

**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 installation is required) or via a phone call. The information to join the meeting is:

NEW ZOOM LINK FOR 2024 MEETINGS

Join Zoom Meeting

<https://us06web.zoom.us/j/88049965623>

Meeting ID: 880 4996 5623

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, February 1, 2024

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 Theresa Whisenhunt at (503) 540-1630 or send e-mail to 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 OrderChair Ken Woods, Jr.

- Welcome and Introductions
- Approval of December 7, 2023, Meeting Summary
- Public Comment
- Comments from the Legislative Delegation
- OTC Comments
- Commission Discussion/Area Updates
 - **New competitive round of Connect Oregon grant program.**

3:35 p.m. Item 2. 2027-2030 STIP and Great Streets 2.0Amanda Pietz, ODOT Administrator for Policy, Data, and Analysis Division

ODOT will share an update of the 2027-2030 STIP, including the Oregon Transportation Commission funding allocation, as well as additional details about the Great Street 2.0 funding program. Staff will ask for feedback on the Great Steets 2.0 program to help shape how it is operationalized.

Action: For Information, with time for questions

4:05 p.m. Item 3. Carbon Reduction Program (CRP), next round Rye Baerg, ODOT Climate Office

ODOT staff will share information about the upcoming round of CRP grant opportunities with MWACT. The Carbon Reduction Program is a federal competitive grant program created by the 2021 Bipartisan Infrastructure Law. The program will provide Oregon \$82 million over five years to fund projects that reduce greenhouse gas emissions from transportation.

Action: For Information, with time for questions

4:25 p.m. Item 6. Information for MWACT members..... ODOT staff

- **Elections for MWACT Chair/Vice-Chair, on April 4 Agenda**
- **Volunteer Insurance Coverage Forms and Waivers**
MWACT members are ODOT volunteers and qualify for ODOT’s comprehensive insurance coverage. Please help MWACT staff by having your completed VIC form ready by the end of the February 1 meeting. Submittal of a VIC form is *optional*. Blank forms will be available at the meeting.

4:30 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, December 7, 2023

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

MWACT Members Present

Anna Henson, ODOT Region 2
April Newton, 99E/213 Corridor, Silverton City Council - Zoom
Cathy Clark, 2022 Vice Chair, Keizer Mayor
Frank Lonergan, I-5 Corridor, Woodburn Mayor - Zoom
Ken Woods, Jr., 2022 Chair, Dallas Mayor
Kevin Cameron, Marion County Board of Commissioners - Zoom
Lyle Mordhorst, Polk County Board of Commissioners
Mitch Teal, Marion County Private Sector - Zoom
Sara Duncan, SAMTD - Zoom
Tom Hammer, Yamhill County Private Sector
Yvette Potter, 99W/18/47 Corridor, Yamhill Mayor - Zoom

MWACT Members Absent

Della Seney, Hwy. 22E Corridor, Aumsville City Council
Cynthia Thompson, YCTA
Kathy Hadley, Polk County Private Sector
Kit Johnston, Yamhill County Board of Commissioners
Vacant, Confederated Tribes of the Grand Ronde
Trevor Phillips, Salem City Council

Others Present

Brandon Williams, ODOT
Doug Parrow, Private Citizen - Zoom
Ed Chamberland, DEA, Inc.
Jenna Berman, ODOT
Jillian Trinkaus, SAMTD - Zoom
Julie Hanson, Salem Public Works - Zoom
Mike Jaffe, MWVCOG-SKATS Staff
Paul Welch, ODOT
Remy Drabkin, McMinnville Mayor - Zoom
Representative Anna Scharf - Zoom
Sadie Carney, SAMTD - Zoom
Shofi - Zoom
Stephen Dobrinich, MWVCOG-SKATS Staff
Theresa Whisenhunt, MWVCOG-SKATS Staff

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

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

Summary of November 2, 2023, Meeting:

The summary of the November 2, 2023, meeting was approved *with edits*¹ 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:

Anna Henson reported on two matters.

- The Aurora / Donald Interchange project went to ODOT’s Project Controls Office to be prepared for bid, opening on February 22, 2024. There is an online open house for this project.
- Governor Kotek is planning an infusion of approximately \$19 million for the state’s winter maintenance of road operations; our two districts in Region 2 will be receiving \$350,000 each. There will be an additional portion allocated to pavement/pothole repairs and edge-line striping. Ms. Henson has spoken with the district manager, and he states that the \$350,000 isn’t enough to fully fund the plowing and winter maintenance. There will be less plowing on the lower traveled roads.

Commissioner Cameron asked if the fog lines would be striped on Hwy 214 as part of the allocated money. Ms. Henson stated she would need to inquire about that. She is unsure if they have set priorities for the allocation.

¹ Meeting was referred to as “Call in” on the minutes – it was a Hybrid meeting. Under “OTC Comments - None” it should read “See Agenda item 2”.

Representative Anna Scharf asked if there will be a new “triage” plowing map that will be shared with the districts. Ms. Henson shared that is a good question because currently, the talking points are the same maps they have been given showing the lower level of service; she will need to inquire about possible updates.

Agenda Item 2. Urban Design Verification (UDV) Introduction

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 with ODOT presented on the UDV. This program is mostly “filling the gap” with concept design to meet ADA needs with ADA ramps, bicycle lanes, and pedestrian crossings. Ms. Berman spoke about how she leveraged the maintenance project in McMinnville as an example of her program. She chose their study because they were getting an ADA project, they had a high rate of bicycle and pedestrian-related crashes, zero bicycle facilities on the highway, and having the university there made this an area that would benefit from improvements. McMinnville had bicycle facilities in their TSP but had not been able to move forward with a plan, leaving the community in a position where they were not ready to apply for funding and trying to work with ODOT to find out what they would support. This is where the “gap” lies. Through the study, Ms. Berman’s team was able to analyze the whole couplet, designate crossings, conduct public outreach, and develop a plan. Ms. Berman has also worked on an ADA project for Mount Angel, and she is working with Salem to leverage projects in this TIP cycle.

Ms. Berman uses public comment to help drive areas to do work – choosing couplets to work on that have projects in the pipeline or coming online in the next few years. Newberg is the next area to be analyzed with about \$2 million to be spent and Amity is being looked at; new standards are being considered.

Cathy Clark suggested that MWVCOG and staff maintain documents as they are the hub of the three counties; it would be more efficient and centralized instead of the small jurisdictions. Ms. Berman liked the idea, stating she would no longer need to send those documents out each time to staff.

Sara Duncan asked, in chat, that Cherriots staff be included early and often in consulting with the transit district. Rep. Scharf commented in chat, “Amity needs a flashing crosswalk but I can't seem to convince anyone about how dark and dangerous it is.” Ms. Berman responded that she had recently met with Amity’s new city manager and they did discuss a crossing that is already vetted but is not meeting the requirement standards for UDV assistance at this time.

Tom Hammer spoke about the challenges that families face in McMinnville. Children ride their bikes on the sidewalk instead of the street because there are no bike facilities, and he feels there is a real issue with the homeless occupying sidewalk space. He understands this is more of a social issue, but it is affecting children's *safe routes to school*. Remy Drabkin, McMinnville Mayor stated that the concern Mr. Hammer was speaking about is not an issue affecting the majority of school children in the city; there is one area where the residential zone intersects with the commercial zone adjacent to a school. At that intersection, there is a prohibited encampment where they are exploring options for solutions. She felt it was not accurate to depict issues around all the schools in McMinnville.

Mitch Teal commented in chat, "I just wanted to state for the record that my impression is that the road stripping paint and asphalt conditions of state, county, and cities in the three count[y] area of MWACT concern, are currently in terrible condition. Painted lines on the asphalt in most areas are all but invisible in the winter rain and darkness." Ms. Berman acknowledged that the striping coupled with winter darkness and rain is dangerous. The potholes and asphalt conditions can, at times, slow down drivers giving some "unplanned" safety results.

Mike Jaffe spoke about ODOT's STIP and putting money for modernization into the Great Streets program. That program is for improvements on state facilities and might be a source of funds for the kind of improvements Ms. Berman is working on. She stated the new Great Streets program (Great Streets 2.0) will be doing just that.

Mayor Yvette Potter commented in chat: "City of Yamhill safe routes to school are non-existent for two intersecting State highways, and two schools; a high school and middle school. There is minimal effort to slow traffic on these highways, with ever increasing large truck traffic. The City has submitted several grant applications with no success. It feels like the smaller cities get lost in the bigger projects." Ms. Berman shared that her team worked on the grants with city staff, helped to scope the projects, and unfortunately, it is the same as with Amity. The smaller communities do not compete well because the highways aren't wide enough, and they are not busy enough. She feels the smaller communities should have different requirement standards. Mayor Potter followed up thanking Ms. Berman for her consideration and for advocating for the small city's efforts to keep children safe.

Agenda Item 3. Aurora-Donald Interchange Project Update

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 ODOT got to the current design by visiting the Phase 1A webpage². Phase 2 constructs the full, diverging diamond

² <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=19062>

interchange.³ This addresses the capacity issues by building an interchange that will work for years to come.

ODOT project manager, Paul Welch⁴, and consultant project manager, Ed Chamberland, joined the commission to share more about phase 2 of the Aurora-Donald Interchange project.

Funding Update: Phase 1A has completed construction and is under budget. Phase 2 final design is funded by IIJA, and construction is funded by HB2017, IIJA, and other sources.

Progress to Date: Phase 1A is completed, Phase 2 right-of-way acquisition is 99% complete, and the final design is complete. Phase 1A consisted of: Realigning Bents Road; Constructing a traffic signal and new intersections; Lengthen/widening the northbound off-ramp; Construct a sound wall and retaining walls by the RV Park; and Addressing immediate safety and operational problems.

Phase 2: Work in Phase 2 will consist of: Replacing the I-5 bridges over Ehlen Road; Reconstructing I-5 to match the new bridge; Constructing a diverging diamond interchange with new traffic signals; Lengthen and widening the southbound exit ramp and both entrance ramps; Relocate Dolores Way connection to the east side. This is a 20-year+ solution and construction is projected to be 2024 through 2027.

Stage Construction and Detours: ODOT staff has developed design and detours in coordination with Marion County engineering staff. There are three main activities to highlight:

- Bridge demolition and stage construction – short-term Ehlen Road closures at I-5
- Reconstruct interchange ramps - short-term I-5 ramp closures
- I-5 mainline traffic switchovers – reduce I-5 to one lane during night work

When Ehlen Road is closed, light traffic will use Bents Road, Arndt Road, and OR551. Truck traffic and on-system traffic will use I-5 detour. A short-term (weekend) full Ehlen Road closure will be allowed six times to expedite existing I-5 bridge demolition and new I-5 bridge construction. Two additional weekend closures will be allowed during interchange reconstruction and final traffic signal turn-on. ODOT will be working collaboratively with Marion County for closures.

When the Ehlen Road/I-5 NB entrance ramp is closed, light traffic will use Ehlen Road east of the interchange and OR551. Trucks will use I-5 on-system detour. The I-5 NB entrance ramp will be closed on two separate occasions: Stage I, Phase 2 for a seven-day closure, and Stage V, Phase 2 for a 14-day closure.

³ <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=22505>

⁴ Paul Welch, ODOT Project Manager 503-302-8926 paul.welch@odot.oregon.gov

When the Ehlen Road/I-5 SB entrance ramp is closed, light traffic will use Ehlen Road east of the interchange, OR551, OR99E, and OR214. Trucks will use I-5 on-system detour. The I-5 SB entrance ramp will be closed on two separate occasions: Stage I, Phase 2 for a seven-day closure, and Stage V, Phase 3 also for a seven-day closure.

When the Ehlen Road/I-5 NB exit ramp is closed, light traffic will exit early at the interchange upstream (Woodburn Molalla Exit 271) and use OR214, OR99E, OR551, and Ehlen Road. Trucks will use I-5 on-system detour. The I-5 NB exit ramp will be closed once: Stage V, Phase 3 for a seven-day closure. ***This detour was used during the Phase 1A construction.***

When the Ehlen Road/I-5 SB exit ramp is closed, light traffic will exit early at the Canby Hubbard Exit 282A interchange and use OR551 and Ehlen Road. Trucks will use I-5 on-system detour. The I-5 SB exit ramp will be closed on two separate occasions: Stage I, Phase 2 for a seven-day closure, and Stage V, Phase 2 for a 14-day closure. ***This detour was also used during the Phase 1A construction.***

Outreach to External Partners: There will be briefings with MWACT, Marion County Commissioner, the cities of Aurora, Donald and Hubbard, Yamhill County, French Prairie Forum and property owners as requested. The project’s website has been updated for Phase 2⁵ and an on-line open house⁶ is active for the construction phase.

Next Steps: Finalize the right-of-way; IGA signatures; Continued outreach to external partners; Phase 2 goes to bid February of 2024; and start construction Spring of 2024.

Doug Parrow asked, in chat, “What has been done with respect to TSB17-01D?” This relates to access for pedestrians during construction in a construction zone; ensuring there is pedestrian access that is equal or better than the current access. Staff responded that the project plans include a temporary pedestrian-accessible route plan for construction.

There is a video available showing diverging diamond intersections.⁷

Agenda Item 4. MWACT ’24 – ’25 Work Plan

As the 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 members throughout the development of the Work Plan by ODOT staff, Brandon Williams, to keep members apprised of

⁵ <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=22505>

⁶ https://odotopenhouse.org/ad-ph2?utm_campaign=ad-ph2&utm_source=webpage&utm_medium=referral

⁷ <https://www.youtube.com/watch?v=bKYPDNSr79U>

progress. During the November 2nd 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 meeting aimed to capture any final input.

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.

Steve Dobrinich, MWVCOG staff made several formatting suggestions and minor language changes. MWACT members agreed with a few of the minor language changes. Mr. Williams stated he would review the video of this meeting for specific language edits.

There was a small discussion on tracking projects through to completion. Also discussed was city membership – the charter states the city membership is related to the SKATS MPO membership. It is possible the charter needs to be updated adding the city of Turner and will be adding the city of Aumsville and have those changes reflected in the MWACT Work Plan. Mr. Williams will follow up on this matter.

The MWACT was in consensus to accept the final draft MWACT Work Plan for 2024-2025 with the suggested edits.

Agenda Item 5. ACT Chair Meeting Debrief

ODOT ACT and Modal Advisory Chairs met this morning to share previews of their ACT work plans. At the meeting, each Chair verbally summarized their top two items (highest priority actions or topics of likely interest to others). Chair Ken Woods shared with the ACT chairs:

- MWACT's interest areas and priorities: Safety, Economic Vitality, Equity, Public Transit, Maintenance and Operations, Climate and Emissions, and Rural and Urban Needs.
- Review of current projects.

Chair Woods closed with "MWACT is in the way of everyone. One has to go through Marion, Polk, and Yamhill Counties to get to their destinations... everyone has to go through us. We're tired of killing people and we want to get these projects done." The emphasis was safety.

Agenda Item 6. Other Business

- The Oregon Transportation Commission is meeting on January 24th in Salem, Oregon.
- MWACT's January meeting is canceled.

The meeting was adjourned at 5:25 p.m.