

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

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

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

Join Zoom Meeting

Direct Link:

<https://us06web.zoom.us/j/86570725527?pwd=VXRja2VEa2Z5ZHZBUzdwSVpvZDJNdz09>

Meeting ID: 865 7072 5527

Or call +1 253 215 8782 US

Meeting ID: 865 7072 5527

If participation by phone or video conferencing is not an option, please contact our offices (at 503 588 6177) 24 hours in advance of the meeting. If you are having trouble connecting to the meeting, contact Theresa Whisenhunt at 503 540 1630.

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**Date:** Thursday, June 22, 2023  
**Time:** 3:30 p.m.  
**Place:** MWVCOG Offices, 2nd floor  
100 High Street SE, Salem

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

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*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 Theresa Whisenhunt at (503) 540-1630 or send e-mail to [twhisenhunt@mwvcog.org](mailto:twhisenhunt@mwvcog.org) at least 72 hours prior to the meeting. Alternate formats available upon request. Thank you.

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

- Welcome and Introductions
- Public Comment

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

In 2021, the Oregon Transportation Commission (OTC) amended the ACT Formation and Operation policy to replace the 2-year report out to the OTC with a new requirement: a Work Plan for the next 2 years.

The ACT Work Plan effort will include development of a summary of priorities, concerns, and topics for the ACT; an outline of meeting topics planned over a 2-year horizon; and updates to the ACT Charter and public involvement process, if needed.

The purpose of this preliminary work session of the MWACT steering committee is to begin discussion on high-level priorities for the MWACT Work Plan, which will be further refined and developed during (proposed) monthly work sessions over the course of the summer of 2023.

- Overview & objectives
- History and Other ACT's Process
- Steering Committee Discussion & Comment
  - Priorities, Concerns, Topics
- Additional Public Comment Opportunity

**Action: Agreement on Meeting Schedule for Summer Work Sessions**

Proposed: monthly work sessions through September

**5:30 p.m.     Item 3. Adjournment ..... Chair Ken Woods, Jr.**

## **Agenda Item #2**

### **ACT 2-year Work Plan**

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

**June 22, 2023**

## **Instructions**

Work Plans should be developed between now and October 2023. The intent of the Work Plan is to look forward and identify key interest areas, priorities, and topics for each ACT. Work Plans will be discussed at the ACT and Modal Committee Chair Meeting on June 29<sup>th</sup>. While Work Plans are not due by that time, please come prepared to share Work Plan ideas for your ACT.

### **When developing the ACT Work Plan, please follow these instructions**

- 1) Fill in **Yellow text** with the prompted item (e.g. ACT, name, etc.)
- 2) Remove *guidance italic text* when complete.
- 3) Remove { guidance text in parathesis } when complete.
- 4) Submit to [OTCAdmin@odot.oregon.gov](mailto:OTCAdmin@odot.oregon.gov) for OTC approval

### **Please attach the most recent ACTs Charter to the Work Plan, or update as needed. At a minimum, the Charter should include:**

- Describe how the ACT will meet public involvement requirements and follow all relevant federal laws, regulations and policies for public involvement, and adhere to the Code of Conduct for Advisory Committees
- Identify ACT members, in accordance with the OTC [Policy on Formation and Operation of ACTs](#). Specifically, the OTC ACT Policy states:

At a minimum, ACT representation will include at least 50% elected officials from the Area. Representation shall include City, County, and MPO officials within the ACT boundaries. Representatives of the nine federally recognized Tribal Governments in Oregon as named in ORS 172.110, Port officials, and Transit officials shall also be invited to participate as voting members and will count toward the requirement of at least 50% elected officials. The remainder of the representation should be from interested stakeholders which should represent, but are not limited to: trucking, air, rail bicycle, pedestrian, public transportation, public interest advocacy groups, environmental or climate, land use, local citizens, business, education, public safety providers or organization, non-profit organizations, etc. ODOT will be a voting member on each ACT. Members should be carefully selected so that transportation recommendations are coordinated with other local and Regional community development activities, creating consensus within the Area on transportation issues and priorities.

Every two years, each ACT should evaluate current membership and establish membership goals.

## **Work Plan for the Mid-Willamette Valley Area Commission on Transportation (MWACT)**

**Dates Covered:** 2023-2025

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

### **Introduction – Purpose**

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

### **ACT Chair**

**Ken Woods, Jr**

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

### **Interest Areas and Priorities**

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

### **Two-Year Goals and Initiatives**

## MWACT Work Plan

**INSERT DATE**

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

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

### Goal 1

Desired outcomes and strategies

### Goal 2

Desired outcomes and strategies

### Goal 3

Desired outcomes and strategies

## Meeting Topic Plan

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

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

The minimum list for 2023-2025 includes:

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

## MWACT Work Plan

INSERT DATE

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

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

**Reference: OTC ACT Formation Policy**

[https://www.oregon.gov/odot/Get-Involved/ACT/OTC\\_ACTpolicy.pdf](https://www.oregon.gov/odot/Get-Involved/ACT/OTC_ACTpolicy.pdf)



# Mid-Willamette Valley Area Commission on Transportation



A local advisory body chartered by the Oregon Transportation Commission

Chair  
Councilor Ken Woods, Jr.  
City of Dallas

Vice Chair  
Mayor Cathy Clark  
City of Keizer

December 20, 2021

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

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

Chair Van Brocklin and Commissioners:

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

Sincerely,



Ken Woods, Jr.  
Chair

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