

**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 dcollins@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 DezaRae Collins (503 540 1630).

Date: Thursday, May 2nd, 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 DezaRae Collins at (503) 540-1630 or send e-mail to dcollins@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 February 1st, 2023, Meeting Summary
- Public Comment
- Comments from the Legislative Delegation
- OTC Comments
- Commission Discussion/Area Updates
 - ODOT ACT and Modal/Advisory Committee Chairs meeting debrief (Chair Ken Woods, ODOT staff)

3:35 p.m. Item 2. Connect Oregon grant funding cycle John Boren, ODOT

ODOT's Freight Program Manager, John Boren, is presenting on the Connect Oregon Program. He will share an overview of the program, details about this current funding cycle, and other key information about eligibility. More information can be found on the [Connect Oregon website](#).¹

PowerPoint Presentation is **attached**.

Action: For Information, with time for questions

3:55 p.m. Item 3. Introduction with new ODOT Region 2 Manager, Savannah Crawford

Please join us in welcoming ODOT Region 2's new Region Manager, Savannah Crawford, to the MWACT. Savannah brings broad experience across functional groups within ODOT, such as Region Planning and Area Manager roles. She is joining us today to meet the ACT membership and to share important information about budget needs, and the recent legislative long session.

PowerPoint Presentation is **attached**. [Maintenance Funding Video](#)²

Action: For Information, with time for questions

4:25 p.m. Item 4. Chair/Vice-Chair Officer ElectionsChair, Vice-Chair, Membership

As per the MWACT Operating Agreement (**attached**), "[...] *The Chair and Vice-Chair shall be elected by the MWACT membership annually, at the second meeting of each calendar year.*". May's MWACT meeting will be the second meeting of the 2024 calendar year.

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

² https://youtu.be/knxHP_QX3PM?si=kwaRsEMXMI8GVdHq

In-line with MWACT’s consensus-based decision-making process outlined in the Operating Agreement’s “Decision-Making” section, “MWACT will use a consensus decision-making process and will foster a collaborative approach to problem solving. Consensus means that all members agree to support the decision. Members may choose not to block the consensus even though they do not fully agree with the decision. [...]”.

MWACT members are asked to follow the above decision-making process to elect new or continued appointments for MWACT’s Chair and Vice-Chair positions. This is intended to be an open discussion of the MWACT membership, with a consensus vote leading to final decision for each appointment.

Action: Discussion and decision by consensus

4:40 p.m. Item 5. Information for MWACT members..... ODOT staff

- OTC to visit Salem area for June 13 meeting – details TBD.
- MWACT Work Plan next steps.
- Updates on Tolling
- Recap of short legislative session
 - Bills that passed:
 - HB 4109 “Transportation Omnibus Measure”
 - SB 1574 “Omnibus Public Safety Measure”
 - SB 5701 “Budget Reconciliation (Christmas Tree Bill)”
 - Bills that did not:
 - SB 1572 “Westside Express Service Commuter Line Study”
 - See report at URL:
<https://www.oregon.gov/odot/About/GR/2024%20Legislative%20Summary.pdf>

4:50 p.m. Item 6. Adjournment.....Chair Ken Woods, Jr.

Meeting Summary
Mid-Willamette Valley Area Commission on Transportation (MWACT)
MWVCOG Virtual Meeting
100 High St. SE, Suite 200, Salem, OR 97301
Thursday, February 1, 2024

This meeting was a hybrid 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
Cathy Clark, 2024 Vice Chair, Keizer Mayor
Chris Patoine, Polk County Private Sector
Cynthia Thompson, YCTA - Zoom
Della Seney, Hwy. 22E Corridor, Aumsville City Council
Frank Lonergan, I-5 Corridor, Woodburn Mayor - Zoom
Ken Woods, Jr., 2024 Chair, Dallas Mayor
Kit Johnston, Yamhill County Board of Commissioners - Zoom
Lyle Mordhorst, Polk County Board of Commissioners
Sara Duncan, SAMTD Board of Directors - Zoom
Tom Hammer, Yamhill County Private Sector

MWACT Members Absent

Stacia Martin, Tribal Government, Confederated Tribes of the Grand Ronde
Kevin Cameron, Marion County Board of Commissioners
Mitch Teal, Marion County Private Sector
Trevor Phillips, Salem City Council
Yvette Potter, 99W/18/47 Corridor, Yamhill Mayor

Others Present

Brandon Williams, ODOT
Mike Jaffe, MWVCOG-SKATS Staff
Stephen Dobrinich, MWVCOG-SKATS Staff
Theresa Whisenhunt, MWVCOG-SKATS Staff - Zoom
Michael Schilling, Dallas City Council – Alternate for Ken Woods
Linda Watkins, Carlton Mayor - Zoom
Amanda Pietz, ODOT - Zoom
Travis Sperle, (PW Director) - Zoom
David Watkins, Jefferson City Council - Zoom
Shawn (?) – Zoom
Kristine Evertz – Summit Strategies, Yamhill Parkway Committee (Newberg-Dundee Bypass) -Zoom
Rye Baerg, ODOT – Zoom
Anna Sovereign, Representative Elmer’s Office - Zoom
Andy Smith, Representative Anderson’s Office - Zoom
Rachel King, Amity Mayor - Zoom
Jillian Trinkaus, ODOT/PTD – Zoom
Tammy Kunz, Keizer Community Diversity Engagement Committee - Zoom
Jacqueline Green, NE Keizer Neighborhood Association - Zoom
Julie Hanson, City of Salem – Zoom
Shofi Ull Azum, SAMTD - Zoom

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

Chair Ken Woods, Jr., called the hybrid meeting to order at 3:30 p.m. A quorum was established, and introductions were made.

Summary of December 7, 2023, Meeting:

The summary of the December 7, 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:

Anna Henson informed the group about OR18- Newberg Dundee Bypass Phase 2A. There is a signed project labor agreement from the Federal Highway Administration (FHWA). A new bid date is set for April 2, 2024. This project will be at the intersection of OR-219 and OR-18 (Newberg Dundee Bypass).

She reminded the committee that the Aurora/Donald Interchange project is opening bids on February 22, 2024..

Ms. Henson spoke about ODOT's eight state-wide pilot projects slated for the Community Workforce Agreement; one of the projects is the Kuebler to Delaney project here in Salem. These projects are currently on hold due to a lawsuit filed by AGC.

Mike Jaffe asked Ms. Henson to speak about the feedback from the Open House for the OR-51/OR-22 Interchange project. She stated that ODOT has identified a preferred alternative for that interchange; the Northwest Loop Interchange.¹ The next step in this project is a value engineering study in July/August and Ms. Henson would like to have the project manager present to the ACT

¹ OR 22 and OR 51 Interchange Project Update <https://content.govdelivery.com/accounts/ORDOT/bulletins/389ad7c>

after that phase. The members discussed the proposed access roads to the north and south. Jillian Trinkuas asked how the multi-use path would cross the interchange; Ms. Henson stated there is an underpass for their access.

Brandon Williams spoke about the new competitive round of the Connect Oregon grant program. The current competitive round of Connect Oregon grants will be from January 11th through February 29, 2024; the program is currently accepting applications. This will be for eligible aviation, marine, and rail transportation projects. Staff review of applications submitted is March through April with the next milestone to meet with the ACTs for their reviews occurring May through July. The committee's final review will be from August through September then going to OTC in October. More information will be coming at the next MWACT meeting in May. (edited because April's meeting was postponed)

Agenda Item 2. 2027-2030 STIP and Great Streets 2.0

Amanda Pietz, ODOT's administrator for the Policy, Data, and Analysis Division shared 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.

Ms. Pietz started with an informative graphic showing what is and what is not in the STIP. In the STIP are capital program funds - Federal (FHWA & FTA) and state funds, construction projects on state and local roads, and public and active transportation programs & projects. Not covered in the STIP - Maintaining and operating state highways, state highway fund to cities and counties, revenue and administrative functions, and state-funded multimodal grant programs (STIF/CO).

STIP Funding Categories:

- FIX-IT: Projects that preserve or fix the state highway system (pavement, bridges, culverts, etc.)
- SAFETY: Projects focused on reducing fatal and serious injury crashes.
- PUBLIC AND ACTIVE TRANSPORTATION (PAT): Bicycle, pedestrian, public transportation, and transportation options.
- LOCAL GOVERNMENT PROGRAMS: Funding to cities, counties, and others for priority projects.
- ADA CURB RAMP DELIVERY PROGRAM: Curb ramp construction for accessible sidewalks.
- OTHER FUNCTIONS: Workforce development, planning, data collection, and other programs using federal money.
- UNALLOCATED/FLEXIBLE: Discretionary funds approved by the OTC.

Public feedback to inform allocation:

- Strong support for Fix-It investments.
- Strong support for public and active transportation investments.

- Positive feedback on Great Streets to address multiple, community, or corridor needs at once.
- Support for comprehensive safety improvements.
- Interest in investing in climate and environmental projects.
- Concern about ensuring a fair regional distribution of funds and a desire to invest in regional and local priorities.

Ms. Pietz showed the OTC allocation for the categories in a table format. Major changes in the 2027-2030 STIP:

- 40% reduction in Fix-It funding
- Doubling of ADA funding, but reduction of nearly 30% of PAT funding
- Zeroed out historic discretionary programs like Enhance and Mass Transit
- Reduced other historic discretionary programs like Elderly and Disabled
- Even with these major reductions, only able to maximize \$70 million in unallocated funds

Projected outcomes of the 2027-2030 funds:

- Only paving interstates in this timeframe
- More bridges will be loa rated
- Unable to address remaining bike/walk gaps
- Significant reduction in asset maintenance and preservation across all modes
- Reactive vs proactive investments

2027-2030 STIP: Work to Further Key Outcomes:

- Ensuring climate, safety and equity lenses are applied.
 - Creating Processes and measuring to assure accountability to these outcomes:
 - Reducing GHG emissions
 - Using cleaner materials and fuels in construction
 - Addressing the most unsafe locations
 - Supporting access to low cost transportation options, jobs and service

Unallocated: \$70 million for “Great Streets 2.0” – Strategic funding to advance safety, climate and equity outcomes in a corridor or community:

- Builds from past programs like STIP Leverage and evolves Great Streets to maximize dollars and support communities and holistic needs.
- Opportunity for complementary investments and save on overall costs.
 - ADA updates
 - ARTS Investments

Identify Opportunities to Address Multiple Needs – Be strategic: identify locations where multiple *top* priorities overlap.

- Safety needs and risks
 - Bicycle and Pedestrian needs
 - Operations (e.g. ITS) an preservation
 - And other data layers
- Climate adaption and seismic
Climate mitigation and electrification
Areas of high disparity (based on age, disability, income, race, etc)

Investment Considerations:

- Eligibility
 - Is an identified “hot spot” or
 - Leverages other dollars
- Potential Criteria
 - Advances one or more: safety, equity, climate
 - Has community support
 - Meets project readiness threshold
 - Is within cost limits
 - Other potential projects benefits

Strategic Outcomes/Program Principles:

- Identify where top priorities overlap across different program areas
- Advance safety, equity and/or climate outcomes
- Identify investment opportunities in urban and rural areas
- Recognize funding is limited and final projects selected may not cover all areas
- Leverage investments by addressing multiple needs at once, leading to efficiency and cost savings.

Next Steps:

- Hot Spot Mapping – Overlay multiple management systems to identify top priorities.
- Review and Refine – Review ‘hottest’ locations to ensure correct sites were identified and iterate as needed.
- Narrow Projects – Review hot spot opportunities with partners; apply criteria for Great Streets 2.0 and reduce project list
- Scope and Select – Conduct desk and field scoping to refine criteria scores, prioritize, and select.

Agenda Item 3. Carbon Reduction Program (CRP), next round

Rye Baerg, from ODOT’s Climate Office² shared information about the upcoming round of CRP grant opportunities with MWACT. The Carbon Reduction Program is a federal competitive grant program

² Rye,baereg@odot.oregon.gov www.oregon.gov/odot/climate/pages/default.aspx

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.

Oregon Carbon Reduction Program:

- BIL created a new Carbon Reduction Program (CRP) to reduce carbon emissions.
- Oregon will receive a total of \$82 million for FY 2022-2026.
- \$24 million available for Small Urban and Rural Areas:
 - \$12 million in 2023
 - \$12 million in 2024

Small Urban and Rural Call for Projects:

- Urban and rural areas with less than 200,000 residents
- March 1- May 31, 2024
- ODOT will deliver projects for non-certified local public agencies
- Local match of 10.27%
- Area allotments apply
- ODOT region signature required

2024 Small Urban and Rural Funding:

Urbanized/Area	Estimated FY 22-26 Available Funding
Albany Area	All funding allocated in 2023
Bend Area	All funding allocated in 2023
Corvallis Area	All funding allocated in 2023
Rogue Valley Area	\$1,606,183
Grants Pass Area	\$655,092
Population Areas 49,999 – 5,000	\$5,912,335
Population Areas < 5,000	\$3,760,759

Strategies and Priorities:

- Vehicle and Fuel Technology
- Transportation Options
- Systems and Operations
- Pricing

Example Federal Eligible Project Types:

- Traffic monitoring, management, control facilities, and congestion management technologies.
- Public transit projects.
- Bike, pedestrian, and non-motorized facilities.
- Infrastructure-based intelligent transportation systems.
- Energy efficient street lighting and traffic control devices.
- Congestion pricing, tolling, and transportation demand management strategies.
- Alternative fuel vehicle projects (public charging, hydrogen, natural gas and propane fueling)
- Diesel retrofits

- Projects that reduce truck impacts or port emissions, including port electrification.

Small Urban and Rural Selection Criteria:

- Climate Benefits (60) Local Support and Engagement (10)
- Equity (10) Opportunities and Innovation (10)
- Project Readiness (10)

Small Urban and Rural Example Projects:

- Solar streetlights
- Mobility points with carsharing and bicycle sharing
- Electric bus and charging equipment

Next Steps:

- Local Agency Listening Session
 - January 31, 2024 (2:00p-3:00p)
- Informational Webinars
 - February 29, 2024 (1:00a-12:00p)
 - March 13, 2024 (3:00p-4:00p)
 - Recordings to be available online.
- Climate Office available to assist with applications – Consultations encouraged!
- Applications due May 31, 2024

Agenda Item 4. Information for MWACT members

Volunteer Insurance Coverage Forms and Waivers: MWACT members are ODOT volunteers and qualify for ODOT’s comprehensive insurance coverage. Members were asked to have VIC forms ready at the meeting. (Submittal of a VIC form is optional. Blank forms were available at the meeting.)

Elections for MWACT Chair/Vice-Chair, on April 4 Agenda.

The meeting was adjourned at 4:35 p.m.

Agenda Item 2

Connect Oregon grant funding cycle

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

May 2, 2024



Connect Oregon

Program Overview

Presented by: John Boren – Freight Program Manager

April 12, 2024



Program Overview

Prior to current cycle

- Connect Oregon is an initiative established by the 2005 state legislature to invest in non-highway modes of transportation.
- 7 competitive cycles between 2005-22
 - Over \$463 million awarded
 - 242 projects awarded
- Most recent cycle ran from 2021-22
 - \$46 million in funds awarded - \$130 million requested

Program unique to Oregon – no federal Funding

Connect Oregon 8 Status

- Oregon Transportation Commission selected projects in May 2022
- 21 projects selected
 - 14 projects on schedule
 - 4 complete, closed out/pending close out
 - 2 expected complete before end of year
 - 1 canceled

Most projects to be completed by Summer 2025

Next Cycle Key Facts

Transportation projects eligible for funding

Rail, marine or aviation capital improvements

Projects chosen must show economic benefits to state; lower transportation costs

~\$46 million available for funding

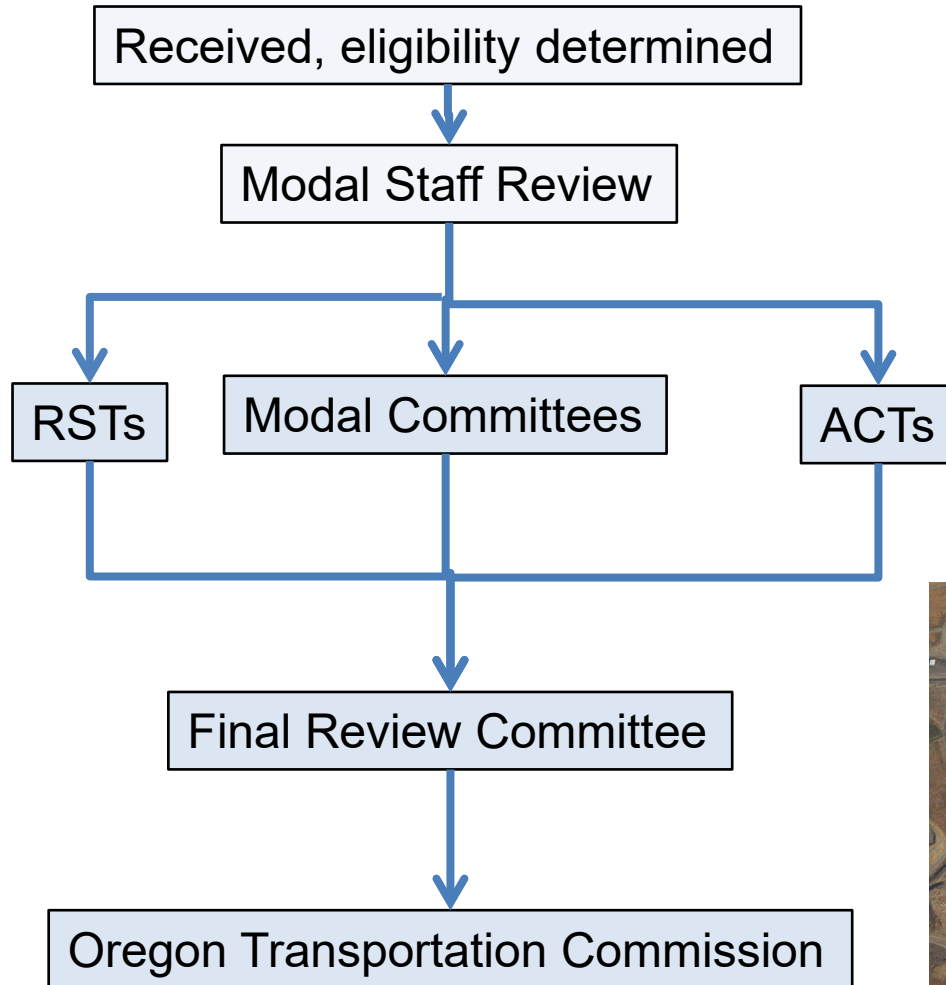
Applications submitted in February 2024



ConnectOregon 9



Review process

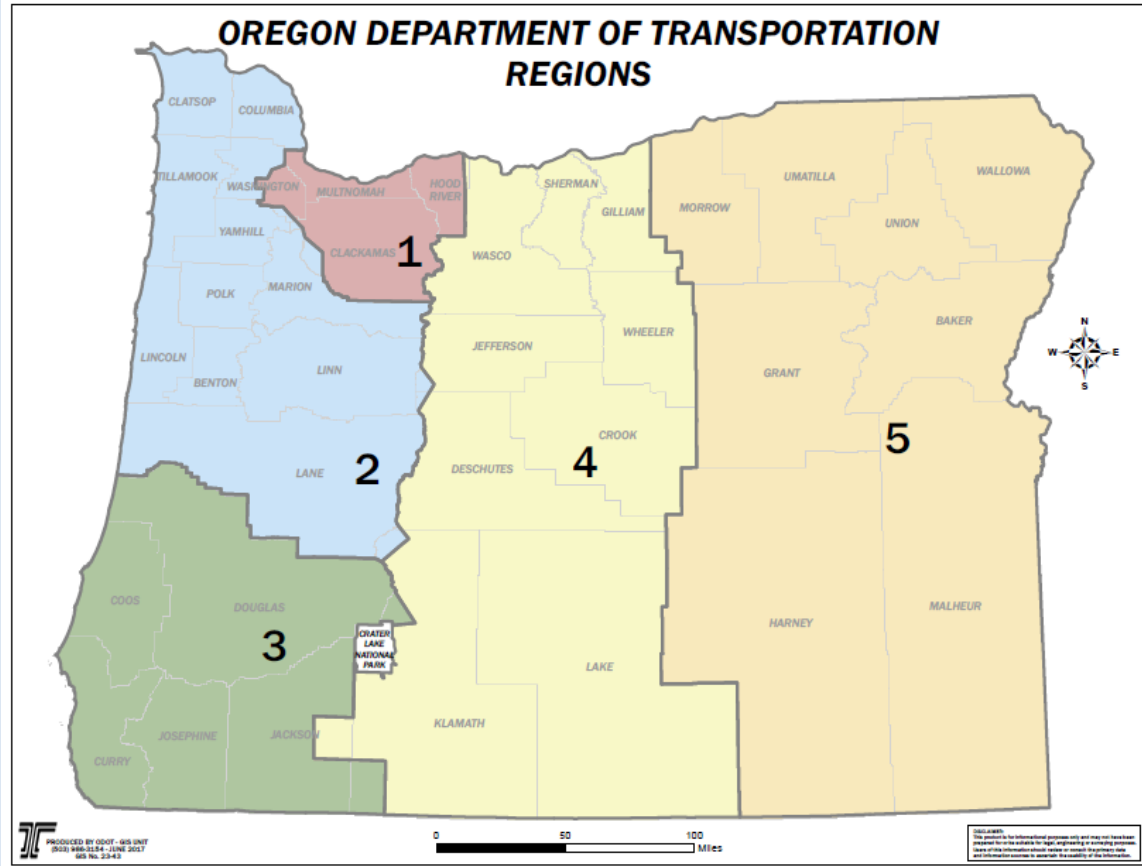


OTC anticipated to select projects in October 2024



Role of the Area Commissions on Transportation

- Provide rankings of projects within their ACT boundaries
- Then, as Region or “Super ACT” rank all projects within ODOT Region
- These rankings then are shared with the Final Review Committee



ACTs Ranking Projects



- Can receive presentations and have Q&A with applicants provided opportunity provided for all
- ACTS not beholden to staff scoring of applications
- Projects to be prioritized by ACTs view on their advancing statutory considerations



Decision Considerations

Statutory

- **Access to jobs/labor; reduced transportation costs***
- **Economic benefits to state***
- **Critical link for system***
- Required match
- **Readiness***
- Useful life
- Proximity to mining aggregate

***More weight in considerations in staff scoring**



NEW: Additional considerations for breaking ties among close scoring projects; geographic mix, equity and climate/GHG impacts



ACTs Ranking Projects, continued

- Each project should be weighed on its own merits and benefits
- ACT members should bring their local knowledge of how a project would fit into the broader system
- No minimum/maximum project size, or minimum/maximum \$ amount for a given City/County/Region



Final Rankings for a Region

- List from each Region is the result of deliberation of ACTs
- Example below shows where Region's rankings differed from modal staff scoring:

APPLICANT	PROJECT NAME	TOTAL PROJECT COST	CO GRANT FUNDS REQUESTED	Total Statutory Consideration Score	Equity Consideration	Climate Consideration	Region Priority
ODOT	Project Selection, Administration, and Debt Service	\$ 500,000.00					
City of Bend	Bend Air Traffic Control Tower (Design and Construction)	\$ 7,500,000.00	\$ 4,875,000.00	103	SP	SP	1
Lake County	Lake County Rail Replacement	\$ 1,294,000.00	\$ 892,860.00	91	LP	LP	2
Klamath Northern Railway Company	Klamath Northern Railway Track Replacement	\$ 2,250,000.00	\$ 1,575,000.00	62	NP	LP	3
City of Madras	Erickson Aero Tanker Expansion Project	\$ 14,373,755.00	\$ 3,400,000.00	76	SP	SP	4
City of Klamath Falls	Klamath Falls Regional Airport Reconstruct Runway 7-25	\$ 10,826,000.00	\$ 550,000.00	99	SP	SP	5
Basin Fertilizer & Chemical Co., LLC	Basin Fertilizer & Chemical Co., LLC Siding Extension	\$ 2,688,930.00	\$ 1,344,465.00	79	LP	SP	6
Wilsonart LLC	Wilsonart Rail Expansion	\$ 1,410,000.00	\$ 987,000.00	54	NP	LP	7



Final Review Committee

- 1 representative from each Region with one alternate to serve on Final Review Committee
 - 9 total; 5 from Regions, 4 from Modal Committees (Aviation, Marine, Rail and Freight)
- Rankings from the Regions are then blended with Modal Committee ranking – must be normalized first
 - E.g. Ranking 4 out of 12 is a higher ranking than 4 of 8.
- Final Review Committee to take inputs from all ACTs/committees, focus on the projects near the “cut line”



Final Review Committee – Combined Example

APPLICANT	PROJECT NAME	Total Statutory Consideration Score	Aviation Priority	OFAC Priority	Rail Priority	Marine Priority	Region Priority	Space	Aviation Priority	OFAC Priority/	Rail Priority	Marine Priority	Region Priority	Committee Ranks Combined and Normalized	Combined Committee Rankings Starting Order -
			18	33	21	9	Varies								
Dominguez Family Enterprises	Juanita's Fine Foods Spur Track Replacement	101		1	1		1			0.00	0.00		0.00	0.000	1
Jackson County	Medford Airport East Side Heavy Duty Aircraft Apron Expansion	106	1	2			1		0.00	0.03			0.00	0.009	2
City of Eugene	Eugene Airport - Widening Taxiways Juliet & Lima to Air Cargo Apron	96	2	7			1		0.05	0.18			0.00	0.078	3
Wyoming Colorado Railroad, Inc.	Oregon Eastern Railroad 286k Upgrade Phase 2	99		8	2		1			0.21	0.05		0.00	0.087	4
City of Bend	Bend Air Traffic Control Tower (Design and Construction)	103	5				1		0.22				0.00	0.109	5
Pacific Recycling	Pacific Recycling Spur Track Expansion	101		6	5		2			0.15	0.19		0.07	0.138	6

Normalization Formula

$$X_{\text{normalized}} = \frac{(X - X_{\text{minimum}})}{(X_{\text{maximum}} - X_{\text{minimum}})}$$



Final Review Committee – Projects near cut line

- FRC to focus only on projects near the funding cut line
- Highest ranked projects totaling 2/3 of available funds won't be considered for removal for funding
- Lowest ranking projects totaling 1/3 of available funds just below the cut line could be moved up
- FRC is intended to put the final touches on the work already done by ACTs/Modal Committees – not put everything back on the table



Example of projects that FRC would discuss

PROJECT NAME	TOTAL PROJECT COST	CO GRANT FUNDS REQUESTED	Running Total \$
Project 13	\$ 9,826,000.00	\$ 3,000,000.00	\$25,699,027
Project 14	\$ 989,000.00	\$ 692,300.00	\$26,391,327
Project 15	\$ 4,692,000.00	\$ 250,000.00	\$26,641,327
Project 16	\$ 21,061,758.00	\$ 13,900,000.00	\$40,541,327
Project 17	\$ 3,000,000.00	\$ 2,100,000.00	\$42,641,327
Project 18	\$ 221,900.00	\$ 155,330.00	\$42,796,657
Project 19	\$ 7,277,778.00	\$ 727,778.00	\$43,524,435
Project 20	\$ 2,490,000.00	\$ 1,693,200.00	\$45,217,635
Project 21	\$ 1,400,000.00	\$ 980,000.00	\$46,197,635
Project 22	\$ 2,250,000.00	\$ 1,575,000.00	\$47,772,635
Project 23	\$ 14,373,755.00	\$ 3,400,000.00	\$51,172,635
Project 24	\$ 1,062,698.40	\$ 722,634.91	\$51,895,270
Project 25	\$ 3,964,000.00	\$ 1,775,000.00	\$53,670,270
Project 26	\$ 1,080,000.00	\$ 756,000.00	\$54,426,270
Project 27	\$ 145,000.00	\$ 100,000.00	\$54,526,270
Project 28	\$ 856,120.71	\$ 590,723.29	\$55,116,993
Project 29	\$ 10,134,612.00	\$ 7,094,228.00	\$62,211,221
Project 30	\$ 32,135,000.00	\$ 22,494,500.00	\$84,705,721



Agenda Item 3

Introduction with new ODOT Region 2 Manager, Savannah Crawford

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

May 2, 2024

State Transportation System Needs

Funding Safety, Maintenance, and Operations

Oregon Department of Transportation

A Broad Scope & Priority Focus

ODOT strives to:

- **Maintain** Oregon's state highways, roads, and bridges.
- **Ensure a safe system** through education, investment, and regulation.
- **Develop a connected multimodal** statewide network.

ODOT's priority focus: delivery of core critical services to keep Oregon moving, enhance safety, keep communities connected, and build structural revenue stability and resilience for the future.

ODOT's investment focus:

- **First:** Safety and service restoration.
- **Next:** Capital improvements and modernization.



Statewide investments will lead to service improvements for all system users.

ODOT's Priority Needs

ODOT's priority needs are focused on the primary services and functions that **keep the agency running, maintain our transportation system, and keep people safe.**

- Service Functions
- Safety System Investments
- Fulfilling HB 2017 Commitments



Structural Revenue Challenges

A Tale of Two Budgets



Transportation Projects & Programs

Dedicated federal & state funds for:

- Construction projects
- Grant programs

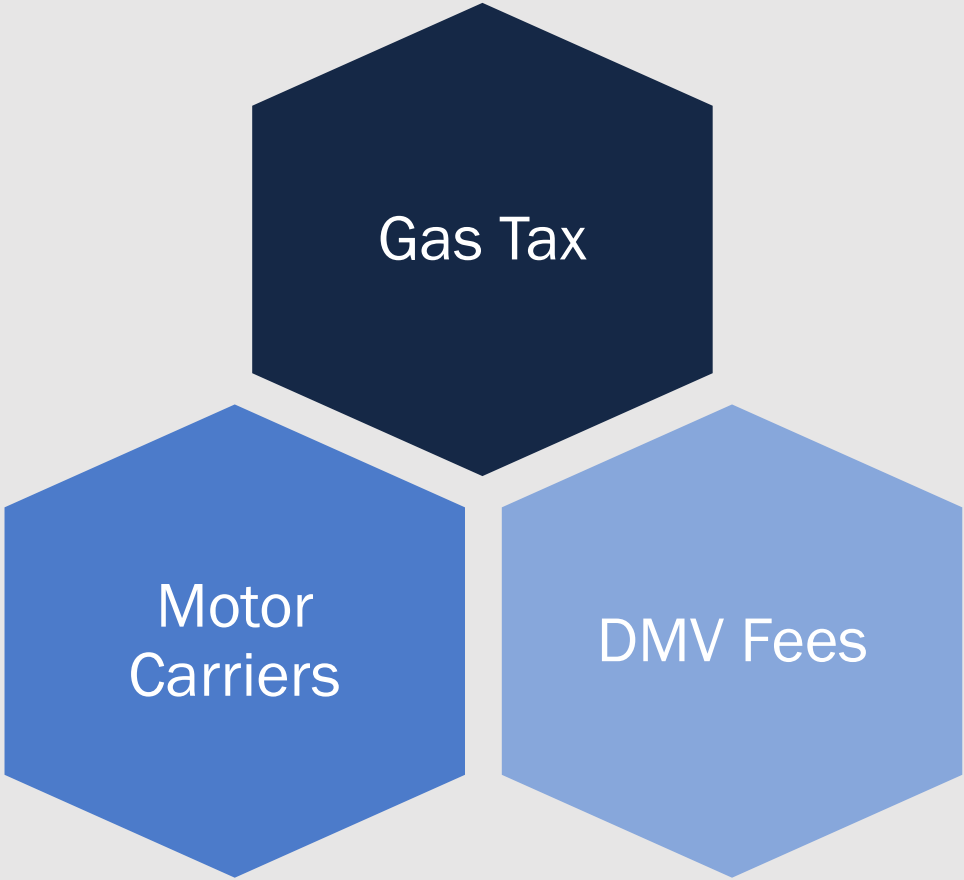


Maintenance & Agency Operations

State Highway Fund dollars available to run the agency:

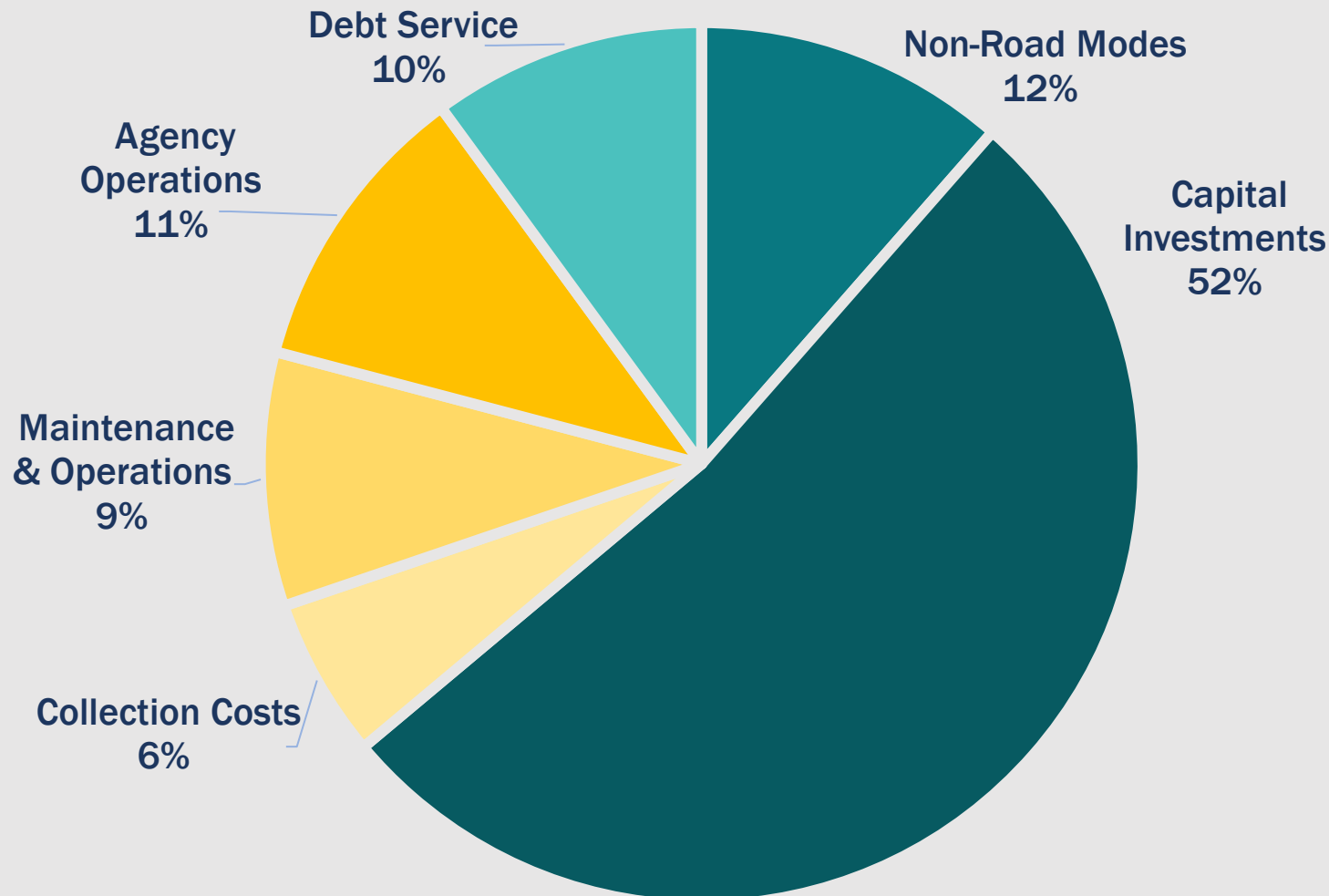
- Road maintenance
- DMV & CCD
- Central services like IT, HR

State Highway Fund Revenue Mechanisms



2023-25 ODOT Legislative Budget

\$6.1 Billion in Expenditures



Capital Investments

- Preservation (bridges, pavements, signals), Safety Improvements, System Enhancements

Non-Road Modes

- Public Transportation, Rail, Transportation Safety

Debt Service

- Debt service payments from all funding sources

Agency Operations

- Staff and support for daily operation, indirect costs

Maintenance & Operations

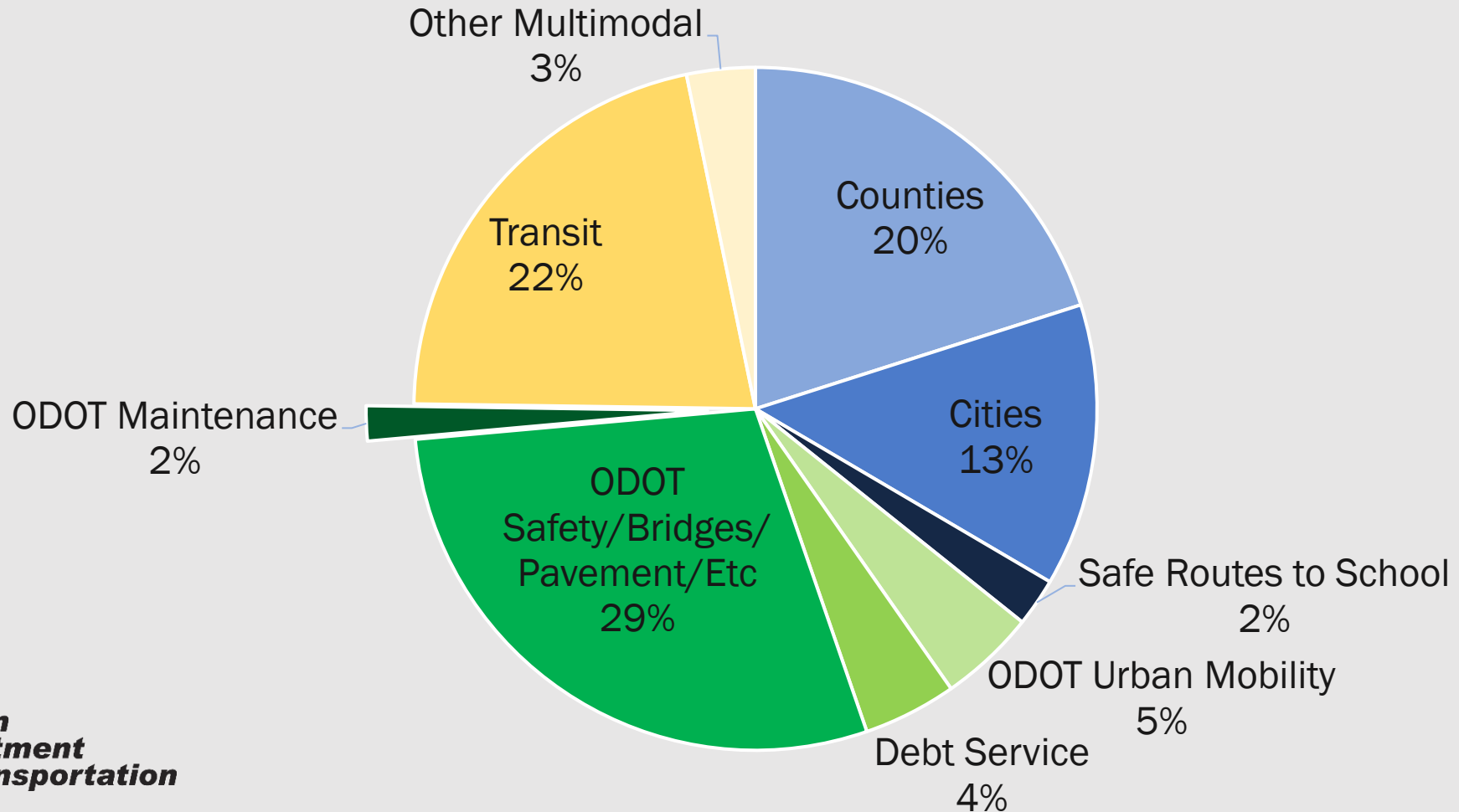
- Staff, equipment, and materials

Collection Costs

- Fuels Tax, Commerce & Compliance, DMV

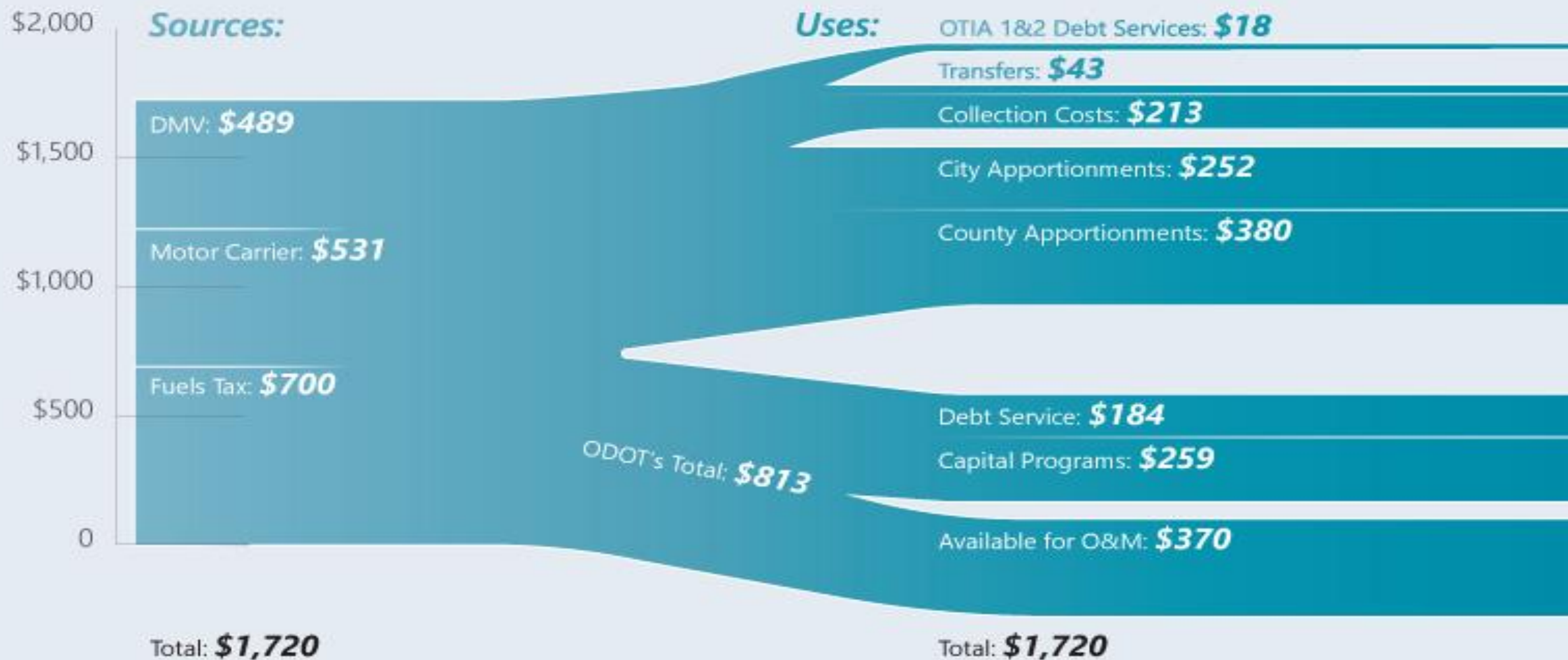
HB 2017 Funding Distribution

Forecast for FY 2025; \$658 million total projected revenue



State Highway Fund Sources and Uses

2023-2025 Annual Average in Millions



State Highway Fund Structural Funding Challenges



Future Fuels Tax Revenue Decline

- The average driver consumes almost **25% less fuel per year** than 10 years ago. At today's rate, that's over **\$40 less per year** in gas tax paid per vehicle.



Reliance on Few Sources of Revenue

- Oregon **does not utilize inflation-resistant** funding mechanisms to support transportation system needs.



Rigid Statutory Structure

- **About 75% of fees collected by DMV** go to local governments, construction projects, and other programs and can't be spent on delivering DMV services.
- **Only about 2%** of additional taxes and fees raised by HB 2017 went to state highway maintenance and operations.



Rise of Record Inflation

- Since 2017, the National Highway Construction Cost Index has **increased by over 80%**.
- Equipment costs have **increased about 25%** in the past four years.
- Paint costs **have increased over 30%** in the last four years.

Service	Estimated Annual Need	Annual Funding Gap
Service Functions		
Customer Service & Regulation (DMV)	\$170 million	\$50 million
Customer Service & Regulation (CCD)	\$60 million	\$25 million
Agency Operations	\$450 million	\$170 million
Maintenance and Operations	\$450 million	\$205 million
Safety System Investments		
Preservation	\$1,250 million	\$980 million
Programmatic and Systemic Safety Investments	\$200 million	\$145 million
Safe Routes to School Infrastructure	\$50 million	\$35 million
On-Road Bicycle and Pedestrian Network	\$135 million	\$115 million
Great Streets Program	\$65 million	\$45 million
On Road Freight Investments	\$12 million	\$8 million
TOTAL	\$2,842,000,000	\$1,778,000,000
Fulfilling HB 2017 Commitments	Estimated Total Cost*	Available Resources*
I-5 Rose Quarter Improvement Project	\$1,700 - \$1,900 million	\$160 million
I-205 Improvements Project	\$1,290 - \$1,360 million	\$745 million
TOTAL	\$2,990 - \$3,260 million	\$905 million
** updated UMS Finance Plan underway; amounts for "HB 2017 commitments" will change		\$2,085 - 2,355 million

Future Needs

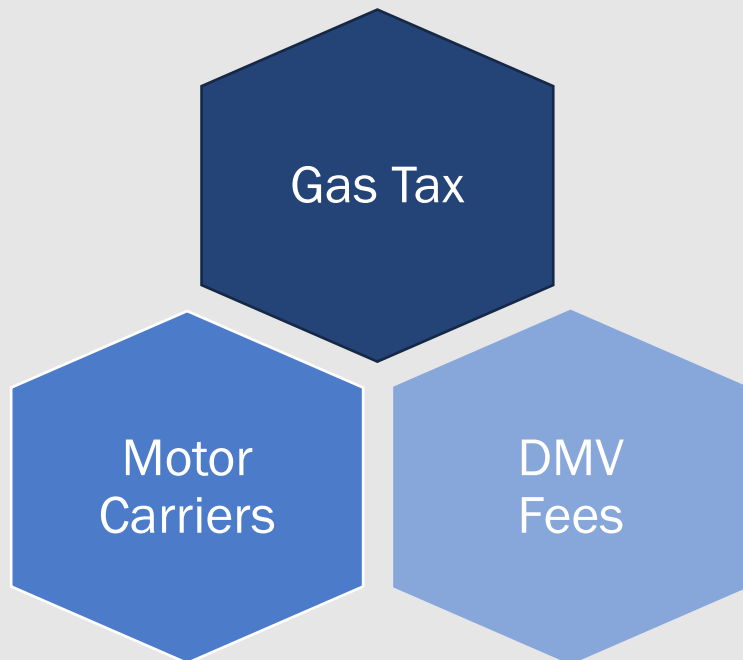
- **Insufficient and unreliable revenue** will force future service cuts.
- With sufficient and reliable funding, ODOT would first prioritize:
 - Restoring essential **maintenance services**.
 - Improving **customer service** gaps.
 - Addressing **safety** issues.
 - Fulfilling **HB 2017 commitments**.
- To maintain our existing transportation system, **structural revenue reform is needed**.



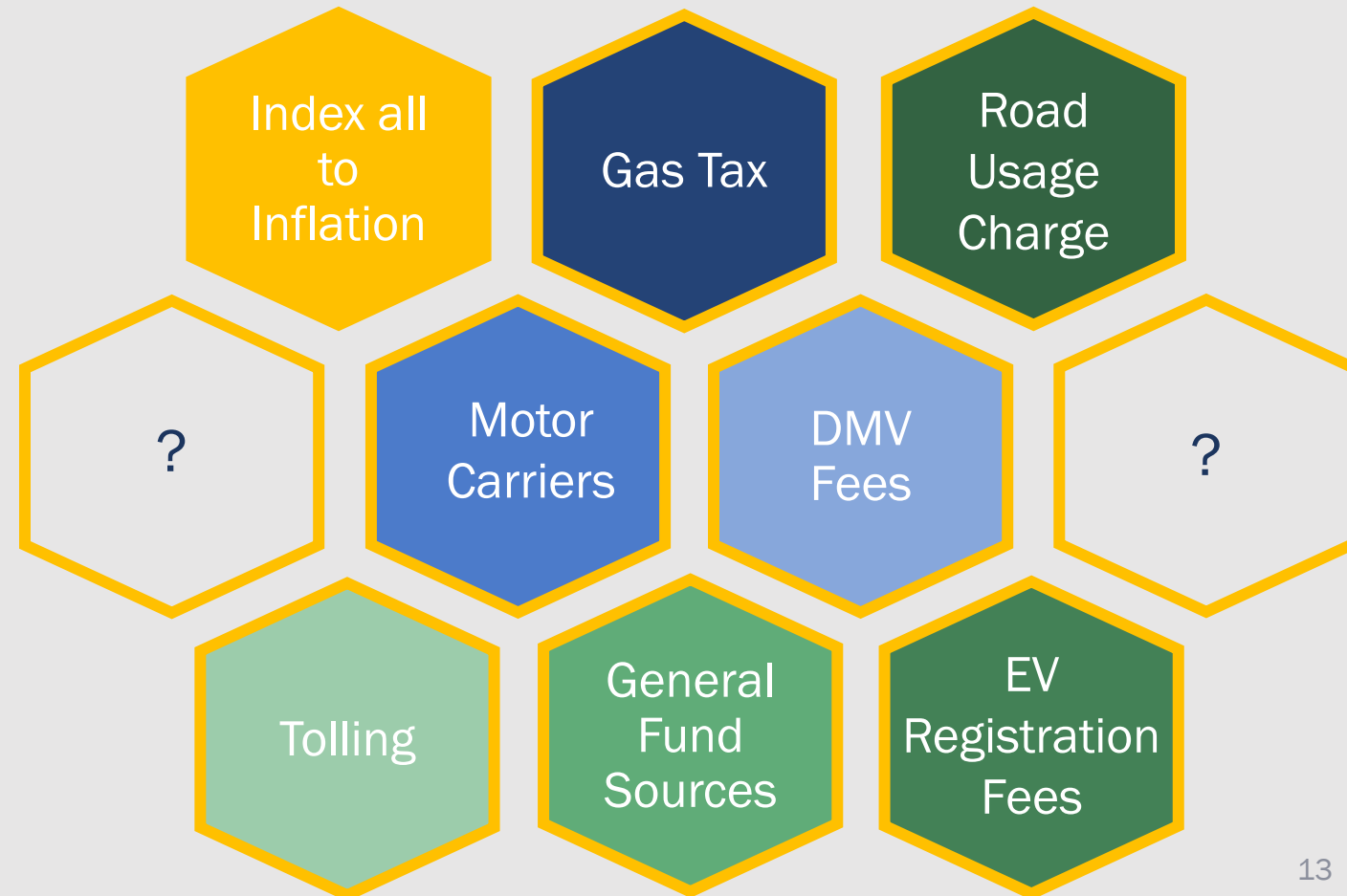
A More Diversified Revenue Portfolio

Sufficient and sustainable funding is key to maintaining and modernizing our transportation system

State Highway Fund Revenue Today



Some Options for the Future





Questions?



Agenda Item 4

Chair/Vice-Chair Officer Elections

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

May 2, 2024

Mid-Willamette Valley Area Commission on Transportation (MWACT)

Operating Agreements

Adopted August 7, 1997

Amended September 4, 1997

Amended January 7, 1999

Amended August 5, 1999

Amended February 1, 2001

Amended May 1, 2003

Amended September 1, 2005

Amended November 5, 2009

Amended November 16, 2011

Amended December 7, 2017

Purpose

The MWACT is established as an advisory body to the Oregon Transportation Commission (OTC) by a charter adopted by the OTC. It is to advise on transportation policies and issues and to contribute to the development of the Oregon Department of Transportation's (ODOT) Statewide Transportation Improvement Program (STIP) through making recommendations and prioritizing solutions to transportation problems. MWACT is responsible for bettering the transportation system of the Marion, Polk, and Yamhill Counties area through addressing and working together to resolve current and future transportation issues.

Mission

The mission of the MWACT is to:

- Provide a forum for the discussion and coordination of current and future transportation issues affecting the Area's livability;
- Prioritize state transportation infrastructure and capital investments through the development of an implementation strategy based on transportation plans to the Mid-Willamette Valley area;
- Advocate Mid-Willamette Valley area transportation issues to neighboring regions and other organizations; and
- Advise the Oregon Transportation Commission on state and regional policies affecting the area's transportation system.

Recommendations of MWACT

MWACT will work to produce recommendations for the Oregon Transportation Commission. These recommendations will be formally adopted by MWACT (*See Decision-Making Process below.*) and will be forwarded to the OTC. MWACT expects

to receive from OTC responses to MWACT recommendations, whether or not OTC adopts them.

Membership

MWACT consists of 17 members. There will be one representative from each of the following:

- Marion County
- Polk County
- Yamhill County
- City of Salem
- City of Keizer
- Salem Area Mass Transit District
- ODOT Region 2
- Confederated Tribes of the Grand Ronde
- Yamhill County Transit Area

There shall be three representatives of the private sector, one to be appointed by each member county.

There shall be one elected official representing the cities in each of the five major transportation corridors:

- Highway 99W/18/47
- I-5
- Highway 22/51 (Polk County)
- Highway 22 (Marion County)
- Highway 99E/213

Each jurisdiction or corridor shall select its own representative. County commissioners will select private sector representatives.

Members are responsible to report to their individual constituency the content of discussions and decisions. They are responsible to contribute the interests of their constituency to the MWACT for the overall benefit of the area.

Should a member have to resign in mid-term, the alternate may continue to serve in the capacity of alternate until a new member is selected by the jurisdiction or appointing authority. The new member may select his/her own alternate. 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.

Attendance

Should a member be absent from three (3) consecutive meetings without representation by the designated alternate, or have three (3) absences in a calendar year without representation by the designated alternate, the position shall be considered vacated. In such a case, the Commission shall direct ODOT and/or the Mid-Willamette Valley Council of Governments to recruit a replacement from the represented jurisdiction(s).

Terms of Office

The member and his/her alternate will serve for two years and may be reappointed. In the event the member's position becomes vacant, the alternate will complete the term. New Polk and Yamhill County members will be selected on even years and Marion County on odd years. The City of Salem member will be selected on even years. Keizer and the Confederated Tribes of the Grand Ronde members will be selected on odd years. Two of the three members from the private sector (those appointed by Polk and Yamhill Counties) will be selected on the even years, the third (appointed by Marion County) on an odd year. Representatives for Highway 99W/18/47 and I-5 will be selected on odd years and Highway 22/51 (Polk County), Highway 22 (Marion County), and Highway 99E/213 on even years. The Salem Area Mass Transit District position will be selected on odd years. The Yamhill County Transit Area representative will be renewed on even years.

Decision-Making

MWACT will use a consensus decision-making process and will foster a collaborative approach to problem solving. Consensus means that all members agree to support the decision. Members may choose not to block the consensus even though they do not fully agree with the decision. They may need to register their view about it, but are willing to support the decision because they trust the wisdom of the group on the issue.

Once MWACT has reached a consensus decision, all members agree to support that decision in any forum in which it comes up.

Sufficient time will be provided for the members of MWACT to seek advice from constituents, agencies, or other experts, when desired, before a decision is adopted by MWACT.

Any member may abstain from the consensus and may request to be acknowledged as abstaining in any publication of the consensus. Abstaining is a choice not to block nor to support the decision. Someone who abstains will not take further action in regard to the issue.

An absent member, not represented by an alternate, will be deemed to have consented to a consensus decision on any issue that was clearly listed on the agenda, unless he/she has notified another member or staff of his/her objection in advance. When one or more

members are absent from the meeting, the members present will determine if they feel comfortable going forward with the decision or deferring it to another time.

If any member feels the need to stand in the way of consensus on a decision, he/she will explain his/her concern with the proposed decision to the group, and group will make every attempt to understand the concern and the underlying interests. The group will engage in joint problem solving to try to find a solution that addresses all of the interests. The group may decide to delegate the issue to a working group for further exploration, development or recommendation for the full group. The group may, by consensus, decide to vote on the issue and report a majority/minority view on the issue.

The group may delegate decisions on administrative matters to a smaller group to decide.

If the group is unable to reach consensus on any of the approaches above, and if a majority of the group feels it is important to reach a decision on the issue in controversy, the group will vote and will report to the Oregon Transportation Commission the majority and minority views on the issue. It is the intent of the MWACT to use this “fallback voting” procedure extremely infrequently so as not to turn its process into one of garnering votes rather than working collaboratively to find solutions all can recommend.

Meetings

Meetings shall be held monthly, as needed, or members indicate a preference for more, or less, frequent meetings for a period of time. Meetings shall be noticed and open to the public.

Quorum

For the purpose of conducting the business of the Commission, a quorum must be present. Nine members constitute a quorum. Should any particular issue require a vote to be decided as described in “DECISION-MAKING” above, a quorum must be present and the majority necessary to carry a motion shall be the majority of members present. If a vote of the members present results in a tie, the motion is considered failed.

The Commission may consider purely informational items with less than a quorum present.

Officers

A Chairperson and Vice-Chairperson shall be selected by the membership. The Chair shall preside at all meetings he/she attends and shall be responsible for helping the group adhere to these operating agreements and conduct the meetings in a productive manner, respectful of the need for all interests and concerns to be raised. The Vice-Chair shall assume the duties of the Chair in his/her absence. The Chair and Vice-Chair shall be elected by the MWACT membership annually, at the second meeting of each calendar year.

Steering Committee and Meeting Agendas

A Steering Committee will be established consisting of the officers, the immediate past chair, and an ODOT member, and others as selected by the membership. The Steering Committee will guide the work of the MWACT, and establish agendas for the meetings, as needed. Staff, members, and others may suggest agenda items to the Steering Committee. A short time shall be reserved at the end of each meeting to address items that need to be scheduled on future meeting agendas.

Emergency Meeting and Commission Member Notification Procedure

In the event that the Oregon Transportation Commission or the Region 2 Manager requests a recommendation from the MWACT and a decision is required before the next regularly scheduled meeting, the Steering Committee is empowered to act on behalf of the full Commission subject to the following procedure:

1. A Steering Committee meeting will be scheduled at a time when a majority of Steering Committee members are available.
2. Notice of the time and place of the Steering Committee meeting will be given by e-mail, writing, and/or telephone to all members of the MWACT.
3. The Steering Committee meeting will be open to any MWACT member who can attend.
4. A full discussion of the action taken by the Steering Committee will be put on the next MWACT agenda.

Staff Support

Staff support will be provided by ODOT and/or the Mid-Willamette Valley Council of Governments, or in any other manner acceptable to the MWACT and ODOT. The staff will provide note taking, publishing, and distribution of the MWACT meeting agenda, meeting summary, and other information. Staff will work under the direction of the Steering Committee.

Members Responsibility in Dealing with the Media and Giving Public Information

All members are free to speak to the press or to various groups on issues before the MWACT. They should not represent MWACT's views unless it has reached a decision on an item. Members should not characterize the views of or comments made by other individual members in MWACT meetings. Members shall refrain from carrying on in the press, the debate that needs to be held within MWACT.

Specific media inquiries about MWACT will be directed to the Chair and/or Steering Committee.

Conduct in Meetings

Members will treat each other with respect, will not monopolize meeting time, and will listen to and try to understand one another's views. Members will indicate to the chair or facilitator when they are waiting to speak, and will take their turn in order or as called on.

Members will search for opportunities to develop group solutions and to resolve conflicts.

Members will strive to adhere to these Operating Agreements and will be mutually responsible for enforcement of the Agreements.

MWACT Technical Advisory Committee

Per the charter from the OTC, MWACT would form at least one technical advisory committee (TAC) to assist MWACT in considering the technical aspects of policy matters and would prepare alternatives and recommendations for the MWACT.

The TAC should be formed on the basis of need. There may be a need for different TAC's focusing on different components of the work plan. All may not be active at the same time.

MWACT members will ask communities to submit names of resources, including their field of expertise, in their communities who might be available to serve on a TAC. It may become a volunteer resource list which would be called upon as needed, depending on the issue. Lay citizens, including activists, should be considered for this list and for the TAC. In compiling the list, staff should also refer to the list of suggested agencies and groups in the MWACT charter.