

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

Date: Thursday, May 5, 2016
Time: 3:30 p.m.
Place: MWVCOG
100 High St. SE, Suite 200
Salem, OR 97301
Phone: (503) 588-6177 FAX (503) 588-6094

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 OrderChair Ken Woods, Jr.

Welcome and Introductions
Approval of April 7, 2016 Meeting Summary
Public Comment
Comments from the Legislative Delegation
OTC Comments
Commission Discussion/Area Updates
MWACT Chair's Report

*** SAVE THE DATE ***
Thursday, May 19, 2016
OTC-MWACT Workshop (3:00-5:00), Transportation Building,
Capital Mall
OTC-MWACT no-host Dinner @ Bentley's Restaurant, downtown
Salem (starts @ 5:30)

3:45 p.m. Item 2. Newberg-Dundee Bypass..... Yamhill County Parkway Committee

This is a follow-up to the item at the April MWACT meeting when Dave Haugeberg (Yamhill County Parkway Committee) described an important issue related to the Newberg-Dundee Bypass project. The issue is the

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alignment of the next phase of this project is under immediate potential of development, which would, if developed, complicate the remainder of the project and considerably raise costs.

Action: Discussion item.

3:50p.m. Item 3. ConnectOregon VI Dan Fricke

The five proposal applicants from the MWACT area have been invited to provide brief presentations related to their proposals followed by an opportunity to respond to questions. MWACT members will then review and prioritize the proposals in a process similar to the process used for prioritizing Enhance Non-Highway projects.

- 10 points - first (highest) priority project
- 8 points - second priority
- 6 points - third priority
- 4 points - fourth priority
- 2 points – fifth priority

Individual scores will be tallied to create a final score for each proposal.

Attached are summary sheets about each project, showing the scores from the statutory considerations and the modal review committee ranking. The full application packets for the five ConnectOregon VI proposals within the MWACT area are posted on the MWVCOG website, at: <http://www.mwvcog.org/programs/transportation-planning/mwact/connect-oregon-vi/>

Action: Prioritize the ConnectOregon VI proposals from the MWACT area.

5:00 p.m. Item 4. Annual Report on ConstructionShane Ottosen

This is an overview of the ODOT construction projects in Region 2/Area 3 from the past year and what can be expected during this year’s construction season.

Action: Informational item.

5:25 p.m. Item 5. Other Business..... Chair Ken Woods, Jr.

5:30 p.m. Item 6. Adjournment Chair Ken Woods, Jr.

Draft **Summary** **Draft**

Mid-Willamette Valley Area Commission on Transportation (MWACT)
MWVCOG
100 High St. SE, Suite 200
Salem, OR 97301
Thursday, April 7, 2016
3:30 p.m.

MWACT Members Present

Val Adamson, Polk County Private Sector
Sam Brentano, Marion County Board of Commissioners
Bob Andrews, 99W/18 Corridor, Newberg Mayor
Cathy Clark, 2016 Vice Chair, Keizer Mayor
Kathryn Figley, I-5 Corridor, Woodburn Mayor
Marcia Kelley, Salem-Keizer Transit
Jim Lewis, Salem City Council
Craig Pope, Polk County Board of Commissioners
Tim Potter, ODOT Region 2
Stan Primozych, Yamhill County Board of Commissioners
Jim Sears, 99E/213 Corridor, Silverton City Council
Della Seney, Hwy. 22E Corridor, Aumsville City Council
Ken Woods, Jr., 2016 Chair, Dallas City Council
Ken Wright, Yamhill County Private Sector

MWACT Members Absent

Chris Mercier, Confederated Tribes of the Grand Ronde
Mitch Teal, Marion County Private Sector
Cynthia Thompson, YCTA

Others Present

Dick Anderson, Citizen Interest
Dan Fricke, ODOT Region 2
Brodie Harvey, Knife River Corp. NW
Dave Haugeberg, Yamhill County Parkway Committee
Erik Havig, ODOT
Del Huntington, Project Delivery Group
Mike Jaffe, MWVCOG-SKATS Staff
David Kelley, Salem-Keizer Transit
James LaBar, Governor's Office/Reg. Solution
Walt McCallister, ODOT
Steve McCoid Salem City Council (MWACT Alternate)
Jayne Mercer, Yamhill County
Jenny Messmer, MWVCOG
Arla Miller, ODOT
Lori Moore, MWVCOG-MWACT Staff
Nancy Murphy, ODOT
Karen Odenthal, MWVCOG-SKATS
Doug Parrow, Citizen Interest
Jae Pudewell, ODOT
Walt Perry, City of Jefferson (MWACT Alternate)

David Roth, Tax Fairness Oregon
Cindy Schmitt, MCPW
Eileen Stein, City of Mt. Angel

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

Chair Ken Woods, Jr., called the meeting to order at 3:32 p.m. Introductions were made.

Summary of February 4, 2016: The summary of February 4, 2016, was approved as submitted.

Public Comment: David Roth encouraged commission members to prioritize public projects over private ones.

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: Mike Jaffe informed the group that a press release from ODOT was included in the agenda packet for informational purposes related to additional FAST Act funding to FY 18-FY 21 transportation projects and programs.

It was announced that the next round of funding for the Federal Lands Access Program (FLAP) will begin soon.

A joint Oregon Transportation Commission (OTC)/MWACT Workshop is scheduled for May 19, 2016. MWACT members were encouraged to attend.

MWACT Chair's Report: No additional comments were made by the MWACT Chair.

Agenda Item 2. Transportation Safety Action Plan Update

Nancy Murphy, ODOT, explained that ODOT staff and stakeholders are working to update the Transportation Safety Action Plan. Elements of the plan included Goals and Policies and Implementing Actions and/or Strategies from the Oregon Transportation Plan (OTP) along with Emphasis Areas and Actions from the State Highway Plan.

Ms. Murphy highlighted the six goals included in the Plan:

1. Safety Culture. Help the public understand that all users have a responsibility for safety, not just their own safety, but everyone's safety.
2. Infrastructure. Develop and improve infrastructure to reduce fatalities and serious injury crashes for users of all modes.
3. Healthy, Livable Communities. Plan, design, and implement systems to improve the safety and livability of communities.
4. Technology. Plan, prepare, and implement technologies that can impact transportation safety for all users.

5. Collaborate and Communicate. Create and support an environment for transportation system providers and the public and stakeholders can work together to eliminate fatalities and serious injury crashes.
6. Strategic Investments. Target funding for effective education, enforcement, engineering, and emergency medical services priorities.

A variety of private and agency people participated in statewide listening meetings plus an online listening meeting. Although there is currently no specific crash data to support the following observation, it was noted that Distracted Driving is the number one safety concern.

Walt McAllister, ODOT, provided an overview of preliminary emphasis areas including infrastructure, vulnerable users, risky behaviors, and improved systems.

The eight components of the draft plan are: the Call to Action; Introduction; Traffic Safety in Oregon; Safety Challenges and Opportunities; Vision, Goals, and Policies; Emphasis Areas and Actions; Performance Measures; and Implementation and Evaluation. Mr. McAllister provided contact information for MWACT members if they have questions or comments.¹

Referencing risky behaviors, it was noted that a small number of poor choices by a minority of people are penalizing the choices and actions of the majority. Vice Chair Cathy Clark noted that it is hard to fund high-quality, multi-modal choices and ask people to modify their behavior without the infrastructure to support those options/choices. It was noted that bicyclist enforcement issues are often lax as many bicyclists do not obey traffic laws and regulations.

It was noted that the presentation was well-balanced between mode solutions. Commission members discussed unsafe driving distances between vehicles and poor decision choices such as delaying turning decisions along with defensive driving and support for roundabouts.

Chair Ken Woods commented that part of the problem is the failure of individuals to accept responsibility for their own actions.

Commissioner Craig Pope commented that while he appreciates the work that planners do, adding more strings to funding is not effective in getting things accomplished. In many cases, people already know what needs to be done and don't need more barriers to doing it.

Vice Chair Cathy Clark commented on the importance of assisting teenage drivers to drive better including funding driver training education.

Agenda Item 3. Newberg Dundee Bypass

Dave Haugeberg, Yamhill County Parkway Committee Chair, explained that properties within the alignment of the next phase of this project are under immediate potential of development, which would, if developed, complicate the remainder of the project and considerably raise costs.

¹ Nancy.E.Murphy@odot.state.or.us and Walter.J.McAllister@odot.state.or.us

The Parkway Committee is seeking funding opportunities to pay for purchasing the threatened right-of-way including a legislative funding package during the next legislative session.

Agenda Item 4. Letter of Support

Dan Fricke provided an overview of the recently passed federal transportation legislation: the FAST Act including the new freight programs. He noted that the Oregon Transportation Commission (OTC) recently decided to use National Highway Freight Program funds for widening I-5 one way between Kuebler Boulevard and Delaney Road. The OTC also approved for ODOT staff to apply for National Freight Program competitive funding to widen I-5 in the other direction. ODOT has requested, and received, support letters for the competitive funding application (FASTLANE). MWACT members are requested to direct the chair to sign a letter of support.

Commission discussion focused on the need to replace the Battlecreek overcrossing and safety issues in the Enchanted Forest area. It was noted that if I-5 is not widened, it will be over capacity in 2040. By consensus of the commission members present, the MWACT Chair was authorized to sign the letter of support for the I-5 widening project.

Agenda Item 5. ConnectOregon VI

Dan Fricke informed the group that of the six projects submitted for ConnectOregon VI funding in the MWACT area, one was withdrawn from consideration. The remaining five projects will be reviewed and prioritized during the May MWACT meeting. Project applicants have been invited to provide five minute presentations and be available to answer questions from commission members.

Mr. Fricke noted that there don't appear to be any barriers to any of the commission members from participating in the discussions related to the projects. The updated applications and modal committee reviews will be uploaded to the MWVCOG website.

Agenda Item 6. Other Business

The next meeting is scheduled for Thursday, May 5, 2016.

A handout related to the 2016 Legislative Summary was distributed to commission members.

Chair Woods adjourned the meeting at 5:24 p.m.

Agenda Item 3.

ConnectOregon VI

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

May 5, 2016

Summary Scores of ConnectOregon VI applications in the MWACT area
(April 27 2016)

Definitions of ConnectOregon VI Statutory Considerations

Consideration	Definition of Consideration (bold added by staff)
A	Whether a proposed transportation project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor
B	Whether a proposed transportation project results in an economic benefit to this state
C	Whether a proposed transportation project is a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system.
D	How much of the cost of a proposed transportation project can be borne by the applicant for the grant from any source other than ConnectOregon
E	Whether a proposed transportation project is ready for construction
F	Whether a proposed transportation project has a useful life expectancy that offers maximum benefit to the state

- Scoring for Considerations A, C, D and E was conducted by ConnectOregon VI staff including Oregon Department of Transportation (ODOT) for rail, transit, and bicycle/pedestrian, Oregon Business Development Department (OBDD) for marine, and Oregon Department of Aviation (ODA) for aviation. Scores and reviews are based on modal expertise and knowledge as well as information provided by the applicant in the application.
- Scoring for Consideration B was conducted concurrently by Oregon Department of Transportation economists and Oregon Business Development Department Business Development Officers for each application.

**Summary Scores of ConnectOregon VI applications in the MWACT area
(April 27 2016)**

Project No	2B0409		Grant Request	\$1,012,186	34%					
Applicant	Yamhill County		Match	\$1,955,217	66%					
Project	Yamhelas Westsider Trail: Bridge Construction		Total	\$2,967,457						
Scores from ConnectOregon VI Statutory Considerations <i>[max score for each consideration]</i>										
A: reduce cost, improve / jobs access [20]	B: economic benefit to state [20]	C: critical link [20]	D: non COVI cost [10]	E: Construction Readiness [10]	F: Useful life; max benefit [10]	Total [90]	Tier	Mode	Modal Committee Rank	Freight Advisory Committee Rank
16	16	16	10	7	6	71	1	Bike-Ped	4 of 22	n/a
<p>The project will encompass the planning, design and engineering of three new pedestrian bridges and the construction of a bridge over the Stag Hollow Creek. All proposed bridges will be located along the future Yamhelas Westsider Trail near Yamhill, Oregon. The project area is parallel to OR 47 and this is the first phase of development creating Yamhill County's first multi-modal regional trail.</p>										

Notes:

**Summary Scores of ConnectOregon VI applications in the MWACT area
(April 27 2016)**

Project No	2B0411					Grant Request	\$1,306,265	70%		
Applicant	Chehalem Parks and Recreation District					Match	\$559,835	30%		
Project	Newberg-Dundee Bypass Parallel Trail					Total	\$1,866,100			
Scores from ConnectOregon VI Statutory Considerations <i>[max score for each consideration]</i>										
A: reduce cost, improve / jobs access [20]	B: economic benefit to state [20]	C: critical link [20]	D: non COVI cost [10]	E: Construction Readiness [10]	F: Useful life; max benefit [10]	Total [90]	Tier	Mode	Modal Committee Rank	Freight Advisory Committee Rank
20	10	20	2	7	7	66	2	Bike-Ped	9 of 22	n/a
<p>The Newberg-Dundee Bypass Parallel Trail will construct a key one-half mile portion of a proposed 5.5-mile multiuse hard surface trail between Newberg and Dundee. An essential element of the project is the proposed 330-foot elevated boardwalk over the Hess Creek floodplain providing a much needed east-west pedestrian and bicycle connection between Industrial Parkway and Wynooski Street.</p>										

Notes:

**Summary Scores of ConnectOregon VI applications in the MWACT area
(April 27 2016)**

Project No	2R0360					Grant Request	\$498,566	46%		
Applicant	Marion Ag Service Inc.					Match	\$591,135	54%		
Project	Marion Ag Service Rail Spur					Total	\$1,089,701			
Scores from ConnectOregon VI Statutory Considerations <i>[max score for each consideration]</i>										
A: reduce cost, improve / jobs access [20]	B: economic benefit to state [20]	C : critical link [20]	D: non COVI cost [10]	E: Construction Readiness [10]	F: Useful life; max benefit [10]	Total [90]	Tier	Mode	Modal Committee Rank	Freight Advisory Committee Rank
20	18	20	6	10	10	84	1	Rail	8 of 14	1 of 26
<p>Marion Ag Service, Inc. (MAS) is requesting ConnectOregon funds to build 5,400' rail spur, consisting of 3 tracks, to serve a new state-of-the-art 28,000 ton bulk fertilizer storage and blending facility. The new facility adds needed rail and storage capacity, adds 22 new jobs, takes trucks off highways, and lowers cost for Oregon businesses.</p>										

Notes:

**Summary Scores of ConnectOregon VI applications in the MWACT area
(April 27 2016)**

Project No	2R0419					Grant Request	\$745,400	70%
Applicant	City of Dallas					Match	\$321,000	30%
Project	Dallas Industrial Area Rail Improvement Project					Total	1,066,400	
Scores from ConnectOregon VI Statutory Considerations <i>[max score for each consideration]</i>								
A: reduce cost, improve / jobs access [20]	B: economic benefit to state [20]	C: critical link [20]	D: non COVI cost [10]	E: Construction Readiness [10]	F: Useful life; max benefit [10]	Total [90]	Tier	
4	16	8	2	-5	5	30	4	
						Mode	Modal Committee Rank	Freight Advisory Committee Rank
						Rail	14 of 14	26 of 26
<p>The project includes upgrading 4.1 linear miles of an existing short line railroad track to bring the line back into service for manufacturing businesses located in the Dallas Industrial Area. The existing rail line would be improved to allow train speeds of 10 mph between the former Dallas Mill site and the closest rail user in Rickreall near OR Highway 99W.</p>								

Notes:

**Summary Scores of ConnectOregon VI applications in the MWACT area
(April 27 2016)**

Project No	2R0420					Grant Request	\$1,114,050	70%
Applicant	Knife River Corporation - Northwest					Match	\$477,450	30%
Project	Knife river Rock Train System Improvements					Total	\$1,591,500	
Scores from ConnectOregon VI Statutory Considerations <i>[max score for each consideration]</i>								
A: reduce cost, improve / jobs access [20]	B: economic benefit to state [20]	C: critical link [20]	D: non COVI cost [10]	E: Construction Readiness [10]	F: Useful life; max benefit [10]	Total [90]	Tier	Modal Committee Rank Freight Advisory Committee Rank
12	10	14	2	10	5	53	2	Mode Rail 10 of 14 10 of 26
Knife River is proposing to utilize ConnectOregon funds to invest in new aggregate handling infrastructure that will increase the capacity of the rock train operation, improve operational efficiency & utilization by eliminating bottlenecks within our system, improve safety for Knife River employees, and ensure continued operation for at least the next 20 years.								

Notes: