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

Date: Thursday, June 6, 2019
Time: 3:30 p.m.
Place: Courthouse Square Senator Hearing Room
      555 Court St. NE
      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 Order-----------------------------Ken Woods, Jr.

           Welcome and Introductions
           Approval of April 4, 2019 Meeting Summary
           Public Comment
           Comments from the Legislative Delegation
           OTC Comments
           Commission Discussion/Area Updates

3:45 p.m.  Item 2.  Presentation on Center St. Seismic Upgrade ..... Steve Drahota, HDR

           ODOT has completed the Center St. Seismic upgrade study. The study’s consultant, HDR Engineering, will give a presentation of the findings, needed retrofits, and costs. A fact sheet is attached.

           Action: Informational presentation and questions.

4:15 p.m.  Item3.  I-5 @ Aurora/Donald: Project Update ............Anna Henson, ODOT

           In 2017, the Legislature approved HB2017 which provided $25 million for additional design work for the interchange at I-5 @ Aurora/Donald and construction of an initial phase. MWACT received a presentation in March about this project. Anna Henson, ODOT Senior Project Leader, will provide an update on the project.

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 Lori Moore at (503) 540-1609 or send e-mail to lomoore@mwvcog.org at least 72 hours prior to the meeting. Alternate formats available upon request. Thank you.
**Action:** Informational presentation and questions.

**4:45 p.m.  Item 4.  Annual Report on Construction ......................Vidal Francis, ODOT

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 presentation and questions.

**5:15 p.m.  Item 5.  Statewide Transportation Improvement Fund (STIF) Discretionary and Statewide Transit Network Program Solicitation Process and ACT Review..............................................................Dan Fricke, ODOT

This is a follow-up item from the March and April MWACT meetings. In April, MWACT discussed the seven applications and recommended approval for six of the proposals. ODOT staff completed the ACT Review Form *(attached)* that documents MWACT’s recommendations and reasons for their recommendations.

**Action:** Informational item.

**5:20 p.m.  Item 6.  Other Business................................................................. Dan Fricke

- Next MWACT Meeting

**5:30 p.m.  Item 7.  Adjournment.................................................................Ken Woods, Jr.
MWACT Members Present

Sam Brentano, Marion County Board of Commissioners
Cathy Clark, 2019 Vice Chair, Keizer Mayor
Kathy Hadley, Polk County Private Sector
Scott Hill, 99W/18 Corridor, McMinnville Mayor
Marcia Kelley, Cherriots BOD
Jim Lewis, Salem City Council
Lyle Mordhorst, Polk County Board of Commissioners
Lisa Nell, ODOT Region 2
Walt Perry, Jefferson City Council, I-5 Corridor
Jim Sears, 99E/213 Corridor, Silverton City Council
Ken Woods, Jr., 2019 Chair, Dallas City Council
Ken Wright, Yamhill County Private Sector

MWACT Members Absent

Michael Langley, Confederated Tribes of the Grand Ronde
Rick Olson, Yamhill County Board of Commissioners
Della Seney, Hwy. 22E Corridor, Aumsville City Council
Mitch Teal, Marion County Private Sector
Cynthia Thompson, YCTA

Others Present

Doug Bish, ODOT
Jody Christensen, Governor’s Office/Mid-Valley
Steve Dickey, Cherriots
Dan Fricke, ODOT
Julie GaNung, ODOT
Mike Jaffe, MWVCOG-SKATS
Mike Kimlinger, ODOT
Kathy Lincoln, Cherriots
Lori Moore, MWVCOG-SKATS

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

Chair Ken Woods, Jr., called the meeting to order at 3:31 p.m. Introductions were made.
Summary of March 7, 2019: The summary of the March 7, 2019, meeting was approved as submitted by consensus of the members present.

Public Comment: There were no public comments.

Comments from the Legislative Delegation: There were no comments from the legislative delegation.

OTC Comments: There were no comments from the OTC. Lisa Nell requested that MWACT members provide her with guidance regarding what they would like to know regarding Oregon Transportation Commission (OTC) activities.

Commission Discussion/Area Updates: Commission members discussed the Newberg-Dundee project and the need for additional funding to complete it.

Item 2. I-5: Woodburn-Salem Work Zone Safety Pilot Project

Julie GaNung, ODOT, informed MWACT members that the I-5: Woodburn-Salem Paving project was selected as one of eleven projects for the Work Zone Safety Pilot Project Program. This preservation project was chosen because of the high volume of traffic along its corridor.

Ms. GaNung described the objectives of the Work Zone Safety Pilot Project including emphasis on Worker Safety with concepts like Separated Work Zones, Hard Barriers, and Nighttime Road Closures. The goal is to protect workers while limiting congestion and delay. The three safety concepts were evaluated. Input was provided by industry and agency partners including FHWA, Oregon State Police, and private construction and paving companies.

The final Work Zone Safety Pilot Features include:

- Speed Zone Reduction to 50 mph
- Smart Work Zone Queue Warning
- Temporary Transverse Rumble Strips
- Rolling Slowdowns for Set-up and Removal of Traffic Control
- Radar Speed Trailers
- More Separation from Work Zone
- Continuous Police Enforcement When Workers are Present

It is anticipated that the project will have predicted 30-minute maximum traffic delays especially between 6:00-9:00 p.m. and 5:00 to 8:00 a.m. Sunday night through Friday morning.

Ms. GaNung concluded her presentation by encouraging I-5 travelers to change their route or time of travel, use public transit, carpool, telecommute, and flex work schedules during construction of this project which is likely to occur this summer.
Vice Chair Cathy Clark expressed concern regarding notifications to emergency responders and the public. She emphasized the advantages of publicizing information on social media. Marcia Kelley suggested consideration of the impact of major events occurring in local areas during construction that could be impacted by the project. Early notification and coordination efforts are important to mitigate traffic congestion and delays.

**Item 3. ODOT Speed Zone Setting Process**

Doug Bish, ODOT, provided an overview of the current method for setting zones in Oregon along with proposed revisions to the process. Nationally, highway speed zones are generally set based on the 85th percentile rule.\(^1\) Most jurisdictions set speed limits below the 85th percentile. Additional information considered includes the geometry of the road and the number and type of crashes.

Efforts are underway to develop new speed setting guidance. One of these is the National Cooperative Highway Research Program (NCHRP) Research Report 855. Recommendations in the report include expanding road functions based on five road types and five context types to develop a new speed setting process.

The first step is to request permission from the Oregon Transportation Commission (OTC) to form an advisory group to research and develop changes. Advice from national experts will be considered. Once the advisory group designs a draft proposal, the rule making process can begin. It is anticipated that the process will take at least six months with a longer time if the proposal becomes more complex.

Commission discussion focused on setting slower speeds and bicycle issues. It was noted that motorized traffic backup is not conducive to work for any of the modes of transportation. Commission members expressed concern regarding interjurisdictional rural settings. In addition to bicyclists, farm equipment can be an issue in rural areas.

**Item 4. Statewide Transportation Improvement Fund (STIF) Discretionary and Statewide Transit Network Program Solicitation Process and ACT Review**

During their March meeting, MWACT members were asked to evaluate seven applications for funding the Transportation Improvement Fund (STIF) discretionary program or the Statewide Transit Network programs.

MWACT members reviewed the seven applications to determine which of the applications for funding they recommend and which they do not recommend and why.

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1 Approximately, eight-five percent of drivers will drive at or below the speed limit translating to about 15 percent traveling above the speed limit. The 85th percentile rule adjusts speed limits to fit the behavior of people driving the roads.
Referencing the Woodburn Security Cameras project, commission members supported funding this project by consensus vote of the members present. It was noted that safety is a high priority to MWACT members. The cameras would provide riders and operators additional safety.

MWACT members supported the Clackamas County Regional Integrated Fare Collection System Analysis project. The flexibility provided by this project would facilitate completion of transit trips.

Referencing the Cascades West COG 99W Transit Corridor Feasibility Analysis and Implementation project, Marcia Kelley expressed disapproval for an application that includes both study and implementation. MWACT members supported the feasibility aspect of the application. They suggested that the project sponsor could rework the application for the study portion and resubmit the application in the future. MWACT members did not support the application for funding as submitted.

Following discussion, MWACT members supported the Salem Area Mass Transit District (SAMTD) application for funding to study the feasibility for transit between Salem and Albany. The need for this service has been noted by both cities. MWACT members highly favored including the city of Jefferson in the study. They support this application if it includes Jefferson.

Steve Dickey provided an overview of the SAMTD application for funding Regional Bus Stops Improvement and Routing Changes. In response to a question, Mr. Dickey noted that this application is for the regional/rural system. Commission discussion focused on the positive impact that ADA improvements have on ridership. It is important that everyone be able to access and use transit. Therefore, MWACT members approved this application for funding.

Referencing the SAMTD application to fund replacement buses for the regional system, Marcia Kelley commented that buses wear out and need to be replaced. Operating and maintaining buses in good shape is less expensive and less reliable than constant repairs needed for equipment that is past its useful life. Commissioners supported this application for funding.

Regarding the Tillamook County Transit District (TCTD) application to fund intercity bus service including some holiday service to Salem along with purchase of a replacement bus. It was noted that several communities are served by TCTD, and they provide connections to extended transportation options. Ridership is consistent and provides transportation to recreational areas.

There will be no MWACT meeting in May. The next MWACT meeting will occur on Thursday, June 6, 2019. The meeting location is undetermined, as yet.

Chair Ken Woods, Jr., adjourned the meeting at 5:16 p.m.
Agenda Item 2.

Presentation on Center St. Seismic Upgrade

Mid-Willamette Valley Area Commission on Transportation (MWACT)

June 6, 2019
**PROJECT SCOPE:**
Bridge seismic retrofit of all vehicular portions connected to the Center Street Bridge. This includes Bridges 00123K, 22523, 00123G, and 22519.

**COST ESTIMATE FEATURES:**
Design Status: 15% Level of Design (Conceptual)
Anticipated Design: 2021–2023
Anticipated Construction: 2024 – 2026
Inflation: 3% per year
Delivery Method: Design-Bid-Build

**PROJECT NOTES:**
- Provides bridge seismic resiliency against a Magnitude 8 + Cascadia Subduction Zone earthquake.
- Reconstructs in-water piers with widened supports on large diameter drilled shafts.
- Constructs below-ground geotechnical seismic hazard mitigation in the West Approach (not needed on East Approach). This will be confirmed by performing geotechnical investigations in the Final Design phase.
- Strengthens both the West and East Approach spans by strengthening existing columns and foundations.
- Maintains eastbound on-ramp to Center Street Bridge from Wallace Rd (from West Salem).
- Maintains access to Riverfront Park on Water Street, but temporarily reduces the number of parking lot spaces during construction.
- Maintains river navigation during construction, including boat access from Wallace Marine Park.
- Does not retrofit the pedestrian / bike bridges connecting to the bridge.
- Does not include a bridge widening.
- Does not include a seismic retrofit of the 24" waterline attached to the bridge.
Agenda Item 5.

Statewide Transportation Improvement Fund (STIF) Discretionary and Statewide Transit Network Program Solicitation Process and ACT Review

Mid-Willamette Valley Area Commission on Transportation (MWACT)

June 6, 2019
Instructions:
Select your ACT name from the below dropdown. Once selected, a new section will populate with a dropdown that lists the projects assigned to your ACT for review. Select the project you wish to review. If you have multiple projects to review, select the “Add Project” button to create another project review section. Select “Submit” after reviewing all assigned projects.

ACT Contact Name  ACT Contact Email
Dan Fricke  daniel.l.fricke@odot.state.or.us

ACT  Mid-Willamette Valley ACT

STIF Discretionary Project Review

Project 1
Mid-Willamette Valley Projects List
City of Woodburn - Security Cameras

Given the project selection criteria and your local knowledge, do you support funding this project?
☐ Yes
☐ No

Please provide your reasons for answering yes or no.
Anything that can be done to add safety and security for riders and operators is always a top priority.

Do you have additional feedback about the reviewed project that the Oregon Transportation Commission should consider in making their final determination?
Cameras help reduce liability for the agency for documentation of incidents.

Project 2
Mid-Willamette Valley Projects List
Clackamas County Social Services - Regional Integrated Fare Collection System Analysis

Given the project selection criteria and your local knowledge, do you support funding this project?
☐ Yes
Please provide your reasons for answering yes or no.
Project will make it easier for the end user to compete transit trips.

Do you have additional feedback about the reviewed project that the Oregon Transportation Commission should consider in making their final determination?

Project 3
Mid-Willamette Valley Projects List
Oregon CWCOG - 99W Transit Corridor Feasibility Analysis and Implementation

Given the project selection criteria and your local knowledge, do you support funding this project?
- Yes
- No

Please provide your reasons for answering yes or no.
Should not be asking for implementation funding when feasibility is being studied. MWACT would support funding for the feasibility study portion of the application but funding for operations not appropriate when feasibility has not been demonstrated.

Do you have additional feedback about the reviewed project that the Oregon Transportation Commission should consider in making their final determination?

Project 4
Mid-Willamette Valley Projects List
Salem Area Mass TD - Feasibility Study for Transit Between Albany and Salem

Given the project selection criteria and your local knowledge, do you support funding this project?
Service in this commute-shed is a demonstrated need as documented in Salem and Albany MPO plans. MWACT emphasized that any service between Salem and Albany needs to include Jefferson.

Do you have additional feedback about the reviewed project that the Oregon Transportation Commission should consider in making their final determination?

Project 5
Mid-Willamette Valley Projects List
Salem Area Mass TD - Regional Bus Stop and Routing Changes Project

Given the project selection criteria and your local knowledge, do you support funding this project?
○ Yes
○ No

Please provide your reasons for answering yes or no.
Improvements for ADA is always a positive and any time we can make adjustments to improve ridership, help residents meet their lifestyle requirements, and make transit more efficient is a win.

Do you have additional feedback about the reviewed project that the Oregon Transportation Commission should consider in making their final determination?

Project 6
Mid-Willamette Valley Projects List
Salem Area Mass TD - Replacement for Regional Buses

Given the project selection criteria and your local knowledge, do you support funding this
Vehicles wear out. To provide reliable service to riders who rely on the transit system requires reliable, up-to-date equipment. Good up-to-date equipment limits breakdowns, lowers operating costs, adds safety, and builds confidence in the system.

Do you have additional feedback about the reviewed project that the Oregon Transportation Commission should consider in making their final determination?

Project 7
Mid-Willamette Valley Projects List
Tillamook County Transit District - TCTD Intercity Bus Service to Salem

Given the project selection criteria and your local knowledge, do you support funding this project?
○ Yes
○ No

Please provide your reasons for answering yes or no.
This is an established service that provides transit access to some very challenged communities and opens up recreational opportunities to some underprivileged people. It has a proven and consistent local ridership and also enhances access to tourist destinations.

Do you have additional feedback about the reviewed project that the Oregon Transportation Commission should consider in making their final determination?