

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), 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)

Date: Thursday, November 2, 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

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 OrderChair Ken Woods, Jr.

- Welcome and Introductions
- Approval of August 3, 2023, Meeting Summary
- Public Comment
- Comments from the Legislative Delegation
- OTC Comments
- Commission Discussion/Area Updates

- **Savannah Crawford Selected at Newest Region 2 Manager for ODOT**
Region 2: Please join me in welcoming Savannah Crawford 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.

**3:35 p.m. Item 2. Introduction with Oregon Transportation Commission (OTC)
.....Commissioner Alicia Chapman**

The MWACT welcomes Commissioner Alicia Chapman as a new member appointed to the OTC in Summer of 2023! Commissioner Chapman is visiting the MWACT’s November meeting to introduce herself and to meet ACT members.

The Oregon Transportation Commission establishes state transportation policy. The commission also guides 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 Oregon Transportation Commission.

Link to OTC Commissioners' bios: https://www.oregon.gov/odot/Get-Involved/Pages/OTC_members.aspx

Action: For information and introduction

**3:50 p.m. Item 3. ODOT Strategic Action Plan Update
.....ODOT Assistant Director Travis Brouwer**

ODOT's 2021-2023 Strategic Action Plan has guided the agency for the last three years, and a new three-year plan is coming later this year. ODOT Assistant Director, Travis Brouwer, is visiting the MWACT to share information about the update of the SAP and what we could expect to see in the updated plan.

ODOT Strategic Action Plan (SAP) webpage: [Oregon Department of Transportation : Strategic Action Plan : State of Oregon¹](https://www.oregon.gov/odot/Pages/Strategic-Action-Plan.aspx)

Action: For Information, with time for questions

**4:10 p.m. Item 4. Driving Toward New Opportunities in Intercity Bus Service in Oregon.....
ODOT Statewide Intercity Transportation Network Coordinator Jillian
Trinkaus**

The Statewide Intercity Network Coordinator is a new position in the Rail and Multimodal Network Unit in ODOT's Public Transportation Division. Jillian Trinkaus is presenting to the MWACT to share information about intercity bus service and how her new position fits into ODOT.

Action: For Information, with time for questions

**4:25 p.m. Item 5. MWACT Work Plan Progress Report.....
.....ODOT staff / MWACT Steering Committee**

The MWACT steering committee (SC) continues to forge ahead on progress with their draft Work Plan, with a (tentatively) final working meeting on October 30th. As each element of the work plan nears final draft status, the SC seeks to share these products with the full ACT membership for feedback and concurrence. The final Work Plan is due by end of 2023.

Work Plan products being provided in this agenda packet represent those the SC agrees are near "final draft status", and include:

- Interest Areas and Topics summary
- Meeting Topic Plan list

¹ <https://www.oregon.gov/odot/pages/sap.aspx>

Work Plan products being shared with the MWACT after the October 30th working meeting, but before the November 2nd MWACT meeting include:

- Two-year Goals for the ACT with desired outcomes and strategies
- A Current ACT Charter (no change suggested to-date)

Please share your thoughts and feedback with the MWACT Steering Committee so we can ensure the Work Plan reflects the needs and desires of the MWACT.

Action: Discussion, with time for questions and feedback

5:10 p.m. Item 6. Information for MWACT members..... ODOT staff

- **New or Continued ACT Membership Appointments**

MWACT members need to consider new or continued appointments for representation on the MWACT. If you, or the body you represent, wish to appoint a new representative, please reach out to Theresa Whisenhunt at twhisenhunt@mwvcog.org to communicate the change.

- **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 to update your distribution preferences.

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, August 3, 2023

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

MWACT Members Present

Anna Henson, ODOT Region 2
April Newton, Silverton City Council representing 99E/213 Corridor
Della Seney, Hwy. 22E Corridor, Aumsville City Council
Kathy Hadley, Polk County Private Sector
Ken Woods, Jr., 2022 Chair, Dallas Mayor
Kevin Cameron, Marion County Board of Commissioners
Lyle Mordhorst, Polk County Board of Commissioners
Robert Husseman, Keizer City Council – Alternate for Cathy Clark
Tom Hammer, Yamhill County Private Sector
Yvette Potter, 99W/18/47 Corridor, Yamhill Mayor

MWACT Members Absent

Cathy Clark, 2022 Vice Chair, Keizer Mayor
Cynthia Thompson, YCTA
Frank Lonergan, I-5 Corridor, Woodburn Mayor
Sara Duncan, SAMTD Board of Directors
Kit Johnston, Yamhill County Board of Commissioners
Michael Langley, Confederated Tribes of the Grand Ronde
Mitch Teal, Marion County Private Sector
Trevor Phillips, Salem City Council

Others Present

Andrew Walker, ODOT
Bob Goodrich, ODOT
Brandon Williams, ODOT
Doug Parrow, Private Citizen
Jason Freilinger, Silverton Mayor
Jillian Trinkaus, ODOT
Julie Warncke, Salem Public Works
Linda Watkins, Carlton Mayor
Lori Moore, MWVCOG-MWACT/SKATS Staff
Mark Bernard, ODOT Region 2 Public Transit
Mike Jaffe, MWVCOG-MWACT/SKATS Staff
Anna Scharf, State Representative District 23

Sabrina Foward, ODOT OTC
Stephen Dobrinich, MWVCOG-MWACT/SKATS Staff
Theresa Whisenhunt, MWVCOG-MWACT/SKATS Staff

Agenda Item 1. Call to Order – Introductions

Chair Ken Woods, Jr., called the hybrid meeting to order at 3:34pm. A quorum was established, and introductions were made.

Summary of June 1, 2023, Meeting:

The summary of the June 1, 2023, meeting was approved by consensus of the members present and online.

Public Comment:

Doug Parrow spoke regarding bicyclist's use of current cycling facilities in and around the Salem area. He explained in previous MWACT meetings that members have asked why bicyclists do not use the current bicycle facilities and he would like to give the committee some insight from someone who frequently cycles throughout our area. He passed out photos and commented specifically about the intersection at Commercial St. NE and Division St. NE as one example. He feels that the intersection is poorly designed and causes the cyclists to use several signals, crosswalk-style bike lanes, and the sidewalk to navigate the intersection. He used the image of a Strava heatmap to show that most bicyclists are instead staying on the road and navigating the intersection along with traffic. He moved on to address the bike facilities/multi-modal path planned for the OR22/OR51 interchange. He predicts that cyclists won't use it. He again pointed to Strava heatmap images from Doaks Ferry Rd, and the multi-modal overpass on OR22 at Rickreall Rd, showing that most cyclists are not using the paths/overpass provided in those areas, instead choose to stay on the highway. Mr. Parrow feels money would be better spent on cleaning up, maintaining, and possibly redesign of existing facilities in the two counties.

Councilor Robert Husseman stated that he rides regularly from North Keizer to the Monmouth / Independence area. He considers himself an experienced cyclist and his opinion of the current bike facilities that run along OR22 from Salem to Rickreall is there may need to be some maintenance done on those facilities, but they are not a difficult ride. It is mainly a sidewalk until you reach the multiuse overpass at Oak Knoll Golf Course. Cyclists are routed along Rickreall Road to the intersection with OR99. He would like to see a bike light at that intersection but understands it's a funding issue. Along OR99 there is a separate multiuse path and is happy to see the incorporation of the bike facilities in the planning of the new interchange at OR51.

Councilor Husseman went on to speak about Commercial and Division streets. He stated that he does not use the facilities at this intersection, avoiding it all together. He will ride along Front Street, turn west on Division St. NE, and take the alley that runs between the buildings south to Union St NE to use the traffic light. He will head east towards Commercial St. NE riding with traffic.

He acknowledges that he is an experienced rider and others with less experience like his mother would have difficulty and less confidence riding in or around the Salem-Keizer area. His vision is that soon, those with less experience and confidence will have safer facilities to allow them to ride through western Oregon and visit the neighboring towns to the west of Salem without having to travel in a car. Increase multimodal avenues to create a safer network between Marion and Polk counties and possibly expand that network down into the Corvallis / Albany area.

Comments from the Legislative Delegation:

Representative Scharf attended but had no new updates. Commissioner Cameron thanked the Representative for the work done on passing legislation for self-service at gas stations in Oregon.

OTC Comments:

Alicia Chapman is the OTC commissioner newly assigned to MWACT. She was appointed to the OTC in May. ODOT has directed staff to send MWACT agenda information to the OTC in hopes that Alicia will join the meetings.

Commission Discussion/Area Updates:

Anna Henson provided updates related to projects within the tri-county area.

- I5 - Kuebler to Delaney widening project. Project is in phase 2 with funding for the south bound lane widening secured. Applying for an INFRA grant to secure funding for the north bound portion of that project. They are requesting a letter of support from MWACT for the grant application, hopefully by the end of August.
- OR22 at Kings Valley Highway and Perrydale Rd project. Project is planning a traffic circle at Kings Valley Highway and intersection redesign at Perrydale Rd. There is an open house currently live online until August 13th.¹

¹ <https://odotopenhouse.org/or22kvh>

- Newburg/Dundee Bypass phase 2A – OR219 interchange. A new bid date has been released for February 1, 2024. Although there has been a delay in this phase the project is fully funded.

Brandon Williams shared with the members that Dallas’ Safe Routes to School draft plan is available online for public review and comment.²

Agenda Item 2. OR 22 Center Street Bridge Seismic Retrofit – (Andrew Walker ODOT-Project Manager & Bob Goodrich DOWL)

As part of HB 2017, the Center St Bridge project received funding to design and construct seismic retrofit improvements to ensure that accessibility and connectivity across the river will be maintained after a major seismic event. In early 2023, ODOT completed a Value Engineering study (VE), and the presentation covered the results of that study and next steps for the project.

Background: The Marion Street Bridge is too old to retrofit. In 2019 ODOT completed the Advanced Investigation Report with an objective to provide vehicle crossing after a Cascadia Subduction Zone Earthquake.

Project Status: In the spring of 2022 DOWL began fieldwork and design. Early 2023 the evaluation of various retrofit strategies were completed, the spring of this year ODOT performed the Value Engineering Study and selected the retrofit strategy this summer. The project area was broken up into zones for identification:

Z1 – West Approach	Z4 – West Ramp
Z2 – River Spans	Z5 – East NB Ramp
Z3 – East Approach	Z6 – East SB Ramp

The strategy is to retrofit Z2, Z3 and Z6. Z5 will not be retrofit as it would not provide any value in an earthquake recovery. Z1 and Z4 are not practical for retrofit due to poor soil³ in the area that would require extensive and expensive ground improvements; it was determined that retrofitting those zones were not a good use of project funding. A planning study will be done on those zones to replace that part of the structure.⁴ There is a city water line that runs the length of the bridge that will be upsized and upgraded to be earthquake resilient as part of the

² <https://oregonsaferoutes2023.altago.site/dallas/>

³ Roughly 35 borings were done in the area. River deposits and loose/saturated soil was found.

⁴ The cost to retrofit the west side of the bridge is almost as much as replacing and there are no additional funds available for either. A planning study to determine the best configuration for the west side replacement would create a new project that could move forward independent of the current retrofit project.

project. The last piece of the project is to develop an emergency response plan that will address the issue of non-retrofit on the west side of the bridge and shorten recovery time.

Project Benefits:

- Reconnect will be in weeks rather than years.
- Fiscal and environmental stewardship:
 - Retrofit most difficult and time-consuming portions of bridge.
 - Lower life cycle costs and reduce impacts by replacing the west approach.
- Capitalize on opportunities to improve west interchange.
- Increase seismic resiliency of utility infrastructure.

Next Steps:

- 30% Design by December 2023.
 - Further develop retrofit design.
 - Continue assess in-river constructability.
 - Refine project park and resource impacts.
- 100% Design by spring 2025.
- Start Construction by late 2025.

Chair Woods asked if there would be metal fencing or screening installed on the sides of the bridges? Mr. Walker responded that is not currently included in the project scope, it is not typical for river crossings and this project is a seismic retrofit not road-way improvements. Commissioner Mordhorst asked if the section of OR22 on the west side of the river from Capital Manor to the bridge (it's an elevated, man-made dike structure) has been evaluated for seismic resiliency? The response was this section is not part of the project scope; the strategy of the project is to address one component at a time and roadway embankment is easier/faster to replace than a span of the bridge. Commissioner Mordhorst went on to ask what's the most likely point of failure in the span and what does "retrofit" mean - what are you actually going to do? The response was the focus is on the foundations of the span; the concrete footings/pile supported footings in the ground and in some cases the columns themselves. Some of those footings are at the bottom of the river that would require coffer dams to access the footings, putting in additional concrete or steel pile, and pouring a larger footing. There are also footings within the park space on both sides of the river. It was asked if traffic would be rerouted during construction? Staff stated that closing the bridge is not going to be necessary but there would be periods of lane closures. Mike Jaffe asked the engineers if a rebuild strategy was developed for the west side of the bridge, given the liquefaction and soil issues, structurally what are the techniques for the rebuild or are we just going back over liquefaction? The response was in building the new bridge section on the west side, a much sturdier foundation would be built using a technique called drill shafts, that are more successful in withstanding the liquefaction. This is the benefit to a rebuilt over retrofitting. With retrofitting you are basically scabbing onto

existing structure and rebuilding allows you to design a wholistic system that can resist those forces.

Agenda Item 3. ACT & Modal Advisory Committee Chairs Meeting Debrief – (Ken Woods & Brandon Williams)

ACT and Modal Advisory Committee Chairs from across the state were invited to a conference in Keizer, Oregon to discuss with OTC members and ODOT staff current issues in transportation, regional priorities, and development of ACT Work Plans. Chair Ken Woods Jr. and Brandon Williams (ODOT) shared with the group that the ACT workplan deadline was extended to December. Other ACTs shared success stories and progress on their work plans. MWACT seems to be ahead of the other groups in the work with our workplan, meeting deadlines and on track for completion.

Agenda Item 4. ACT 2-year Work Plan – (Ken Woods & Brandon Williams)

ODOT's requested that each ACT prepare a 2-year Work Plan. MWACT has convened two meetings of their steering committee to develop region issues of importance to the ACT. The first meeting of the MWACT steering committee was held June 22nd, a week prior to the ACT Chairs meeting, to begin the conversation, collect initial ideas, and prepare Chair Woods for discussions with OTC members and other ACT Chairs.

The steering committee met again on July 6th to review draft interest areas previously discussed and collect additional input to refine concepts. ODOT staff, Brandon Williams, acted as facilitator of this working session, collecting input on a digital whiteboard. A summary of high-level interest areas:

- Transit: both intracity and intercity.
- Safety: corridors of concerns, strategies, connections to all modes of transportation.
- Equity: address gaps and previous failures, consider user perspectives, strong ties to Safety and other topics.
- Balancing rural and urban needs: highway as main street, address regional bottlenecks.
- Climate and emissions: implications across all modes, leveraging federal grants.
- Economic vitality: recognizing importance of freight to economy, tourism/recreation-based economies also vital to many rural areas to of Oregon, identify lifeline routes for natural disasters.
- Maintenance and operations: current issues like EVs and vehicle weight, importance of maintaining existing facilities.

As a reminder, components of the Work Plan must include the items listed below. The next working session of the MWACT steering committee in September should focus on finalizing draft interest areas, priorities, and defining goals/strategies to address them.

- Interest Areas and priorities specific to each ACT.
- Two-year Goals for the ACT with desired outcomes and strategies.
- A Meeting Topic Plan.
- A current ACT Charter.

As mentioned earlier, to allow more time for ACTs to develop their work plans, the deadline for completion has been extended to December 2023. The steering committee recognizes that it may take some time to get full ACT buy-in on the Work Plan and hopes to have final recommendations to the ACT in October.

Agenda Item 5. Information for MWACT Members – (ODOT Staff)

- Oregon Department of Transportation’s (ODOT) 2023 Legislative Summary of bills, memorials, and resolutions that directly or indirectly impact ODOT as well as local jurisdictions is available for review.⁵ HB2137 was on the radar; it stipulated creation of the Willamette River Bridge Task Force and the need for a crossing outside of the metropolitan areas. Unfortunately, this house bill did not pass. Representative Scharf hopes that the bill will return, in some form, to the legislators sometime in 2025.
- The Oregon Transportation Commission (OTC) had a presentation titled “2027-2030 STIP and Transportation System Needs” at their July 13th meeting (this was an item previewed on the June MWACT agenda). The letter from Director Kris Strickler to the OTC⁶, presentation and discussion are part of ODOT’s and OTC’s process to determine investment scenarios and funding allocations for the 27-30 STIP over the next 3 months.⁷
- To implement HB 2985, Diversity, Equity, and Inclusion training is being offered by ODOT’s office of DEI. The training will be available from October 2023 until December 2024, giving a broad window for parties to attend. Mr. Williams is hoping to consult with the steering committee to incorporate the training into the work plan and have it on a meeting agenda for the ACT.

⁵ https://www.oregon.gov/odot/Safety/Documents/2023_ODOT_Legislative_Summary_V1.pdf

⁶ Letter from Director Kris Strickler may be found in agenda item 5, of the agenda packet.

⁷ The video of the presentation and discussion about the 24-27 STIP and Transportation System Needs is posted on YouTube: search “ODOT OTC” to get to the OTC page and look for the OTC July 13, 2023, meeting; this topic is Item M on the agenda and starts at approximately 6:29:00 (6 hours, 29 minutes into the video). It can also be reached from this link: <https://youtu.be/FUEulk2fGR0?t=23326>

Other Business

- Cynthia Thompson sent ahead information to be shared with the members regarding Yamhill County Transit's event on August 7th; the *6th Annual ReMARKable Rider Day*. This annual event is named after Mark Schiffmacher, a transit advocate who served on YCT's Special Transportation Advisory Committee. This special day is to show gratitude to YCT customers and to recognize the dedicated transit advocates who contribute to improving YCT. As part of ReMARKable Rider Day, YCT is recognizing two individuals, Leslie Lewis, former County Commissioner, and Leah Griffith, former director of Chehalem Valley Transit. These two women's contributions built the foundation for YCT.⁸ M'Lynn Suwinski, acclaimed chalk artist, will be on site to transform the Transit Center into a mural masterpiece.
- Next Policy Committee Meeting – **August 22, 2023**
- Next MWACT Steering Committee Meeting – **September 7, 2023**
- Next TAC Meeting – **September 12, 2023**
- Next MWACT Meeting – **October 5, 2023**

Agenda Item 6. Adjournment

The meeting was adjourned at 4:45 p.m.

⁸ <https://ycbus.org/remarkable-rider-day/> <https://yamhillcountytransit.cmail20.com/t/r-e-ttdkjdk-nlistriti-x/>

Agenda Item 3

ODOT Strategic Action Plan Update

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

November 2, 2023

ODOT's Strategic Action Plan Update

Travis Brouwer, Assistant Director for Revenue, Finance and Compliance

November 2, 2023

What is the Strategic Action Plan?

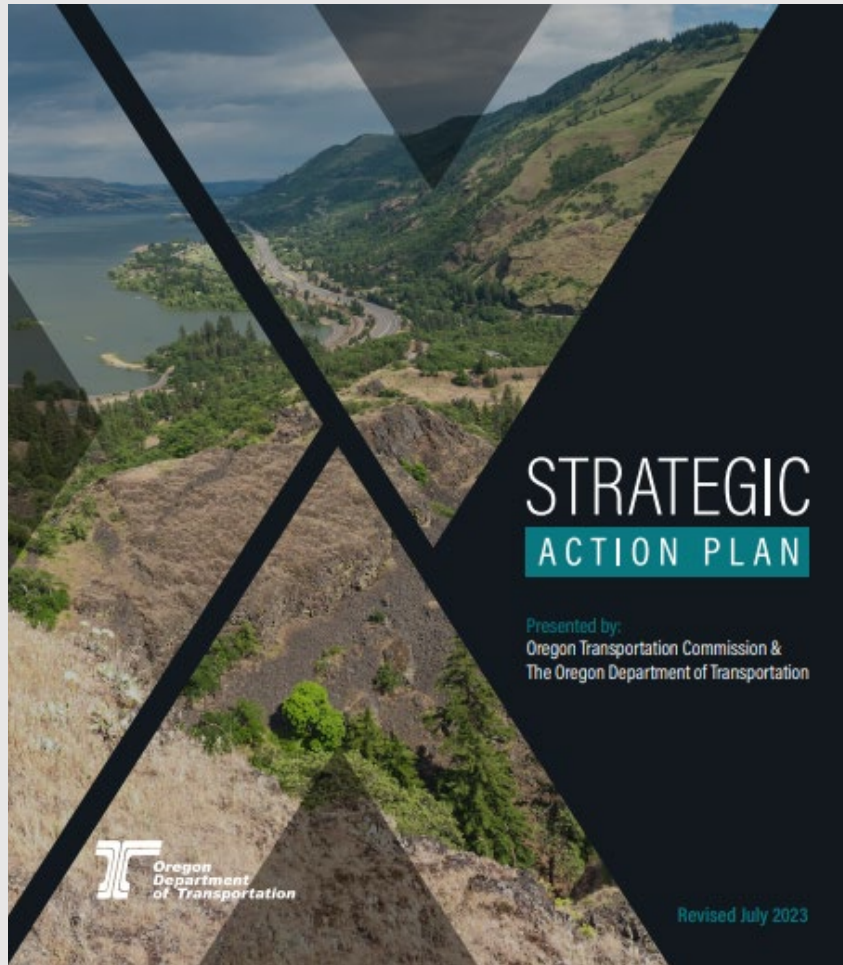
What it is:

- OTC and ODOT document describing ODOT's priorities
- Covers near term actions (3-5 years)
- Identifies measurable outcomes

What it is not:

- Long-term policy
- Comprehensive list of all agency programs, activities and investments

Why was the Strategic Action Plan created?



- Operationalizes long term policy/plans with short term actions
- Communicates priorities with external partners, such as the Governor's Office, Legislators and the public to see how we are doing business
- Demonstrates ODOT is forward-leaning (e.g., climate and equity)
- Increases transparency and accountability (short-term performance metrics)

Key Accomplishments from 2021 & 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



Key Accomplishments from 2021 & 2022

Active and Public Transportation

- Finalized plan to invest nearly \$100 million in the 24-27 STIP
- Dedicated \$10 million to pedestrian safety



Key Accomplishments from 2021 & 2022

Increase our 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



Key Accomplishments from 2021 & 2022

More Dollars to BIPOC and Women Owned Businesses

- Delivered a 5-year action plan outlining how we propose to embed equity into procurement processes and diversify the workforce on projects (fulfilling Executive Order 22-15)
- FY 2022 22.44% of federally funded contracting went to DBEs, equaling \$199 million.



2024-2028 SAP Strategic Priorities



Sufficient and Reliable Funding

Seek sufficient and reliable funding to support a modern transportation system and a fiscally sound ODOT.



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.

2024-2028 SAP Outcome Areas

- **Achieve Sustainable, Resilient and Reliable Funding**
- **Improve Safety to Reduce Persons Killed or Seriously injured**
- **Provide Excellent Customer Service**
- **Preserve Transportation Assets**
- **Maximize Value & use of ODOT's Data Assets to Inform People, Processes & Programs**
- **Build and Equip a Diverse and Inclusive Workforce**
- **Implement Decision-Making Processes to Improve Equitable Outcomes**
- **Reduce Emissions and Electrify Oregon's Transportation System**
- **Improve Access to Active and Public Transportation**
- **Reduce Congestion in the Portland Region**

Internal Engagement

- **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

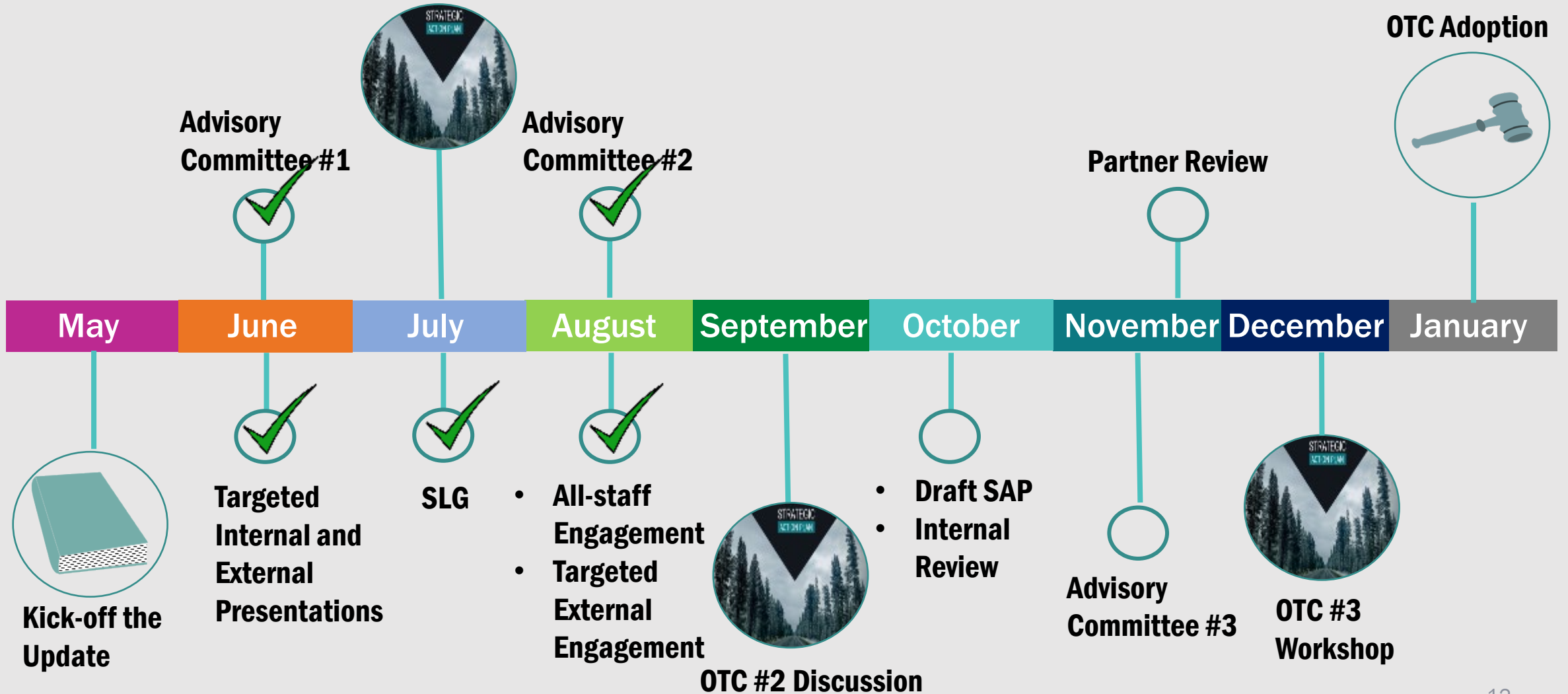
- ACT/Modal Advisory Committee Chair Mtg
- 6/29 ✓
- Continuous Improvement Advisory
Committee – 8/16 ✓
- Equity and Mobility Advisory Committee ✓
- ACT Presentations ✓

- Tribal Government consultation ✓
- MPO/Public transit providers ✓
- Modal Advisory Committees
- OTC discussions/workshop

Schedule

OTC #1 Discussion

OTC Adoption



Next Steps

- **October:** Drafting of the SAP document & internal review
- **November:** Partner review
- **January:** Anticipated OTC approval

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 we should return to this group as we work to implement the SAP?

Agenda Item 4

Driving Toward New Opportunities in Intercity Bus Service in Oregon

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

November 2, 2023

DRIVING TOWARD NEW OPPORTUNITIES IN INTERCITY BUS SERVICE IN OREGON

Jillian Trinkaus

Statewide Intercity Network Coordinator

MWACT – November 2, 2023

AGENDA

- Current conditions
- New support from ODOT
- My work





RIDING
LTD

FARES &
PASSES

ABOUT
US



WE'RE HIRING!

APPLY NOW →

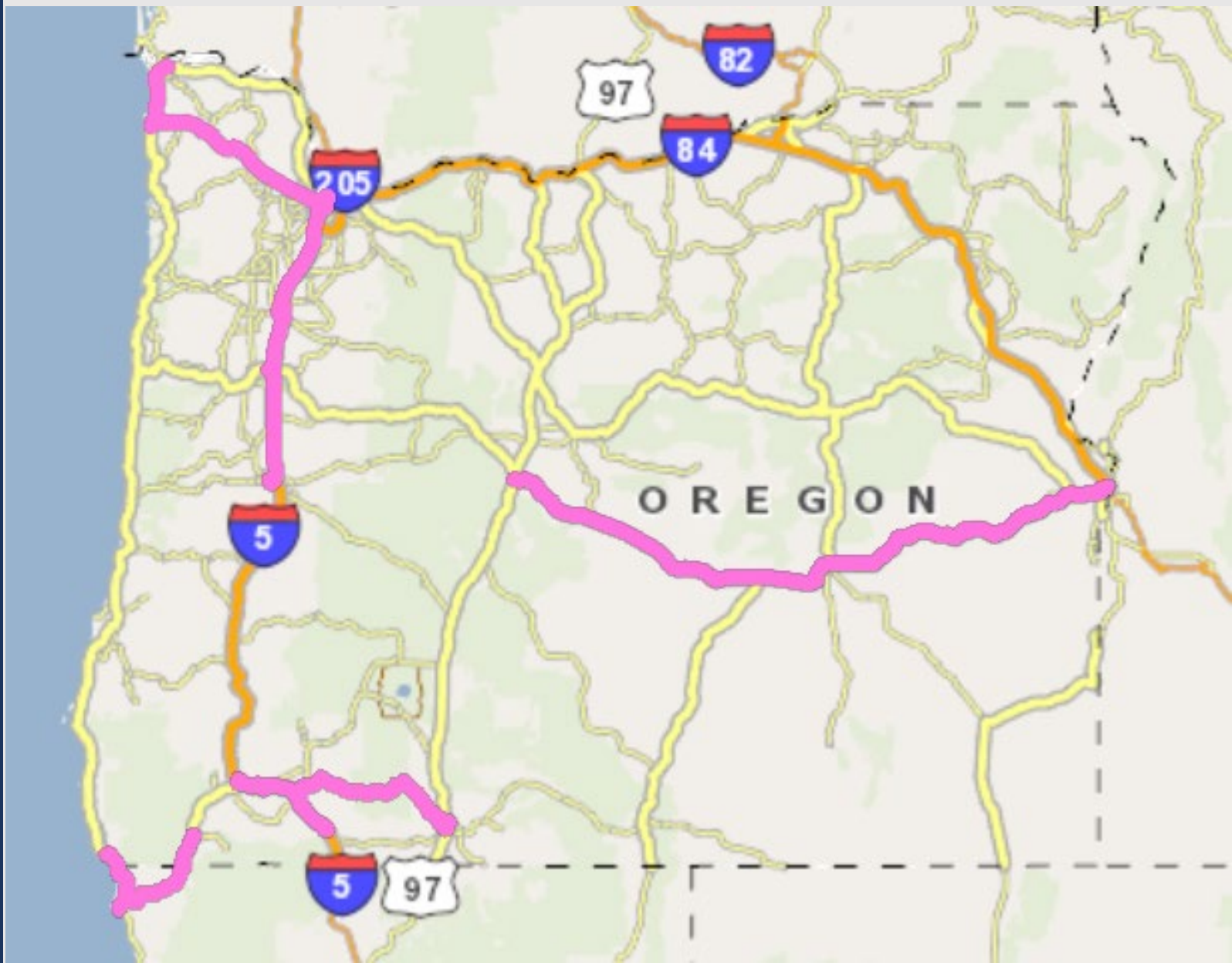
Current Transit Conditions

- Short staffed
- End of COVID funding & cost increases
- Supply chain issues
- A shift in travel patterns
- Concerns about safety
- Riders are returning

ODOT MANAGED INTERCITY BUS SERVICE




POINT Intercity Bus Lines



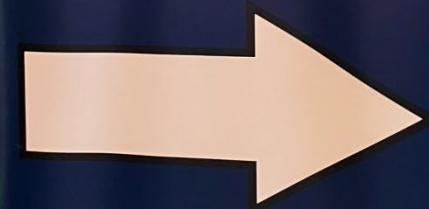
AGENDA

- Current conditions
- New support from ODOT
- My work





**BUS
LOADING**



AMTRAK[®]

POINT
www.oregon-point.com

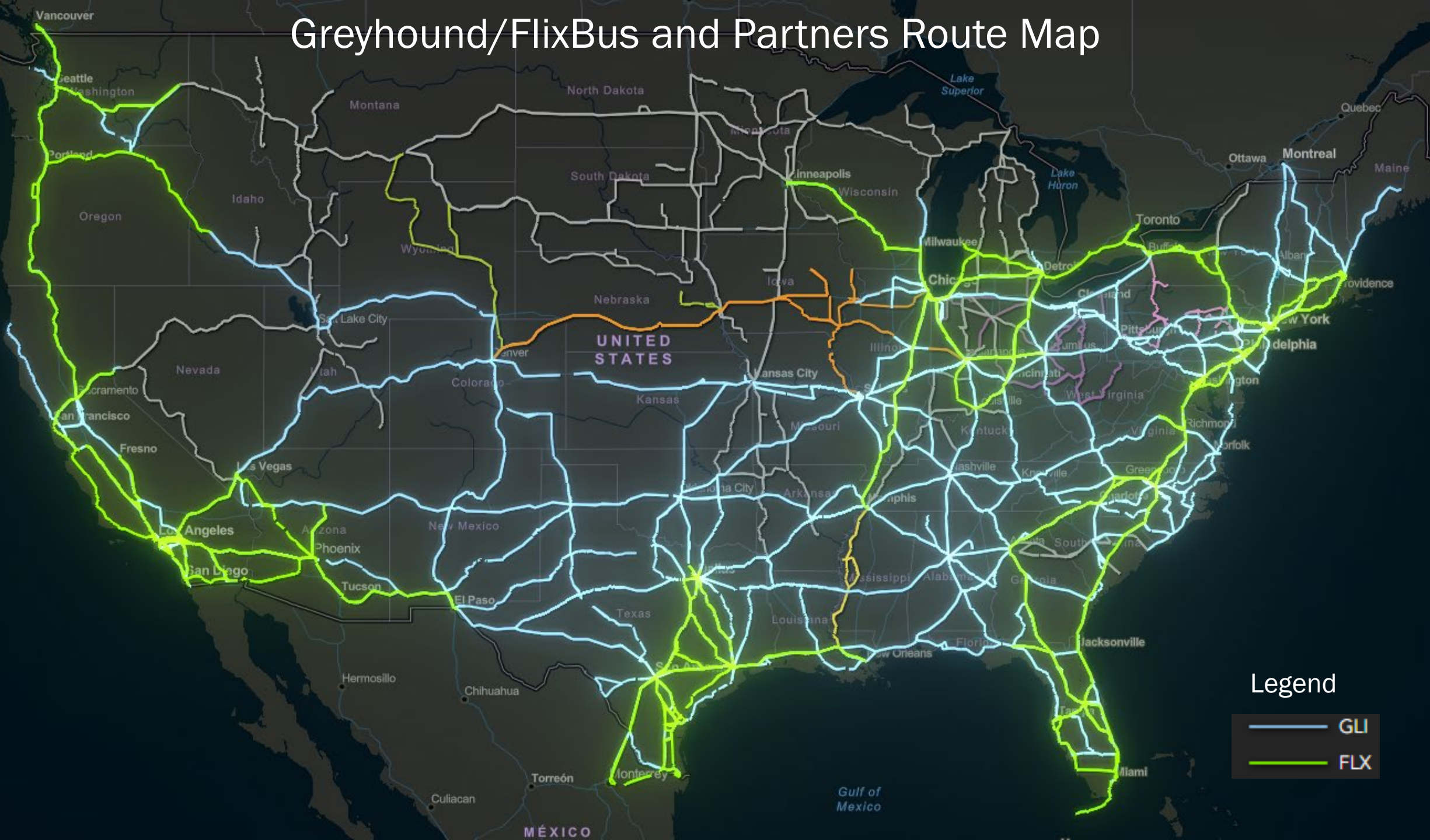
INCREASED SUPPORT FOR MULTIMODAL TRANSPORTATION

- 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

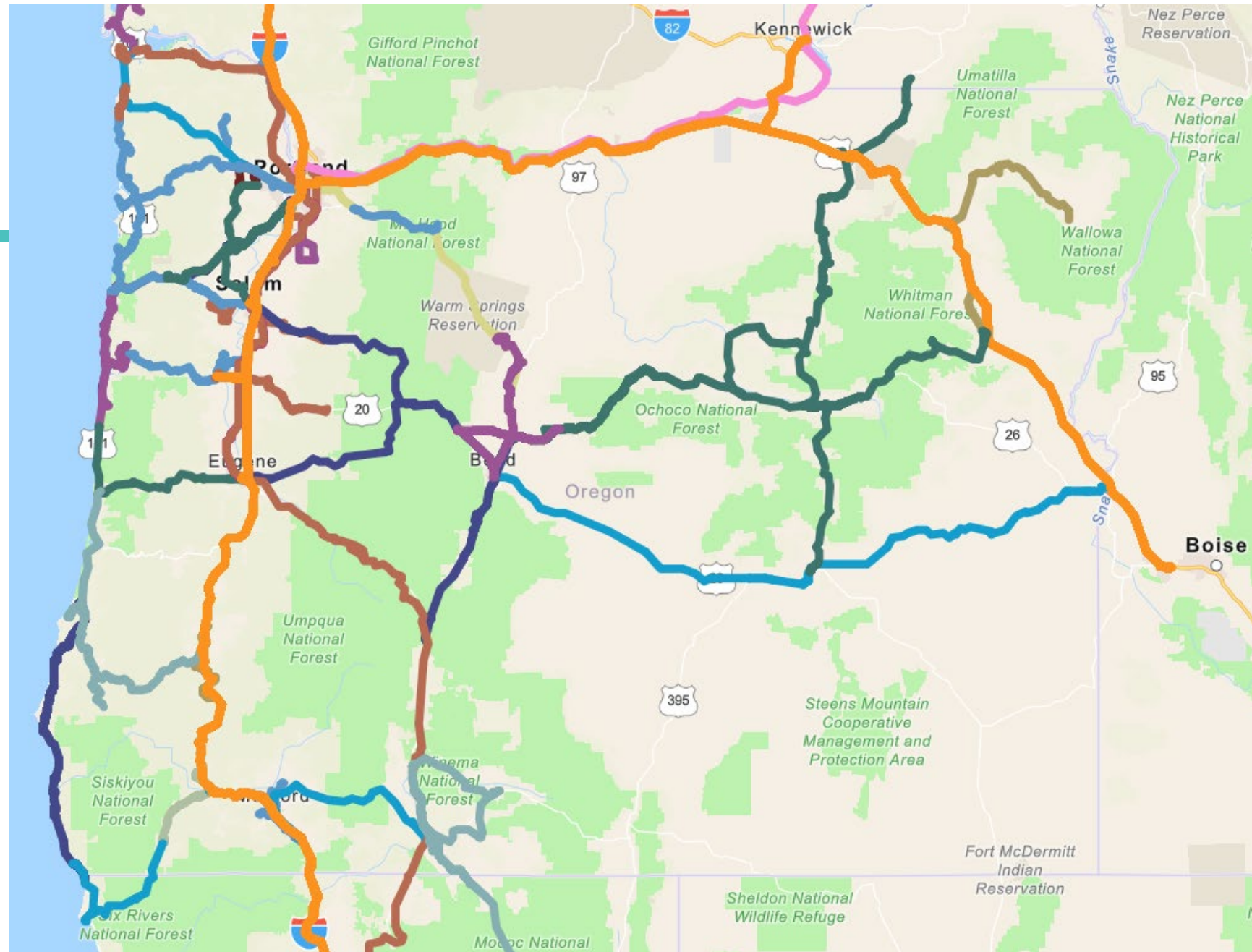
- Work with RTCs, ATLS, ACTs, PTAC, MPOs, COGs, DOTs, NGOs, CBOs, transit agencies, bus companies, etc.
- The Transportation Network Report and the Key Transit Hub Report
- Intercity bus network
- Technology

Greyhound/FlixBus and Partners Route Map



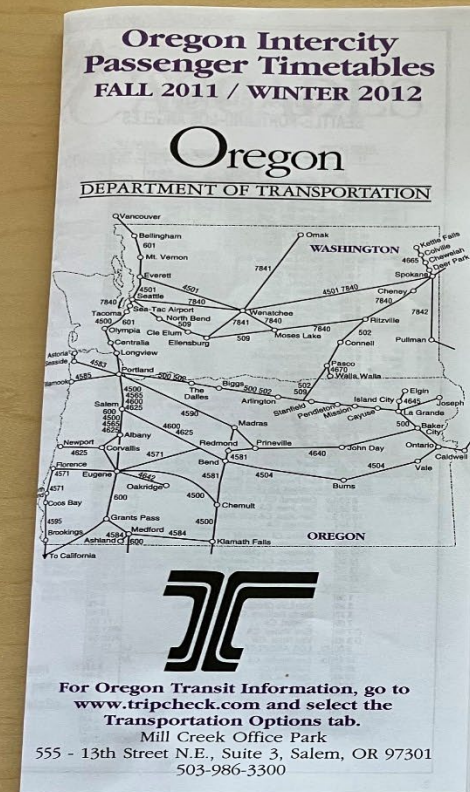
INTERCITY BUS NETWORK

- Not temporal



TECHNOLOGY

- Changing fast
- Opportunities
 - General Transit Feed Specification
 - 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



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Let's connect!



Agenda Item 5

MWACT Work Plan Progress Report

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

November 2, 2023

MWACT *Draft Meeting Topic Plan*

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

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

The minimum list for 2023-2025 includes:

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

MWACT *DRAFT* INTEREST AREAS & PRIORITIES

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.



- Where do we site our projects to better serve communities?
 - Also consider implications on delivery of service.
- Where do gaps exists; 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 use public transportation.
- Info sharing should occur between ACTs; members visit one another to share lessons learned.



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 businesses 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 1st 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 transit operations.
 - Employer payroll tax helped but not enough.
 - Increased frequency and span of day requires an investment that also benefits climate reduction.
- 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.
- ConnectOregon program; similar cooperative approach; spreading the funding; no longer happening or realistic.
 - Transit does not participate in ConnectOregon program.

- 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.
 - Trucks after the “Café 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).

MWACT *Draft* Priority Projects List:

- 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 (*BW to update with ETA*)
- 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.
- 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 areas:
 - "Wheatland Project" - built to county standards, within local city limits.
 - Cordon Rd. Study