

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. At this time, we are not hosting MWACT meetings in person. **We are requesting all MWACT members, local staff, and the public to participate via Zoom**. If participating via Zoom (using a computer or 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.

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Mike Jaffe at 503-540-1606

Date: Thursday, January 6, 2022
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

Approval of December 2, 2021 Meeting Summary

Public Comment

Comments from the Legislative Delegation

OTC Comments

Commission Discussion/Area Updates

3:40 p.m. Item 2. Speed Zone Safety and SafetyKeith Blair, Dorothy Upton

ODOT staff will review the process used for setting and revising speeds zones, particularly on state highway facilities. This was a topic of interest from several MWACT members in 2021. Presenters are Keith Blair (ODOT Region 2 Traffic Unit Manager) and Dorothy Upton (Region 2 Traffic Operations Engineer).

Action: Information item.

**4:10 p.m. Item 3. Interstate-5 @ Aurora/Donald Interchange
Update.....Ed Chamberlain (David Evans & Assoc.)
Anna Henson (ODOT)**

ODOT has approximately \$50 million set aside for the interchange upgrade, but the full cost of the interchange is approximately \$76 million. ODOT has decide to break Phase 1 into two parts: Phase 1a has been awarded to K&E Excavating and will go to construction in 2022 (estimated cost \$11 million). **Phase 1b** will be released for bid in 2022 or 2023 after ODOT has determined whether or not it will be able to secure the remaining \$30 million (potentially from some of the funds Oregon will receive as part of the Infrastructure Investment and Jobs Act (IIJA) or other sources).

If the project gets the \$30 million, ODOT will go for the full design of the interchange (with construction in 2023). If the project doesn't get the \$30 million, ODOT will just build what it can in Phase 1b in 2023 and wait until some future year to construct the remainder of the selected full design of the interchange.

Action: Information item.

**4:40 p.m. Item 4. Newberg-Dundee Bypass Update..... Andrew Walker (ODOT)
Anna Henson (ODOT)**

Phase 1 (the 4-mile section of the bypass (designated as OR18) along the south side of Newberg with a cost of \$252 million) opened up for traffic in 2018. With \$10.5 million in cost savings from Phase 1, ODOT was able to begin making selective right-of-way purchases for Phase 2 (the bypass section from OR 219 to Rex Hill in northeast Newberg). As part of House Bill 2017 (year 2017), \$22 million in additional funds was provided for the design work for Phase 2.

In 2021, HB 5006 provided \$32 million for the construction of Phase 2A. This will include designing and building improvements for the interchange where OR 18 meets OR 219 including the realignment of NE Wynooski Road. Phase 2A is expected to start construction in 2023 and is anticipated to have construction complete by 2025.

ODOT staff will provide additional details about the status for the design, planning, and funding needs for Phase 2.

Note: ODOT's project page for Phase 2 notes that there is a Virtual Event for the public on January 27, 2022 @ 6 p.m. to share information about Phase 2 and to ask questions of the project team.

Registration in advance of the meeting is required. See

<https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=19909>

Action: Information item.

5:00 p.m. Item 5. IIJA funds and OTC..... Dan Fricke

In December, Cooper Brown presented information about the funds Oregon will receive from the Infrastructure Investment and Jobs Act (IIJA). This discussion is for MWACT to determine if, and how, they want to communicate their thoughts and priorities to the OTC about the \$400 million in flexible funding that Mr. Brown described.

ODOT held a webinar on December 7th about IIJA funds and took public comments as well. The schedule shared at that meeting for future public comments and discussion by the OTC was as follows:

- January 20
- February 17 (special meeting on IIJA)
- March 10
- March 30 (special meeting on IIJA)

Action: Information item.

5:25 p.m. Item 6. Other Business..... ODOT Staff

- **Next MWACT Meeting – February 3, 2022**
 - Elections of Officers for MWACT for 2022
 - Connect Oregon – 2 projects to review
 - Draft STIF/STF rulemaking
 - Update on OTC’s decision process for IIJA funds

5:30 p.m. Item 7. Adjournment Chair Ken Woods, Jr.

Draft **Summary** **Draft**

Mid-Willamette Valley Area Commission on Transportation (MWACT)
MWVCOG Virtual Meeting
100 High St. SE, Suite 200
Salem, OR 97301
Thursday, December 4, 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
Tom Hammer, Yamhill County Private Sector
Anna Henson, ODOT Region 2
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
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
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

Others Present

Jenna Berman, ODOT
Cooper Brown, ODOT
Steve Dickey, SAMTD
Kristine Evertz, Summit Strategies
Dan Fricke, ODOT Region 2
Mike Jaffe, MWVCOG-MWACT/SKATS Staff
Rachel King, Amity Mayor
Lori Moore, MWVCOG-MWACT/SKATS Staff
Billie O'Conner, ODOT

Karen Odenthal, MWVCOG/SKATS Staff
Allan Pollock, SAMTD
Janelle Shanahan, Marion County Public Works
Tony Snyder, ODOT
Andrew Walker, ODOT
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 3:30 p.m.

Summary of October 7, 2021: The summary of the October 7, 2021, meeting was approved as submitted by consensus of the MWACT member present online.

Summary of November 4, 2021 Steering Committee The summary of the December 4, 2021, MWACT Steering Committee 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: Dan Fricke provided an update related to tolling issues regarding the I-205 project. An Environmental Assessment will be available for public review in spring 2022.

Tony Snyder, ODOT, gave a presentation on the current status of the ADA Curb Ramp Program. Access issues for pedestrians in work zones was discussed. He noted that ODOT is committed to providing work zone access to pedestrians regardless of their mobility limitations. Problems include urban vs. rural and short- and long-term issues. Mr. Snyder informed the group of the availability of Concern, Question,

Comment, or Request forms. Additional problems include the lack of staff.

Mike Jaffe reminded commission members that MWACT members serve two-year terms. Each year, approximately half the commission members' terms will expire. Mr. Jaffe announced that the annual recruitment letters will be sent soon in order to find out new/returning representatives in 2022.

Mayor Scott Hill provided an update related to the Newberg-Dundee project. He encouraged support for the project. Ken Woods, Jr., advised caution related to producing an excess of form letters of support for projects.

Agenda Item 2. IIA Funds for Oregon

Cooper Brown, ODOT, provided MWACT members with an overview of the federal Infrastructure Investment and Jobs Act (IIJA) that was signed by the president in November 2021. This transportation legislation contains a five-year reauthorization of federal transportation funding along with a significant increase in federal transportation funding to Oregon.

The legislation includes \$1 trillion in funding for infrastructure. Approximately \$567 billion is included for transportation that will be awarded among transportation programs including programs that address climate change, bridges, safety, resilience, active transportation, and public transportation among others. Some of these funds will be flexible in how they may be used. It will be up to the Oregon Transportation Commission (OTC) to determine how the funds will be used. They are soliciting feedback from stakeholders to assist in deciding how to allocate the funds.

Commission members discussed potential ideas for how the funds could be used including completing the Aurora-Donald project and/or adding funding to the Newberg/Dundee project. Discussion related to a response to the OTC will continue during the January 2022 MWACT meeting.

Agenda Item 3. Blueprint for Urban Design

Jenna Berman, ODOT, provided a presentation related to ODOT's approach for Design in Oregon Communities. The "Blueprint for Urban Design (BUD)" is needed as national guidance for community design has changed while state design hasn't changed as yet. BUD supplements the "Highway Design Manual (HDM)". Flexibility and context-sensitive design

are key components of BUD. BUD applies to all urban projects on state highways. A project may have more than one context. It is hoped that the selection of a context will occur early in the planning or scoping process. The bicycle facility matrix includes information in a table on the level of separation based on speeds and traffic volumes. Some issues such as vertical delineation continue to be a challenge.

Agenda Item 4. Report on ACT Chairs Meeting: Feedback on Changes to ACT Formation and Operations Policy

Chair Woods provided an overview of the meeting that he and other ACT chairs had on October 13, 2021. He noted that representatives from 7 of the 12 ACTs attended the meeting while there was no representation by the other five ACTs in the state.

Chair Woods noted that he and Mike Montero from Medford, led the discussion about the ACTs roles and responsibilities in regard to the Oregon Transportation Commission. They are an advisory board that was created by the OTC to assist with developing transportation projects and priorities. However, in recent years, the acts have had little influence related to investments in transportation projects. When the ACTs do provide input, the OTC doesn't listen to them. They ask no questions regarding any testimony provided.

Referencing the proposed changes to roles, responsibilities, and function of Area Commissions on Transportation (ACTs), Chair Woods commented that he doesn't find the proposed changes particularly onerous. He does take issue with the term "equity" as there is no definition or context for the term provided. He stated that no one has defined "equity." Chair Woods noted that there was consensus among the steering committee members for MWACT to define nebulous terms and provide documentation to prove their definitions. MWACT members discussed this approach. Several members concurred that this might be an effective way to communicate with the OTC without being ignored.

Discussion related to an MWACT response will continue during the January 2022 MWACT meeting. A decision regarding the specific response will be determined then.

Agenda Item 5. Other Business

Chair Ken Woods adjourned the meeting at 5:21 p.m.