evaluates our progress, identifies emerging safety trends and needs, provides guidance for policies and investments, and more. It also reflects the agency's commitment to the priorities established in the [Strategic Action Plan](#): equity, a modern transportation system and sufficient and reliable funding.

How to get Involved

Anyone interested is invited to [review the full plan on the website](#) and provide feedback in either or both of the following ways:

1. Provide comment via email by July 9 to safety@odot.state.or.us.
2. Join a virtual public hearing at 1 p.m. on June 9 (this is occurring during the regular Oregon Transportation Safety Advisory Committee meeting). You must register to join this hearing by entering your contact information in [this online form](#). The meeting will use Microsoft Teams, and instructions on using this tool will be provided to all who register. **REGISTRATION TO ATTEND CLOSES AT 5 P.M. ON JUNE 8.**
3. Anyone interested is invited to participate. Accommodations, such as material in alternate formats, are available. Please call 503-986-4188 or statewide relay at 711 to make your request.

Background

The [Oregon Transportation Safety Action Plan](#) provides long-term goals, policies and strategies and near-term actions to eliminate deaths and life-changing injuries on Oregon's transportation system. The TSAP serves as the unifying framework for transportation safety planning in Oregon. It identifies key safety needs and guides safety investments in infrastructure and behavior programs to meet those needs. The TSAP also serves as the state of Oregon's Strategic Highway Safety Plan, a document required by federal law.

##ODOT##

Learn how we're evolving to build a modern transportation system
based on sufficient funding and equity.
www.oregon.gov/odot/Pages/SAP

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