

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

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**Date:** Thursday, March 5, 2015  
**Time:** 3:30 p.m.  
**Place:** MWVCOG  
100 High St. SE, Suite 200  
Salem, OR 97301  
**Phone:** (503) 588-6177 FAX (503) 588-6094

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

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

Welcome and Introductions  
New MWACT Members  
Approval of December 4, 2014 Meeting Summary  
Public Comment  
Comments from the Legislative Delegation  
OTC Comments  
MWACT Chair's Report  
Commission Discussion/Area Updates

**3:50 p.m. Item 2. Election of Officers .....Chair Ken Woods, Jr.**

Commission members will elect officers for 2015.

**Action:** Elect a Chair and a Vice Chair for the current calendar year.

**4:00 p.m. Item 3. Update on ConnectOregon V .....Ken Woods, Jr.**

The ConnectOregon V (COV) Statewide Review Committee met on January 7<sup>th</sup> in Portland to create a "200% list" of recommended projects for the remaining \$4 million in ConnectOregon funds. No projects within MWACT were part of the 200% list, which included six projects totaling \$7,489,212. However, the South

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Salem Transit Center project was moved to the 7<sup>th</sup> spot on the final list. The Oregon Transportation Commission (OTC) held a public hearing on COV on January 15<sup>th</sup>. OTC staff have said that COV will be on the March OTC agenda.

**Action:** Informational item.

**4:10 p.m. Item 4. MWACT Steering Committee Meeting: FLAP..... 2015 Chair**

MWACT's Steering Committee met on January 15 to review applications for Federal Land Access Program (FLAP). Staff from Marion and Polk Counties discussed projects with the committee. The Steering Committee endorsed MWACT support for all three projects.

**Action:** Informational item.

**4:15 p.m. Item 5. ODOT Presentation of "Rough Roads Ahead" and Seismic Plus Reports..... Tim Potter and Bruce Johnson, ODOT**

Last November, ODOT completed two new economic analyses of Oregon's highways, roads, and bridges that demonstrate the important connection between well-maintained, multi-modal transportation choices and Oregon's economy. "**Rough Roads Ahead: Costs of Poor Highway Conditions to Oregon's Economy,**" explains the undesirable effects of delaying needed highway paving and bridge repairs. "**Oregon Highways Seismic Plus Report**" explains how a bridge upgrade strategy begun now will save lives and protect jobs and the economy in the aftermath of a major earthquake—and boost the economy even if an earthquake doesn't occur.

**Action:** Discussion item.

**5:00 p.m. Item 6. Economic Impact of Cycling to Oregon..... Alexandra Phillips, OPRD**

Ms. Phillips will present information from recent studies by TravelOregon on the economic impacts of cycling. See the *attached* "Bikes Mean Business" for facts and figures on the economic significance of Oregon's bike-related tourism and Oregon's bike manufacturing and retail industry.

**Action:** Discussion item.

**5:15 p.m. Item 7. Other Business ..... 2015 Chair**

- 2015 MWACT member list (*attached*)
- Next MWACT meeting: Thursday, April 2, 2015

**5:20 p.m. Item 8. Adjournment ..... 2015 Chair**

**Draft**                      **Summary**                      **Draft**

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

100 High St. SE, Suite 200  
Salem, OR 97301

Thursday, December 4, 2014  
3:30 p.m.

**MWACT Members Present**

Bob Andrews, 99W/18 Corridor, Newberg Mayor  
Sam Brentano, Marion County Board of Commissioners  
Cathy Clark, 2014 Vice Chair, Keizer City Council  
Jon George, Conf. Tribes of the Grand Ronde  
Marcia Kelly, SAMTD  
Craig Pope, Polk County Board of Commissioners  
Tim Potter, ODOT Region 2  
Tonya Saunders, Yamhill County Transit Area  
Scott Walker, 99E/213 Corridor, Silverton City Council  
Ken Woods, Jr., 2014 Chair, Dallas City Council  
Ken Wright, Yamhill County Private Sector

**MWACT Members Absent**

Val Adamson, Polk County Private Sector  
Scott Baughman, Hwy. 22E  
Dan Clem, Salem City Council  
Kathryn Figley, I-5 Corridor, Woodburn Mayor  
Allen Springer, Yamhill County Board of Commissioners  
Mitch Teal, Marion County Private Sector

**Others Present**

Craig Campbell, Oregon Transportation Forum  
Terry Cole, ODOT  
Theresa Conley, Albany MPO  
Leah Craft, ODOT  
Steve Dickey, SAMTD  
Dan Fricke, ODOT Region 2  
Mike Jaffe, MWVCOG-SKATS Staff  
Angela Kargel, ODOT  
Shirley Kalkhoven, NWACT  
Jennie Messmer, MWVCOG  
Lori Moore, MWVCOG-MWACT Staff  
Andy Mortensen, DEA  
Karen Odenthal, MWVCOG-SKATS Staff  
Allan Pollock, SAMTD  
Jim Sears, Silverton  
Eileen Stein, Mt. Angel  
Ethan Stuckmayer, MWVCOG

**Agenda Item 1. Call to Order – 3:30 p.m. – Introductions**

Chair Ken Woods, Jr., called the meeting to order at 3:34 p.m. Introductions were made.

**Summary of November 6, 2014:** The summary of November 6, 2014, was approved as submitted by consensus of the members present.

**Public Comment:** There were no comments from the public.

**Comments from the Legislative Delegation:**

Dan Fricke announced that the Oregon Transportation Commission (OTC) approved the final list of projects that will be funded with ConnectOregon V funds. They have established a procedure for reallocation of the approximately \$4 million of leftover funds. They are reconvening the statewide review committee. They also approved the request for the location change for the White's Transloading project from Dallas to Independence.

Shirley Kalkhoven, NWACT, commented that she has met with ODOT director, Matt Garrett, to discuss the removal of the St. Helen's project application from the ConnectOregon V process. She will participate in the reallocation process for the leftover funds.

MWACT members discussed regional equity issues. It was noted that sometimes superior projects are not funded due to regional equity issues. Commission members discussed MWACT projects that might be suitable to support for funding during the reallocation process including the South Salem Transit Center, the Claggett Creek-Kroc Center project, and other unfunded projects from the area. Councilor Scott Walker asked if progress has been made on selecting a location for the transit center. Allan Pollock, Cherriots general manager, informed the group that the transit district board is scheduled to approve the preferred site during their board meeting next week. Tim Potter commented that having a site selected improves the project readiness factor of the project. Mike Jaffe commented that he has heard that ODOT staff will be contacting project applicants for updates that have occurred since their initial applications. Chair Ken Woods, Jr., suggested that the transit district needs to provide support for their project at the January reallocation meeting. Marcia Kelley suggested that mode split equity for ConnectOregon V funds might be an additional argument in favor of the South Salem Transit Center project.

Commission members decided by consensus to develop and submit a letter of support for the South Salem Transit Center project to the statewide committee reviewing projects for the reallocation of leftover ConnectOregon V funds.

**OTC Comments:** There were no comments from the Oregon Transportation Commission.

**Commission Discussion/Area Updates:** Referencing the November 10, 2014, MWACT letter of support for a Highway Safety Corridor on Highway 22, Tim Potter distributed a letter of response. In the letter, Mr. Potter explained the steps that he personally is undertaking to initiate discussion of this issue. ODOT staff members met with Polk County staff members and reviewed the criteria for designating a safety corridor. A list of actions for all jurisdictions to take to meet the criteria was developed. All of the criteria must be met in order for a safety corridor to be designated on Highway 22 from Oak Grove Road to the Marion and Center Street Bridges. Mr. Potter will provide further updates to the commission as they occur. One area of concern will be support from law enforcement.

Mr. Potter cautioned commission members about traffic safety during the holiday season and encouraged commission members to spread the message.

## **Agenda Item. 2. Transportation Funding Proposals**

Craig Campbell, Oregon Transportation Forum (OTF), provided an overview of the OTF funding proposal to the 2015 Oregon Legislature. Their proposals encompass support for all modes of transportation and includes highway, non-highway, and policy suggestions. It is a starting point for discussion of transportation funding issues. The 2015 Oregon Legislature will review and discuss a variety of funding, taxing, and fee concepts.

MWACT members discussed individual components of the OTF proposal. Silverton Councilor Scott Walker noted that the state does not require new registration fees for used vehicles as other states do. Commissioner Sam Brentano expressed disapproval of the OTF proposal related to “orphan highways.”<sup>1</sup>

Discussion continued related to transit youth passes. Marcia Kelley noted that school buses do not accommodate student after school activities or jobs. She is supportive of youth transit passes as long as the program would extend beyond the Portland area to other areas of the state where the need exists.

Leah Craft, ODOT, provided an overview of ODOT legislative concepts for the 2015 Oregon Legislature. They include funding for another round of the ConnectOregon program, driver license issuance efficiency, rail safety oversight, Jobs and Transportation Act Reallocation, and the housekeeping statutory clean-up bill.

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<sup>1</sup> From the proposal, “Address “orphan highways” ...for a pilot program to facilitate the transfer of road miles between ODOT and local governments.....”

Commission members discussed the proposed update of the Department of Motor Vehicles (DMV) system. Ms. Craft noted that the DMV system is antiquated and inefficient. Vice Chair Cathy Clark asked if a local firm will be used for the update. Ms. Craft responded that the project will be phased. Eligible people will be able to submit bids on each phase.

### **Agenda Item 3. FY 18-FY 21 STIP Process**

Terry Cole, ODOT, provided an overview of the update process for the FY 18-FY 21 State Transportation Improvement Program (STIP) including the timeline. Local jurisdictions are encouraged to work with ODOT staff on potential Enhance proposals. In this STIP cycle, there is a strong emphasis on projects that will benefit the state multi-modal system.

Vice Chair Cathy Clark asked if a statewide bicycle map is available and how the term “benefit” is defined. Mr. Cole responded that guidance documents will likely be available in January.

Mr. Cole noted that the amount of funding has not been determined at this time due to revenue uncertainties at both the federal and state levels. Fix-it information will be available earlier in the process during this STIP cycle.

Enhance proposal documents will be released in January and include the proposal form, guidelines, and an overview of the proposal review process.

### **Agenda Item 4. All Roads Transportation Safety**

Angela Kargel, ODOT, reported that there are over 1,700 fatal and serious injury crashes in Oregon each year. The goal of the All Roads Traffic Safety Program (ARTS) is to reduce fatal and serious injury crashes on all Oregon highways instead of just on state-owned facilities. It is a data-driven program. Ms. Kargel noted that ARTS is part of the ODOT “Fix-it” program.

In 2013, ODOT implemented a transitional program to begin addressing local road safety with systemic measures. Projects from that program included urban signalized intersection improvements and rural rumble strips and fixed object removal.

ARTS funding will be spent 50 percent for “hot-spot” locations and 50 percent for systemic measures. Systemic projects will be selected through an application process. It is hoped that a draft list of projects will be available by April. A required 7.78 percent match is required for these federal funds.

Mike Jaffe asked when systemic applications will be due. Ms. Kargel responded that they will likely be due 6-8 weeks after the applications are available. Jon George asked if data is available as to the cause of accidents such as weather conditions or alcohol. Ms. Kargel replied that the cause of an accident is available in the accident report.

Commission members debated the merits of reducing speed limits in relation to safety. It was noted that speed limit reductions don't always change travel behavior.

## **Agenda Item 5. Other Business**

Polk County Commissioner, Craig Pope, informed the group that Polk County may be submitting one or more projects for Federal Lands Access Program (FLAP) funding. Applications accompanied by a letter of support from the local Area Commission on Transportation (ACT) may be scored higher than those without ACT support. Commissioner Pope noted that none of the projects that Polk County would be submitting are competitive with MWACT priority projects. The applications are due January 30, 2015. He requested MWACT support for Polk County's projects.

Commission members discussed the possibility that other jurisdictions in the MWACT area might also submit applications for FLAP funding. As applications are due prior to the next scheduled MWACT meeting, it was decided by consensus to have the Steering Committee meet and review projects from the MWACT area and advise the chair which projects should be endorsed by MWACT. The MWACT Steering Committee will meet on Thursday, January 15, 2015, at 3:30 p.m. MWACT members are welcome to attend and participate in the Steering Committee meeting.

Chair Ken Woods thanked Councilor Scott Walker for his service on MWACT. Councilor Walker introduced Silverton City Councilor-elect, Jim Sears, to commission members. Mr. Sears will likely be Councilor Walker's replacement on the commission.

### ***ConnectOregon V Final Project Selection***

#### ***Reminder about recruitment for MWACT representatives starting in 2015***

A representative from the Aumsville City Council, Della Seney, will represent the Highway 22E Corridor beginning in January 2015.

#### ***January meeting of MWACT cancelled***

There will be no January MWACT meeting. Officers for 2015 will be elected during the next MWACT meeting scheduled for February 5, 2015.

Chair Ken Woods, Jr., adjourned the meeting at 5:37 p.m.

## **Agenda Item 3.**

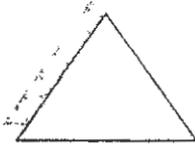
### **Update on ConnectOregon V**

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

**March 5, 2015**

**Attachment B: Connect Oregon V**      **January 7, 2015**  
**Final Review Committee**  
**Prioritized Funding Recommendation**

APP. #	APPLICANT	PROJECT NAME	PROJECT CO FUNDS REQUESTED	TOTAL MATCH	TOTAL PROJECT COST	FINAL COMMITTEE RANK	RECOMMENDED FUNDING
1M0294	Port of St. Helens	Berth 2 - Beaver Dock Reconstruction	\$ 2,000,000.00	\$ 3,000,000.00	\$ 5,000,000.00	1	\$2,000,000.00
2B0269	City of Eugene Transportation Planning	Eugene Bike Share	\$ 909,066.40	\$ 227,266.60	\$ 1,136,333.00	2	\$909,066.40
1R0267	Teevin Bros Land & Timber Co, LLC	Rail Intermodal Consolidation Facility	\$ 2,339,093.00	\$ 1,002,469.00	\$ 3,341,562.00	3	\$2,339,093.00
1M0329	Sause Bros., Inc.	Heavy Lift Equipment Acquisition	\$ 965,148.00	\$ 519,695.00	\$ 1,484,843.00	4	\$965,148.00
4A0278	Sisters Airport Property, LLC	Sisters Airport Capital Improvement	\$ 733,259.18	\$ 916,573.78	\$ 1,649,832.96	5	\$733,259.18
1T0295	Columbia County Rider Transportation	Rainier Transit Center	\$ 542,645.60	\$ 135,661.40	\$ 678,307.00	6	\$542,645.60
Final Review Committee Top 6 Project Total							\$7,489,212.18
2T0270	Salem Area Mass Transit District	South Salem Transit Center	\$ 1,000,000.00	\$ 4,035,000.00	\$ 5,035,000.00	7	\$0.00
1B0288	City of Tigard	Tigard Street Trail - A Path to Employment	\$ 1,200,000.00	\$ 336,000.00	\$ 1,536,000.00	8	\$0.00
2B0298	City of Garibaldi	Salmonberry Corridor: Garibaldi to Barview	\$ 2,000,000.00	\$ 500,000.00	\$ 2,500,000.00	9	\$0.00
4B0264	City of Redmond	Homestead Canal Trail, Phase II	\$ 560,000.00	\$ 751,436.90	\$ 1,311,436.90	10	\$0.00
3B0345	City of Brookings	Brookings Oregon Coast Bike Network, South Leg	\$ 180,000.00	\$ 45,000.00	\$ 225,000.00	11	\$0.00
4B0280	City of Prineville	Prineville Rails-to-Trails	\$ 463,143.20	\$ 115,785.80	\$ 578,929.00	12	\$0.00
2M0263	Port of Newport	Hoist Dock Replacement	\$ 478,414.40	\$ 119,603.60	\$ 598,018.00	13	\$0.00
2B0310	City of Astoria	Astoria Waterfront Multimodal Corridor	\$ 800,000.00	\$ 438,991.00	\$ 1,238,991.00	14	\$0.00
1B0347	Tualatin Hills Park & Recreation District / THPRD	Waterhouse Trail No 4	\$ 600,000.00	\$ 400,000.00	\$ 1,000,000.00	15	\$0.00
3B0316	Jackson County	Jackson County Airport Path Connection	\$ 790,325.60	\$ 197,581.40	\$ 987,907.00	16	\$0.00
2B0291	City of Salem	Claggett Creek - Kroc Center Connector Path	\$ 1,216,000.00	\$ 350,000.00	\$ 1,566,000.00	17	\$0.00
2B0300	City of Dallas	Rickreall Creek Trail, Phase 5	\$ 673,699.40	\$ 476,500.00	\$ 1,150,199.40	18	\$0.00
4R0326	Gilliam County	Shuttler Station Crossover Track	\$ 279,020.38	\$ 69,755.10	\$ 348,775.48	19	\$0.00
2B0274	City of Lebanon	Canal Trail	\$ 457,404.96	\$ 185,463.04	\$ 642,868.00	20	\$0.00
3A0330	Josephine County Airports Department	Aeronautical Obstruction Survey for 3S8	\$ 60,000.00	\$ 15,000.00	\$ 75,000.00	21	\$0.00
2A0322	City of Creswell Airport	Airport Taxi-lane/water/sewer line improvements	\$ 1,197,000.00	\$ 746,772.00	\$ 1,943,772.00	22	\$0.00
4A0317	City of Prineville	Prineville Airport Aircraft Apron and Fuel Tanks	\$ 792,048.00	\$ 300,000.00	\$ 1,092,048.00	23	\$0.00
1T0336	Portland Bureau of Transportation	Streetcar Safety and Jobs Access Enhancements	\$ 1,600,000.00	\$ 3,420,319.20	\$ 5,020,319.20	24	\$0.00
4B0346	Oregon Parks and Recreation Department	OC&E State Trail: Safety Improvements	\$ 482,000.00	\$ 431,200.00	\$ 913,200.00	25	\$0.00
1B0324	Port of Hood River	Hood River Waterfront Trail Completion	\$ 57,000.00	\$ 820,000.00	\$ 877,000.00	26	\$0.00
1R0340	BNSF Railway Company	Portland Intermodal Facility Improvements	\$ 3,927,200.00	\$ 981,800.00	\$ 4,909,000.00	27	\$0.00
1M0307	Port of Portland	Terminal 2 Redevelopment	\$ 1,600,000.00	\$ 1,005,000.00	\$ 2,605,000.00	28	\$0.00
2R0328	Portland & Western Railroad	Capital City Rail	\$ 2,992,000.00	\$ 1,258,000.00	\$ 4,250,000.00	29	\$0.00
5R0293	Boise Cascade Corporation	Elgin Complex Rail Spur Repair	\$ 400,000.00	\$ 100,000.00	\$ 500,000.00	30	\$0.00
2R0290	Willamette Valley Railway Co.	Track/Bridges/ Transload Improvements	\$ 640,000.00	\$ 160,000.00	\$ 800,000.00	31	\$0.00



## Mid-Willamette Valley Area Commission on Transportation



A local advisory body chartered by the Oregon Transportation Commission

Chair  
Councilor Ken Woods, Jr.  
City of Dallas

Vice Chair  
Councilor Cathy Clark  
City of Keizer

January 12, 2015

Attention: Chair Catherine Mater  
Oregon Transportation Commission (OTC)  
355 Capitol Street NE  
Salem, OR 97301-3871

Dear Chair Mater and Commissioners:

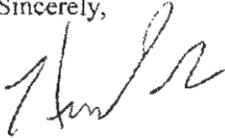
At their December 4<sup>th</sup> meeting, MWACT discussed the scheduled January 7, 2015 meeting of the Statewide Review committee for ConnectOregon V and MWACT unanimously reconfirmed its support for the South Salem Transit Center (SSTC) as the ACT's highest priority for remaining CO5 funds. Now that the Statewide Review Committee has ranked the SSTC seventh (7<sup>th</sup>) on its list, we would like to share our reasons why this project is deserving of ConnectOregon funds:

- The project was ranked 6<sup>th</sup> out of 30 projects in the Region 2 SuperACT's priority list. Projects ranked 1-5, 7 and 9 on the Region 2 list were awarded CO5 funds. This makes SSTC the highest ranked project within Region 2 that remains unfunded by ConnectOregon.
- A South Salem Transit Center (SSTC) would provide Salem-Keizer Transit with the infrastructure to serve the expanding Mill Creek Corporate Center in southeast Salem as it becomes more developed, run a route between S. Commercial and S. Lancaster, and eventually support a commuter bus to Albany. SSTC will provide better access between jobs and labor in Salem and attract businesses to the Salem area.
- In the original scoring by ODOT in 2013, SSTC received high scores for all criteria except project readiness because the district was then in the process of studying several locations for the transit center. Salem-Keizer Transit has now selected a location in an unused section of a Wal-Mart parking lot and has initiated negotiations with Wal-Mart. If ranked today, project readiness would score higher, moving the project into Tier 1.
- The Keizer Transit Center - opened in 2013 - has been the "poster child" for successful ConnectOregon-funded projects. It won the Oregon Transit Association's Innovation Award for promoting sustainability in building and design. The District recently won a Mid-Valley Green Award for Sustainable Business of the Year in 2014. The SSTC would follow similar practices of sustainability.
- The project has a 4-to-1 match. The grant request of \$1.0 million will be matched with over \$4 million from the Transit District and the SKATS Metropolitan Planning Organization.

- The project's location on south Commercial St. near Kuebler Blvd. provides ready access to Interstate-5. This access will provide a facility to bring together local area routes, intercity routes, park-and-ride commuters, bicyclists, pedestrians, CherryLift vans (for disabled riders) and other future regional routes.

Thank you for the opportunity to share our support for this project.

Sincerely,



Ken Woods Jr.  
MWACT Chair

KW:lm

cc: Chris Cummings

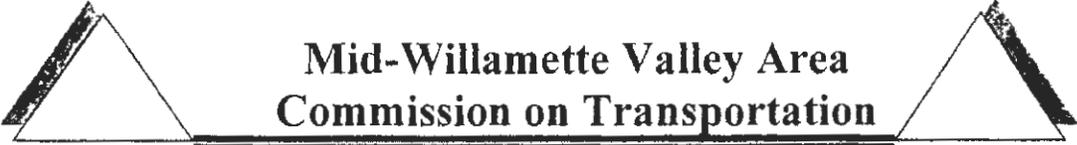
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**Agenda Item 4.**

**MWACT Steering Committee  
Meeting: FLAP**

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

**March 5, 2015**



## Mid-Willamette Valley Area Commission on Transportation

A local advisory body chartered by the Oregon Transportation Commission

Chair  
Councilor Ken Woods, Jr.  
City of Dallas

Vice Chair  
Mayor Cathy Clark  
City of Keizer

January 15, 2015

George Fekaris  
Western Federal Lands Highway Division  
610 East Fifth Street  
Vancouver, WA 98661-3893

**RE: Federal Lands Access Program (FLAP)-North Fork Slide Stabilization**

Dear Mr. Fekaris:

The Mid-Willamette Valley Area Commission on Transportation (MWACT) reviewed and discussed the merits of North Fork Road Slide Stabilization project and endorses the project for FLAP funding.

North Fork Road provides all-season access to a popular recreation area along the Little North Santiam River including the Opal Creek Scenic Recreation and Wilderness Areas, Bull of the Woods Wilderness Area, several Marion County parks, BLM forestland and parks, state timberlands, private timberlands, and over 100 homes. It accommodates public use of the streams and forests in the region.

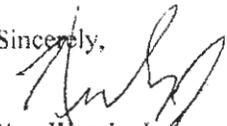
Sections of the road have been experiencing recurring landslides and stability problems. While the county has addressed several of these areas, there are three active slide areas remaining that need to be repaired. These slides require considerable annual maintenance to keep the road passable. They jeopardize the county's ability to keep critical access in the Santiam Canyon open to public travel long-term.

Should North Fork Road be closed due to slide events, all traffic, including commercial users, emergency services, residents, and recreational users, will be required to use an alternate route that is at a much higher elevation and is extremely steep with a severe curving alignment. This route cannot be used by some vehicle configurations and loads under the best of conditions. The road is impassable at times during the winter due to excessive snow and ice accumulations.

Additional funding is needed by Marion County to permanently address the problem area. MWACT members support the county's application for Federal Lands Access Program funding.

Thank you for encouraging MWACT members to comment on the projects from this area.

Sincerely,



Ken Woods, Jr.  
MWACT Chair

KW:lm

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## Mid-Willamette Valley Area Commission on Transportation



A local advisory body chartered by the Oregon Transportation Commission

Chair  
Councilor Ken Woods, Jr.  
City of Dallas

Vice Chair  
Mayor Cathy Clark  
City of Keizer

January 22, 2015

George Fekaris  
Western Federal Lands Highway Division  
610 East Fifth Street  
Vancouver, WA 98661-3893

**RE: Federal Lands Access Program (FLAP)-Black Rock/Valsetz**

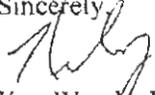
Dear Mr. Fekaris:

The Mid-Willamette Valley Area Commission on Transportation (MWACT) reviewed and discussed the merits of Black Rock/Valsetz project and endorses the project for FLAP funding.

Construction of this project will improve the structural capacity of the local infrastructure and provide safer, reliable access to federal timberlands, especially during the winter harvest season resulting in cost savings and economic benefits to the community. Heavy timber loads stress the current infrastructure and render it more hazardous for both commercial and recreational users. Safety components of the project include road widening, conversion from gravel to pavement in some places, guard rails, and road striping.

In addition, benefits of this project include improved access for recreational purposes to the Valley of Giants; BLM lands used for hiking, hunting, and fishing; the Black Rock Mountain Bike area; Camp Tapawingo; the Valsetz Town Site; and the Siletz River Gorge.

Thank you for the opportunity to comment on the projects from this area that seek funds from this important program.

Sincerely,  
  
Ken Woods, Jr.  
MWACT Chair

KW:lm

cc: Pat Fisher, ODOT

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## Mid-Willamette Valley Area Commission on Transportation



A local advisory body chartered by the Oregon Transportation Commission

Chair  
Councilor Ken Woods, Jr.  
City of Dallas

Vice Chair  
Mayor Cathy Clark  
City of Keizer

January 15, 2015

George Fekaris  
Western Federal Lands Highway Division  
610 East Fifth Street  
Vancouver, WA 98661-3893

**RE: Federal Lands Access Program (FLAP)-Grand Ronde Road Improvements**

Dear Mr. Fekaris:

The Mid-Willamette Valley Area Commission on Transportation (MWACT) reviewed and discussed the Polk County Grand Ronde Road Improvements project which is being submitted for FLAP funding. The purpose of this project is to improve access to federal lands for recreational use and to improve timber haul routes supporting winter timber harvest operations. MWACT members endorse this project.

Approximately 1.5 miles of Grand Ronde Road between OR 18 and OR 22 needs to be resurfaced or reconstructed. This road provides access to popular federal recreational facilities and areas. It also serves the timber industry as an important route for winter timber harvest operations. Improving access to federal timberlands reduce costs which add to the economic health and stability of the community.

Thank you for the opportunity to comment on the projects from this area that seek funds from this important program.

Sincerely,

Ken Woods, Jr.  
MWACT Chair

KW:lm

cc: Pat Fisher, ODOT

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**Agenda Item 5.**

**ODOT Presentation of “Rough  
Roads Ahead” and Seismic Plus  
Reports**

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

**March 5, 2015**



## Executive Summary

# Rough Roads Ahead: The Cost of Poor Highway Conditions to Oregon's Economy

## Executive Summary

In Oregon's export-based economy, creating family-wage jobs relies on a strong multimodal transportation system to efficiently move goods from our farms, forests, and factories to national and international markets. Companies choose to locate and expand in Oregon in part because of our strong transportation system, and natural resource industries such as agriculture and timber require good roads to move their products efficiently to markets. As a result, Oregon's economic vitality is strongly linked to the quality of its transportation system. Deteriorating roads and bridges have major impacts on job creation.

Bringing deteriorated pavement and bridges back to good condition costs significantly more than keeping them in good condition.

The current 20-year forecast budget for the state highway system is insufficient to preserve and maintain pavement and bridges in their current good condition. As a result, highway conditions will deteriorate significantly over time: an increasing number of bridges will close to heavy trucks, forcing lengthy detours that cost businesses time and money. Poor pavement quality will slow traffic and lead to greater wear and tear on vehicles, both autos and trucks. These worsening conditions will increase transportation user costs and hurt Oregon's economy.

To better understand the economic impacts of deteriorating roads, ODOT used a sophisticated computer model that integrates transportation, land use and economic activity to compare how Oregon's economy performs when the system is maintained in its current good condition versus how it performs when system conditions deteriorate as expected under ODOT's limited budget. The analysis found deteriorating highway conditions will impact Oregon's economy in a number of ways:

- **100,000 lost jobs.** Higher transportation costs associated with declining pavement and bridge conditions will likely reduce Oregon's future economic growth and could cost the state an estimated 100,000 future jobs. The forecast estimates a loss of \$94 billion in cumulative Oregon Gross Domestic Product by 2035 due to higher transportation costs.
- **Portland and coastal communities will be hit hardest.** As the trade and export hub for the entire state, the Portland Metro region will experience a greater reduction in production than any other region in Oregon. Communities along the coast will also suffer significant losses because it will cost more to move freight to export markets.
- **Bridge restrictions will impact transportation costs and livability.** Weight restricted bridges will impact the flow of truck freight, forcing lengthy detours and requiring smaller loads spread across more trucks. Higher costs of transporting goods to market will hinder growth for freight dependent industries, especially heavy goods production locations with few or no alternative routes. Many of Oregon's most important industries will be affected, including high-value products such as computer and electronics manufacturing, general manufacturing such as machinery, and natural resource-dependent industries such as forestry and agriculture. In addition to economic impacts, more trucks and longer detours will increase congestion and greenhouse gas emissions and impact livability along many community main streets experiencing increased truck traffic.
- **Oregon firms will be less competitive.** Over time, higher transportation costs will reduce the ability for Oregon firms to compete in a global marketplace compared to companies elsewhere. Higher user costs effectively reduce worker and business accessibility; higher truck operating costs reduce market accessibility and economic competitiveness.

- **Higher costs to repair infrastructure.** The cost of returning deteriorated bridges and pavement to good condition is many times higher than keeping them in good condition through proper maintenance. After 20 years of operating at currently forecast funding levels, the state would need to spend \$3.4–5.2 billion in current dollars to return degraded pavement to conditions similar to levels seen on Oregon’s highways today, and \$5.4–7.2 billion to return distressed bridges to current conditions.
- **Rougher pavement increases vehicle operating costs.** Very rough pavement increases the cost of vehicle repair and gasoline compared to smooth pavement. This adds up to an estimated \$380 a year cost increase for a medium sedan due to lower fuel efficiency, more worn out tires, and paying for more repairs like alignments.
- **Increased traffic congestion.** As the system deteriorates, highway investment will shift away from modernization projects that address bottlenecks to maintenance projects addressing more urgent needs. This will likely result in increased congestion in urban areas and reduced travel time reliability — compounding the effects of declining conditions.
- **Safety impacts.** Pavement in poor condition creates hazardous conditions such as hydroplaning and vehicle damage from potholed surfaces. This lowers public safety, imposing large societal costs due to increased crashes that cause property damage, injury and death. More crashes also mean greater congestion and reduce system reliability.

Deteriorating state highway conditions can be avoided. ODOT estimates that keeping the state highway system in its current good condition would cost an additional \$405 million per year (constant dollars) compared to current budget levels. Given the expected economic losses and additional costs caused by a deteriorating system, the typical household will likely come out ahead with increased public investment in roads.

## EXECUTIVE SUMMARY

### The Earthquakes in Oregon's Future – Anticipating the Economic Consequences

A Cascadia Subduction Zone earthquake with a magnitude of 8.0 or greater will hit Oregon; the question is when, not if. Such an earthquake will cause an unparalleled economic and human catastrophe for the state of Oregon.

Unfortunately, in its current state, the transportation system will be of little help in facilitating emergency response and long-term recovery after a Cascadia Subduction Zone quake. A magnitude 8.0 or greater quake will cause widespread disruption of Oregon's transportation system, making rescue operations difficult, if not impossible. Most bridges in western Oregon will suffer serious damage or destruction in a major seismic event because they were built before the existence of modern seismic codes. In addition, dozens of unstable slopes and

*ODOT's responsibility has become clear: retrofit all seismically vulnerable bridges and address unstable slopes on key lifeline routes to allow for rescue and recovery following a major earthquake.*

- pre-existing deep slides will fail during the extended three minutes or more of shaking produced by a large Cascadia event. Virtually all major highways will be closed in the immediate aftermath of a quake; it will take months to open many highways—and years before mobility is fully restored.

In the meantime, Oregon's trade-based economy will falter due to severe limitations on moving people and goods. Experience with other large-scale disasters around the world shows that many firms will fail within the first few months, while others will move outside Oregon to avoid collapse; many that remain will struggle to maintain access to markets, resources and workers due to the lack of mobility on major highways.

### The Need for Retrofitting

Given the economic impacts, the question is: what can Oregon do to increase the resilience of our highway system so we can be prepared to rescue our citizens and recover our economy in the face of this inevitable reality?

Fortunately, there are ways to keep the highway system functional after a quake. Seismic retrofitting of bridges is a well-developed and well-understood practice that has been extensively accomplished in Oregon's neighboring states of California and Washington. Due to the more frequent occurrence of earthquakes in those states, departments of transportation there have received significant seismic retrofit funds to mitigate impacts to their infrastructure.

Unlike its West Coast neighbors, Oregon has not experienced a large, damaging earthquake during the modern era, and our knowledge of the locations of faults and the geological history of major events is quite recent. In comparison to California and Washington, Oregon's earthquakes are much less frequent, but when they hit they are much larger and more damaging. In the absence of significant retrofitting, the highway system will not be functional immediately after a major seismic event and will cause sizable economic losses—estimated at \$355 billion over the course of seven years.

Pre-emptive seismic retrofitting could lessen the economic losses by 24 percent. This translates into reducing the loss by \$84 billion.

*By keeping bridges open to commerce, the proposed program will have significant benefits to Oregon's economy even if we avoid a major earthquake.*

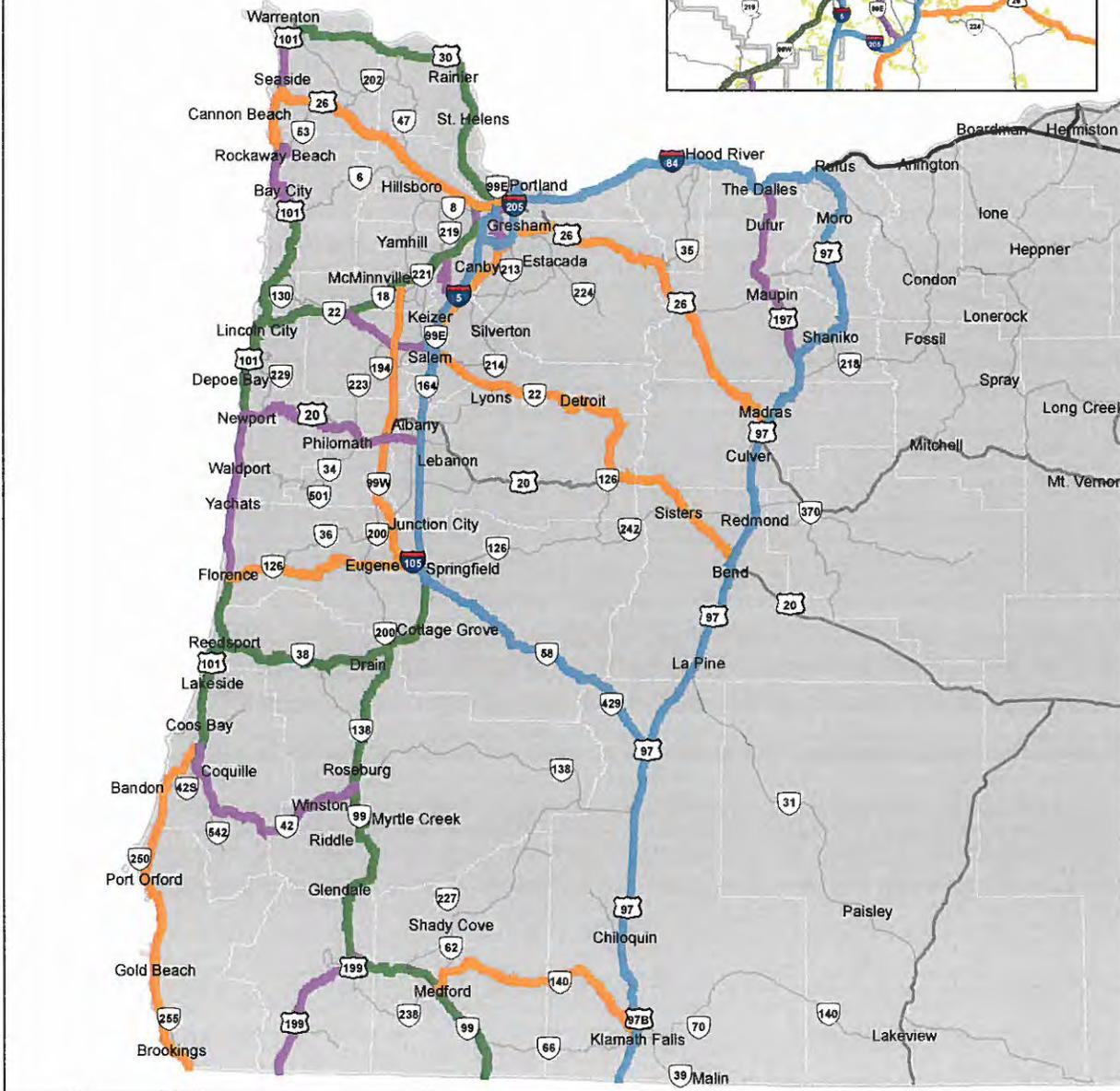
### **Solution – A Strategic Approach: Phased Retrofitting**

The total estimated cost to repair all seismically deficient bridges and unstable slopes is in the billions of dollars; however, this report outlines options for phased retrofitting that will provide the maximum degree of mobility with reasonable investments spread over several decades. ODOT has been working in cooperation with a variety of stakeholders and decision makers for the last 20 years to find solutions to this statewide problem. The most challenging decision is to determine when to begin these investments and how to generate the necessary revenue.

As part of the statewide effort to make the Oregon highway system seismically resilient, ODOT's responsibility has become clear: retrofit all seismically vulnerable bridges and address unstable slopes on key lifeline routes in a strategic and systematic program to allow for rescue and recovery following a major earthquake.

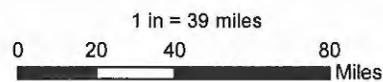
- Many bridges along Oregon state highways are in relatively good condition, with many years of remaining service life absent a major seismic event, and could benefit from a standalone retrofit project.
- Some bridges are not good candidates for seismic retrofit due to structural and other condition issues. Most of these bridges were built in the 1950s and 1960s, and many were built over poor soils which can amplify the seismic forces the bridge must endure during a seismic event.
- Other bridges will need to be replaced within the next several decades, and it makes no sense to retrofit a bridge only to replace it within a decade; for these structures, replacement will be more cost-effective in the long term than retrofit.
- Still other bridges will need significant rehabilitation work, and there would be significant cost benefits to combining retrofit and repair projects.

# SEISMIC PLUS PROGRAM State Highway Network



## LEGEND

- Program Phase 1
- Program Phase 2
- Program Phase 3
- Program Phase 4
- Phase 5 (replacements) not shown for clarity
- Interstate
- U.S. Routes
- Oregon Routes
- County
- City Limits



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In order to establish the most cost effective investment plan, ODOT conducted additional studies on key lifeline routes to identify long term bridge needs and to develop a program level assessment of bridge improvement needs. Combining selective bridge replacements and bridge rehabilitation work with seismic retrofit of bridges will result in cost savings on project design, construction, and project management, as well as reduced user delay cost when compared to undertaking a separate rehabilitation and replacement program. The effect, when combined with the mitigation of unstable slopes, is a cost-effective program that improves the overall condition and resiliency of Oregon's key lifeline routes.

By keeping bridges open to commerce that would otherwise decay and restrict the movement of freight, the proposed program will have significant benefits to Oregon's economy even if we avoid a major earthquake. An analysis indicates the investments in bridge replacements and rehabilitation made over the initial two decades of the Seismic Plus Program will avoid the loss of 70,000 jobs by 2035, compared to the significant deterioration in bridge conditions that will occur with the current levels of investment in bridges. This benefit occurs regardless of whether Oregon suffers a major earthquake and is in addition to the significant economic losses the Seismic Plus Program prevents in the event of an earthquake.

### **Recommendations**

The following recommendations flow from the Oregon Resilience Plan and the Resilience Task Force's Implementation Plan.

***By the numbers:***

***138 bridges to be replaced***

#### **Recommendation 1**

Put an investment package into place immediately to begin a strategic bridge retrofitting, repair and replacement and unstable slope mitigation program on key lifeline routes.

***390 bridges to be retrofitted***

***190 bridges to be rehabilitated and retrofitted***

***1185 landslides and rockfalls to be mitigated***

#### **Recommendation 2**

Implement the strategic investment plan in five phases that build on each other over the next several decades. ODOT would complete the first phase of high-priority backbone routes within a decade, with each additional phase following within a decade or less, depending on the resources made available. This will minimize impacts to state and local economies and to users, while maximizing results at lower costs. This strategy anticipates that ODOT will continue to fund its continuing bridge rehabilitation and replacement program, even as it shifts to a corridor-based approach for implementation of the seismic program.

The following table shows the program cost and its components for each of the five phases.

Program Phases	Total Bridges Cost		Landslides/Rockfalls Cost		Total Seismic PLUS Program Cost (\$)
	No. of Bridges	Cost (\$)	No. of Slides/Rockfalls	Cost (\$)	
1	187	\$ 738,063,042	64	\$ 197,659,690	\$ 935,722,732
2	195	\$ 631,903,411	157	\$ 272,032,450	\$ 903,935,861
3	165	\$ 612,111,479	671	\$ 483,183,300	\$ 1,095,294,779
4	159	\$ 640,079,763	293	\$ 126,120,930	\$ 766,200,693
5	12	\$ 1,432,253,140	0	\$ 0	\$ 1,432,253,140
SubTotal	718	\$ 4,054,410,836	1185	\$ 1,078,996,370	\$ 5,133,407,206

Table 1: Seismic Plus Program Cost Summary

**Agenda Item 6.**

**Economic Impact of Cycling to  
Oregon**

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

**March 5, 2015**

# Bikes Mean Business



## Oregon Tourism

### Creating Meaningful Jobs, Driving Economic Growth

- Tourism in Oregon generates **\$9.6 billion** in direct travel spending
- Tourism directly generates **94,000 jobs** in Oregon & indirectly creates another 41,000 jobs
- Tourism is one of the **top three industries** for employment in rural Oregon counties

*Oregon Travel Impacts: 1991-2013, Dean Runyan Associates*

[Industry.TravelOregon.com/Research/Economic-Impact/](http://Industry.TravelOregon.com/Research/Economic-Impact/)

## Oregon Bike-Related Travel Industry

### Two-Wheeled Economic Significance is on a Roll

- Bicycle-related tourism contributes **\$400 million** into Oregon's economy annually. That's approximately **\$1.1 million/day!** The spending breakdown includes:
  - \$175 million on accommodation & food services
  - \$54 million on groceries
  - \$72 million on motor fuel
  - \$32 million on event fees
  - \$28 million on bicycle repairs, clothing & gear
- Bicycle-related tourism directly generates **4,600 jobs** in Oregon & accounts for **\$102 million** in earnings
- Bicycle-related travel spending generates local & state tax revenue of nearly **\$18 million** from lodging taxes, motor fuel & travel-generated state income tax
- Travelers participating in bike activities **spend \$124 more per trip** in Oregon – that's about 20% higher than the average traveler

*The Economic Significance of Bicycle-Related Travel in Oregon: 2012, Dean Runyan Associates*

[Industry.TravelOregon.com/CyclingResearch](http://Industry.TravelOregon.com/CyclingResearch)

### Total Bicycle-Traveler Trip Expenditures in Oregon by Region, 2012



Covered Bridges Scenic Bikeway

RUSS ROCA

## Ride Oregon Ride

# Oregon Bike Manufacturing & Retail Industry

## Cranking out a Better Economy

- The bicycle industry provides **2,645 jobs** in Oregon
- Earnings from the bicycle industry amount to **\$83.3 million** in Oregon – with Manufacturing/ Distribution and Retail/Service being the largest categories
- Bicycle Retail/Service businesses amount to over **400 outlets** in Oregon; there are 90 bicycle manufacturers alone in Oregon
- Bicycle industry sales in Oregon are **\$440 million** annually
- Bicycle industry manufacturers sell approximately 22% of their output locally in Oregon and **export 53%** to other US locations and 15% outside the US
- Bicycle industry businesses in Oregon are relatively young and have tremendous growth potential – nearly two thirds have opened since the year 2000

*Oregon Bicycle Industry Regional Economic Significance: 2014, Dean Runyan Associates*  
[Industry.TravelOregon.com/CyclingResearch](http://Industry.TravelOregon.com/CyclingResearch)

## Bike Infrastructure + Bike Travel Investments = A Better Oregon

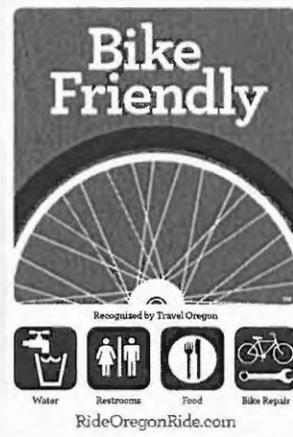
### A Tangible Equation for Economic Vitality

Oregon is the only state in the nation with a **Scenic Bikeways program** – highlighting the states' best, and most beautiful, road routes for cycling. The Scenic Bikeways inspire visitation from cyclists around the world and increase spending in rural communities where the Bikeways are located. Two new Bikeways hit the market in 2013 – Madras Mountain Views and Tualatin Valley Scenic Bikeway. Find all eleven Oregon Scenic Bikeways and a plethora of additional road and mountain biking information for planning your bicycling adventure in Oregon at:

[RideOregonRide.com](http://RideOregonRide.com)

Oregon created the first **Bike Friendly Business** recognition program in the nation geared towards travelers – increasing marketing exposure for businesses who commit to serving cyclists and connecting travelers who ride bikes with businesses that offer amenities they seek. Find out more at:

[Industry.TravelOregon.com/BFB](http://Industry.TravelOregon.com/BFB)



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*Tualatin Valley Scenic Bikeway*

RUSS ROCA

## **Agenda Item 7.**

### **Other Business**

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

**March 5, 2015**

**MWACT Membership – 2015**

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