

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

At the MWVCOG, we are taking extra precautions to protect against the COVID-19 by implementing additional cleaning protocols and social distancing practices. In addition, no outside guests, members, or visitors are permitted inside the COG office without a pre-arranged appointment. For meetings at the COG, **we are requesting all MWACT members, local staff, and the public to participate by teleconferencing rather than attending in person**. If participating by phone is not an option, please contact our offices (at 503-588-6177) **24 hours before the meeting begins**.

For MWACT members – Please RVSP (e-mail to lomoore@mwvcog.org), so we can best prepare for the MWACT meeting.

Join Zoom Meeting
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Meeting ID: 921 2673 6628

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Trouble Connecting? Contact Karen Odenthal at 503-798-5584 or
Mike Jaffe at 503-540-1606

Date: Thursday, October 1, 2020
Time: 3:30 p.m.
Place: Online meeting of MWACT

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 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.

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

Welcome and Introductions
Approval of August 6, 2020 Meeting Summary
Public Comment
Comments from the Legislative Delegation
OTC Comments
Commission Discussion/Area Updates

**3:40 p.m. Item 2. Highway 99 Transit Feasibility Study.....Scottie Meinke
Michael Howard
(Univ. of Oregon Institute for
Policy Research and Engagement)**

In February 2020, MWACT had a presentation from the University of Oregon team at the kickoff of this study. The study looked at ways to connect service between existing transit providers (Lane Transit District, Cherriots, Yamhill County Transit) and to provide transit to currently unserved or under-served communities (Monroe, Adair Village, and Monmouth/Independence) along the corridor. During the year, the investigators looked at the potential demands for transit service and feasibility of operating transit service in the corridor.

The study will provide a presentation of their study and findings and are looking for feedback from MWACT. A summary of the draft report findings is *attached*.

Action: Information and feedback.

**4:10 p.m. Item 3. ODOT All Roads Transportation Safety (“ARTS”) ProgramAmanda Salyer (ODOT)
Lacy Brown (DKS Associates)**

ODOT’s All Roads Transportation Safety Program is designed to address safety needs on all public roads in Oregon. The program is data driven to achieve the greatest benefits in crash reduction, no matter where the safety issue occurs. The overall goal of the ARTS program is to significantly reduce the occurrence of fatalities and serious injuries on all roads. ARTS funding supports vehicle, bicycle, and pedestrian safety projects.

All local agencies and tribes are encouraged to apply for ARTS safety funding. Approximately \$16 million is available for local agency safety projects within ODOT Region 2. **ARTS applications are due December 11, 2020.**

One-on-one workshops are available for local agencies and tribes to get additional training and support. Consultants are also available to assist with data analysis, diagnosis, countermeasure selection, and preparing applications.

Additional information about the ARTS program is **attached**.

For more information, visit ODOT's website for the ARTS program: <https://www.oregon.gov/ODOT/Engineering/Pages/ARTS.aspx>.

Additional presentation materials and meeting videos can be found at: <http://odot2020arts.com/meetings/>

Action: Information item.

4:40 p.m. Item 4. MWACT's Poll Results of STIP Priorities Mike Jaffe, MWVCOG

ODOT did extensive outreach to stakeholders and the public regarding priorities for the next STIP (for the years FY 2024-2027), including a SurveyMonkey survey about priorities. To provide the Oregon Transportation Commission (OTC) with a collective response from MWACT, staff duplicated the survey questions and asked MWACT members to respond with their priorities (**see attached**) which was forwarded to the OTC in September.

At their September 17th meeting, the OTC reviewed their survey results and other public comments from ACTs and other stakeholders. The OTC also received a presentation about funding scenarios that will be evaluated over the next three months. The scenarios (an adjusted baseline and four alternative scenarios) change the proportion of funds for Fix-It, Enhance, Non-Highway, and Safety projects. These scenarios will be analyzed by ODOT to see how they make progress to desired outcomes. Staff will describe these scenarios for MWACT.

Action: Information item.

4:55 p.m. Item 5. Other Business..... Chair Ken Woods, ODOT Staff

- Next MWACT Meeting – November 5, 2020

5:00 p.m. Item 6. Adjournment Chair Ken Woods, Jr.

Draft **Summary** **Draft**

Mid-Willamette Valley Area Commission on Transportation (MWACT)
MWVCOG Conference Room
100 High St. SE, Suite 200
Salem, OR 97301
Thursday, August 6, 2020

**This meeting was a call-in meeting with the people attending via Zoom.
Attendance is listed as follows:**

MWACT Members Present

Ian Davidson, SAMTD Board of Directors
Cathy Clark, 2020 Vice Chair, Keizer Mayor
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
Walt Perry, I-5 Corridor, Jefferson City Council
Stan Primozych, Yamhill County Private Sector
Jim Sears, 99E/213 Corridor, Silverton City Council
Mitch Teal, Marion County Private Sector
Cynthia Thompson, YCTA
Colm Willis, Marion County Board of Commissioners (Alternate)
Ken Woods, Jr., 2020 Chair, Dallas City Council

MWACT Members Absent

Sam Brentano, Marion County Board of Commissioners
Jim Lewis, Salem City Council
Rick Olson, Yamhill County Board of Commissioners
Della Seney, Hwy. 22E Corridor, Aumsville City Council

Others Present

Steve Dickey, SAMTD
Kristine Evertz
Dan Fricke, ODOT Region 2
Becky Gilliam, SRTS National Partnership
Mike Jaffe, MWVCOG-MWACT/SKATS Staff
Lori Moore, MWVCOG-MWACT/SKATS Staff
Karen Odenthal, MWVCOG/SKATS

Amy Ramsdell, ODOT
Dana Robinson
Timothy Wilson

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. Roll was called, and a quorum was established.

Summary of June 4, 2020: The summary of the June 4, 2020, meeting was approved as submitted by consensus of the members present via Zoom.

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) members.

Commission Discussion/Area Updates: Dan Fricke provided an update related to the Brooklake Interchange Area Management Plan (IAMP). Work should begin on it soon.

Agenda Item 3. I-5/Aurora-Donald IAMP

Dan Fricke provided an overview related to the issues in the I-5/Aurora-Donald project area. He reported that the Interchange Area Management Plan (IAMP) has been completed. It will be submitted to the Marion County Board of Commissioners next month for their approval. Mr. Fricke explained that this interchange is a major access point for agriculture and business in North Marion County. It serves 32,000 vehicles per day.

The design process for the IAMP included five phases: 1) 20 Design Concepts; 2) Twenty original concepts were reduced to 6; 3) Three sub-concepts were added by the consultant totalling 9 design concepts; 4) Design Concept Analysis refinement; 5) Final Aurora-Donald Interchange Alternative.

The Diverging Diamond Interchange (DDI) concept was selected as the preferred interchange option. Mr. Fricke provided cost estimates for the project for completion in a single phase or in two phases. The overall cost estimate is \$72 for a one-phase project. If the project is done in two phases, the initial phase will cost approximately \$50 million with Phase 2 costing approximately \$29 million. It was noted that \$25 million was allocated toward this project in House Bill 2017. Mr. Fricke commented that Phase 1 is nearly fully funded.

Cynthia Thompson, YCTA, requested the definition of “alternative mobility target.” Dan Fricke responded that an operational mobility target is established in the Oregon Highway Plan (OHP). If the mobility target cannot be met, then ODOT will seek approval by the Oregon Transportation Commission (OTC) of proposed alternative targets determined through a prescribed process.

Vice Chair Cathy Clark asked if federal CARES funds are available for this project. ODOT staff members responded that it is unknown at this time if CARES funds are available for this project.

Mitch Teal requested clarification of the estimated construction costs as related to the DDI Interchange between Medford and Ashland that was completed a few years ago in comparison to the projected costs for the Aurora-Donald DDI concept. Dan Fricke and John Huestis volunteered to research the information requested and let Mr. Teal know the results.

Updates related to the Aurora-Donald project will continue to be made as they become available.

Agenda Item 2. ACT Engagement for 24-27 STIP

Amy Ramsdell, ODOT, reminded MWACT members that the Oregon Transportation Commission is developing an investment strategy plan. The impacts of House Bill 2017 and needs gaps will be assessed to determine short-, medium-, and long-term investments to the transportation system. The condition and performance of Oregon’s transportation system will decline in the future due to decreases in the revenue streams currently available. Investment decisions will likely require discussions about tradeoffs to address the situation.

Oregon’s highest priority has historically been to protect the existing system followed by improving efficiency and capacity of existing facilities, adding capacity, and adding new facilities in that order. Ms. Ramsdell noted the funding is currently insufficient to maintain the existing system. Increasing shortfalls are anticipated for bridge, pavement, and culverts; public transportation; multimodal freight; and modernization improvements. Ms. Ramsdell reported that applications for Safe Routes to School competitive grant program totaled five times the funding available.

Ms. Ramsdell explained that Statewide Transportation Improvement Program (STIP) phases include allocation of funds, project selection, and public review and approval. The 2024-2027 STIP Program Funding Categories are: Enhance Highway, Fix-it, Safety, Non-highway, local programs, and other functions. Stakeholder involvement will include an advisory committee, public updates, a spending priorities survey, an online open house related to funding scenarios, and ongoing opportunities for the public to provide comments.

Referencing limited project funding, Mitch Teal commented that bicyclists should contribute to fund bike facilities and maintenance. He added that there should be enforcement of penalties for improper biking. Ms. Ramsdell noted that as of 2017, there is a tax on bicycles of a certain size. Chair Ken Woods agreed that there should be consequences of bike riding on road shoulders when a bike path is available. Vice Chair Cathy Clark opposed bicyclists riding on sidewalks

when a path or lanes are available. She advocated separate facilities for busy roads as a safety issue.

Discussion continued related to the changing role of MWACT in the transportation process. It was noted that the OTC has not yet defined MWACT's role in the 2024-2027 STIP process. MWACT members advocated for OTC consultation with the ACTs. ACT members have a feel for the needs and priorities in their areas.

Referencing the survey previously distributed to MWACT members via e-mail, MWACT staff volunteered to resend the survey information to MWACT members. Those that have already responded to the survey do not need to do so again. Dan Fricke commented that he believed that eight MWACT members have responded to the survey to date. Chair Ken Woods suggested that this issue be discussed more at a future meeting when more members have responded to it.

Agenda Item 4. MWACT Bike-Pedestrian Representative

Dan Fricke reminded MWACT members that they had previously discussed the addition to the commission of a dedicated bicycle/pedestrian representative. However, MWACT members previously decided that each member of the commission is conversant with bicycle and pedestrian needs as well as other modes in their corridors. Therefore, they chose not to add a bike/ped rep to MWACT at that time.

Mr. Fricke provided commission members with an overview of the options available to them:

- ✓ Choose a current MWACT member to represent bicycle and pedestrian interests on the commission;
- ✓ Amend the MWACT charter to include a dedicated bicycle/pedestrian representative; or
- ✓ Continue with each MWACT member representing all modes for their own corridor/jurisdiction.

Chair Ken Woods and Vice Chair Cathy Clark agreed that they are satisfied that bicycle and pedestrian issues are adequately considered with the current representation on the commission.

Private sector rep Stan Primozych concurred that safety is the commission's no. 1 priority; however, he would like more discussion of this issue. SAMTD rep, Ian Davidson, would support the addition of a bike/ped representative. Michael Langley, Confederated Tribes of the Grand Ronde, supports Stan's position. Marion County Commissioner Colm Willis commented that Commissioner Sam Brentano would likely be in favor of maintaining current composition of the commission.

Commission members discussed former SAMTD representative, Marcia Kelley. It was noted that she regularly spoke on behalf of bicycle, pedestrian, and alternatives modes. Commissioner Lyle Mordhorst commented that safety should continue to be the number one MWACT priority.

Bicycle/pedestrian issue should be considered, when possible. Walt Perry concurred that safety should be the primary focus.

Agenda Item 5. ODOT Quarterly Performance Report

The report was included in the agenda package. Safety and crash data are included in the report along with implementation of recently adopted statewide plans. The status of significant highway projects is also included.

Commission members noted that ConnectOregon used to be competitive process. Projects in recent cycles have been selected by the state.

Agenda Item 6. Other Business

Referencing material distributed prior to the meeting, Mike Jaffe noted that the tolling material contains a link to a virtual open house. The Oregon legislature has mandated consideration of tolling options in the Portland area.

It was announced that there will be a webinar related to the 2024-2027 STIP on August 10, 2020. It is not necessary to register for the webinar to view it.

The next MWACT meeting is likely to occur in October.

Chair Woods adjourned the meeting at 5:16 p.m.

Agenda Item 2.

Highway 99 Transit Feasibility Study

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

October 1, 2020

Hwy 99W Transit Feasibility Demand Assessment

Introduction

The Oregon Cascades West Council of Governments tasked the Institute for Policy Research and Engagement in conducting a transit feasibility study to assess the need for increased public transit along the Highway 99W (Hwy 99W) corridor. Hwy 99W runs between Eugene and Portland roughly paralleling I-5 to the west. There is currently limited public transit along Hwy 99W creating service gaps between Junction City and McMinnville.

The study incorporates a Demand Assessment including key findings from the research to understand current levels of transit demand along Hwy 99W between Junction City and McMinnville. Demand is assessed on transit need and level of interest from the local communities as well as factors that affect service for vulnerable populations, potential transit service options, frequency, practical route scheduling and operational cost. Based on the findings, route alternatives were determined to fit transit demand.

“My handicapped son lives in Monmouth and could use this service for transportation between home and Amity. He struggles with this regularly now.”

Research Methods

- Demographic and Commute Analysis
- Transit Stakeholder Interviews
- Community leader interviews
- Community Survey

Demographic and Commute Analysis

The Demographic and Commute analysis was conducted to understand current and future community demographics, vulnerable population data and existing transit. The analysis uses the most current data drawn from the *American Community Survey five-year estimates (2014-2018)*, *Portland State University's Population Research Center's population estimates and forecasts*, and *Longitudinal Employer-Household Dynamics data via OntheMap.com*.

Community Demographics

The population is projected to **grow by 1.2% annually** until 2040

McMinnville, Independence and Monroe are above the 5% threshold of **limited English-speaking household**

Monmouth, Independence, Adair Village and Junction City report a **2% to 8% higher population of females** to males

Vulnerable Populations

There is an **increasing population of older adults** and 31% of residents aged 55 or older are reported to have a disability

20% of households report having an income **below poverty level**.

8% report having **no vehicle availability**

10% of residents in the study area identify as having a **mental or physical disability**

Travel Patterns

56% of the residents in the study area **travel less than 10 miles to work**.

Most residents in the study area **travel to a different city for work**. This specifically increases throughout smaller cities in the corridor.

Corvallis, McMinnville, Salem and Eugene are the **primary work destinations** along the corridor



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Transit Stakeholder Interviews

Existing transit providers were interviewed to understand existing transit demand and potential need for transit expansion along Hwy 99W. Phone and in-person Interviews were conducted using a standardized interview guide. Information was synthesized to determine key findings. **15 interviews were conducted from the following agencies: Lane Transit District, Oregon Department of Transportation, Lane Council of Governments, Benton County Transit, Corvallis Transit, Cherriots Transit, Yamhill County Transit Authority, Confederated Tribes of the Grand Ronde, and MTR Western.**

Community Leader Interviews

Community leader Interviews were conducted in response to the COVID-19 pandemic and the need to adjust from in-person focus groups to a socially distant research method. The purpose was to gain a deeper understanding of community transportation needs and community demand for transit. Community leaders were asked to speak to their impressions of community needs and patterns and were not expected to represent all experiences or opinions. **18 interviews were conducted from local and private community services such as public libraries, nonprofits and schools.**

“We are seeing steady increases in congestion and there is a point where that begins to impact movement and delivery of services and goods. And having a viable transit service is one of the ways we can help address those needs.”

“The downtown Corvallis transit center is located next to the courthouse which may instill fear in people as their experiences with law enforcement has been very negative.”

Key Findings

Stakeholders were consistent across interviews and repeated the same general themes

Demand thresholds for rural transit have lower ridership than metropolitan routes

Infrastructure, operations, demand, route connections, and limited funding are all **constraints to providing rural transit**

Demand for transit is increasing due to demographic shifts in age and ethnicity, increasing housing prices in metropolitan areas, and increasing congestion along Highway 99W and I-5

Metrics for successful rural transit include **operating costs, ridership, and accessibility**

Key Findings

Rural communities are car dependent and there are cultural associations between owning a car and being successful

The **cost** of owning and operating a car as well as lack of transit **inhibits community members from reaching destinations**

Increased public transit use would require low fare, increased frequency, reduced wait time, lower fare time and inclusive reading materials

Barriers to accessing transit include current operations, infrastructure, and communication methods

Concerns about health and safety are likely to continue for the near future after COVID-19 lockdowns lift

Community Survey

The purpose of the survey was to engage with existing and potential riders and understand the willingness to use transit along Hwy 99W. The online survey was disseminated through existing contacts from the Technical Advisory Committee, organizations throughout the corridor and posted as a Facebook advertisement throughout the region. Respondents were incentivized to participate in the survey with a \$25 raffle. **447 surveys** were conducted with **334 participants** opting into the raffle.

Key Findings

Strong general support among survey takers, especially vulnerable populations

Southern and northern **regions visit Corvallis more** while center regions travel across the corridor

Effective service includes **stability, safety, cost, frequency, infrastructure and connections**

The **south and center regions of the corridor have more demand**

New choice riders will be **harder to persuade to use after COVID-19**

"I admit I will likely never use the services myself but there is a definite need in the community among multiple different groups I don't fall in and I support expanding public transit options."

Demand Factors

Vulnerable Populations

Vulnerable populations are defined as populations who are elderly, have a disability, are cost burden, do not have access to a car, and/or are primarily Spanish-speaking.

Transit Service Options

- Dial a Ride
- Fixed Route Bus
- Deviated Fixed Route
- Flex Services
- Regional Services

Frequency

Low, medium and high frequency is determined based on other regional rural transit operations. Weekday service was the determined metric because weekend service varies greatly among service providers.

- **Low:** 2-3 roundtrips per weekday
- **Medium:** 4-5 roundtrips per weekday
- **High:** 6 or more roundtrips per weekday.

Route Scheduling

- Weekend schedules should be different than weekday schedules including earlier routes on weekdays
- Demand may be lower for early morning trips in the north region than the south and center.
- There is low demand for service after 7pm on weekends and weekdays across all geographies

Operational Cost Analysis

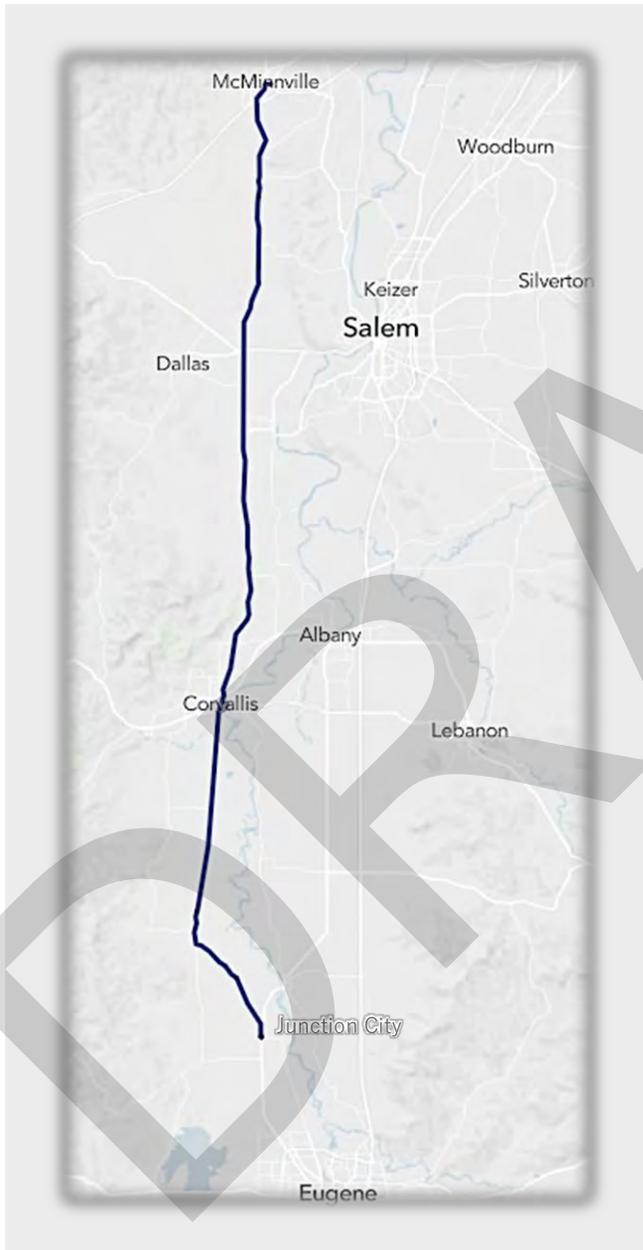
Average Operating Expense per Vehicle Revenue

	Bus	Commuter Bus	Vanpool
Transit Agency Average	\$ 109.97	\$ 76.29	\$ 26.08

Source: Federal Transit Administration Agency Profiles, 2018

Alternative 1: Junction City to McMinnville

Alternative 1 provides a continuous service to the entire Hwy 99W corridor. This alternative ensures all communities along the corridor have a north and south bound route allowing flexibility in travel direction to services, amenities, recreation and personal errands within the nearby communities.



Source: Remix

Benefits

One continuous route for the entire corridor length allows a single bus operator to provide service to a large geographic area and considerably reduce operating expenses.

Constraints

To save cost with one bus operator, the service would run at a medium to low frequency and provide 3 round trips per day. This could significantly reduce the number of passengers able and willing to utilize the service. Due to the length of the route, it will be difficult to synchronize with alternate bus routes along the corridor.

Route Specifics (Roundtrips)

- **Route Length:** 145 miles
- **Travel Time:** 218 minutes
- **Frequency:** Medium to Low
- **Trips Per Day:** 3
- **Departure Rate:** once every 4 Hours

Potential Terminal Locations

Junction City:
Route 95 Stop(s)

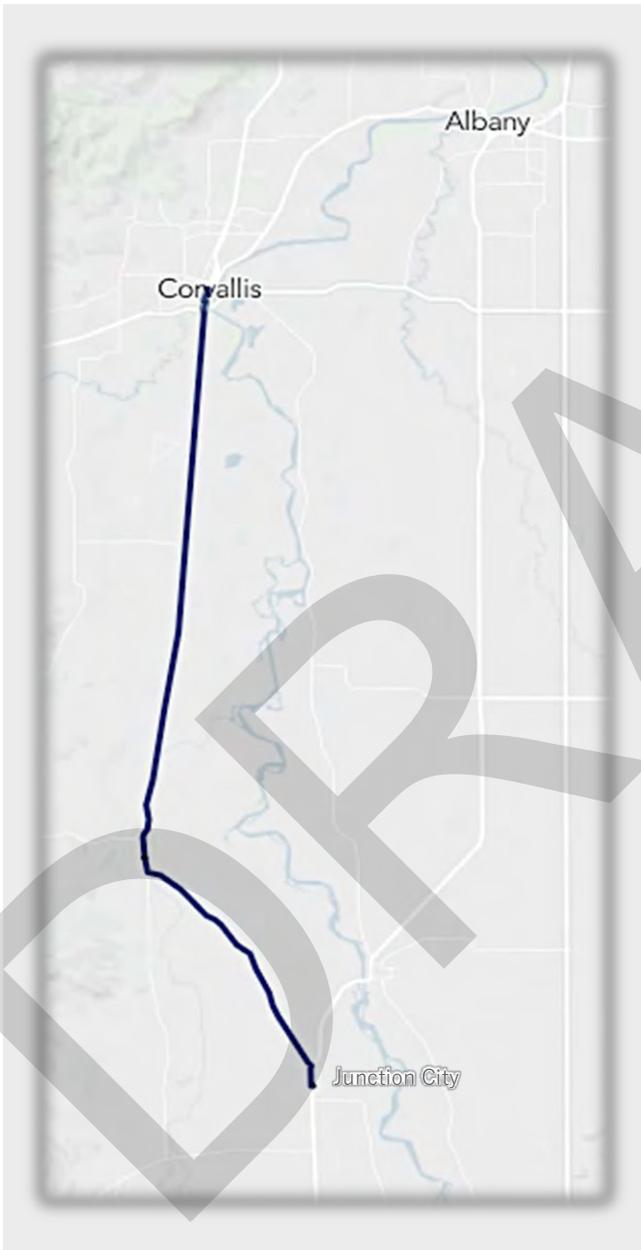
McMinnville:
Transit Center

Route Stops

- Monroe
- Corvallis
- Adair Village
- Monmouth
- Amity

Alternative 2: Junction City to Corvallis

Alternative 2 provides a service route between Junction City and Corvallis suggesting a higher frequency route through a smaller geographic area. This alternative was determined based on the high demand from the communities south of Corvallis and specifically Monroe which currently lacks service.



Source: Remix

Benefits

This route would provide higher frequency allowing flexibility in time of travel. The route would provide service to the currently non-transit served Monroe community to medical and personal errands.

Constraints

This route excludes the northern portion of the Hwy 99W corridor limiting travel for northern residents and southern residents interested in traveling north.

Route Specifics (Roundtrips)

- Route Length: 52 miles
- Travel Time: 78 minutes
- Frequency: High Frequency
- Trips Per Day: 8
- Departure Rate: Once every 86 minutes

Potential Terminal Locations

Junction City:
Route 95 Stop(s)

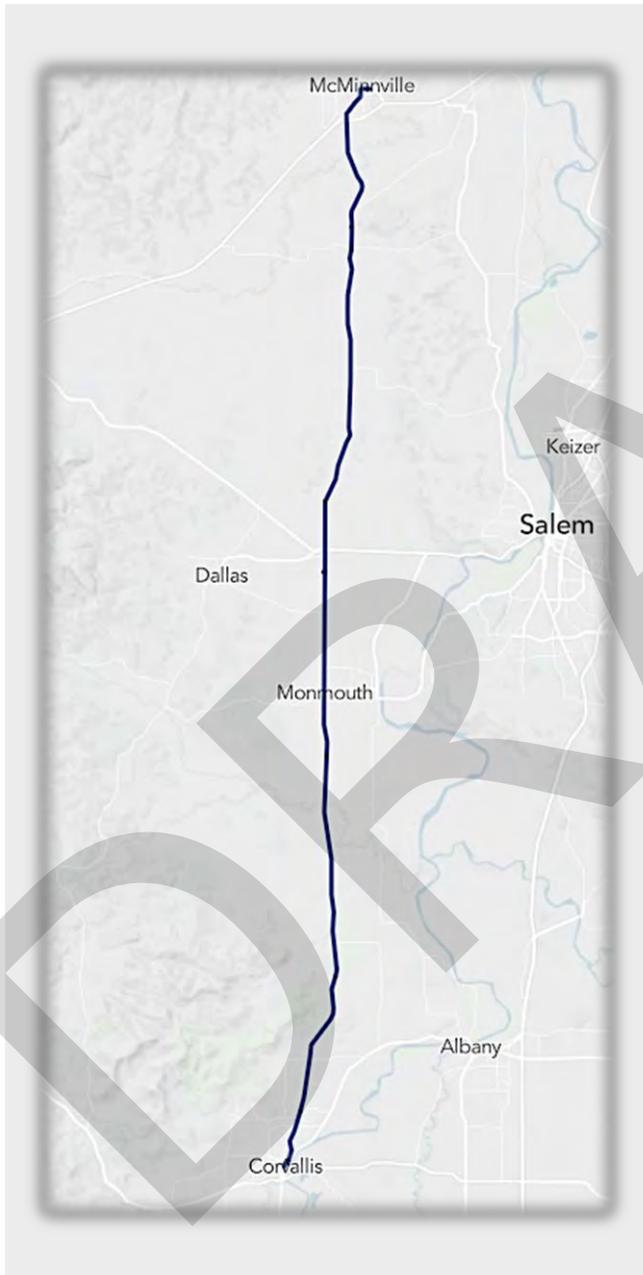
Corvallis
Downtown Transit
Center

Route Stops

- Monroe

Alternative 3: Junction City to Corvallis & Corvallis to McMinnville

Alternative 3 supplements Alternative 2 with a secondary route running from Corvallis to McMinnville. This route provides options for northern and southern residents to travel along the corridor to the central region. At a minimum, the route would require two buses and two operators to serve both regions.



Source: Remix

Benefits

This route would provide higher frequency and rider flexibility throughout the region. It aligns with travel patterns where residents have a higher frequency of travel to and from the central region including Corvallis. Similar to

Constraints

The northern route is approximately 78% longer in distance and travel time. This would require twice the amount of bus trips and operators in the northern region or longer wait times in the southern region to align scheduling transit schedules. The result would be either higher cost or lower frequency depending.

Route Specifics (roundtrips)

- Route Length: 93 miles
- Travel Time: 139 minutes
- Frequency: Medium to High Frequency
- Trips Per Day: 4-8
- Departure Rate: Once every 153 minutes

Potential Terminal Locations

McMinnville:
Transit Center

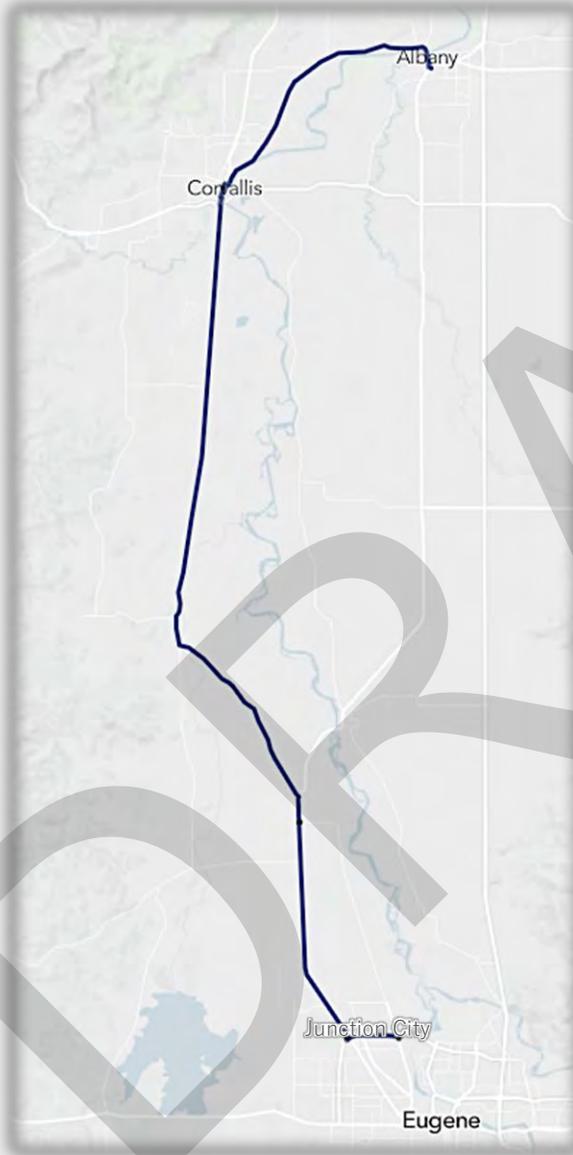
Corvallis:
Downtown Transit
Center

Route Stops

- Amity
- Monmouth
- Adair Village
- Monroe

Alternative 4: Eugene to Albany

Alternative 4 provides an enhanced connection to larger metropolitan regions by running a transit route from Eugene to Albany. The service provides southern residents the ability to connect to regional resources in the southern and central regions.



Source: Remix

Benefits

This route closes the service gap between Junction City and Corvallis and extends access to services in Eugene and Albany. There is current demand to extend transit to Eugene from the southern communities and connecting to the Amtrak station in Albany extends the potential for transit to I-5 and Portland.

Constraints

There is current service between Corvallis and Albany which creates potential for duplicate service. This route excludes the northern portion of the Hwy 99W corridor limiting travel for northern residents as well as southern residents interested in traveling north.

Route Specifics (Roundtrips)

- **Route Length:** 98 miles
- **Travel Time:** 146 minutes
- **Frequency:** Medium to High Frequency
- **Trips Per Day:** 4-8
- **Departure Rate:** Once every 161 minutes

Potential Terminal Locations

Eugene:
Santa-Clara Transit
Station

Albany:
Amtrak Train
Station

Route Stops

- Junction City
- Monroe
- Corvallis

Agenda Item 3.

ODOT All Roads Transportation Safety ("ARTS") Program

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

October 1, 2020

All Roads Transportation Safety Program

2024-2027 STIP

**Oregon Department of Transportation
August 2020**

All Roads Transportation Safety (ARTS)

Background

The ARTS Program is intended to address safety needs on all public roads in Oregon. About half the fatal and serious injuries occur on non-state roadways. Working collaboratively, with all road jurisdictions in Oregon increases awareness of safety on all roads, promote best practices for infrastructure safety, complement behavioral safety efforts and focus limited resources to reduce fatal and serious injury crashes in the state of Oregon. The program will be *data driven* to achieve the greatest benefits in crash reduction and will be blind to jurisdiction.

Purpose

The ARTS program primarily uses federal funds from the Highway Safety Improvement Program (HSIP). The principles and purpose of ARTS and HSIP are:

- The program goal is to reduce fatal and serious injury crashes.
- The program must include all public roads.
- The program is data driven and blind to jurisdiction.
- The process will be overseen by ODOT Regions.
- Both traditional "hot spot" methodology and systemic methodology will be used.

Criteria

The objective of ARTS and HSIP is to significantly reduce the occurrence of fatalities and serious injuries. A *data-driven* approach uses crash data, risk factors, or other data supported methods to identify the best possible locations to achieve the greatest benefits. Many highway projects incorporate design features or elements that relate to highway safety, such as updating guardrail or improvements to intersection channelization, signing and pavement markings. But appropriate use of HSIP funds is only for locations or corridors where a known problem exists as indicated by location-specific data on fatalities and serious injuries, and/or where it is determined that the specific project can, with confidence, produce a measurable and significant reduction in such fatalities or serious injuries. To achieve the maximum benefit, the focus of the ARTS program is on cost effective use of the funds allocated for safety improvements addressing fatal and serious injury crashes.

All Projects shall:

- Address a specific Safety problem contributing to fatalities and serious injuries
- Use proven countermeasures that correct or substantially improve the fatal and serious injury problem
- Use ODOT crash data to establish the Benefit/Cost ratio (so projects can be compared fairly)
- Use ODOT Benefit Cost method (or Cost effectiveness for Bicycle/Pedestrian)
- Be prioritized or categorized based on the Benefit/Cost Ratio for developing the 150% list
- Use only proven countermeasures from the approved ODOT Crash Reduction Factor list (a written process is developed for considering new measures)
- Projects must include written support from the Road Jurisdiction if the project is proposed by another agency
- Benefit Costs will be based on the most recent available three to five years of crash data

The traditional approach to safety is to identify “hot spot” locations, and then identify measures to implement by diagnosing the “hot spot”.

Hot Spot Projects shall:

- Address a location with a crash history of at least one fatal or serious injury crash within the last five years of available crash data.

The systemic approach identifies a few proven low-cost measures to be widely implemented, then implements the measures where there is evidence that they would be most useful. The systemic measures have been proven to successfully reduce the occurrence of fatal and serious injury crashes. The sites may be selected from ODOT’s list of priority corridors for Roadway Departure, Intersections or Pedestrian/Bicycle crashes.

Systemic Projects shall:

- Use only approved “Systemic” countermeasures as listed in the Crash Reduction factors list
- Not require the acquisition of significant amounts of right of way (more than 10% of project costs), preferably no right of way
- For the Pedestrian and Bicycle Analysis, use Highway Safety Manual methods to estimate predicted crashes for pedestrians and bicycles and Cost Effectiveness to prioritize projects selection.

Systemic Projects should:

- Have a history of fatal or serious injury crashes or a risk of high severity crashes and preferably are selected from priority corridors within Systemic plans.

Funding

The Safety funds are split to each region based on the proportion of fatalities and serious injury crashes occurring in the region on all public roads. Funds are then further split 49% / 51% between state and local agencies. While not always achievable, regions are encouraged to target 50% of their overall funding on Hot Spot projects and 50% on Systemic projects.

Systemic funding is intended to be used for Roadway Departure, Intersections and Pedestrian/Bicycle type projects. At the statewide level the split in F&A between Roadway Departure, Intersections and Ped/Bike is about 40%/40%/20% respectively. Regions will be given the flexibility to determine the appropriate splits between systemic types of projects for their regions. It is suggested:

- That at least one project per year be developed for each type, if possible.
- Region splits of systemic funds for each systemic type be roughly equivalent to the proportion of F&A crashes occurring in the region

Funding is eligible to be used for approved countermeasures as long as those countermeasures provide an improvement to reducing fatal and serious injury and are prioritized through the ARTS data driven process. Safety funds may be used to include or replace elements that are necessary to satisfactorily complete the project, such as replacing non-compliant ADA ramps, replacing pavement striping that is removed or right of way, but those elements must be included in the cost of the project and part of the prioritization process. Other elements (not applicable to the safety project) may be combined with the project (i.e., culvert), but must be funded by other sources, not safety funds.

Process

Both Hot Spot and Systemic processes will be an application based process. Oregon jurisdictions will be invited to submit projects for Hot Spot and Systemic funding, using a large list of proven countermeasures. ODOT will distribute data on Hot Spots and Systemic Plans to help determine potential locations for improvement.

For Hot Spots projects agencies will be given the opportunity to submit projects with justification that it meets the program purpose. The number of submittals should be limited because of limited funds, but ODOT will ask for submittals amounting to 300% of the funding available to ensure sufficient worthwhile projects. Regions will categorize projects based on the project's ability to reduce fatal and serious injury crashes and the benefit cost of the project, and finalize a draft 150% list for field scoping.

For Systemic projects the submittals will be for three systemic categories of funding, roadway departure, intersections and pedestrian/bicycle, attempting to solicit submittals amounting to about 300% of available funding. ODOT Regions will check all applications for program purpose and correctness, working with the submitting agencies when necessary in order to develop a potential list of projects. The intent is that the ODOT Regions will analyze and refine the list of submitted projects in order to prioritize the project list based on program purpose of reducing fatal and serious injuries and benefit cost, in order to finalize a draft 150% list for field scoping.

Once the refined 150% lists are ready, all projects (both hot spot and systemic) will go through a multi-discipline assessment to verify the solution. A multi-disciplinary team, including the owner of the facility, will ensure the best countermeasure is chosen to mitigate fatal and serious injury crashes. The project will also be scoped to verify the costs and any possible barrier to implementation. A finalized list of prioritized projects can then be produced with the best solution and the best cost.

Once the list is prioritized and a final 100% list is produced ODOT Region's will work with Jurisdictions to determine the delivery methods, delivering agency and timelines (applicable funding year). For projects involving local agencies, the ODOT Regions will work with Jurisdictions to develop an Intergovernmental Agreement. The delivering agency will be accountable for timely and fiscally responsible delivery.

Timing of the Process

The process for ARTS project selection will run concurrently with the new Statewide Transportation Improvement Program (STIP) development process for the 2024-2027 STIP scheduled to begin in the summer of 2021. The process will include three years of Safety project funding for the 2024-2027 STIP. The draft 150% STIP safety project list should be complete by April 2021.

Federal Match

The Federal Highway Safety Improvement Program (HSIP) currently requires a 7.78% match for projects. In the last round there was an option for a fund exchange through SFLP that allowed local agencies to deliver the project through state funds. Because of budgetary limitations, it is unlikely that this will be a project delivery option in this round therefore, all applications should assume federalized delivery of their project for cost estimation.

Because there are no guarantees that the fund exchanges will continue, local agencies should expect to provide a match contribution for each project application. This will require local agencies to come up with the 7.78% non-federal cash match. If the local agency fails to identify local matching funds, the local agency and ODOT Region staff should work together to develop a funding plan for local match subject to Highway Administrator approval.

All Roads Transportation Safety (ARTS) Program	
Funding subdivided to Regions based on Fatalities and Serious Injury (F&A) crashes.	
Regions meet with Local Public Agencies (LPAs) to share program purpose and goals	
Regions share data with Local Agencies	
Hot Spot Process	Systemic Process
All Agencies submit applications for Hot Spot funds	All Agencies submit applications for Systemic funds
ODOT develops draft prioritized list of projects and shares list with LPAs	ODOT develops draft prioritized lists of projects for each category of Systemic areas and shares list with LPAs
ODOT analyzes and refines list	ODOT analyzes and refines lists
ODOT Regions reprioritizes list by B/C	ODOT Regions reprioritizes lists by B/C
ODOT shares list with LPAs	ODOT shares lists with LPAs
Finalize scoping list	Finalize scoping list
Final Steps	
Multi-disciplinary Assessment of projects to verify solution	
Field scoping of 150% lists to verify cost	
Finalize B/C	
Finalize priority and 100% list with LPAs	
Regions and LPAs determine delivery methods and timelines	
Regions work on IGA with LPAs	
Responsible agency develops and delivers project	

Timeline of events for ARTS (timelines for 2024-2027 STIP may vary):

- Funding allocation for Safety from Oregon Transportation Commission
- ODOT determines funding allocations to each Region
- Regions meet with Local Agencies to discuss program purpose and goals starting in the summer of 2020.
- ODOT Regions use ARTS process to develop project lists in collaboration with local agencies, starting in Fall of 2020
- 150% lists developed by April 2021
- Field scoping beginning approximately August of 2021
- Final lists for Draft STIP due July 2022 (following closely with the STIP development process for the 2024-2027 STIP).
- Follow 2024-2027 STIP process to incorporate Safety projects for 2025, 2026 and 2027 (anticipated to be complete in 2022).
- Delivery timeline of individual projects dependent on schedule, funding and responsible agency (anticipate agencies will complete PS&E in the funding year).

Agenda Item 4.

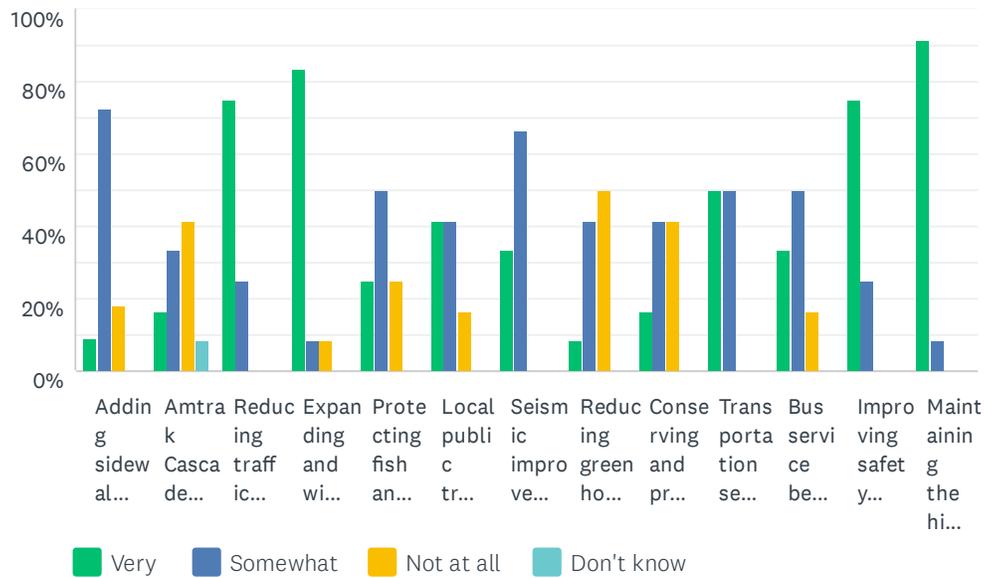
MWACT's Poll Results of STIP Priorities

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

October 1, 2020

Q1 As ODOT begins work on developing the Statewide Transportation Improvement Program for 2024-2027, we would like your opinion on how transportation funds should be spent. Please indicate whether it is very important, somewhat important, or not at all important for ODOT to spend its funding on each item listed. (Check one for each item)

Answered: 12 Skipped: 0



	VERY	SOMEWHAT	NOT AT ALL	DON'T KNOW	TOTAL
Adding sidewalks and bike lanes to existing streets	9.09% 1	72.73% 8	18.18% 2	0.00% 0	11
Amtrak Cascades rail passenger service between cities	16.67% 2	33.33% 4	41.67% 5	8.33% 1	12
Reducing traffic congestion	75.00% 9	25.00% 3	0.00% 0	0.00% 0	12
Expanding and widening Oregon's major highways, roads, and bridges	83.33% 10	8.33% 1	8.33% 1	0.00% 0	12
Protecting fish and wildlife habitat	25.00% 3	50.00% 6	25.00% 3	0.00% 0	12
Local public transportation/transit services within cities	41.67% 5	41.67% 5	16.67% 2	0.00% 0	12
Seismic improvements on bridges to help them withstand a major earthquake	33.33% 4	66.67% 8	0.00% 0	0.00% 0	12
Reducing greenhouse gas emissions	8.33% 1	41.67% 5	50.00% 6	0.00% 0	12
Conserving and protecting the environment	16.67% 2	41.67% 5	41.67% 5	0.00% 0	12
Transportation services for seniors or individuals with disabilities	50.00% 6	50.00% 6	0.00% 0	0.00% 0	12
Bus service between cities	33.33% 4	50.00% 6	16.67% 2	0.00% 0	12
Improving safety features of roadways (such as guardrails, hazard signs, lighting, warning signs, pavement stripes, shoulder width, lane width, and fog lines)	75.00% 9	25.00% 3	0.00% 0	0.00% 0	12
Maintaining the highway, roads, and bridges Oregon has now	91.67% 11	8.33% 1	0.00% 0	0.00% 0	12

Q2 Please enter your name and the region that you represent on MWACT.

Answered: 11 Skipped: 1

#	RESPONSES	DATE
1	Cathy Clark	8/10/2020 9:08 PM
2	Sam Brentano	8/10/2020 3:14 PM
3	Ken Woods (Hwy 22, Hwy 51, Hwy 99W, Dallas Monmouth & Independence	8/7/2020 10:36 AM
4	Kathy Hadley, Polk County Private Member	8/6/2020 5:44 PM
5	Michael Langley Confederated Tribes of Grand Ronde	8/5/2020 10:51 AM
6	Rick Olson - mid Willamette	8/3/2020 10:41 AM
7	Stanley Primozich, Yamhill County private citizen	7/29/2020 8:46 AM
8	Lyle Mordhorst Polk County	7/29/2020 8:13 AM
9	John Huestis - ODOT	7/28/2020 6:21 PM
10	Walt Perry - I5 Corridor	7/28/2020 5:20 PM
11	Cynthia Thompson Region 2	7/28/2020 3:40 PM

Q3 ODOT and the Oregon Transportation Commission value your input. Please give us any additional comments regarding how we should spend transportation funding.

Answered: 7 Skipped: 5

#	RESPONSES	DATE
1	Safety projects are very important. A third bridge in Salem is very important. Light rail between Eugene and Portland along the I-5 corridor is very important. Improved (safety) /expanded highways between Central Oregon and the Willamette Valley, and between the Willamette Valley and the Central Oregon Coast is very important. Tolling roads and bridges to help fund the transportation system in Oregon is very important.	8/7/2020 10:36 AM
2	Coming from a background working with machinery, large equipment & trucks, and the necessity to move those & their associated goods (crops, rock, etc), I think we need to remember our infrastructure is relied upon by those vehicles as well as the more average passenger vehicles. Adequate width, speed-up/slow down lanes, pull outs, etc are all important. Also, where opportunity exists to make improvements to create routes that allow some of this travel to avoid major highways, particularly with farm equipment, that should be elevated in priority, because people do not drive safely around these types of equipment & vehicles.	8/6/2020 5:44 PM
3	Please use future funds to complete existing projects prior to initiating new projects such as the Newberg Dundee Bypass, Hwy 22 Perrydale realignment, Hwy 99W improvements, etc.	8/3/2020 10:41 AM
4	The Rails to Trails project from McMinnville to Gaston. A project that is very important to the health and welfare of a number of our citizens. If BLM was properly managing the Oregon Forests that they are responsible for we would have no emissions problem to worry about. We would be taking more carbon out of the air than the .04% we put in.	7/29/2020 8:46 AM
5	Maintain, Build and Expand our infrastructure to reduce congestion and reduce traffic flow to reduce GHG. Even electric cars which is the future require roads & bridges.	7/29/2020 8:13 AM
6	Reduce some traffic congestion by improving the public transit system through city to city transit points including small city and rural routing. This type of passenger movement will aid in meeting goals of reduced traffic congestion, reduced greenhouse gas emissions and to promote fish and wildlife habitat protection. These reductions which are key to the purpose of ACTs everywhere, are an undeniable improvement to transportation safety.	7/28/2020 5:20 PM
7	There is a considerable amount of money that comes to Oregon and to each region to support transit, reduce congestion and emissions, etc. It seems it is less clear than it used to be where these dedicated funding sources are being spent. It seems less is being spent on transit and mobility options and more is going to roads and bridges etc. I would like to see a more comprehensive view of the transportation system and what receives funding. I realize there are many needs and not enough funding for all the projects. Will the ACTs have any involvement in choosing projects for this STIP?	7/28/2020 3:40 PM

After stakeholder input, ODOT develops STIP funding scenarios for OTC

Oregon Department of Transportation sent this bulletin at 09/21/2020 02:00 PM PDT

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Oregon Department
of Transportation

2024-2027 STIP September Update

Commission Starts Digging into Funding Options

At its September 17 meeting, the Oregon Transportation Commission continued to work through how to spend more than \$2 billion in money to preserve and improve the state's transportation system in the 2024-2027 STIP.

Public Input

Throughout the process we've asked for your input on how to distribute money within the different programs in the STIP by launching a public survey and seeking input from our advisory committees, including Area Commissions on Transportation and modal advisory committees.

The Commission's discussion included an overview of the [input to date from the public, advisory committees and stakeholders](#). After receiving dozens of comments from advisory committees, we reported that members expressed strong support for:

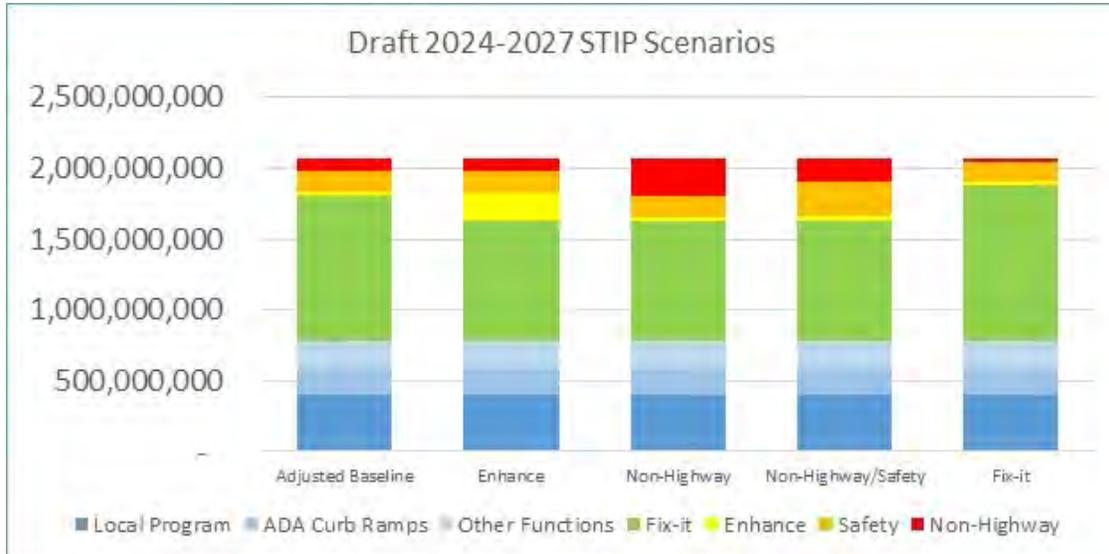
- Safety and Fix-It investments.
- Non-highway programs that advance equity, address climate and enhance accessibility and mobility for all.
- Investments to reduce congestion and help the economy.

The more than 800 people who responded to a survey about spending priorities expressed strong support for investments that protect environmental values, make seismic improvements, maintain roads and bridges and provide more transportation options.

Scenarios and Analysis

Based on feedback from the Commission and the public, we have developed a number of scenarios that show different options for allocating funding across transportation programs. The scenarios differ in how much they dedicate to different categories. For example, some put more money into Fix-It programs, while others dedicate more to safety or congestion relief or non-highway programs. We will evaluate these scenarios against a variety of criteria—including how well each scenario advances multimodal transportation options, improves congestion, benefits safety, advances equity, reduces carbon emissions and contributes to a

state of good repair. ODOT will bring this analysis to the Commission in October for discussion.



What's Next?

After bringing the analysis of the scenarios to the OTC, we will reach out again to get your input on the options for allocating funding by hosting an online open house and we will consult with our advisory committees.

The Commission will take your input into account when they make a decision about the funding allocation at their December meeting.

For More Information or to Submit Comments

The [background materials for the Commission's discussion are available online](#), and video of the Commission's discussion of the STIP is [available on YouTube](#), starting at about 4:33:30.

Members of the public can submit a comment on the draft STIP at any time through the [Commission's online form](#).

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