

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

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

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

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

Meeting ID: 968 4083 8274

Or call +1 253 215 8782 US (Tacoma)
Meeting ID: 968 4083 8274

If participation by phone or video conferencing is not an option, please contact our offices (at 503 588 6177) 24 hours in advance of the meeting. If you are having trouble connecting to the meeting, contact Karen Odenthal (503 540 1608)

Date: Thursday, October 6, 2022
Time: 3:30 p.m.
Place: MWVCOG Offices, 2nd floor
100 High Street SE, Salem

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

Times listed below are approximate. Agenda items may be considered at any time or in any order per discretion of the MWACT Chair and/or member of the Commission, in order for the Commission to conduct the business of the Commission efficiently. Persons wishing to be present for a particular item are advised to arrive prior to the scheduled beginning of the meeting in order to avoid missing the presentation of items of interest.

The Mid-Willamette Valley Area Commission on Transportation is pleased to comply with the Americans with Disabilities Act (ADA). If you need special accommodations including a sign language interpreter to attend this meeting, a complete agenda packet, or additional information, please contact Lori Moore at (503) 540-1609 or send e-mail to lomoore@mwvcog.org at least 72 hours prior to the meeting. Alternate formats available upon request. Thank you.

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

Welcome and Introductions
Approval of August 4, 2022, Meeting Summary
Public Comment
Comments from the Legislative Delegation
OTC Comments
Commission Discussion/Area Updates

3:45 p.m. Item 2. Oregon Freight Plan John Boren, ODOT

ODOT is updating the Oregon Freight Plan, last updated in 2017 and originally adopted in 2011, to incorporate new data and respond to a changing policy landscape, particularly, with respect to climate change and types of fuel sources.

John Boren, ODOT Freight Program manager, is the project manager for the Freight Plan update and will provide a presentation on findings and new data with regard to freight movement into, within, and out of the state, as well as receive feedback from ACT members.

As noted on slide 23 in the *attached* copy of the presentation, there are 3 questions for ACT members to consider and provide input:

1. Are there any questions or comments about the implications of growth on the freight system?
2. What are the biggest freight issues or concerns within your ACT?
3. What would you most like to see ODOT address in the freight plan or implementation?

Action: Presentation; MWACT questions and answers.

4:15 p.m. Item 3. Center Street Bridge Seismic Retrofit ProjectAndrew Walker, ODOT Region 2

A seismic retrofit of the Center Street Bridge (over the Willamette River in Salem) was included as a “listed project” in HB2017. A preliminary cost estimate was completed in 2019. ODOT has started design work. Construction year is estimated to be in 2025. Andrew Walker is the Region 2 project manager for this project and will provide a project update.

Action: Presentation; MWACT questions and answers.

4:45 p.m. Item 4. Innovative Mobility ProgramKaz Zaidi, ODOT Public Transit

ODOT's new Innovative Mobility Program (IMP) was created by the Oregon Transportation Commission as a 3-year program funded with \$10 million of state funds and \$10 million of federal funds. Eligible organizations in charities, not-for-profits, and businesses providing community services; tribal, state, and local government agencies; MPOs and transportation management associations; and transit agencies and transportation service providers. IMP will include both competitive grants and contracted services. See <https://www.oregon.gov/odot/RPTD/Pages/Innovative-Mobility-Program.aspx> for more information and the *attached* **handout**.

The objective of the grants is to improve access to public transportation, reduce the number of trips Oregonians make by car, and reduce greenhouse gas emissions. The IMP has a special focus on equity and helping historically excluded groups to get to where they need to go more quickly, cheaply, and safely.

Kaz Zaidi of ODOT's Public Transportation Division is the project manager of this new program and will provide additional information about the program and the kind of projects and programs that are eligible for these grants.

Action: Presentation; MWACT questions and answers.

5:15 p.m. Item 5. Other Business.....Commission Staff

- Next MWACT Meeting – tbd

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

Meeting Summary

Mid-Willamette Valley Area Commission on Transportation (MWACT)
MWVCOG Virtual Meeting
100 High St. SE, Suite 200
Salem, OR 97301
Thursday, August 4, 2022

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

MWACT Members Present

Cathy Clark, 2022 Vice Chair, Keizer Mayor
Ian Davidson, SAMTD Board of Directors
Jeremy Gordon, Polk County Board of Commissioners (Alternate for Lyle Mordhorst)
Kathy Hadley, Polk County Private Sector
Tom Hammer, Yamhill County Private Sector
Anna Henson, ODOT Region 2
Casey Kulla, Yamhill County Board of Commissioners
Michael Langley, Confederated Tribes of the Grand Ronde
Rick Rogers, 99W/18/47 Corridor, Newberg Mayor
Jim Sears, 99E/213 Corridor, Silverton City Council
Della Seney, Hwy. 22E Corridor, Aumsville City Council
Mitch Teal, Marion County Private Sector
Ken Woods, Jr., 2022 Chair, Dallas City Council

MWACT Members Absent

Danielle Bethell, Marion County Board of Commissioners
Walt Perry, I-5 Corridor, Jefferson City Council
Trevor Phillips, Salem City Council
Cynthia Thompson, YCTA

Others Present

Jenna Berman, Active Transportation Liaison
Mark Bernard, ODOT Region 2 Public Transit
Sara Duncan, SAMTD
Adam Brown
Ed Chamberland, DEA
Steve Dickey, SAMTD
Dan Fricke, ODOT Region 2
Hal Gard
Cole Grisham, USDOT
Ray Jackson, MWVCOG-SKATS Staff

Natasha Johnson, City of Amity
Rachel King, Amity Mayor
Lori Moore, MWVCOG-MWACT/SKATS Staff
Andrew Mortensen, DEA
Sadie Mae Palmatier, Transportation Planning Intern
Lisa Perry, OTC Administrative Staff
Garet Prior, ODOT Toll Policy Manager
Bill Poehler
Janelle Shanahan, Marion County Public Works
Julie Warncke, Salem Public Works
Robin Wilcox, ODOT

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

Chair Ken Woods, Jr., called the first hybrid meeting to order at 3:34 p.m. Roll was called for participants in the MWVCOG conference room and those attending online. A quorum was established.

Summary of June 2, 2022:

Yamhill County Commissioner Casey Kulla noted that he had been in attendance at the June 2, 2022, meeting. He recorded as both in attendance and not in attendance. The summary of the April 7 meetings was approved as corrected by consensus vote of the commission members present and online.

Public Comment:

There were no comments from the public.

Comments from the Legislative Delegation:

There were no comments from the legislative delegation.

OTC Comments:

There were no comments from the Oregon Transportation Commission (OTC).

Commission Discussion/Area Updates:

Anna Henson made several position announcements including that she has been confirmed as the Area 3 Manager.

MWACT Area Project updates included:

- Marion Street Bridge Overlay Project – This project is underway. It is being conducted at night.
- Aurora-Donald Project Phase 2 – ODOT has applied for an infra rural grant to complete this project. The selected design of the interchange is the Diverging Diamond Interchange configuration. The announcement regarding the grant awards may be made near the end of September. It is hoped that the project will be successful in obtaining this funding.
- Newberg-Dundee Transportation Project Phase 2a – This project is on schedule. It is anticipated to go to bid next April.

In response to a question, Ms. Henson stated that final funding is confirmed for the I-5 Kuebler to Delaney southbound widening with the Battlecreek Bridge replacement. It is hoped that the project will go to bid by next August.

Dan Fricke announced that the as part of the improvements to be made to the Aurora-Donald Interchange, the northbound I-5 off-ramp at exit 278 is closed.

Committee members discussed improvements made related to the new Costco facility. They expressed appreciation that they appear to be functioning satisfactorily. It seems it is not having a negative impact on the Kuebler Interchange.

It was announced that a proposal has been made to re-name the Salem Parkway. The new name would be the Dr. Martin Luther King, Jr., Parkway. Julie Warncke, Salem Public Works, commented that she has heard that the signage is anticipated to be changed the second or third week of September. When the final date is selected, the city of Salem and ODOT will have a joint press release announcing the change.

Mitch Teal asked what the utilities work on Cordon Road is related to. Julie commented that it may be related to the signal interconnect project, but she can't confirm this information.

Agenda Item 2. Tolling Program Presentation

Garet Prior, ODOT, was introduced along with Sadie Mae Palmatier, who is working with ODOT on this project. Ms. Palmateer will be documenting questions and comments from today's meeting.

Mr. Prior provided an overview of the current status of tolling including when a tolling program is anticipated to be implemented in Oregon. Referencing a map in his presentation, Mr. Prior indicated the area where tolling will be implemented: all of I-5 and I-205 in the Portland Metro area. The proposal will be all electronic tolling with no stops.

There are several steps to be taken prior to tolling being initiated including environmental review and federal approval.

Mr. Prior explained that the impacts of congestion pricing on low-income people need to be addressed along with those on business and workers in toll areas. He provided an overview of the Low-Income Toll Report. An advisory committee was established to consider the issues including increasing multi-modal options.

A two-step program would include a significant discount for households meeting a certain threshold, possibly those with income at or below 200 percent of the Federal Poverty level. A smaller discount or credit could be at households that are above 201 percent up to 400 percent of the Federal Poverty Level. Income verification could use existing programs such as WIC or SNAP for certification of income or self-certification may be possible.

Mr. Prior gave an overview related to implementation practices including marketing an enrollment process that accommodates people with disabilities or limited access to technology/equipment.

The next step in the process is for OTC review then forward it to the Oregon Legislature. Mr. Prior requested feedback from MWACT members.

Vice Chair Cathy Clark asked about the anticipated impacts on freight. Mr. Prior responded that freight issues are being considered but not as part of this report. He noted that while most areas use higher toll rates for freight, Oregon has the weight-mile tax will impact how freight is tolled here.

Commission discussion continued regarding an amendment to the Oregon Highway Plan (OHP) regarding tolling. Due to his experience with housing, Newberg Mayor Rick Rogers encouraged ODOT to consider using a higher income threshold for relief efforts as the Federal Poverty Level doesn't relate well to median incomes in this state.

Kathy Hadley suggested that the agricultural community should be included in the stakeholder group reviewing the rule making process related to amending the Oregon Highway Plan regarding tolling issues.

Agenda Item 3. FLAP Needs Assessment

Cole Grisham, USDOT, explained that the FHWA Western Federal Lands Highway Division (WFLHD) recently kicked off a statewide needs assessment for the Oregon **Federal Lands Access Program (FLAP)**. He provided an overview of the goals of this assessment along with the funding available for transportation for federal lands. It is a study to identify access to federal lands issues and needs in Oregon. Mr. Grisham displayed a map with an illustration of federal lands in the state. Federal lands comprise a little more than half of the

land in Oregon. Although it was already on the rise, Mr. Grisham noted that one of the impacts of COVID-19 was an increase in the popularity of outdoor recreation. Many communities are seeking to enhance outdoor tourism. Transportation infrastructure is critical toward achieving that goal.

Mr. Grisham explained that the intent of the FLAP Needs Assessment is to identify the access needs to federal lands in Oregon that are currently not being met. Those needs will then be prioritized before a Call for Projects is issued. In order to identify what needs to be done, data will be collected and analyzed, existing plans and studies will be reviewed among other actions. Workshops will follow where stakeholders will prioritize needs and develop/refine project selection criteria. Mr. Grisham concluded with an overview of the project schedule.

Agenda Item 4. Great Streets Program

MWACT members were informed that the OTC allocated \$50 million in flexible funding to the Great Streets Program. The purpose of this funding is to make state-owned arterial streets to show their status as community main streets. In addition, it is intended to make these streets safer for people walking/travelling near them. Dan Fricke provided an update regarding the status of this program.

Agenda Item 5. I-5 @ Brooklake Interchange Recommendations

Dan Fricke provided an update related to the Brooklake Interchange project. Six options were initially developed for consideration for making improvements to the interchange. Two options are still under consideration: The Tight Diamond Interchange (TDI) and the Dogbone configurations. They are approximately equal in costs with the TDI design being the least costly of the two remaining options.

Agenda Item 6. Other Business

Summaries of the April, May, and July 2022 OTC meetings were attached for the information of the MWACT members.

The next MWACT meeting is likely to be held in October. MWACT members will be notified of the cancellation of the September 2022 meeting.

Chair Woods introduced Newberg Mayor Rick Rogers, the replacement representative for the 99W/18/47 Corridor. He will complete Scott Hills' term.

Chair Ken Woods adjourned the meeting at 5:36 p.m.

Agenda Item 2

Oregon Freight Plan

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

October 6, 2022

Oregon Freight Plan Update



 Oregon
Department
of Transportation

 WSP

1

Background and Purpose of OFP Update

- FHWA required state freight plan due December 2022
- Limited update focused on data because state Oregon Transportation Plan (OTP) and Oregon Highway Plan (OHP) updates are on-going
- 2017 Freight Plan amendment was limited to FAST Act requirements
 - Demonstrated alignment with federal program goals
 - Identified multimodal bottlenecks and needs
 - Included 5-year constrained freight projects
 - Designated critical rural and critical urban freight corridors
- Commodity flow and industry trend information is dated (2011 plan based upon older data)

2

Timeline for Key Deliverables and Events



3

National Freight Program Goals

Invest in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the costs of freight transportation, improve reliability, and increase productivity



4

National Freight Program Goals

- Improve safety, security, efficiency, and resilience – urban and rural
- Improve network state of good repair



5

National Freight Program Goals

- Use innovation and advanced technology to improve safety, efficiency, and reliability
- Improve economic efficiency and productivity of networks
- Improve state flexibility to support multi-state planning and address highway freight connectivity
- Reduce environmental impacts



6

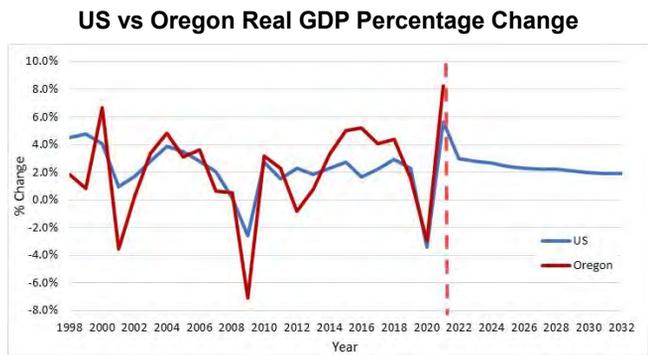


IIJA Freight Planning Requirements

- Truck parking assessment (can come from existing study)
- Supply chain cargo flows by mode
- Commercial ports inventory
- Findings/recommendations from any multi-state freight compact
- E-commerce impacts on freight infrastructure
- Resiliency planning
 - Overcoming disruptions
 - Hazards, climate change

OFP Updates – Economic Context

- Oregon’s Gross State Product (GSP) has grown at an annual rate of 4.1% since 1997, nearly double that of US Gross Domestic Product (GDP).
- Oregon’s GSP fell by 3.0% between 2019 and 2020, while GDP fell 3.4%.
- Oregon’s GSP saw a near 8.5% rebound occurring in 2021, while US GDP recovered by 5.7%
- US GDP through 2032 is expected to grow at an average annual rate of 2.3%



Oregon Office of Economic Analysis, 2022
Bureau of Economic Analysis, 2022

Economic Context – Recent Fluctuations

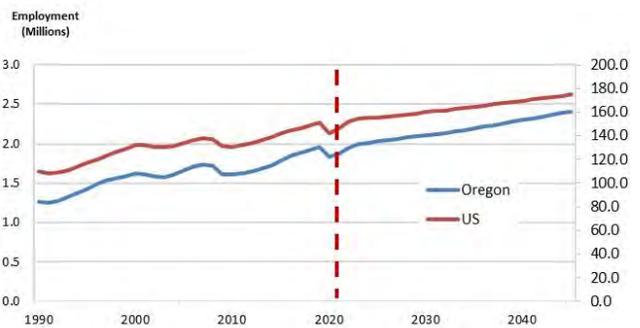
- The COVID-19 pandemic led to similar declines and recovery in real GSP in both Oregon and the United States.
- Post-pandemic population increases in Oregon indicate a likely increase in consumption, fueling continued economic growth.
- Oregon’s economic growth rates fluctuate due to concentration of value in a few industries and the state’s high dependence on trade.



Oregon Office of Economic Analysis, 2022

Economic Context – Employment

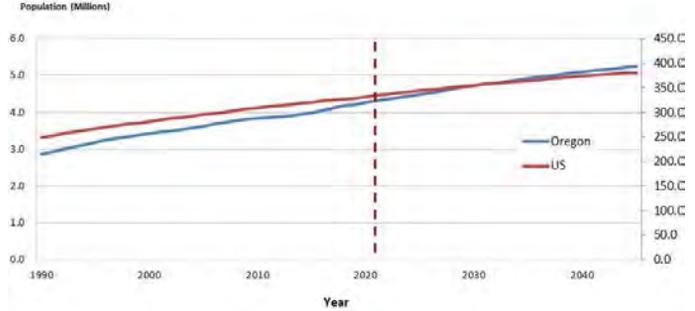
- Oregon’s total nonfarm employment was 1.9 million in 2021 and is forecast to fully recover by 2023.
- Oregon’s nonfarm employment is projected to increase 24% between 2022 and 2045, growing at an average annual rate of nearly 1%.
- Oregon’s employment growth rate is nearly double that of the US during this period.



Oregon Office of Economic Analysis (with trendline from 2032 by WSP), 2022

Economic Context – Population Growth

- Population of Oregon is projected to grow to nearly 5.3 million statewide by 2045
- Population decline expected in rural areas.
- Growth between 2022 and 2045 is expected to total nearly 21%, compared to 13% for the total US.

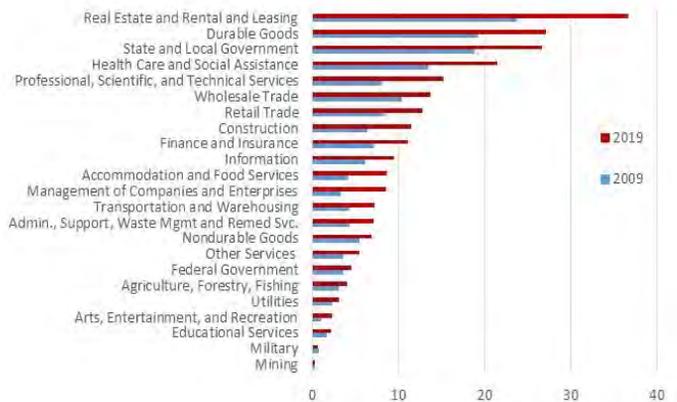


Sources:
 Oregon Office of Economic Analysis (historic numbers), June 2022
 PSU Population Research Center 2022 Population Forecast
 U.S. Census Bureau – US Population Forecast, 2022

GSP by Oregon Industry Sector

- Oregon’s economy has continued to change from a resource-based economy to a high-value-added economy.
- Top private sector industries include real estate, durables manufacturing, and wholesale trade.
- Oregon saw strong growth in manufacturing due to high-value products from the computer and electronics industry.
- Transportation equipment manufacturing saw 136% growth in last decade.

Real GSP by Oregon Industry Sector, 2009 and 2019



Sources:
 Oregon Office of Economic Analysis, 2022
 Freight Analysis Framework v5.2

Commodity Flows by Direction

- Movements in all direction are expected to grow at moderate rate through 2050.
- Intra-state tonnage flows continue to account for the majority of total commodity flows for Oregon.
- Directional imbalances in freight flows could impact service levels and need to be monitored.
- Given the high level of internal freight movement, examine shorter haul freight rail movements to reduce highway congestion, investment, and maintenance needs.

| Direction | Tonnage by Year | | | CAGR 2017-2050 |
|-----------|-----------------|---------|---------|----------------|
| | 2017 | 2025 | 2050 | |
| Inbound | 82,041 | 88,790 | 128,179 | 1.36% |
| Internal | 167,684 | 181,689 | 268,782 | 1.44% |
| Outbound | 64,655 | 70,965 | 118,536 | 1.85% |

Source: Freight Analysis Framework v5.2

Commodity Flows by Mode

Trucking will continue to be the dominant mode for freight transport, though tonnage/value movements by other modes including air and rail are expected to increase substantially on a percentage basis between 2017 and 2050.

| Mode | Weight (Millions of Tons) | | | | | Value (Billions of Dollars) | | | | |
|----------------|---------------------------|------------|------------|--------------------|------------------|-----------------------------|------------|------------|--------------------|------------------|
| | 2017 | 2023 | 2050 | 2017-2050 Growth % | 2017-2050 CAGR % | 2017 | 2023 | 2050 | 2017-2050 Growth % | 2017-2050 CAGR % |
| Air | 0.1 | 0.1 | 0.2 | 109% | 2.26% | 10 | 11 | 20 | 97% | 2.08% |
| Pipeline | 52 | 55 | 84 | 62% | 1.46% | 10 | 11 | 15 | 42% | 1.06% |
| Rail | 19 | 19 | 34 | 83% | 1.84% | 7 | 7 | 13 | 80% | 1.79% |
| Truck | 218 | 229 | 356 | 64% | 1.50% | 215 | 229 | 406 | 89% | 1.95% |
| Water | 8 | 8 | 12 | 48% | 1.19% | 6 | 7 | 11 | 84% | 1.86% |
| Multiple/Other | 18 | 18 | 29 | 64% | 1.93% | 54 | 58 | 115 | 115% | 3.46% |
| Total | 314 | 329 | 516 | 64% | 1.51% | 302 | 322 | 581 | 92% | 2.00% |

Source: Freight Analysis Framework v5.2

Employment by Industry – Freight Dependent

| Industry Title (NAICS code) | 2021 Employment* | 2021 Share of Total Employment |
|--|------------------|-----------------------------------|
| Agriculture, Forestry, Fishing, (111) | 52,758** | 2.8% |
| Computer and Electronics Manufacturing (334) | 37,900 | 2.0% |
| Food Manufacturing (311) | 28,500 | 1.5% |
| Metals and Machinery Manufacturing (331, 332, 333), | 36,300 | 1.9% |
| Transportation Equipment Manufacturing (336) | 10,700 | 0.6% |
| Wood and Paper Manufacturing (321) | 22,700 | 1.2% |
| Wholesale Trade (42) | 75,400 | 4.0% |
| Retail Trade (44) | 209,400 | 11.2% |
| Construction | 110,900 | 5.9% |
| Transportation and Warehousing, and Utilities | 77,200 | 4.1% |
| Services and All Others (5)*** | 1,211,842 | 64.7% |
| Total Non-Farm Employment | 1,873,600 | 100.0% |

*Oregon Office of Economic Analysis, Annual Employment Data, June 2022 <https://www.oregon.gov/idas/OEA/Pages/forecastcorev.aspx>

** Oregon Employment Department "Employment and Wages by Industry, Oregon Annual 2021." This number also represents employment for Hunting, Mining and Logging.

***The 'Services and All Others' category includes a wide range of industries, but primarily includes service-sector industries, such as financial activities, government, real estate and educational and health services, which generate limited freight transportation demand and are thus less dependent on freight services.

15

Implications of Industry Growth for the Freight System

- Growth in volume by truck impacts key sectors with implications for road maintenance and congestion.
- Monitor clusters of industries that require permitted loads to reduce disruptions to movement of heavy freight.
- Growth in exports of heavy goods requires adequate supply of rail infrastructure.
- Growth of the professional services industry and population in urban areas, exacerbates congestion and impacts freight sector, impacting export strategies.



16

Industry Transportation Requirements and Issues

- Growth in volume of high-value goods makes it critical to ensure reliable access between production facilities and airports as well as enhance freight mobility for truck and air to improve connections between modes.
- In 2020, 46.5% of state manufacturing GSP came from computer and electronics manufacturing.
- Chemicals and plastics manufacturing have seen a 58% and 68% increase in growth over the last decade.
- Agriculture, forestry and fishing, and wood and paper manufacturing rely on multimodal transportation access in remote and rural areas



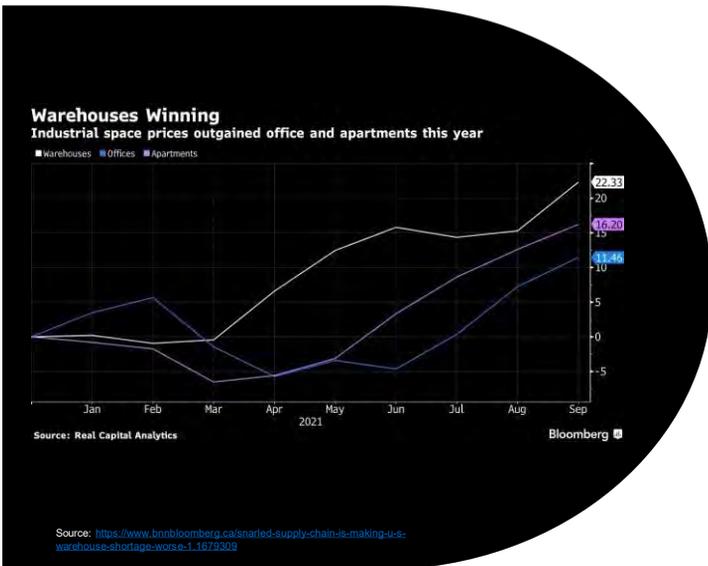
Stakeholder Interviews - Overall Industry Concerns and Issues

- Materials shortages and supply chain disruption as a result of the COVID-19 pandemic.
- Continued truck driver shortages and labor issues further worsened by pandemic.
- Inflationary pressures due to a variety of economic factors impacting materials costs, fuel costs, and transportation costs.
- Geopolitical tensions and economic sanctions resulting from the Ukraine-Russia conflict impacting global supply chains and availability of goods/materials.



Stakeholder Interviews - Wholesale/Retail Trade and Congestion

- Significant increases in e-commerce delivery volume across the state has led to increased truck traffic and congestion in urban centers.
- Warehousing is in short supply in urban centers as companies look to restructure their supply chains.
- Congestion in the Portland Metro region has led to a shift towards local shuttles for some industries.



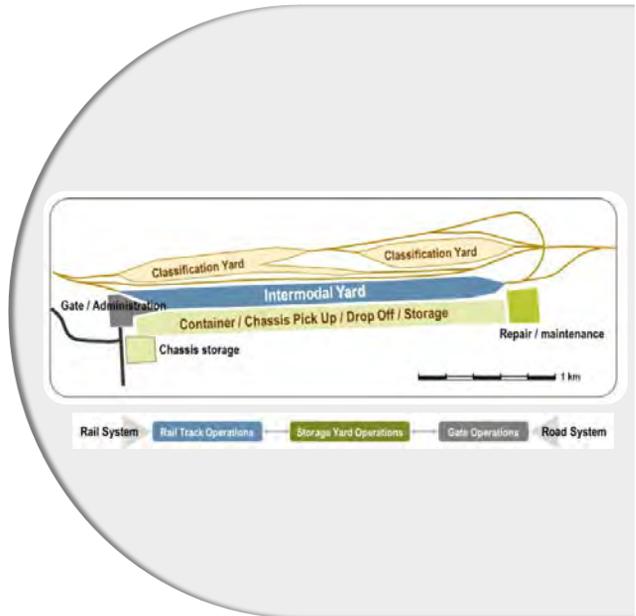
Stakeholder Interviews - Air Cargo Growth

- For the Electronics and Computer Manufacturing sector, ocean freight congestion from Asia to the US has been a severe challenge, resulting in bringing in capital equipment by air.
- Increasing speed-to-market requirements due to consumer expectations poses difficulty for companies in rural areas with limited next-day Fed Ex options.
 - Lack of flight options and availability at PDX can negatively impact time-to-market.
- Limitations in flight schedules cause companies to use alternate gateways.



Stakeholder Interviews - Other Modal Concerns

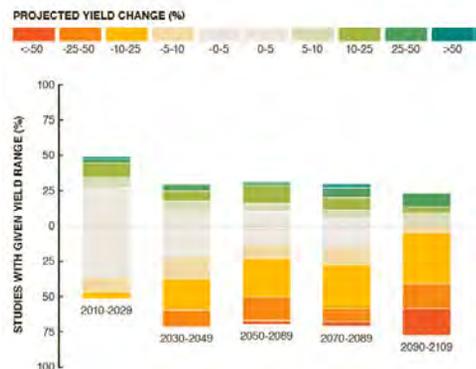
- Concern regarding permitted load truck standards/regulations with truck shortages and additional weight of EV trucks.
- Short-haul moves or smaller volume shippers often priced out of the rail market.
- Desire for more intermodal rail hubs across the state, including southern Oregon.
- Interest in the use of Port of Portland as alternative, though limited container service options prevents regular use.



Stakeholder Interviews - Agriculture Challenges

- Environmental impacts, including weather patterns, have impacted Agricultural and Food Production industries.
 - Persistent drought conditions and fires in southern Oregon
 - Other challenges include access to water for some areas, along with the risk of losing crops due to rising temperatures.
- Most interviewees, including Agriculture and Forestry, expect an increase in business.
 - Limited rail access, shortage of trucks during peak, and higher fuel charges threaten growth plans.

The majority of modeling studies agree that climate change impacts on crop yields will be negative from the 2030s onwards. Nearly half of projections beyond 2050 indicate yield **DECREASES GREATER THAN 10%**.



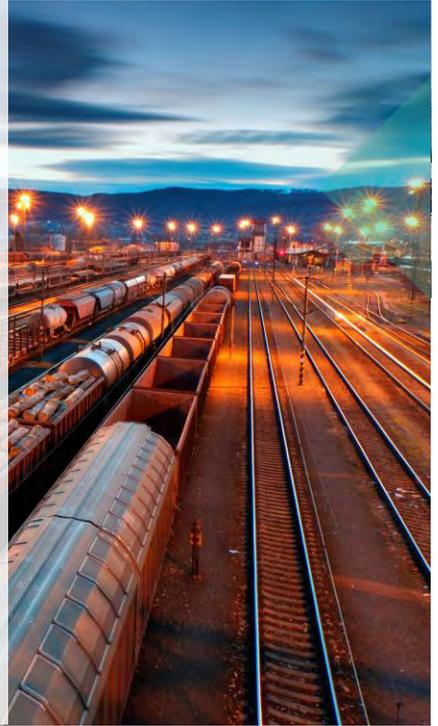
Source: <https://local8.cgjar.org/bigfacts/#?theme=climate-impacts-production>

ACT Input

Are there any questions or comments about implications of growth on freight system?

What are the biggest freight issues or concerns within your ACT?

What would you most like to see ODOT address in the freight plan or implementation?



23

Wrap Up and Next Steps

- Plan must be consistent with federal and state policy
- Identifying limited updates to policies and strategies necessary to meet federal and state requirements
- Plan being drafted now
- Public review to take place during the fall
- Adoption by OTC in January



 Oregon
Department
of Transportation

 wsp

24

For more information:

Contact

Email

John.BOREN@odot.oregon.gov

Website

<https://www.oregon.gov/odot/Planning/Pages/Oregon-Freight-Plan-Update.aspx>



Agenda Item 4

Innovative Mobility Program

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

October 6, 2022

Innovative Mobility Program



What is the Innovative Mobility Program?

The Innovative Mobility Program (IMP) is a new initiative from the Oregon Department of Transportation (ODOT) that aims to improve access to public transportation, reduce the number of trips Oregonians make by car, and reduce greenhouse gas emissions. The IMP has a special focus on equity and helping historically excluded groups to get to where they need to go more quickly, cheaply and safely. The IMP is funded by Infrastructure, Investment and Jobs Act, passed by Congress in November 2021, as well as state of Oregon dollars. The program has a total of \$20 million for grants and contracts from 2022-25.

ODOT will be engaging communities, government agencies and transportation providers over the summer to find out which services people need, who is interested in providing them and what the barriers are to taking part in the program, especially for members of historically excluded groups.

Is the IMP a competitive grants program?

The IMP will include both competitive grants and contracted services. Grants will be awarded on both an annual and ongoing basis and judged on how well they meet the needs of historically excluded groups. Contracts will be awarded through a competitive public process. There is also a \$5,000 micro-grant program that is already up and running. You can apply for a micro-grant here: [IMP Grant Request Form](#). This is a rolling grants program with no deadline for application.

What is a “historically excluded group”?

ODOT is taking a wide view of what “historically excluded” means. BIPOC communities, those living on low incomes, living with disabilities, seniors and young people and LGBTQ+ are some examples, but projects serving any group that has been excluded or whose needs haven’t been met by our existing transportation system will be prioritized.

Who is eligible?

A broad range of organizations can apply for IMP funding, including:

- Charities, not-for-profits and businesses providing community services
- Tribal, State and local government agencies
- Metropolitan planning associations and transportation management associations
- Transit agencies and transportation service providers.

What kinds of services will the Innovative Mobility Program Fund?

The program can fund many transportation related activities including (but not limited to):

- Pedal and Electric bike lending libraries and bike shares
- Electric scooter shares and lending libraries
- Transportation wallets
- Subsidized fares
- Carpools and Vanpools
- Equipment (e.g. bike locks and helmets)
- Infrastructure (e.g. bike racks, safety signage, more accessible transit stops)
- Training and information (e.g. bike and scooter training, safety training, navigation training)