

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

Date: Thursday, February 6, 2020
Time: 3:30 p.m.
Place: MWVCOG Offices
COG Conference Room
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 Order.....Chair Ken Woods, Jr.

Welcome and Introductions
Approval of November 7, 2019 Meeting Summary
Public Comment
Comments from the Legislative Delegation
OTC Comments
Commission Discussion/Area Updates

3:45 p.m. Item 2. Election of OfficersKen Woods

MWACT’s Operating Agreement includes the following: *“The Chair and Vice-Chair shall be elected by the MWACT membership annually, at the second meeting of each calendar year.”* However, MWACT members did not meet in January this year. The Commission can choose to waive the rules and elect officers at this meeting or wait until their next meeting.

- Action:**
1. Decide whether to waive the rules for electing the Chair and Vice-Chair at the second meeting of the calendar year; instead, electing the Chair and a Vice Chair at this meeting.
 2. If the rules are waived, elect a Chair and a Vice Chair for the 2020 calendar year.

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.

3:50 p.m. Item 3. MWACT Steering Committee MWACT Chair

MWACT’s charter states: “From the membership of MWACT, MWACT would select a "steering committee" to help guide the work program and agendas of the full group, as needed.” The Steering Committee consists of the officers, the immediate past chair, ODOT member, and others as selected by the membership.

Due to changes to MWACT’s membership, we are in need of new Steering Committee members. Past Steering Committees included the chair, vice chair, ODOT, and three other MWACT members.

Action: Nominations for appointment to the MWACT Steering Committee.

4:00 p.m. Item 4. Hwy. 99W Transit Feasibility Assessment.....Michael Howard, University of Oregon, Institute for Policy Research and Engagement

Oregon Cascades West COG is partnering with the University of Oregon’s Institute for Policy Research and Engagement (IPRE) to develop and conduct a transit feasibility assessment along the Highway 99W corridor between Junction City and McMinnville. The main purpose of the final report will assess whether there is enough demand for transit service along this corridor.

Through connecting service with Lane Transit District (LTD), Cherriots (Salem-Keizer Transit District), and Yamhill County Transit, the potential transit line would tie together the three largest metropolitan areas in the State of Oregon. In addition, it would also provide transit to the currently unserved or under-served communities of Monroe, Adair Village, and Monmouth/Independence, along the corridor. The project stems from the Benton County TSP and is supported by a Salem-Keizer Transit District Long Range Plan. Connecting smaller, rural communities is also highlighted in the Oregon Public Transportation Plan and the Regional Chapter of the Central Willamette Valley Regional Coordinated Plan (Coordinated Human Services – Public Transportation Plan).

Action: Presentation and feedback/discussion.

4:30 p.m. Item 5. Recap of December OTC Meeting..... Ken Woods, Cathy Clark

MWACT and MPO chairs, plus chairs of the statewide modal committees, met with the Oregon Transportation Commission to discuss the status of ACTs as well as needs around the state in relation to decisions the OTC will be making about the future 2024-2027 State Transportation Improvement Program (STIP) funding allocations.

Ken Woods and Cathy Clark attended the meeting and will provide their perspective about the discussion.

The allocations approved by the OTC and used for the 2021-2024 STIP is *attached*. Later in 2020, the OTC will decide on the allocations for the 2024-2027 STIP.

Action: Information item.

4:45 p.m. Item 6. ODOT STIPDan Fricke, ODOT

See the *attached* ODOT News Release regarding the release of the draft 2021-2024 State Transportation Improvement Program (STIP) for public review and comment (the comment period ends April 6, 2020). Note: the ODOT website can be accessed at: <https://tinyurl.com/wgp7csm>

There are approximately 100 projects in the STIP within the MWCOG area. Handouts of those pages will be provided at the meeting.

Action: Information (comment, as appropriate).

5:00 p.m. Item 7. Changes to ODOT Leadership StructureJohn Huestis, ODOT

See the *attached* ODOT News Release regarding the changes to ODOT's leadership structure.

Action: Information item.

5:10 p.m. Item 8. Real ID InformationODOT

See the *attached* ODOT News Release regarding Oregon Real IDs.

Action: Information item.

5:15 p.m. Item 9. Other Business..... Dan Fricke

- Next MWACT Meeting

5:30 p.m. Item 10. Adjournment 2020 MWACT Chair

Draft **Summary** **Draft**

Mid-Willamette Valley Area Commission on Transportation (MWACT)
Courthouse Square
Senator Hearing Room
555 Court St. NE
Salem, OR 97301
Thursday, November 7, 2019
3:30 p.m.

MWACT Members Present

Cathy Clark, 2019 Vice Chair, Keizer Mayor
Ian Davidson, Cherriots BOD
Kathy Hadley, Polk County Private Sector
Scott Hill, 99W/18/47 Corridor, McMinnville Mayor
John Huestis, ODOT Area 3 Manager
Michael Langley, Confederated Tribes of the Grand Ronde
Lyle Mordhorst, Polk County Board of Commissioners
Rick Olson, Yamhill County Board of Commissioners
Walt Perry, I-5 Corridor, Jefferson City Council
Jim Sears, 99E/213 Corridor, Silverton City Council
Mitch Teal, Marion County Private Sector
Colm Willis, Marion County Board of Commissioners, Alternate, Via Telephone
Ken Woods, Jr., 2019 Chair, Dallas City Council

MWACT Members Absent

Sam Brentano, Marion County Board of Commissioners
Jim Lewis, Salem City Council
Della Seney, Hwy. 22E Corridor, Aumsville City Council
Cynthia Thompson, YCTA
Ken Wright, Yamhill County Private Sector

Others Present

Dick Anderson, CWACT-Lincoln City
Colleen Busch, SAMTD Board of Directors
Steve Dickey, SAMTD
Victor Dodier, Guest
Kristine Evertz, Yamhill County Parkway Committee
James Feldman, ODOT
Dan Fricke, ODOT
Mike Jaffe, MWVCOG-SKATS
Marcia Kelley, Honored Founding Member
Lori Moore, MWVCOG-SKATS
Karen Odenthal, MWVCOG-SKATS
Allan Pollock, SAMTD

Julie Warncke, Salem Public Works
Tim Wilson, Guest

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 June 6, 2019: The summary of the June 6 meeting was approved by consensus of the members present at today's meeting.

Summary of September 5, 2019: The summary of the September 5 meeting was approved by consensus of the members present at today's meeting.

Public Comment: There were no comments from the public.

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

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

Commission Discussion/Area Updates: Ken Woods welcomed Marcia Kelley, former MWACT member and one of the founders of the commission, to today's meeting. Chair Woods highlighted Ms. Kelley's work throughout the years as the transit and alternative modes representative for the Salem-Keizer Area Mass Transit District on MWACT. He presented her with a plaque of appreciation and celebration for her service.

Update Related to the Columbia River Crossing:

Dan Fricke updated MWACT members on the progress made related to a new river crossing between Portland and the state of Washington. The original Columbia River Crossing project had been stalled. Due to renewed interest in the project, an aggressive timeline has been approved by the Federal Highway Administration (FHWA). Right-of-Way (ROW) purchases need to be initiated by 2024 with construction to begin in 2025. The approval from FHWA is necessary to extend the original project timeline and to avoid having to repay \$140 million in federal investments previously made in the planning process.

Final Status of Salem River Crossing ROD and FEIS

Dan Fricke informed the group that ODOT and FHWA have published the combined Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) for the Salem River Crossing Project No Build Alternative.

Vice Chair Cathy Clark noted the city of Keizer sent a letter related to the No Build Alternative. She stated that the choice does not reflect the reality of current and future conditions. She reported that both Marion and Polk County officials submitted similar letters of concern.

The FEIS and ROD are located in the document section of the project webpage at:
<https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=17317>.

Chair Ken Woods, Jr., raised the issue of Highway 18 safety regarding an e-mail that he received. While recent improvements such as rumble strips have added to safety conditions, there are still major hazards that have not yet been addressed. Access issues may need to be studied to determine what the solutions to problems should be. John Huestis requested that Chair Woods forward the e-mail to him so that he can respond to it directly.

Commission members discussed potential improvements including re-establishing a safety corridor, the potential aid that flashing signals might provide, and the possible need for an increase in enforcement on Highway 18.

Item 2. DAS Training

The Oregon Department of Administrative Services (DAS) requires annual training related to sexual harassment, discrimination, and information security. This training is required for all employees, board and commission members, elected officials, volunteers, interns, and prospective employees. James Felder, ODOT, guided this year's training session for MWACT members. In addition, Mr. Felder oversaw the information security training session.

It was noted that the training needs to be completed before December 31, 2019. Those not in attendance at today's meeting may complete the training online.

Item 3. Newberg-Dundee Letter to OTC

Mike Jaffe reminded the group that at the last MWACT meeting, Kristine Evertz, Yamhill County Parkway Committee, requested a letter of support from MWACT to the Oregon Transportation Commission (OTC) reconfirming MWACT support for the Newberg-Dundee Bypass project. Mr. Jaffe provided an overview of draft letter that was included in the agenda packet. He noted that as this project has been designated as a Priority Corridor in OTC's Strategic Investment report, its federal designation as a High Priority Corridor, and its state designation as a "shovel-ready preparation" project, MWACT requests that the Oregon Transportation Commission:

1. Use its discretion in funding to assign additional state and/or federal funds (including any additional cost savings from Phase 1) and amend the STIP to make those funds available for additional strategic protective right-of-way purchases for Phase 2;
2. Direct ODOT staff to prepare federal grant applications when federal funding programs (such as BUILD or INFRA) have funds that become available and for the OTC to support those applications when they are submitted;
3. Continue to make completion of the entire bypass a high priority in the next update of the Oregon Transportation Plan and Oregon Highway Plan.

MWACT members reviewed and discussed the draft letter. Yamhill County Commissioner, Rick Olson, commented that in his opinion, the draft letter is well-written.

MWACT members approved the support letter by consensus of those present at the meeting.

Item 4. Biennial Report to OTC

Dan Fricke reminded MWACT members that they are required to provide the Oregon Transportation Commission (OTC) a report of their activities every two years. The list of activities was updated to include topics, issues, and tasks from the past two years. He notified the group that the draft report cover letter was enclosed in the agenda packet.

Chair Ken Woods suggested that one of the questions from MWACT members to the OTC members should be related to what role the OTC envisions for MWACT in the future.

MWACT members reviewed the draft Biennial Report cover letter.

MWACT members were encouraged to attend and interact with OTC members during their upcoming meeting. Several member/alternates indicated that they are likely to attend the OTC meeting including Chair Woods, Vice Chair Clark, Colleen Busch, Mayor Scott Hill, and Michael Langley.

Following discussion, MWACT members approved the draft Biennial Report cover letter and directed Chair Woods to sign it.

Item 5. Other Business

- **OTC Meeting November 21-22**
Oregon Transportation Commission (OTC) members are scheduled to review the MWACT Biennial Report at this meeting.

- **OTC Workshop, December 16, 2019, Lebanon, OR**
Some members noted conflicts with this date. It was asked if there is a possibility that the workshop will be rescheduled. John Huestis was unsure if the OTC would reschedule the workshop.

Chair Ken Woods, Jr., adjourned the meeting at 5:21 p.m.

Agenda Item 4.

Hwy. 99W Transit Feasibility Assessment

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

February 6, 2020



99W Transit Feasibility Corridor Project Overview

Oregon Cascades West Council of Governments

Project Description

This project proposes a demand evaluation for transit along the 99W corridor from McMinnville to Junction City. Through connecting service with Lane Transit District (LTD), Cherriots (Salem-Keizer Transit District), and Yamhill County Transit, it would tie together the three largest metropolitan areas in the State of Oregon. In addition, it would also provide transit to the currently unserved or under-served communities of Monroe, Adair Village and Monmouth, along the corridor. The project stems from the Benton County TSP, and is supported by a Salem-Keizer Transit District Long Range Plan. Connecting smaller, rural communities is also highlighted in the Oregon Public Transportation Plan, and the Regional Chapter of the Lincoln, Benton, Linn Human Services Coordinated Plan.

The Oregon Cascades West Council of Governments is taking the lead on this project, with the support of the Institute for Policy Research and Engagement (IPRE) at the University of Oregon. The planning phase includes a minimum of six focus groups along the corridor, as well an analysis of the vehicle type and route schedule. Whether or not there is enough demand for this service will be decided prior to purchasing a bus and operating. The two maps below highlight the existing gaps along the corridor, as well as the underserved populations the route will connect.

Project Cost

Planning: \$102,340

Vehicle Purchase: \$400,000

Operations: \$300,00

Administration: \$25,000

Total: \$827, 340

10% match coming from Benton County Formula Funds

Project Maps



Agenda Item 5.

Recap of December OTC Meeting

**Mid-Willamette Valley Area
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(MWACT)**

February 6, 2020

2021 – 2024 STIP Funding Allocations

All figures are three year totals for 2022-2024.

Fix-It	
Pavement (includes \$20m for Low Volume Road Program in Maintenance)	321,000,000
Bridge	305,000,000
Seismic	61,000,000
<i>Bridges</i>	31,000,000
<i>Facilities</i>	15,000,000
<i>Landslides</i>	15,000,000
Culverts	57,000,000
Operations	106,000,000
Fix-It Totals	850,000,000
Enhance	
Enhance HB 2017 Projects	662,750,000
State Highway Leverage	23,830,261
Enhance Totals	686,580,261
Safety	
All Roads Transportation Safety (ARTS) and Rail Crossing Safety	116,850,000
Safety Leverage HB 2017	30,000,000
Safety Totals	146,850,000
Non-Highway	
<i>Discretionary Non-Highway</i>	
Active Transportation Leverage	21,000,000
Off-System Bicycle/Pedestrian	6,000,000
Safe Routes to School (SRTS) Education	3,000,000
Transportation Options	3,000,000
ADA Curb Ramps	18,000,000
<i>Required Non-Highway</i>	
Transit Elderly & Disabled	37,500,000
Mass Transit	6,000,000
Transportation Alternatives Program to Recreational Trails	4,086,568
Safe Routes to School (SRTS) Infrastructure HB 2017	37,500,000
Bicycle/Pedestrian 1%	22,200,000
Non-Highway Totals	158,286,568
Local Programs	
Surface Transportation Block Grant Program (STBGP) to Transportation Management Area (TMAs)	124,353,242
Transportation Alternatives Program (TAP) to TMAs	6,062,169
MPO Planning	13,122,882
Congestion Mitigation and Air Quality Improvement (CMAQ)	61,708,967
Local Bridge	80,694,822
STBGP Allocation to non-MPO Cities, Counties, small MPOs	
Cities/Counties	76,103,260
Small MPOs	18,065,900
Immediate Opportunity Fund	10,500,000
Transportation and Growth Management (TGM)	15,000,000
Local Tech Assistance Program (LTAP)	1,170,177
Local Programs Totals	406,781,419
Other Functions	
Other Functions Totals	158,850,000
TOTALS	2,407,348,248

Funding Categories Contingent on Receipt of Additional Federal Funds	
Strategic Investments	40,000,000
Fix-It Contingency Projects (Scoping only, no preliminary engineering)	80,000,000
<i>Pavement</i>	30,000,000
<i>Bridges</i>	30,000,000
<i>Culverts</i>	10,000,000
<i>Operations</i>	10,000,000
Contingent Funding Total	120,000,000

REGIONAL LEVERAGE PROGRAM SHARES Based on Modernization Equity Formula	
Region 1	35.60%
Region 2	30.91%
Region 3	14.77%
Region 4	10.36%
Region 5	8.36%

REGIONAL LEVERAGE PROGRAM ALLOCATIONS	
State Highway Leverage	
Statewide	23,830,261
Region 1	8,483,573
Region 2	7,365,934
Region 3	3,519,730
Region 4	2,468,815
Region 5	1,992,210
Safety Leverage HB 2017	
Statewide	30,000,000
Region 1	10,680,000
Region 2	9,273,000
Region 3	4,431,000
Region 4	3,108,000
Region 5	2,508,000
Active Transportation Leverage	
Statewide	21,000,000
Region 1	7,476,000
Region 2	6,491,100
Region 3	3,101,700
Region 4	2,175,600
Region 5	1,755,600
All Leverage Programs	
Region 1	26,639,573
Region 2	23,130,034
Region 3	11,052,430
Region 4	7,752,415
Region 5	6,255,810
TOTALS	74,830,261

Agenda Item 6.

ODOT STIP

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

February 6, 2020



2021-2024 transportation project to-do list ready for public review

Jan. 24, 2020

Contact: Tom Fuller, 503-986-3455

LAKE OSWEGO – The Oregon Transportation Commission Thursday released the draft 2021-2024 Statewide Transportation Improvement Program for formal public review.

The Statewide Transportation Improvement Program, also known as the STIP, is ODOT's to-do list, the capital improvement program for state and federally-funded projects. The list spells out how these funds will be spent around the state.

ODOT and the Commission develop the program in coordination with a wide range of stakeholders and the public.

In the weeks ahead, we will hold open houses around the state — including an online open house in mid-February — providing you the chance to make final comments on the plan. You can also review the draft project list on our [website](#) where you can also [email a comment](#). The deadline for public comment is April 6, 2020.

Final federal approval of the 2021-2024 list is expected by September 2020.



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Agenda Item 7.

Changes to ODOT Leadership Structure

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

February 6, 2020



Move offers structure around function, not mode or customer group

Dec. 17, 2019

For more information, contact [Tom Fuller](#), Communications manager, 503-480-5143

SALEM - The Oregon Transportation Commission has approved changes to the leadership structure of the Oregon Department of Transportation. The changes, effective immediately, do not alter the agency’s mission but instead will work to enhance that mission.

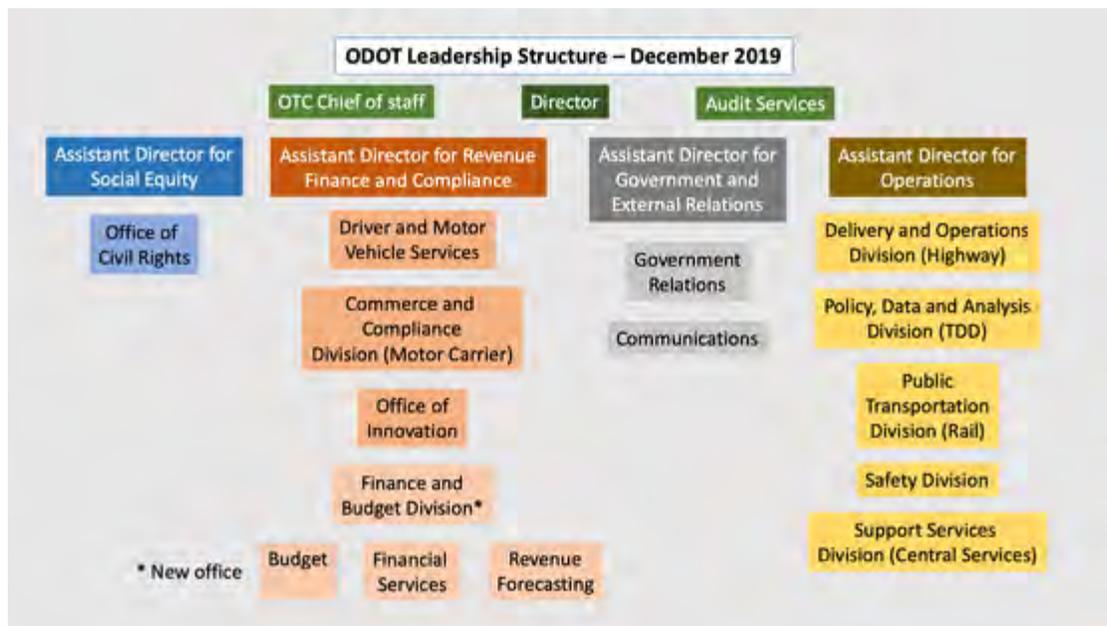
ODOT's new director, Kris Strickler, [proposed the following changes to the OTC](#) on Dec. 16.

Reorganize the department, establishing these four assistant directors:

- Cooper Brown, Assistant Director for Operations.
- Travis Brouwer, Assistant Director for Revenue, Finance and Compliance.
- Lindsay Baker, Assistant Director for External and Government Relations.
- Assistant Director for Social Equity (Recruitment to occur in January).

“Oregon is in the midst of tremendous change in the form of historic and unprecedented investments in the range of transportation choices being offered to Oregonians and in the development of new methods for financing those investments,” said Strickler. “This structure will allow for greater organizational health within the agency as it provides more nimbleness and adaptability to meet the challenges of the future.”

The New Structure



Director Strickler shared his thoughts with ODOT staff in [a detailed article](#). He emphasized that many decisions are yet to come about how this will work out within the department – those decisions will be made in collaboration with staff and partners.

“This move furthers the vision of creating a transportation agency organized around function, rather than mode of transportation,” said Robert Van Brocklin, chair of the Oregon Transportation Commission. “I have worked closely with Director Strickler and am confident in his ability to lead ODOT into the future, including through technology and funding changes and through our efforts to improve environmental quality - as well as the range of choices for how our residents and visitors travel in our communities across the state.”

More on the “why”

- **Preparing for the future:** Technology, outsourcing, changes in demographics and the way people move... ODOT has had a structure that served it well at the time, and this new structure will help the agency move forward with faster decision-making, increased responsiveness to change, and better service to Oregonians.
- **Continuing a multimodal evolution:** ODOT will align itself by function instead of somewhat arbitrary divisions so it can better deliver what Oregonians want, when and how they want it.
- **Putting our value of equity to work:** ODOT is making this value something that is alive and well throughout our agency and our work. A new position within the newly structured executive leadership will help ensure ODOT’s work reflects the needs and values of Oregonians, including its own employees.
- **Being ready to respond to financial challenges:** The new functional organization will help ODOT be more knowledgeable about what’s coming in and what’s going out so that it can be better prepared with a variety of solutions for the inevitable variability of transportation funding.
- **Carrying on successfully despite waves of retirement:** The new structure will make it easier to go beyond the “one-deep” situations the department currently has throughout the agency. With a functional structure, people can more easily learn from each other so that the agency is better preparing current and future leaders.

ODOT will now organize itself by revenue coming and going out and by ensuring compliance of customers of those divisions which regulate transportation (DMV, Motor Carrier). A second group will oversee the design, delivery and maintenance of that system, no matter the mode. Though the Assistant Director for Social Equity is a new position, it is not a new concept for ODOT. The new structure, however, speaks to the commitment of the organization to this very important component of the work we do.

###ODOT###

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Agenda Item 8.

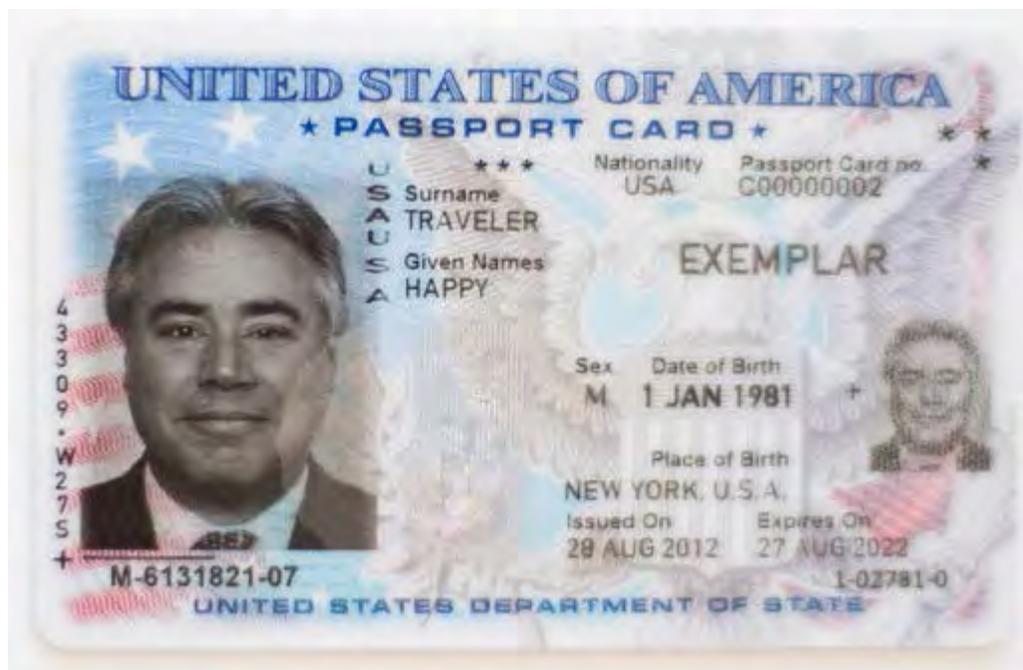
Real ID Information

**Mid-Willamette Valley Area
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February 6, 2020



Do you need a Real ID?



Something big is happening October first of this year. If you aren't paying attention, it might mean missing your flight out of PDX or any other airport across the U.S.

On that date the Transportation Security Administration, or TSA, begins requiring a new type of identification to board a commercial aircraft. The new ID must be compliant with something called the Real ID Act. It's designed to keep us safer in the air, but if you try to board an aircraft using your current Oregon driver license starting in October – it won't work. That's because the current Oregon driver license is not Real ID compliant.

Oregon DMV will begin offering a [Real ID option](#) on July 6, 2020. To fulfill the demand of nearly one million Oregonians who will want the Real ID option, DMV would have to issue 32 licenses a minute every business day from July to October. That's just not possible.

If you don't have a Real ID compliant form of ID at the airport, TSA will put you through an alternate identity verification process that could take an hour or more, and you could miss your flight.

There is an answer for Oregonians: obtain and use a passport or passport card. The cost of getting a new passport card is roughly equal to that of getting a replacement license with the Real ID option – and you can apply now at one of over 76 acceptance sites across Oregon.

To find out more, visit <https://www.Oregon.gov/REALID>

By the way, Washingtonians already have the option of getting a Real ID compliant driver license. If you are a Washington resident, go to <https://id2020wa.com/> to find out more.