

**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 [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

<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 Theresa Whisenhunt (503 540 1630).

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**Date: Thursday, December 7, 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 MWACT Meeting To Order .....Chair Ken Woods, Jr.**

Welcome and Introductions  
Approval of November 2, 2023, Meeting Summary  
Public Comment  
Comments from the Legislative Delegation  
OTC Comments  
Commission Discussion/Area Updates

**3:35 p.m. Item 2. Urban Design Verification (UDV) Introduction ... ..... Jenna Berman, ODOT**

Urban Design Verification (UDV) projects identify walking and biking needs, and potential solutions in communities along the State highway system. The goal of a UDV is to have solutions that can be included in existing or upcoming projects over the next five to 10 years, leveraging planned maintenance and construction projects to address multimodal safety. Jenna Berman, ODOT’s Region 2 Active Transportation Liaison, joins MWACT to share more about UDV projects occurring in ODOT Area 3, and beyond.

**Action:** For information and introduction

**4:05 p.m. Item 3. Aurora-Donald Interchange Project Update .....  
Paul Welch - ODOT, Ed Chamberland - DEA Inc.**

Approximately 32,000 vehicles use Exit 278 Aurora-Donald or travel past the ramps entering and exiting I-5. The volume of traffic, proximity of roads and access points and visibility issues cause congestion and safety concerns around the interchange.

Phase 1A addressed some of these issues. Learn more about these improvements and how we got to our current design by visiting the Phase 1A webpage. <sup>1</sup>

Phase 2 constructs the full diverging diamond interchange. <sup>2</sup> This addresses the capacity issues by building an interchange that will work for years to come. Please welcome ODOT project manager, Paul Welch, and consultant project manager, Ed Chamberland, to share more about phase 2 of the Aurora-Donald Interchange project.

**Action:** For Information, with time for questions

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<sup>1</sup> <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=19062>

<sup>2</sup> <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=22505>

**4:25 p.m. Item 4. MWACT '24 – '25 Work Plan .....Brandon Williams, ODOT**

As development of the MWACT Work Plan for 2024 – 2025 is ending, the MWACT Steering Committee seeks to provide the full ACT with this “last chance” for input on the plan before finalizing and accepting. Status updates were provided to MWACT throughout the development of the Work Plan by ODOT staff, Brandon Williams, to keep members apprised of progress. During the November 2<sup>nd</sup> presentation, ACT members’ review and feedback were requested on draft components of the MWACT Work Plan. A survey deployed directly to ACT members before the December MWACT meeting aimed to capture any final input, which will be discussed at this meeting.

The MWACT Work Plan can be viewed as a “living document” that helps staff organize and plan for meeting content that is valuable to the ACT. The MWACT Steering Committee is committed to regular review and revision of their work plan, as needed or at the request of ACT members.

The MWACT Steering Committee requests final comments on, and acceptance of, the **attached** final draft MWACT Work Plan for 2024 – 2025 as presented, with the above stipulation that revisions can be made as requested.

**Action:** Discussion, Acceptance of MWACT Work Plan for 2024 – 2025

**4:55 p.m. Item 5. ACT Chair Meeting Debrief .....Ken Woods, ODOT Staff**

ODOT ACT and Modal Advisory Chairs will meet on the morning of December 7th to share previews of their ACT work plans. At the meeting, each Chair will verbally summarize their top two items (highest priority actions or topics of likely interest to others). Chair Ken Woods and ODOT staff will share what they heard from other ACTs at this meeting, and how the preview of the MWACT Work Plan was received.

**Action:** For Information

**5:05 p.m. Item 6. Other Business ..... ODOT staff**

**5:30 p.m. Item 7. 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, November 2, 2023

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

### **MWACT Members Present**

April Newton, Silverton City Council representing 99E/213 Corridor (Zoom)

Cathy Clark, 2022 Vice Chair, Keizer Mayor

Cynthia Thompson, YCTA (Zoom)

Della Seney, Hwy. 22E Corridor, Aumsville City Council

Frank Lonergan, I-5 Corridor, Woodburn Mayor (Zoom)

Joaquin Lara Midkiff, SAMTD Board of Directors – Alt for Sara Duncan (Zoom)

Kathy Hadley, Polk County Private Sector (Zoom)

Ken Woods, Jr., 2022 Chair, Dallas Mayor

Kevin Cameron, Marion County Board of Commissioners

Lyle Mordhorst, Polk County Board of Commissioners (Zoom)

Mitch Teal, Marion County Private Sector (Zoom)

Paul Welch, ODOT Region 2 – Alt for Anna Henson

Tom Hammer, Yamhill County Private Sector

Yvette Potter, 99W/18/47 Corridor, Yamhill Mayor (Zoom)

### **MWACT Members Absent**

Anna Henson, ODOT Region 2

Kit Johnston, Yamhill County Board of Commissioners

Sara Duncan, SAMTD Board of Directors

Trevor Phillips, Salem City Council

VACANT, Confederated Tribes of the Grand Ronde

### **Others Present**

Alicia Chapman, OTC Commissioner (Zoom)

Brandon Williams, ODOT

Jacqueline Green, Kennedy Neighborhood Family Council (Zoom)

Jillian Trinkaus, ODOT

Mike Jaffe, MWVCOG-SKATS Staff (Zoom)

Remy Drabkin, McMinnville Mayor (Zoom)

Tammy Kunz, Kennedy Neighborhood Family Council (Zoom)

Theresa Whisenhunt, MWVCOG-SKATS Staff

Travis Brouwer, ODOT

## **Agenda Item 1. Call to Order - Introductions**

Chair Ken Woods, Jr., called the hybrid meeting to order at 3:35 p.m. A quorum was established, and introductions were made.

### ***Summary of August 3, 2023, Meeting:***

The summary of the August 3, 2023, meeting was approved by consensus of the 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:***

Mitch Teal updated the commission on information he has received regarding the *Aurora Exit 278 Interchange Project* and the 145 acres in the northeast quadrant of the intersection; that acreage is now for sale. Mr. Teal stated he had a conversation with the planners at the beginning of the project; asking how much cost savings could be had if the project was a standard freeway, overpass/underpass design, instead of the custom design planned to resemble an interchange in southern Oregon; he was told a 50% savings. Mr. Teal suggests rezoning the acreage for sale (currently zoned EFU) to allow commercial development on the east side of the freeway, which could allow standard development of the intersection, amounting to savings, he believes, of \$60-75 million. Commissioner Cameron stated that the project has moved forward with the design, he believes some work has already started, and that rezoning would be a battle. Travis Brouwer spoke about the interchange the design is modeled after, stating that interchange was cost saving compared to the overall footprint because it required less right of way compared to a similar capacity interchange. Paul Welch gave a quick overview as the project manager; the project is in the final stages of planning and goes out for bid in early December with estimates of roughly \$60 million for the project.

It was announced that Savannah Crawford was selected as the newest Region 2 manager for the Oregon Department of Transportation (ODOT). Ms. Crawford has been with ODOT for 18 years and holds master's degrees in both Community and Regional Planning and Public Administration from the University of Oregon. Joining ODOT in 2005 as a planner in Region 3, Savannah then moved to Region 2 where she served as a senior planner and lead project manager. For the last four years, in her role as the area manager in the Corvallis office, she was responsible for all elements of project delivery including development and construction. Ms. Crawford has replaced Sonny Chickering and is invited to attend an MWACT meeting for introductions, possibly in December.

## **Agenda Item 2. Introduction with Oregon Transportation Commission (OTC)**

The MWACT welcomes Commissioner Alicia Chapman<sup>1</sup> as a new member appointed to the Oregon Transportation Commission (OTC) in the Summer of 2023. The OTC establishes state transportation policy; guiding the planning, development, and management of a statewide integrated transportation network that provides efficient access, is safe, and enhances Oregon's economy and livability. The commission meets regularly to oversee department activities relating to highways, public transportation, rail, transportation safety, motor carrier transportation, drivers, and motor vehicles. Area Commissions on Transportation (ACTs) are advisory groups chartered by the OTC.

Commissioner Chapman introduced herself to the commission; she's looking forward to working with the commission to better understand the Mid-Willamette Valley's priorities and representing those with the rest of the OTC and ODOT staff. The Commissioner shared with the commission that she owns a business in Portland building infrastructure (some projects are related to ODOT's work). They are supporting the Abernathy Bridge/I205 Expansion, they do infrastructure for the Army Corp of Engineers and Department of Energy, and work in big steel fabrication. She is also very active in local chambers of commerce and regional activities around economic development which is all interrelated to the work that ODOT is doing.

Chair Woods shared the background of MWACT with the Commissioner. He highlighted that the consensus-based group is very focused on safety in their projects with the goal of project completion while balancing priorities between rural and urban areas. He talked about our area having bottlenecks like most, but has greatly struggled with freight, rail, and port here in the Willamette Valley; noting that our region is unique in that we are *in everyone's way*. "You have to go through us to get to somewhere." He also noted Region 2 is the most populated ACT with the most road miles, making it a very busy region with crash fatalities. Currently, the ACT is working on the Hwy51/22 Interchange Project, which is a high fatality intersection.

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<sup>1</sup> Link to OTC Commissioners' bios: [https://www.oregon.gov/odot/Get-Involved/Pages/OTC\\_members.aspx](https://www.oregon.gov/odot/Get-Involved/Pages/OTC_members.aspx)

Vice Chair Cathy Clark thanked the Commissioner for attending the meeting and told her that the ACT has been looking forward to building a relationship with the OTC members.

### **Agenda Item 3. ODOT Strategic Action Plan Update**

ODOT Assistant Director, Travis Brouwer, presented ODOT's Strategic Action Plan<sup>2</sup> (SAP) that has guided the agency for the last three years and the new three-year plan that is coming later this year. ODOT's SAP is an OTC and ODOT document describing ODOT's priorities; it covers near term actions (3-5 years) and identifies measurable outcomes. It is not a long-term policy, and it is not meant to be a comprehensive list of ALL agency programs, activities, and investments. ODOT created the SAP to operationalize long-term policy and plans with short-term actions. It communicates priorities with external partners such as the Governor's Office, legislators, and the public to see how ODOT is doing business. The SAP demonstrates that ODOT is forward leaning, while increasing transparency and accountability.

Mr. Brouwer shared with the commission some key accomplishments from 2021 and 2022:

#### Greenhouse Gases and Electrification:

- Stood up ODOT's climate office;
- Developed and applied a GHG lens to inform the STIP;
- Executed a contract to recapitalize and expand the West Coast Electric Highway;
- Allocated funding to expand EV charging across Oregon.

#### Active and Public Transportation:

- Finalized a plan to invest nearly \$100 million in the 2024-2027 STIP;
- Dedicated \$10 million to pedestrian safety.

#### Increase Workforce Diversity:

- Strengthened training and intern programs to reduce employment barriers and improve opportunity;
- Established baseline for belonging in the Employee Engagement Survey:
  - Survey will be conducted regularly;
  - Launched tools to create a more equitable hiring process;
  - Documented best practices for interviews and launched Panel Interview Training.

#### More Dollars to BIPOC and Woman Owned Business:

- Delivered a 5-year action plan outlining how ODOT proposes to embed equity into procurement processes and diversify the workforce on projects (fulfilling Executive Order 2-15);
- FY 2022 – 22.44% of federally funded contracting went to DBEs, equaling \$199 million.

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<sup>2</sup> ODOT Strategic Action Plan (SAP) webpage: *Oregon Department of Transportation : Strategic Action Plan : State of Oregon*. <https://www.oregon.gov/odot/pages/sap.aspx>

Mr. Brouwer laid out the 2024-2028 SAP Strategic Priorities:

- Equity: Prioritize diversity, equity, and inclusion by identifying and addressing systemic barriers to ensure all Oregonians benefit from transportation services and investments.
- Modern Transportation System: Build, maintain, and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.
- Sufficient and Reliable Funding: Seek sufficient and reliable funding to support a modern transportation system and fiscally sound ODOT.

There are ten proposed, 2024-2028 SAP outcome areas<sup>3</sup>:

1. Achieve Sustainable, Resilient, and Reliable Funding.
2. Improve Safety to Reduce Persons Killed or Seriously Injured.
3. Provide Excellent Customer Service.
4. Preserve Transportation Assets.
5. Maximize Value & Use of ODOT's Data Assets to Inform People, Processes & Programs.
6. Build and Equip a Diverse and Inclusive Workforce.
7. Implement Decision-Making Processes to Improve Equitable Outcomes.
8. Reduce Emissions and Electrify Oregon's Transportation System.
9. Improve Access to Active and Public Transportation.
10. Reduce Congestion in the Portland Region.

Mr. Brouwer spoke about *Internal and External Engagement* within the SAP. Internally engaging staff helps them see themselves in the Plan and shape the strategic vision:

- Formation of an advisory committee;
- Ongoing and direct coordination with Outcome Area Leads;
- Business-line presentations;
- Senior Leadership Group Engagement;
- All-Staff Townhall;
- Targeted internal review of the draft SAP.

Targeted External Engagement:

- Engagement is targeted at two key phases of the project:
  1. Review proposed Priorities and Outcome Areas.
  2. Review of the draft SAP.
- Engagement Considerations/ODOT Advisory Committees:
  - ACT/Modal Advisory Committee Chair Meeting (6/29)
  - Continuous Improvement Advisory Committee (8/16)

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<sup>3</sup> Mr. Brouwer noted that the outcome areas have been shared with the OTC and have received basic approval. The *implementing actions* under the 10 goals will be workshopped in December with OTC and shared with other partners for feedback and input.



- Equity and Mobility Advisory Committee
- ACT Presentations
- Tribal Government Consultation
- MPO/Public Transit Providers
- Modal Advisory Committees
- OTC Discussions & Workshop

Mr. Brouwer moved on to the Schedule and Next Steps. October was drafting of the SAP document and internal review, November is partner review, December is targeted for OTC's third workshop, and January is anticipated OTC approval of the SAP.

ODOT has opened the draft SAP for Questions and Discussion:

- General reactions or feedback on the updated *Priorities / Outcome Areas*?
- Feedback on the general approach for the update?
- Is there a critical milestone in which ODOT should return to MWACT as they work to implement the SAP?

Mitch Teal commented that a shocking and disturbing fact is, as we see increases in injuries and fatalities on our roadways, it's at a time when vehicles have never been safer with the safety features, we pay such high prices for. Mr. Brouwer agreed that it is very frustrating to see that vehicles have never been safer, and we have never invested MORE in safety than we are today, we're going backwards in safety and experiencing such high rates of injuries and deaths.

Kathy Hadley commented that she is not opposed to having diversity and equity being an emphasis but would like to keep in mind how limited funds are and how that affects ODOT awarding contracts; she does not want to see a sacrifice in effectiveness or efficiency by pushing the diversity and equity goal. Mr. Brouwer responded that ODOT is bound by contracting requirements that are a *least cost/lowest bid or best value*; contracts are not going to be awarded to underqualified applicants. The equity and diversity consideration is mainly about trying to break down some of the barriers and provide some targeted opportunities. There are funds that are focused on emerging small businesses to try and find ways to bring some of those firms up from being a subcontractor, *graduating* to a contractor being able to bid on ODOT contracts.

Vice Chair Clark spoke about the struggle to get a large field of qualified contractors to bid. "We do better, ODOT does better, our business community does better when we have ten *really* qualified contractors than when we only have two. By building our *bench – so to speak*, this is enabling more of our entrants in the contracting world to be able to get the contracts to build their businesses." She talked about how outreach and breaking down barriers is a benefit to all the agencies; when taking projects to bid, there are more qualified contractors to successfully bid and complete the work. She pointed to COBID (Certification Office for Business Inclusion

and Diversity)<sup>4</sup> through Business Oregon as a resource. Their primary goal of certification is to level the playing field by providing certified firms a fair opportunity to compete for government contracts regardless of owner ethnicity, gender, disability, or firm size. Mr. Brouwer commented that more contractors bidding will also keep costs contained.

Mitch Teal broached the subject, stating he has seen some business owners here in Marion County give the wife a 51% share in the business to falsely market said business as female owned. Commissioner Chapman, as a COBID certified business owner, spoke to this: although that may have happened in the past, the current certification process is rigorous and the degree to which businesses are audited in person has eliminated that from happening.

Cynthia Thompson spoke about better inclusion of mass transit and incorporating true multi-modal concepts within the ODOT agency. Mr. Brouwer welcomed Ms. Thompson's comments, acknowledging that ODOT is very siloed in organizational structure and even more so in how funding flow. Some projects are funded from a single source making them not as multi-modal as they could be. Transit has received massive funding but is often segregated being funded from a "separate bucket" and the two types of funding do not mingle very well because of the "rules" they have to follow on spending requirements.

Commissioner Cameron finished up the discussion with feedback from others: most Oregonians do not have a problem with paying tolls on new roads but there is pushback when contemplating putting a toll on an older, existing roadway. He used I205 as an example: in the process of adding a new lane, attaching a toll to that new lane is ok. Mr. Brouwer stated it has been a challenge but ODOT's goal is that if you pay a toll, you will have a better trip that will make that worthwhile. ODOT has found it is easier to get the public to accept a toll as an option than as a requirement.

#### **Agenda Item 4. Driving Toward New Opportunities in Intercity Bus Service in Oregon**

The Statewide Intercity Network Coordinator is a new position in the Rail and Multimodal Network Unit in ODOT's Public Transportation Division. Jillian Trinkaus<sup>5</sup> shared information about intercity bus service and how her new position fits into ODOT.

Current Transit Conditions: Short staffed; have come to the end of COVID funding with cost increases; supply chain issues are affecting the buses; a shift in travel patterns of ridership; concerns about safety for riders at stops; BUT riders ARE returning.

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<sup>4</sup> <https://www.oregon.gov/biz/programs/cobid/pages/default.aspx>

<sup>5</sup> Jillian Trinkaus: [jillian.trinkaus@odot.oregon.gov](mailto:jillian.trinkaus@odot.oregon.gov) (971) 718-6139 [linkedin.com/in/jilliantrinkaus](https://www.linkedin.com/in/jilliantrinkaus)

POINT Intercity Bus Lines are managed by ODOT, compliments the train routes, and fills in the need for service. This program's ridership has recovered well from COVID.

Lane Transit, Cherriots, and TriMet provide approximately 90% of all transit trips in Oregon.

### **New support from ODOT**

Increased Support for Multimodal Transportation:

- Expansion of the Employee Commute Options (ECO) Rules
- Innovative Mobility Program (IMP) Manager and Coordinator
- Micromobility and First/Last Mile Program Coordinator
- Statewide Intercity Network Coordinator

Statewide Intercity Network Coordinator:

- Works with RTCs, ATLS, ACTs, PTAC, MPOs, COGs, DOTs, NGOs, CBOs, transit agencies, bus companies, etc.
- The Transportation Network Report and the Key Transit Hub Report.
- Intercity Bus Network has multiple issues - it is not temporal and there are many gaps, the systems don't talk to each other, and staff capacity is an issue. Many cities are not connected because of service gaps.
- Technology
  - Changing fast;
  - Opportunities:
    - General Transit Feed Specification (GTFS)
    - GTFS-ride and GTFS-flex
    - Trip counting without Automatic Passenger Counters (APCs)
    - Streamlining Procurement: Intercity transit trip planning, Contactless fare payments, Interoperable fares.
  - Equity Concerns.

### **Interstate Bus Networks**

In 2021 FlixBus purchased Greyhound Lines Inc; adding technology management to existing bus lines. Ms. Trinkaus showed the bus lines on a US map<sup>6</sup>; some routes are *branded* Greyhounded while others are FlixBus, but it is all the same company. When looking at this map you can see the disconnection issues the bus lines are experiencing post COVID. These gaps in service are affecting some of Oregon's ridership because they depend on those lines for out of state travel. There has been issues partnering with FlixBus.

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<sup>6</sup> The map may be found on page 8 of agenda item 4 in the packet.

Tom Hammer asked if Ms. Trinkaus has studied the public transportation systems' trip planning programs in Europe; those with similar per capita income but much denser population. She has not studied their technology, but she does plan to visit to do so.

Vice Chair Clark spoke about the population density area versus remote areas and expectations of public transit. She spoke specifically about how neighboring cities Monmouth and Independence have enough density to have intercity transit. It has all the features of a big system on a microscale, has been very successful, and one can see how proximity causing population density drives this. But she has serious reservations about the ability, expectation, and options to provide service between large cities with such long distances, i.e., Salem to Albany. Ms. Trinkaus commented that regions certainly come into play; her strategies for service between Portland and Eugene will be different from those options for the east side of the state; population and resources will be different.

Ms. Thompson asked, "What is ODOT's definition of 'inter-city' transit?"; she clarified her question was to focus on funding. She wanted to know if funding is going to both transit agencies and POINT or mostly POINT for inter-city transit. Ms. Trinkaus responded that inter-city funding is going mainly to transit agencies and that those agencies are providing the inter-city service. Ms. Thompson commented further that this is a good example of raising the priority of service to inter-city routes, improving the infrastructure, and adding stops that are outside of the cities the agencies are servicing to fill in the existing gaps, partnering with ODOT to provide more connective service throughout the state.

#### **Agenda Item 5. MWACT Work Plan Progress Report**

The MWACT Steering Committee (SC) continues to forge ahead on progress with their draft Work Plan; their final working meeting was on October 30th. As each element of the work plan nears final draft status, the SC seeks to share these products with the full MWACT membership for feedback and concurrence. The final Work Plan is due by the end of 2023. *Interest Areas and Topics summary* and the *Meeting Topic Plan list* are Work Plan products, provided in the agenda packet, that represent those the SC agrees are near "final draft status".<sup>7</sup> *Two-year Goals for the ACT with desired outcomes and strategies* and the *Current ACT Charter (no change suggested to date)*<sup>8</sup> were shared just prior to the meeting.

Brandon Williams laid out the background of the ACT Work Plan. In 2021, the OTC amended the ACT Formation and Operation policy to replace the two-year report to the OTC with a new

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<sup>7</sup> Beginning on page 3 of agenda item 5 of the packet.

<sup>8</sup> These two documents may be found at <https://www.mwvcog.org/mwact/meeting/mwact-november-monthly-meeting>

requirement – a Work Plan for the next two years. In the summer of 2023, MWACT agreed to convene their Steering Committee to develop a work plan.

The main requirements for the Work Plan:

- Plan Ahead and Set Priorities - Part of the Work Plan is an Interest and Priorities document that the SC used to refine the primary goals, outcomes, and strategies. Important to MWACT is the Project List and that was also used in setting priorities.
- Consider Membership - Membership and the charter were reviewed; the SC decided that it was not yet time to update those documents and MWACT’s structure is working well.
- Meeting Topics - Meeting topics were brainstormed, and a plan was compiled for discussion over the next 2 years, leaving flexibility to address emerging issues.<sup>9</sup>
- Public Involvement – There was discussion about incorporating some of the public involvement techniques that Salem Keizer Area Transit Study (SKATS) uses.

A high-level outline of the Work Plan Development Process:

- MWACT SC began the draft Work Plan in June of 2023.
- SC met five times since kickoff.
- Expected ETA for final Work Plan by the end of 2023.
- A draft Work Plan update was provided to MWACT this August. Draft Interests and Priorities were shared.
- Recommend MWACT SC revisit the Work Plan at regular intervals (TBD).

Brainstorming to determine Interest Areas and Priorities identified seven key categories:

Safety	Public Transit	Equity	Economic Vitality
Rural & Urban Needs	Climate & Emissions	Maintenance & Operations	

When the SC compiled the Outline of Topics of Interest to MWACT there was discussion around leveraging and/or adding efficiencies in the grant and funding strategy, incorporating tools for planning and grant applications like the Equity Analysis Tools available through FHWA and the Carbon Reduction Analysis tools, lifeline routes identified by state, federal, and local agencies need to be coordinated, project funding and prioritization systems, and many more that are included in the draft Work Plan.

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<sup>9</sup> *The minimum list for 2023-2025 and Outline of Topics of Interest to MWACT* may be found on page 1 of agenda item 5 of the packet.

The next step in the Work Plan Development Process was to refine the interests list down to specific goals, outcomes, and strategies.<sup>10</sup> Three specific goals were developed:

- Safety - Are we applying a “safety lens” to all projects? Everyone, every project, both rural and urban contexts.
- Rural & Urban - Outcomes are critically important for both rural and urban economies served by the transportation system.
- Equity - Apply an Equity lens in all transportation decisions and project development.

Members of the SC spoke about the safety and rural & urban aspects that were incorporated into all goals, outcomes, and strategies. Both “Safety” and “Rural & Urban” receiving the same importance were a must to the SC.

Mr. Williams asked the commission to review the draft MWACT Work Plan materials as time permits. A brief survey will be deployed in coordination with the SC, to gather focused feedback from the full MWACT membership. The SC hopes to finalize the Work Plan by December’s MWACT meeting if possible.<sup>11</sup>

Chair Woods brought attention to the *MWACT Draft Priority Projects List*.<sup>12</sup> He suggests a review of the list for possible edits/removal of projects that the commission feels may never be completed. Some of the projects on the list have been there for quite some time. Mr. Williams offered to do a review of the list with ODOT Region 2 Manager Anna Henson for input and report back to the SC.

Vice Chair Clark praised the SC for their hard work, dedication, and ability to meet last minute to bring a close-to-finished product to the commission for review and she highlighted the work done by Sara Duncan. Mr. Williams seconded the praise and thanked the group for their flexibility, understanding and commitment to transportation.

## **Agenda Item 6. Information for MWACT members**

- **New or Continued ACT Membership Appointments**

Even-year MWACT members need to consider new or continued appointments for representation on the MWACT. Staff will be contacting those members regarding their representation. If you have any questions, please reach out to Theresa Whisenhunt at [twhisenhunt@mwvcog.org](mailto:twhisenhunt@mwvcog.org).

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<sup>10</sup> Detailed outcomes and strategies may be found in the *Two-year Goals for the ACT with desired outcomes and strategies* <https://www.mwvcog.org/media/4806>

<sup>11</sup> Please email any additional feedback to ODOT at [Brandon.WILLIAMS@odot.oregon.gov](mailto:Brandon.WILLIAMS@odot.oregon.gov).

<sup>12</sup> The MWACT Draft Priority Projects List may be found on the final page of agenda item 5 of the packet.

- **Agenda and Packet Materials Distribution**

MWACT staff are going as digital as possible. If you are receiving the agenda and packet materials in hard copy format, mailed to you, and are willing to switch to digital format emailed to you, please contact Theresa Whisenhunt at [twhisenhunt@mwvcog.org](mailto:twhisenhunt@mwvcog.org) to update your distribution preferences.

The meeting was adjourned at 5:30 p.m.

## **Agenda Item # 4**

### **MWACT '24 - '25 Work Plan**

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

**December 7, 2023**





# MID-WILLAMETTE VALLEY AREA COMMISSION ON TRANSPORTATION (MWACT) DRAFT WORK PLAN

For 2024 - 2025

Developed by the MWACT Steering Committee

## 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. Within this Work Plan the ACT identifies 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.

*Current MWACT Chair: Ken Woods, Dallas Mayor*

*Current Vice-Chair: Cathy Clark, Keizer Mayor*

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## DRAFT MWACT Goals, Desired Outcomes, and Strategies

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The draft MWACT Goals, Desired Outcomes, and Strategies were drafted by the MWACT Steering Committee during the summer of 2023, with the purpose of developing a 2-year work plan for the MWACT. The MWACT Steering Committee utilized the *draft MWACT Interests and Priorities* document (pg. 6) drafted earlier in summer of 2023 as the basis for this work.

Figure 1 below shows the hierarchy of goals/outcomes/strategies as they relate to one another. Main themes or “goals” represent the top of the hierarchy, under which one or more “desired outcomes” were outlined. Each desired outcome will have at least one “strategy” aimed to achieve the desired outcome; strategies are intended to be most actionable.

*Figure 1: Goals, Desired Outcomes, and Strategies Hierarchy.*



*(Above) Sample from “Goal 1: SAFETY”, showing one desired outcome under this goal, and strategies nested under that outcome.*

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## **DRAFT MWACT Goals, Desired Outcomes, and Strategies**

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### **Goal 1: SAFETY**

Are we applying a “safety lens” to all projects? Everyone, every project, both rural and urban contexts.

- SAFETY Outcome 1.1: Includes a well-maintained interoperable system.
  - Strategy 1.1.1: Data driven, best practices to inform project development.
  - Strategy 1.1.2: Partnership across all jurisdictions
- SAFETY Outcome 1.2: Fund the large projects outside the scope of local jurisdictions, such as interchanges, bridges, and bypasses, benefiting all users of the system.
  - Strategy 1.2.1: Clear coordination with ODOT, federal partners, and affected jurisdictions; utilizing ACT as a forum to advance priority projects.
  - Strategy 1.2.2: Encourage phasing, where appropriate, to minimize wasted steps, and commit to finishing projects.
- SAFETY Outcome 1.3: Project development that maximizes multimodal capacity.
  - Strategy 1.3.1: Need to consider multi-modal needs and operability of all projects.
- SAFETY Outcome 1.4: Leverage opportunities in projects wherever possible.
  - Strategy 1.4.1: Utilize ACT input to understand where leverage opportunities exist.
  - Strategy 1.4.2: ODOT needs to better coordinate and communicate with transit providers during project development.
  - Strategy 1.4.3: ODOT needs to better coordinate and communicate with local jurisdictions to leverage, combining compatible project elements, to avoid unnecessary construction.

## Goal 2: RURAL & URBAN

Outcomes are critically important for both rural and urban economies served by the transportation system.

- RURAL & URBAN Outcome 2.1: Economic vitality and freight movement
  - Strategy 2.1.1: Safe, multi-modal commuter routes.
  - Strategy 2.1.2: Freight efficiencies; utilize multi-systems strategies.
  - Strategy 2.1.3: Ports: air, rail, and marine need to be a part of discussion.
- RURAL & URBAN Outcome 2.2: Maintenance & Operations
  - Strategy 2.2.1: Operations: Keeping roads clear, clean, and operable. Opportunities: safety areas, signalization, intelligent transportation management systems (ITMS), and harnessing new technology.
  - Strategy 2.2.2: Manage/Fix assets (ex: repave) before it is in severe condition; recognize our transportation systems are generally “behind” in this area. Consider vehicle weight concerns.
  - Strategy 2.2.3: Trip diversion as a tool to reduce traffic/congestion and reduce wear and tear. Ex: diverting trips from single-occupancy-vehicles (SOV) to transit, could reduce vehicle-miles-travelled and deterioration of facilities.
- RURAL & URBAN Outcome 2.3: Address elimination of bottlenecks, both regional and interregional.
  - Strategy 2.3.1: Address impacts of bottlenecks, caused by either a change in demand impacting capacity, or design failing to meet current user-needs.

## Goal 3: EQUITY

Apply an Equity lens in all transportation decisions and project development.

- EQUITY Outcome 3.1: Address gaps in the transportation system.
  - Strategy 3.1.1: Utilize current data to assess where gaps in the system are, and where underserved populations are located. Ex: ODOT scoring systems like the Active Transportation Needs Inventory (ATNI).
  - Strategy 3.1.2: Use local Transportation System Plans (TSPs) to identify projects to build; Refer to local TSPs for projects identified to fill gaps and complete systems.
  - Strategy 3.1.3: Hear from public about known gaps; coordinate with local public works to identify gaps (they hear lots of feedback).
- EQUITY Outcome 3.2: Develop projects from a user standpoint.
  - Strategy 3.2.1: Operations: Consider workforce and their needs.
  - Strategy 3.2.2: Inform users of avenues for feedback to foster a better-informed population and close the feedback-loop from users who can share their experience. Use the Public Participation Plan (from the OTC, SKATS) and similar resources for improving public involvement, including learning from users' experiences for project development.
  - Strategy 3.2.3: Consider information sharing with groups/committees to further MWACT equity goals, such as participation in Cherriot's Citizen Advisory Committee, use of surveys, or other methods to get public feedback.

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## DRAFT MWACT INTEREST AREAS & PRIORITIES

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# PUBLIC TRANSIT

- What are the needs in each Transit District?
  - Cherriots Local and Regional services, and Yamhill County Transit Area for example.
  - Regional transit coordination needs to occur across transit providers.
  - Small transit districts serving small towns/rural areas too; often struggling with funding.
    - Transit between Independence and Monmouth
    - Large transit agencies also struggle with funding.
  - Focus on disadvantaged communities (Equity ties)
  - Extending TriMet's WES down service to Salem
    - Well supported by adjacent jurisdictions
    - Since HB2662 did not pass, could COG host future conversations?
    - Regionally significant conversation; seeking legislative support.
    - Willamette Valley Commuter Rail meetings hosted by COG for coordination.
      - Occurred 10/25/23.
- Union Pacific line (where Amtrak runs) Is this an ODOT rail project?
  - Need to have conversation about this.
- Short line rail; serving agricultural & manufacture land-uses.
  - Recent House bill passed supporting this...
    - [HB 2164](#) (linked) establishing a tax credit for short line railroads that rehabilitate their infrastructure. Also see [HB 2978](#) (linked)
- How do we ensure ODOT projects take transit into consideration?
  - examples where ODOT decisions re: new projects have been a hinderance to upgrading, improv. or even building transit stops

- RR Crossing safety issues
  - Costs prohibitive, often canceling projects
    - Mill Street Xing Improvements cancelled.
    - others, i.e., Duck flat
  - What are the costs of business dealing with RR authorities?
    - Maintenance fees, RRs would impose, too costly.



## EQUITY

- Where do we site our projects to better serve communities?
  - Also consider implications on delivery of service.
- Where do gaps exist; where have we failed in the past?
- Project-development from a user standpoint and impacts to neighborhood; how are we serving pop.?
- Consider workforce and their needs.
- Important ties to key transportation planning needs such as:
  - Transportation options, access, accessibility, connectivity, reliability, and trip purpose
  - Other modal/topic connections: Transit, Multimodal, Safety
  - Connection to designing for safety outcomes.
- Safety & Equity ties: Ensuring good access to/from bus stops will improve equity and safety outcomes by allowing more people, to include people with disabilities, to access public transportation systems.
  - This should be a “systems” approach, not just for specialty services.
- Info sharing should occur between ACTs; members visit one another to share lessons learned.
- Equity definitions from ACT members:
  - 1) “Equity is transportation options that are accessible, complete, and appropriate.”



- a. Equity, over equality
- 2) “Equity is transportation options that do not place a burden on one population over another for costs, location or other considerations.”



## SAFETY

- OR 99E and OR 219 Safety Improvements are still a high regional priority.
- See Equity section and ensure these topics are appropriately tied.
- Make sure Safety is incorporated into every transportation project.
- Emphasize Safety benefits of all projects we do, for enhanced value to public.
  - Educate and train youth, other vulnerable users.
- Active Transportation and SRTS – critical ties to safety (and education!); potential to reduce congestion and emissions (Climate and Emission ties)
- OR22/OR51 Interchange project
- Public transit is a "safe" mode as compared to driving, so emphasis should be on robust public transportation in urban and rural areas.



## URBAN and RURAL NEEDS

- Who qualifies for transportation dollars?
- MWACT recognizes there are formal definitions for “urban” and “rural”, as well as “urban contexts” within the area that may not fit within those strict definitions.
  - [FHWA](#) (linked): “The Census definition of urban area includes urbanized areas of 50,000 or more population and urban clusters of at least 2,500 and less than 50,000 population. The

Census Bureau uses the term "urban area" to refer to both urbanized areas and urban clusters collectively."

- [ODOT Blueprint for Urban Design](#) (linked): Provides more flexibility around design of projects within a variety of "urban contexts", to provide more context-sensitive solutions, placing the highest level of protection for vulnerable users. The urban context is based on existing and future land use characteristics, development patterns, and roadway connectivity of an area. The urban context is not limited to places within the current Urban Growth Boundary (UGB). The BUD defines six urban contexts as shown below.

**Table 2-1: ODOT Urban Contexts**

ODOT Urban Context	NCHRP Report 855 Context
Traditional Downtown/ Central Business District (CBD)	Urban Core/Rural Town
Urban Mix	Urban
Commercial Corridor	Urban/Suburban
Residential Corridor	Urban/Suburban
Suburban Fringe	Suburban/Rural
Rural Community	Rural Town

- Communities where highway serves as main streets.
- Natural Disasters Preparedness and Relief
  - Examples: wildfires; landslides; flooding rivers, streams, and wetlands; Avalanches
  - Santiam Canyon area needs, and other communities affected by recent fire disasters.
- Users navigating via diff modalities; Multi-modal needs and characteristics.
- Rural bottlenecks: look at Main-thoroughfares. Ex: Wallace Rd.
- Relieve Bottlenecks; different contexts of bottle necks; urban and rural; geographic/regional effects.
  - Important we recognize relationships between bottlenecks and greater region.
  - Ties to safety; facilities need to be properly maintained!
- **Multimodal solutions:** about making all modes as viable options.
  - Viable choices for all modes
  - Recognize modes serve community best when connected (connectivity)
  - MWACT area does not have a regional transit authority, like Metro, requiring closer coordination between transit providers. MWACT can be a forum for these discussions.
    - Clear need here; some official body is needed.

- Also consider agricultural uses and transportation needs of this industry.
- Commercial street example for multi-modal improvements
- Avoid multimodal as an after-thought; or road-centric approach focused on SOV mobility.
- Environmental:
  - Run-off and stormwater issues:
    - [US EPA on Stormwater Runoff](#) (linked): “Stormwater runoff is generated from rain and snowmelt that flows over land or impervious surfaces, such as paved streets, parking lots, and building rooftops, and does not soak into the ground. Runoff can pick up and deposit harmful pollutants like trash, chemicals, and dirt/sediment into streams, lakes, and groundwater. Construction sites, lawns, improperly stored hazardous wastes, and illegal dumping are all potential sources of stormwater pollutants.”
  - Stormwater mitigation (ex: Verda project has very high stormwater costs)
  - Heat issues; asphalt as a contributor; shade and tree cover as a mitigation.

## CLIMATE and EMISSIONS

- Note: like Safety & Equity; may have implications across themes like: M&O, Transit, Rural and Urban
- If we need to view projects with this lens, to get them funded, that is an acceptable strategy.
- Fund projects on the system needs to be a priority! Ex: Verda In.
- Consider what is measurable, demonstrable.
  - What are requirements of each grant program?
- Recognize education element is important to achieving goals.
- Carbon reduction grants and funding strategies
  - Transit climate analysis has made recent progress as a tool for grant applications.
  - Coordinate between MWACT partners to share tools, methods, and successful use.
  - MWACT recognizes that many state and federal grant opportunities require demonstration of carbon reduction strategies and is eager to apply that lens to priority projects in need of funding, where applicable, to leverage such grant funds.
  - ODOT, others, could be better leveraging ACTs to apply for grants.
  - Look at priority projects and what fits within Climate-strategy.
    - Consider e-bikes; changing technology and how we meet people’s transport needs.

- More viable for low-income households
  - Scooters other rolled-means of conveyance; issues with these in Oregon.
  - Congestion Mitigation and Air Quality (CMAQ) and other tools emerging; we want to know how partners are leveraging these tools.
    - [CMAQ Improvement Funding Opportunity](#) (linked); program information from ODOT.
- Public safety; Health Outcomes; correlation between connectivity of sidewalk system and health outcomes – public safety concerns related to Equity and addressing disparities in safety outcomes for disadvantaged communities.
  - What can we learn from successful grants?
  - DEQ funding; more to come; often projects with lots of local support.

## ECONOMIC VITALITY

- Freight movement via rail, roads, waterways, aviation, etc., not just large trucks.
  - If freight is not moving on a train - presumably it is via truck; comes with costs.
  - ACT concerns about regional/national bottlenecks and impacts to commerce.
  - “Trans-load facilities” like intermodal connectors; facilitate transfer of freight across modes.
    - Reliability and Safety ties
    - Short lines
    - Getting trucks off the road (safety ties); with intention towards efficient movement of freight.
- Economic Vitality is not just the movement of goods. It includes the movement of people to/from employment, and to conduct businesses functions, and to purchase goods.
- Lifeline routes identified by state, federal, and local need to be coordinated.
  - Also consider Wheatland ferry; Buena Vista ferry; and airports (FEMA).
  - Emergency Mgmt. – Coordinate emergency planning at the local, regional, and state levels; lifeline and emergency route planning.
  - Neighborhood emergency plans: can these be tied to State or local emergency efforts?
    - Holistic look at preparedness at all levels of government
      - Consider who has *access* to emergency services, disabled and vulnerable users a concern.

- Consider 1<sup>st</sup> a local/regional level outlook – then look upward to State/Fed
      - Limited resources availability
- Recreation-based economies in many rural areas of Oregon.
- Workforce changes w teleworking, post-COVID, incentivizing (employers); transportation options
  - Economics: to better serve low-income & new users; co-locating businesses (employment centers) to better serve underserved and disadvantaged users; creating viable & connected modes benefits economies
- Unprecedented 7-day transit service with Cherriots, critical to serve population’s needs (Transit ties)
  - Feedback from public – total travel time is a common complaint.
  - Expand service into the evenings. This is still a big opportunity.
    - No other options for swing shift employees (ex: Salem Downtown)
    - If it’s not complete; it’s not viable.
  - Operations funding is always an issue!
    - State projects that do not fund maintenance & operations; who funds the gap?
      - Ex) South Salem Transit Center
    - Cannot underscore enough the importance of funding *comprehensive* transit operations.
      - Employer payroll tax helped but not enough.
      - Increased frequency and span of day requires an investment that also benefits climate reduction.
      - WES service example.
- Local Match program:
  - Or Dept of Aviation (COAR) assists with funding local match (up to 90% of proj costs)
  - New leadership at OR Dept. of Aviation
- Sustainable funding strategy for the region:
  - How do we LEVERAGE projects to maximum benefit for safety and multimodal?
  - How do ACT partners work together? MWACT focuses on partnering to fund and complete existing projects.
- Connect Oregon program; similar cooperative approach of “spreading the funding”; no longer happening or realistic.
  - “[Connect Oregon](#) (linked) is an initiative established by the 2005 state legislature to invest in non-highway modes of transportation. Future rounds of the program will fund aviation, rail, and marine projects, and previous rounds included bicycle/pedestrian and transit projects.”

- MWACT feedback on previous rounds they participated in: Transit was not included in the Connect Oregon program.
- Ties to Oregon Transportation Investment Act (OTIA)
- No longer opportunity for input on projects as was previously the case when discretionary funding allowed.
  - How can we better educate MWACT partners on these prioritization systems?

## MAINTENANCE and OPERATIONS

- Vehicle weight discussion, involving all vehicles - recently EVs, and impacts to roadways.
  - NHTSA's [Corporate Average Fuel Economy \(CAFE\)](#) (linked) standards regulate how far our vehicles must travel on a gallon of fuel. NHTSA sets CAFE standards for passenger cars and for light trucks (collectively, light-duty vehicles), and separately sets fuel consumption standards for medium- and heavy-duty trucks and engines. NHTSA also regulates the fuel-economy window stickers on new vehicles. This site contains information about many aspects of these programs, and we encourage you to check back as new information is posted.
  - Trucks after the CAFE Standards, Obama era policy; loophole allowed different standards for heavier vehicles.
  - Delivery trucks; impacts to roads.
- Ties to Safety of transportation facilities
- In-line with ODOT financial strategy (and OTP); focus on maintaining existing facilities so they operate safely and efficiently.
- “Fix-it” program and prioritization; recognize importance, but what is ACTs role?
  - See above re: prioritization systems; meeting topic.
- Can we standardize operations and maintenance in a preventative manner; before it’s too late.
  - Some assets beyond state of repair
  - HB2017 – required pavement condition reports.
  - Counties get ratings every year.
    - Often in worse condition by the time repairs are done.
    - Where do we need to focus resources to get assets in good state of repair?

- [State, county, and local bridge and pavement condition reports](#) (linked): Data is due to ODOT by Feb 1 of each odd numbered year (every two years).

(End of Interests and Priorities list)

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## *DRAFT MWACT Priority Projects List*

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Listed below in no particular order is a list of projects MWACT views as priorities for the Mid-Willamette area:

- I-5/Aurora-Donald Interchange Reconstruction (*FUNDED - scheduled for completion 2028*)
- OR 22W/OR 51 Interchange - can start to seek funding in 2024.
- OR22 Safety Corridor; from Rickreall to the West
- Newberg-Dundee Bypass
  - ODOT expects to start [Phase 2A](#) construction in 2024, and anticipate completing construction by 2026. Phase 2B is not yet funded for construction.
- OR 18/Valley Junction to Fort Hill
- New Salem Bridge
- Brooklake Interchange and Safety Concerns
  - Both interim and long-term improvements
- Center Street Seismic Retrofit (sched. 2025)
  - Also consider Center Street Bridge crossing carries water/utility pipes
- Greenwood Rd - still a problem area; need a fresh look?
- OR22 - Detroit Area (Gates, Mill City; North County)- recovery post-fires; safety and shoulders; speeding through town a rising concern.
- Urban Design Verification (UDV) projects in MWACT area
  - ODOT staff, Jenna Berman, presenting in December 2023.
  - Examples include:

- [Salem Urban Design Verification Study \(linked\)](#)
  - [Urban Design Verification Study for Scio, Lyons and Mill City \(linked\)](#)
- OR 99E and OR 219 Safety Improvements
- Transit Services to Small/Rural Cities
  - Cherriots Regional and Yamhill County Transit Area
  - Focus on disadvantaged communities.
- "Fix-it" Projects; MWACT recognizes importance on maintenance and operations.
- Active Transportation and SRTS projects
  - Reduce congestion and emissions.
  - Critical ties to Safety
- Agricultural-Urban interface/convergence:
  - “Wheatland Project” - built to county standards, within local city limits.
  - Cordon Rd. Study

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## *DRAFT MWACT Meeting Topic Plan Outline*

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

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 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
- 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

### Outline of Topics of Interest to MWACT:

*Below is a list of meeting topics that emerged during development of the MWACT Work Plan. This topic plan will be utilized to develop agendas for MWACT meetings between 2023 – 2025.*

- What is our grant/funding strategy? Suggest broad topic.
  - Leverage and/or efficiencies (ex: if project does X, can we fold in Y)
    - Add an element or efficiency
    - What can we learn from other ACTs? Ex: knowledge exchange with Region 1.
- Tools for planning and grant applications:
  - Share tools, strategies, and lessons-learned for various purposes
    - Equity analysis tools available in Oregon, FHWA
    - Carbon reduction analysis tools
- Lifeline routes identified by state, federal, and local need to be coordinated.
  - Emergency Mgmt. – Learn more about emergency planning at the local, regional, and state levels; consider coordination strategies.
- Project funding and prioritization systems
  - State index system, and other ODOT prioritization systems. (PCI – pavement index)
    - Found the state, county, and local bridge and pavement condition reports. Data is due to ODOT by Feb 1 of each odd numbered year.
    - <https://www.oregon.gov/odot/TAP/pAGES/localagencycondition.aspx>
  - All Roads Transportation Safety (ARTS) program and prioritization systems
  - Fix-it program
  - Educate MWACT, partners on:
    - Scoring factors
    - Keys words (for grant apps)
    - How can we share expertise and lessons-learned?

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

Prepared by  
The Mid-Willamette Valley Blue Ribbon Committee  
on the Formation of an Area Stakeholder Group

**November 4, 1996**

*Amended: December 11, 2004*

*Amended: December 12, 2007*

*Amended: August 9, 2011*

*Amended: March 15, 2018*

**Mid-Willamette Valley Blue Ribbon Committee  
on the  
Formation of an Area Stakeholder Group**

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**Proposal for the Formation  
of a  
Mid-Willamette Valley  
Area Commission on Transportation  
(MWACT)**

The Mid-Willamette Valley Blue Ribbon Committee on the Formation of an Area Stakeholder Group recommends that the Oregon Transportation Commission establish such a group for the Marion, Polk and Yamhill County area to be known as the *Mid-Willamette Area Commission on Transportation (MWACT)*.

**Rationale for Establishment of MWACT**

In recent years ODOT has increasingly encountered local opposition to proposed transportation projects and priorities resulting in costly redesigns or project cancellations. Local jurisdictions and other stakeholders have asked for increased participation in the early stages of project selection and development. ODOT's reengineering process and the Governor's Transportation Initiative concluded that more effective and timely local citizen participation in the ODOT project selection and development process could help achieve the following goals:

- increase stakeholder commitment to projects
- improve projects by better meeting real needs
- reduce project costs
- reduce time to project completion
- better fulfill expectations for quality

**What would be the mission of MWACT?**

MWACT's mission is proposed as follows:

Mission Statement

- To provide a forum for the discussion and coordination of current and future transportation issues affecting the Area's livability.
- To prioritize state transportation infrastructure and capital investments through the development of an implementation strategy based on transportation plans related to the Mid-Willamette Valley Area
- To advocate Mid-Willamette Area transportation issues to neighboring regions and other organizations
- To advise the Oregon Transportation Commission on state and regional policies affecting the Area's transportation system.

### **What authority and responsibilities would MWACT have?**

MWACT would be "chartered" by the Oregon Transportation Commission. It would serve the OTC in an advisory capacity much as a city or county planning commission serves its jurisdiction. As stated in the mission statement, MWACT would address all forms of transportation with primary focus on the state system. Local, Salem-Keizer Metropolitan Planning Organization (MPO) and regional transportation issues also would be considered if they affected the state system.

MWACT would play a key role in the development of the Statewide Transportation Improvement Program. It would establish a public process for regional project selection priorities for the STIP. Through that process, it would prioritize transportation problems and solutions and recommend the projects in the Mid-Willamette area to be included in the STIP.

The authority of the MPO granted by federal ISTEA rules would remain unchanged. However, MWACT would consult with the Salem-Keizer MPO for the purpose of coordinating transportation priorities for the Area, and would incorporate the MPO's project priorities into its STIP recommendations.

### **How would MWACT be established?**

The Oregon Transportation Commission would adopt a resolution chartering the Mid-Willamette Area Commission on Transportation. The OTC would send a letter inviting appointments to MWACT from the following:

#### **VOTING MEMBERSHIP**

- MPO (SKATS) Members including: 6 members
  - Polk County (elected official)
  - Marion County (elected official)
  - City of Salem (elected official)
  - City of Keizer (elected official)
  - Salem Transit District (elected official)
  - ODOT Region 2 (appointed official)
  
- Other Cities by transportation corridor (elected officials) 5 members
  - Hwy 99W/18/47 corridor
  - Hwy 1-5 corridor
  - Hwy 22W/99W/51 corridor
  - Hwy 22E corridor
  - Hwy 99E/213 corridor
  
- Yamhill County (elected official) 1 member

11/4/96

- Yamhill County Transit Area 1 member
- Confederated Tribes of the Grand Ronde (elected official) 1 member
- Private Sector (one selected by each county commission) 3 members

Total Voting membership 17 MEMBERS

**EX-OFFICIO, NON-VOTING MEMBERS**

- Metro Portland Region (JPACT) 1 member
- Representatives of other adjoining regional commissions 1 per region
- State legislators for the Mid-Willamette area

**ALTERNATES**

MWACT members are encouraged to designate an alternate to attend meetings when the primary member is unable to attend. Alternates have the full voting rights of the member. It is preferred that alternates for elected officials also be elected and should represent the same jurisdiction or travel-shed but could be an appointed official or a staff member on an occasional basis.

**How would voting members be selected to ensure coordination with existing regional public agencies?**

In order to maintain good communications and coordination with existing transportation planning organizations, the Salem-Keizer MPO (SKATS) members except Salem School District 24J would be members of MWACT. Other public sector representatives would be designated by their organizations with consideration to cross membership with the Mid-Willamette Valley COG Board. One city representative per transportation corridor would be selected by the cities within that corridor with consideration to cross membership with ODOT's transportation planning corridor committees. Private sector representatives would be selected by county commissioners.

**How would MWACT coordinate with adjacent regions and involve state legislators?**

Adjacent regions would be asked to designate a member to MWACT who would become an ex-officio, non-voting member. All state legislators for the Mid-Willamette Area would be considered ex-officio, non-voting members and sent meeting notices and newsletters.

**MWACT Steering Committee**

From the membership of MWACT, MWACT would select a "steering committee" to help guide the work program and agendas of the full group, as needed.

## **MW Technical Committee(s)**

MWACT would form technical advisory committees, as needed. The purpose of the MWTAC would be to consider the technical aspect of policy matters and prepare alternatives and recommendations for the policy group. The technical group would include staff people of agencies and organizations as follows:

- local government engineers and planners (public works directors, transportation planners)
- representatives of state agencies (DLCD, DEQ, OEDD)
- representatives of various modes of transportation modal (bicycle, ped., transit, air, truck, rail, pipeline, auto, marine)
- representative of transportation safety interests (police, ODOT)
- "lay citizen" members

## **What would be the work of the MWACT?**

MWACT would develop an initial annual work program that would include the following:

- Define expectations of members for MWACT?
- Organize a technical advisory committee and develop a process for its use, as needed, by MWACT.
- Prepare and adopt rules of conduct.
- Survey existing plans and projects and determine how MWACT will coordinate its activities with them
- Outline a process to involve the public in MWACT's planning and decision-making processes
- Participate in the update process of the 1998-2001 STIP
- Develop guidelines to determine when a transportation condition becomes a problem to be solved (problem thresholds)
- Develop regional criteria for selecting transportation projects to solve prioritized problems (criteria to be based on statewide community livability and economic development guidelines)
- Inform and educate members of the state legislature and local elected officials on transportation issues generally and specific to the Mid-Willamette Valley area.

Additional activities over time would include the following:

- develop a transportation implementation strategy for the Area (based on existing local and corridor plans)
- identify and prioritize transportation problems of area-wide significance
- recommend projects for inclusion in the Statewide Transportation Improvement Program (STIP)
- review and comment on transportation plans being developed within the Area
- create forums for discussion and resolution of area-wide transportation issues

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- prepare recommendations on transportation proposals of a "super regional" nature (1-5, high speed rail, inter-regional transit, freight and airport development)
- recommend and communicate Area interests to Metro and other regions

### **Who would staff MWACT?**

Basic staff services for MWACT would be provided by the ODOT Mid-Willamette Area Manger. Participating agencies would contribute time in service on technical committees. Some services may be provided through contracts with the Mid-Willamette Valley COG or jurisdictions within the Area on a local/state cost share basis.



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

Proposed City Representation by Transportation Corridor  
(34 cities--One city selected per corridor)

**Hwy 99W/18/47 Corridor  
(Yamhill County)**

Newberg  
Dundee  
Lafayette  
Dayton  
McMinnville  
Amity  
Sheridan  
Yamhill  
Carlton  
Willamina

**Hwy 22E Corridor  
(Marion County)**

Aumsville  
Turner  
Sublimity  
Stayton  
Mill City  
Gates  
Detroit  
Idanha  
Salem\*  
Keizer\*  
Lyons – Linn County

**Interstate 5 Corridor  
(Marion County)**

Woodburn  
Donald  
St. Paul  
Salem\*  
Keizer\*  
Jefferson

**Hwy 99E/213 Corridor  
(Marion County)**

Aurora  
Gervais  
Mt. Angel  
Silverton  
Scotts Mills  
Hubbard  
Woodburn  
Salem  
Keizer\*

**Hwy 22W/99W/51 Corridor  
(Polk County)**

Monmouth  
Independence  
Dallas  
Falls City  
Willamina  
Salem\*

\*Cities of Salem and Keizer are MPO (SKATS) board members and therefore members of MWACT