

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 MS Teams. **For MWACT members – Please RVSP (e-mail Brandon.WILLIAMS@odot.oregon.gov), 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:

Microsoft Teams [Need help?](#)

[Join the meeting now](#)

Meeting ID: 264 694 073 210 0

Passcode: Hp3hJ2tb

Dial in by phone

[+1 971-277-1965,,869031638#](tel:+19712771965,869031638) United States, Portland

Phone conference ID: 869 031 638#

[Find a local number](#)

Date: Thursday, August 7th, 2025
Time: 3:30 p.m.
Place: ODOT Region 2, Building B
455 Airport Rd SE, Salem, OR 97301
Online: See information above for “Microsoft Teams”
Phone: See “Dial by phone” information above

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 Brandon Williams at 503.507.0391 or send e-mail to Brandon.WILLIAMS@odot.oregon.gov 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 Order Chair Lyle Mordhorst

- Welcome and Introductions
- Approval of June 5th, 2025, Meeting Summary (attached)
- Public Comment
- Comments from the Legislative Delegation
- OTC Comments
- Commission Discussion/Area Updates
 - Project updates
 - Maintenance and Budget updates
 - Meetings going forward
 - Location
 - Logistics
 - Paperless preference

4:00 p.m. Item 2. Scoping MWACT 2026 – 2027 Work Plan UpdatesODOT Staff

Leveraging recent input from MWACT on the Capital Investment Program (CIP), ODOT staff will continue discussions on regional priorities with a focus toward updating the MWACT work plan for the next biennium (26-27’). This should be a limited update, recognizing cost-cutting measures currently being implemented at ODOT.

Kicking off the discussion, ODOT staff will provide an overview of the letter from MWACT to OTC; the product from June’s MWACT meeting (Attachment A). The product of August’s discussion will be an outline for work plan updates.

Action: discuss and provide feedback

5:15 p.m. Item 3. Information for MWACT members ODOT Staff

- Oregon TSAP Update – Flier / Survey link (Attachment B)
- Agenda build brainstorm (full ACT input requested)

5:30 p.m. Item 5. Adjournment Chair Lyle Mordhorst

DRAFT

Meeting Summary

Mid-Willamette Valley Area Commission on Transportation (MWACT)

MWVCOG Virtual Meeting

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

Thursday, May 1, 2025

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

MWACT Members Present

Anna Henson, ODOT Region 2 Area 3 Manager
Chris Chenoweth, McMinnville City Council, 2025 Vice-Chair
Chris Patoine, Polk County Private Sector
Della Seney, Hwy. 22E Corridor, Aumsville City Council
Frank Lonergan, I-5 Corridor, Woodburn Mayor – Zoom
Kit Johnston, Yamhill County Board of Commissioners – Zoom
Kyle Juran, Keizer City Council
Lyle Mordhorst, Polk County Board of Commissioners, 2025 Chair
Michael Schilling, Dallas City Council
Micki Varney, Salem City Council – Zoom
Tom Hammer, Yamhill County Private Sector

MWACT Members Absent

Angelica Ceja, Hwy. 22E Corridor, Aumsville City Council (Alternate for Della Seney)
April Newton, 99E/213 Corridor, Silverton City Council
Cynthia Thompson, Yamhill County Transit Association
Gary Bullock, Marion County Private Sector
Kevin Cameron, Marion County Board of Commissioners
Sara Duncan, SAMTD Board of Directors
Stacia Martin, Tribal Government, Confederated Tribes of the Grand Ronde
Yvette Potter, 99W/18/47 Corridor

Others Present

Brandon Williams, ODOT (Alternate for Anna Henson)
Deza'Rae Collins, MWVCOG-SKATS Staff
Ray Jackson, MWVCOG/SKATS – Zoom
Greg Graven, Yamhill Police Department – Zoom
Jacqueline Green, Greater Northeast Keizer Neighborhood Association – Zoom
Julie Hanson, City of Salem Public Works – Zoom
Kristine Evertz, Summit Strategies Government Affairs LLC – Zoom
Omar Alvarado, ODOT – Zoom
Tammy Kunz, Keizer Community Diversity Engagement Committee – Zoom

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

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

Summary of May 1, 2025, Meeting:

The summary of the May 1, 2025, meeting was approved by consensus of the members present in-person 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:

Anna Henson noted that Alicia Chapman, who used to be the OTC representative for MWACT, is no longer going to be our representative. Henson stated that they were seeking to find out who the new representative would be and hoped to have that information by the next meeting.

Chair Mordhorst mentioned that Vice-Chair Chenoweth and Anna Henson's presentation at the recent OTC meeting was great. Mordhorst highlighted a statement made by Julie Brown, the OTC Chair, who said that their region was getting more than their fair share of public funds. The chair emphasized the importance of presenting projects in a unified manner, which has been successful for their region in the past.

Commission Discussion/Area Updates:

Anna Henson noted that a transportation bill is supposed to be released today although she and the rest of ODOT have no expectation of what could be included. The previous Joint Commission on Transportation has sunset and a new group is being developed.

Anna Henson, ODOT provided several project updates:

- **Highway 22/OR 51** interim safety improvement is expected to start late June with 2-3 days of nighttime construction work
- **Center Street Bridge** will have night repairs planned for July with upcoming lane closures
- **ADA ramp project in Dallas and Rickreall** will have nighttime paving and lane closures scheduled for June 9th
- **Aurora Donald interchange** is progressing fast with positive feedback on safety improvements
- **OR 219 - Newberg Dundee phase 2A** is progressing well and moving lots of dirt
- The **I-5 Kuebler to Delaney** widening project and **Battle Creek** bridge is ahead of schedule
- The **Clow Corner roundabout** is expected to open at the end of June
- **Center Street Bridge** retrofit is moving forward with productive communication between the city of Salem and ODOT

The group discussed the Lafayette Highway and 18 intersection, which is scheduled for design in the 27-30 STIP. Henson explained that it was moved from the 24-27 STIP due to funding reallocation to other projects that were short on construction funds.

Agenda Item 2. OTC Letter of Project Priorities

Brandon Williams explained that the Oregon Transportation Commission requested input from the ACTs on how to prioritize investments moving forward. Williams presented the current projects list from their work plan and asked for input on prioritizing and potentially shortening the list for the OTC letter.

After discussion amongst the ACT about priorities, the group agreed to focus on three main projects for the letter:

- OR 22/51 intersection
- Newberg Dundee bypass (Phases 2B and 3)
- Brooklake interchange

The group also discussed including a larger projects list as an appendix to the letter. The ACT emphasized the importance of safety as the top priority, followed by finishing legacy projects.

Williams proposed to draft a letter based on the discussion and share it with the Chair, Vice-Chair, and Henson for review before sending it to the full ACT for final approval.

Tom Hammer suggested the possibility of exploring private external funding options such as user-based funding systems.

Agenda Item 3. Information for MWACT Members, ODOT Staff

Agenda Build Brainstorm (full ACT input requested):

Safety Data Update

Brandon mentioned that he was working with ODOT's region safety manager to develop an educational item about different safety data systems, including ARTS (All Roads Transportation Safety) and SPIS (Safety Priority Index System). He proposed to table this item until a future meeting when they would have more time to discuss it in detail.

MWACT Charter Agreements Review

Anna mentioned that there would be a new template for charter agreements to ensure consistency across all ACTs statewide. She noted that their current charter was old and needs updated by end of 2025.

Chair Lyle Mordhorst adjourned the meeting at 5:36 p.m.



Mid-Willamette Valley Area Commission on Transportation

A local advisory body chartered by the Oregon Transportation Commission

Chair
Commissioner Lyle Mordhorst
Polk County

Vice Chair
Councilor Chris Chenoweth
City of McMinnville

June 25, 2025

Attn: OTC Chair, Julie Brown
Oregon Transportation Commission
355 Capitol Street NE, MS #11
Salem, OR 97301-3871

Subject: MWACT Input on Capital Investment Program, Investment Criteria and Priorities

Dear Chair Julie Brown,

As an advisory body to the Oregon Transportation Commission (OTC), the Mid-Willamette Area Commission on Transportation (MWACT) wishes to respectfully convey their current transportation priorities, as well as goals and investment criteria, they view as key considerations in developing the Capital Investment Program (CIP). The MWACT recently hosted an ODOT presentation on the CIP, at their May 2025 meeting, and its members are eager to provide input.

MWACT's 2024 – 2025 Work Plan highlights that **safety** continues to be MWACT's top priority, recommending a "safety lens" be applied to all projects, and careful consideration be given to the unique safety challenges faced by different modes. MWACT encourages the use of safety data, such as SPIS or ARTS, in project prioritization. The Work Plan also places **equity** as an overarching goal for MWACT, encouraging projects to be designed from a user standpoint, considering workforce needs, and addressing gaps in the system where improvements are needed most.

Balancing the transportation needs of both **rural and urban** communities is challenging, and MWACT's Work Plan underscores this in highlighting the need to promote economic vitality by addressing regional/interregional bottlenecks, and themes about the critical importance of **maintenance and operations funding** for all communities.

More recent discussions of the MWACT, focusing on developing CIP investment criteria, reinforced that **safety** continues to be a top priority, where safety data can be used to prioritize investments. Other emerging themes that MWACT would like to see considered in CIP investment criteria are **stewardship of public resources** and emphasis on **mobility of all users**.

To MWACT, **good stewardship** means making efficient use of public funds by completing earmarked and legacy projects. Desired outcomes for the “stewardship” theme include better cost-estimation and using bidding processes that encourage free-market competition.

In addition, MWACT recognizes that **mobility and accessibility** mean different things for different modes of travel, and desires to see more projects that strike that balance.

On a final note, MWACT continues to track progress on projects of regional significance, in their work plan, to see them funded through to construction. Listed below are three regionally significant projects the MWACT continues to advocate for as highest in priority:

- **OR-22W/OR-51 Interchange**, Polk County
- **OR-18 Newberg-Dundee Bypass**, Yamhill County
- **I-5 Brooklake Interchange Safety Improvements**, Marion County

Thank you for the opportunity to provide feedback on the CIP investment criteria, and your consideration of MWACT’s priorities.

Sincerely,



Lyle Mordhorst
Chair
Mid-Willamette Valley Area Commission on Transportation
(MWACT)

Oregon Transportation Safety Action Plan

2026 TSAP Update



The Oregon Department of Transportation is updating the Transportation Safety Action Plan to create a safer transportation system for everyone. This plan will guide decisions and investments to reduce crashes and eliminate traffic fatalities and serious injuries on Oregon roads.

Traffic deaths in Oregon have decreased since 2022, however fatalities and serious injuries remain high and are still much higher compared to a decade ago. The Transportation Safety Action Plan outlines how to improve roadway safety for all users, on all roads, across all agencies. The plan's goal is to create a transportation system where everyone can travel safely, whether they drive, walk, roll, bike or take public transportation.

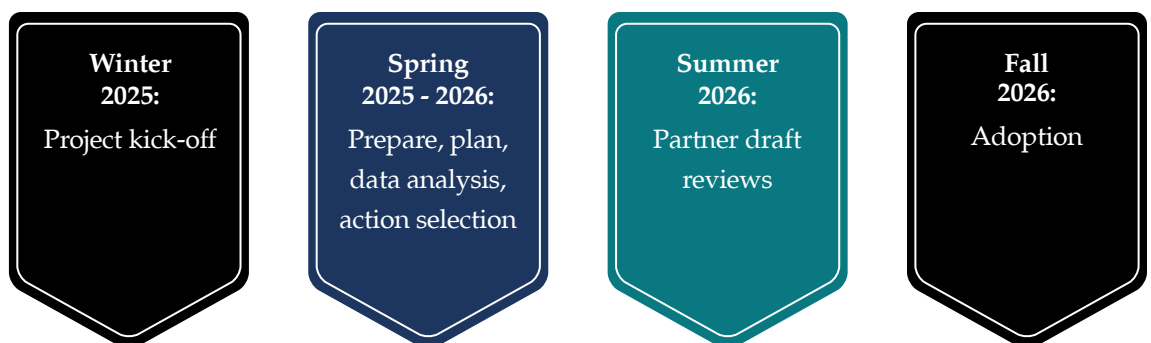
The 2026 Transportation Safety Action Plan will refine the 2023 Oregon Transportation Plan that contains key safety policies to eliminate fatalities and serious injuries. The Oregon Transportation Plan also requires safety as a key lens for making transportation decisions.

TSAP Update Activities

Specific activities of the 2026 Transportation Safety Action Plan update include:

- Analyze safety data to identify trends and solutions for all public roads and users, including vulnerable users like pedestrians and bicyclists.
- Evaluate progress towards eliminating fatalities and serious injuries.
- Use partner feedback and data trends to identify actions to take in the next five years.
- Integrate the safe system approach to guide future safety decisions and investments.

Project Timeline





Safe System Approach

Reaching zero deaths is our goal. To get there, we need to implement the safe system approach. Applying the safe system approach involves anticipating human mistakes by designing and managing roads to keep the risk of a mistake low. When a mistake does lead to a crash, the impact on the human body does not result in a fatality or serious injury. Making a commitment to zero deaths means addressing every aspect of crash risk through the elements of a safe system, shown to the left.

Safety Partners

A successful plan relies on partners who commit to making the plan's policies, programs, and projects a reality to save lives and prevent injuries. Partners include:

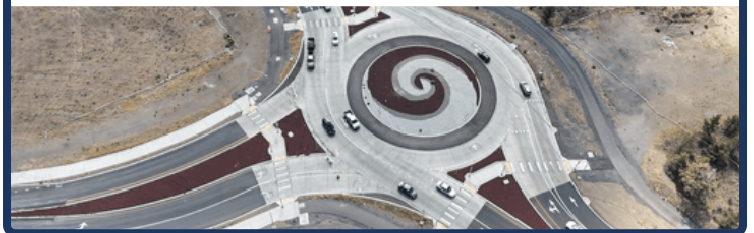
- State, regional, Tribal, county and city agencies.
- Transportation planning and engineering organizations.
- Enforcement agencies.
- Emergency medical service providers.
- Education providers.
- Public health agencies.
- Safety advocacy groups.
- Private employers.
- You!

Help Shape the State's Safety Roadmap TAKE THE TRANSPORTATION PROFESSIONAL SURVEY

If you work in transportation planning, engineering, enforcement, advocacy, or policy — especially in a government agency or public-sector organization — your insights can help guide statewide strategies to reduce fatal and serious injury crashes.



rebrand.ly/ODOT25-TSAP-eng
Survey open through August 31.



More Information

More information is available on the: [project website](#) and [State of the System](#).

[Sign up](#) to receive the project update newsletter for the latest information.

For Americans with Disabilities Act or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY (800) 735-2900 or Oregon Relay Service 7-1-1

Contact

Email your questions or comments to: safety@odot.oregon.gov