

Agenda

Mid-Willamette Valley Area Commission on Transportation (MWACT)

This meeting is a “hybrid” meeting: Staff and Committee members can choose to attend in person or over Zoom. **For MWACT members – Please RVSP (e-mail dcollins@mwvcog.org), so we can best prepare for the MWACT meeting.**

The public may also attend in person or via your computer or smartphone (software install is required) or via a phone call. The information to join the meeting is:

Join Zoom Meeting
<https://us06web.zoom.us/j/86102514935>
Meeting ID: 861 0251 4935
Or call +1 253 215 8782 US (Tacoma)

If participation by phone or video conferencing is not an option, please contact our offices (at 503 588 6177) 24 hours in advance of the meeting. If you are having trouble connecting to the meeting, contact DezaRae Collins (503 540 1630).

Date: Thursday, May 1st, 2025
Time: 3:30 p.m.
Place: MWVCOG Offices, 2nd floor
100 High Street SE, Salem
Online: See information above for Zoom meeting
Phone: (503) 588-6177

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). ADA accessible parking is located along the 100 SE block of High Street and Court Street in downtown Salem. If you need special accommodations including a sign language interpreter to attend this meeting, a complete agenda packet, or additional information, please contact DezaRae Collins at (503) 540-1630 or send e-mail to dcollins@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 OrderChair

Welcome and Introductions

Approval of March 6th, 2025, Meeting Summary

Public Comment

Comments from the Legislative Delegation

OTC Comments

Commission Discussion/Area Updates

- Center Street Bridge, SKATS MTP Amendment – ODOT
- ACT/Modal Advisory Chairs Meeting, Report out – Vice Chair
- Budget plan updates, framework (see Attached) – ODOT
- Legislative updates – ODOT
- Area 3 Projects (Polk, Marion, and Yamhill Counties)

4:00 p.m. Item 2. Vulnerable Crash Response ProgramKeith Blair, ODOT Region 2 Traffic Unit Manager

Fatal crashes involving people walking and bicycling are on the rise nationally and in Oregon, and they are disproportionately located in communities with more residents who are low-income, Black, indigenous, or people of color. In March 2023, the Oregon Transportation Commission approved reallocation of \$10.6 million of HB2017 State Safety Priority Funds in the 2024-2027 State Transportation Improvement Program to create the Vulnerable User Crash Response (VCR) Program. The VCR program includes a two-track approach to addressing vulnerable user safety:

- Responsive – We will assess fatal vulnerable user crashes on the state highway system as they occur and respond as appropriate.
- Systemic – We will identify and assess high priority safety and equity corridors for vulnerable road user safety improvements that we can implement corridor-wide within one year.

Our goal is to learn from crashes, increase our understanding of how various transportation users interact with the existing infrastructure, and support agencywide efforts to improve overall safety outcomes.

Action: Informational and for discussion

4:30 p.m. Item 3. ODOT Capital Investment Plan (CIP) Amanda Pietz, ODOT PDAD (Policy Data & Analysis Division) Administrator

The Capital Investment Plan is ODOT's new investment strategy covering a 10-year range that will identify projects and transition them prior to STIP programming. Amanda Pietz, Policy Data and Analysis Division Administrator is introducing the CIP to Area Commissions on Transportation and asking for ACT feedback on the prioritization of goals prior to the next Oregon Transportation Commission meeting.

Action: Informational and for discussion

5:15 p.m. Item 4. Information for MWACT MembersODOT Staff

- Agenda Build Brainstorm (full ACT input requested)
 - OR22/51 Safety Data Update
 - MWACT Charter Agreements Review
- Rumble Strip Installation (see attached)

5:30 p.m. Item 5. AdjournmentChair

Meeting Summary

Mid-Willamette Valley Area Commission on Transportation (MWACT)

MWVCOG Virtual Meeting

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

Thursday, March 6, 2025

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

MWACT Members Present

April Newton, 99E/213 Corridor, Silverton City Council – Zoom
Anna Henson, ODOT Region 2 Area 3 Manager
Chris Chenoweth, McMinnville City Council, 2025 Vice-Chair – Zoom
Chris Patoine, Polk County Private Sector
Cynthia Thompson, YCTA – Zoom
Della Seney, Hwy. 22E Corridor, Aumsville City Council
Frank Lonergan, I-5 Corridor, Woodburn Mayor – Zoom
Kevin Cameron, Marion County Board of Commissioners – Zoom
Kit Johnston, Yamhill County Board of Commissioners – Zoom
Lyle Mordhorst, Polk County Board of Commissioners, 2025 Chair
Michael Schilling, Dallas City Council
Sara Duncan, SAMTD Board of Directors – Zoom
Tom Hammer, Yamhill County Private Sector

MWACT Members Absent

Angelica Ceja, Hwy. 22E Corridor, Aumsville City Council (Alternate for Della Seney)
Kyle Juran, Keizer City Council
Stacia Martin, Tribal Government, Confederated Tribes of the Grand Ronde
Yvette Potter, 99W/18/47 Corridor

Others Present

Brandon Williams, ODOT (Alternate for Anna Henson)
Jacqueline Green, Northeast Keizer Neighborhood Association – Zoom
Julie Hanson, Salem Public Works
Kennedy Neighborhood Family Council – Zoom
Lani Radtke, Marion County Public Works – Zoom
Stephen Dobrinich, MWVCOG-SKATS Staff – Zoom
Tammy Kunz, Keizer Community Diversity Committee – Zoom

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

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

Summary of December 5, 2024, Meeting:

The summary of the December 5, 2024, meeting was approved by consensus of the members present and online.

Public Comment:

Tom Hammer, Yamhill Private Sector expressed concern about ODOT's budget deficit and spending on DEI training, which costs about \$15 million. Hammer also mentioned that the governor is being sued over project labor agreements which typically causes 20% cost overruns without benefiting taxpayers and is an unsustainable financial situation for ODOT.

Councilor Chenoweth agreed with Hammer's comments. Chenoweth described how PLAs had almost prevented the city of McMinnville to construct a portion of the bypass due to delays and cost escalations. He suggested pushing back on PLAs as they waste money and time.

Comments from the Legislative Delegation:

There were no comments from the legislative delegation.

OTC Comments:

There were no comments from the OTC.

Commission Discussion/Area Updates:

Anna Henson, ODOT provided several project updates:

- **Oregon 22/51 Intersection** is funded for immediate safety improvements; removing the left out from OR 51 onto OR 22.
- An Amity curb ramp project is coming up for bid this summer as part of the **ADA settlement agreement**
- Two Vulnerable Crash User Response projects are happening in Salem on **Liberty Street/River Road NE and Edgewater Street**
- **Clow Corner roundabout** project on Oregon 99 has restarted construction
- **Newberg-Dundee Bypass** Phase 2A project (Oregon 219 Interchange) is starting earthwork
- The **Center Street Bridge seismic retrofit project is on an accelerated schedule for construction in early 2026. Public outreach is ongoing regarding park impacts**

Brandon Williams, ODOT provided an update on the Center Street Bridge project:

- ODOT requested an amendment to SKATS' regional transportation plan on February 26th

- The project is now divided into two phases
- A public comment period is open until March 28th, with a public hearing on April 22nd

MWACT Members discussed the possibility of maintaining emergency access across the bridge during construction, especially for Polk and Yamhill County residents needing to reach the hospital. Henson and Julie Hanson, Salem Public Works assured that emergency vehicle access would be accommodated, though details are still being worked out.

Agenda Item 2. Upcoming ACT Chairs Election, Brandon Williams, ODOT

Per the ACT operating agreement, Chair and Vice-Chair elections should occur annually at the second meeting of the calendar year. However, since there has not been much activity since December, they are taking place now in March.

Chair nominations were made by the group for Commissioner Lyle Mordhorst, with no other nominations. After confirming Commissioner Mordhorst 's acceptance of the nomination, a vote was held.

The motion to elect Commissioner Lyle Mordhorst as Chair passed unanimously.

Vice-Chair nominations were made by the group for Councilor Chris Chenoweth, with no other nominations. After confirming Councilor Chenoweth's acceptance of the nomination, a vote was held.

The motion to elect Councilor Chris Chenoweth as Vice-Chair passed unanimously.

Agenda Item 3. Information for MWACT members, ODOT Staff

- Agenda Build Brainstorm (full ACT input requested):
 - A presentation on the Vulnerable Crash User Response project
 - An update on the Capital Investment Plan (formerly known as 10 year rolling STIP) ODOT is implementing
 - An update on the Lafayette Highway and Highway 18 intersection
 - OR22/51 Safety Data Update?

MWACT Charter Agreements Review

Williams reminded the group that the charter agreement needs reviewed and work plan updates are pending. The new chair and vice chair will also be briefed on these documents and processes.

The group also discussed revisiting the committee membership and addressing long-term absences of ACT members. Some suggestions were made for potential contacts for the Confederated Tribes of the Grande Rhond.

The meeting was adjourned at 4:19 p.m.



JOINT COMMITTEE ON TRANSPORTATION

FOR IMMEDIATE RELEASE

April 3, 2025

Press contacts:

Connor Radnovich, connor.radnovich@oregonlegislature.gov

Jill Bakken, jill.bakken@oregonlegislature.gov

Transportation Co-Chairs Announce Framework to Fix Crumbling Infrastructure, Strengthen Economy

*Urgent action is needed this session to build a stable, sufficient and
accountable transportation system for the 21st Century*

SALEM, Ore. – With Oregon’s roads and bridges showing alarming signs of deterioration, Joint Committee on Transportation Co-Chairs **Rep. Susan McLain (D-Hillsboro)** and **Sen. Chris Gorsek (D-Gresham)** released a framework on Thursday for bold action to support Oregon's transportation systems.

The Oregon Transportation ReInvestment Package (TRIP) framework is informed by more than two years of work and represents a starting point for detailed conversations and action this legislative session to keep Oregon's roads paved, bridges safe, and economy strong.

“From public testimony in committee, to last year’s statewide transportation listening tour, Oregonians have been clear that they want action, not delay,” Rep. McLain said. “They want clean, safe streets. They want reliable public transit. They want to know the bridges their children cross every day are structurally sound.”

Oregon’s transportation systems — the backbone of our economy and daily life — are in crisis. More than 90 state-owned bridges across the state have major structural defects, dangerous potholes are going months without repair, school zones lack sidewalks, major promised projects are still unfinished, and much more.

Without stable and sufficient funding, essential workers at transportation agencies will be laid off and Oregonians will feel those impacts: longer wait times to clear traffic accidents, fewer roads with safety striping, less frequent road repairs and unplowed roads in the wintertime.

“Oregon TRIP is focused on the safety and maintenance of our roads, bridges and transit — not just for today, but for years to come,” Sen. Gorsek said. “Inaction is not only irresponsible, it’s dangerous. This framework is a starting point and we are looking forward to sitting down with stakeholders and our colleagues on both sides of the aisle to finalize a package this session.”

Oregon was the first state in the nation to institute a gas tax in 1919, and since then it has formed the core for how the state pays for transportation. Now, Oregon is facing modern transportation challenges, including increased freight traffic, a growing population, and the rapid rise of electric and fuel-efficient vehicles, which contribute less to the fuels tax that has long funded the system.

These shifts underscore the need for a more resilient, updated approach to transportation planning and investment.

"Bad transportation infrastructure is more than just an inconvenience, it harms Oregon's economy. Employees need to be able to get to work, businesses and truckers need to be able to move goods, students need to be able to get to school," Sen. Gorsek said. "At a time when everyday costs are already too high, we cannot afford to allow crumbling infrastructure to undermine Oregon's economy."

The framework proposes stabilizing current funding streams with the majority dedicated to operations, maintenance and preservation efforts distributed between the state, counties and cities. It lays the foundation for a 21st Century funding structure, with a phase-in of a Road Usage Charge for electric vehicles to make sure all drivers are paying their fair share for use of the roads.

It also invests in buses, rail, bicycles and pedestrians to ensure that Oregonians who can't or don't want to drive can still fully participate in daily life.

Finally, accountability is a key component of the package. There is broad bipartisan support for meaningful oversight of the Oregon Department of Transportation to ensure that taxpayer dollars are being used effectively and that the agency is keeping the promises it has made to Oregonians.

A team of external transportation experts is currently reviewing ODOT’s project delivery and accounting practices with the oversight of the Joint Committee on Transportation. Their results will be released in May and incorporated into the final package.

“This framework is grounded in fairness and accountability,” Rep. McLain said. “It ensures every user of the system pays their fair share and includes oversight from a bipartisan committee and independent transportation experts. But most importantly, it puts the focus where it’s urgently needed: operations, safety, and maintenance.”

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ODOT's Vulnerable User Crash Response (VCR) Program

Keith Blair, Region 2 Traffic Unit Manager
ARTS Program Manager & VCR Program Representative
May 1, 2025

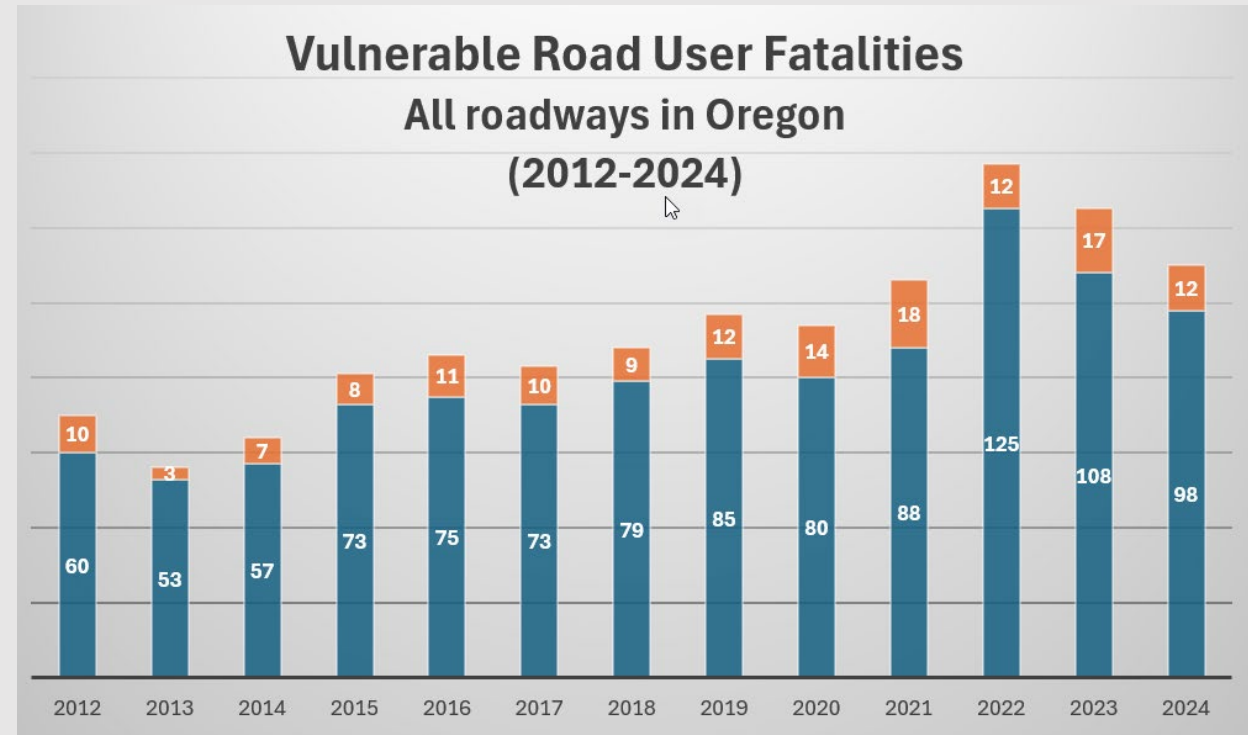


Risks for Vulnerable Users

Since 2014:

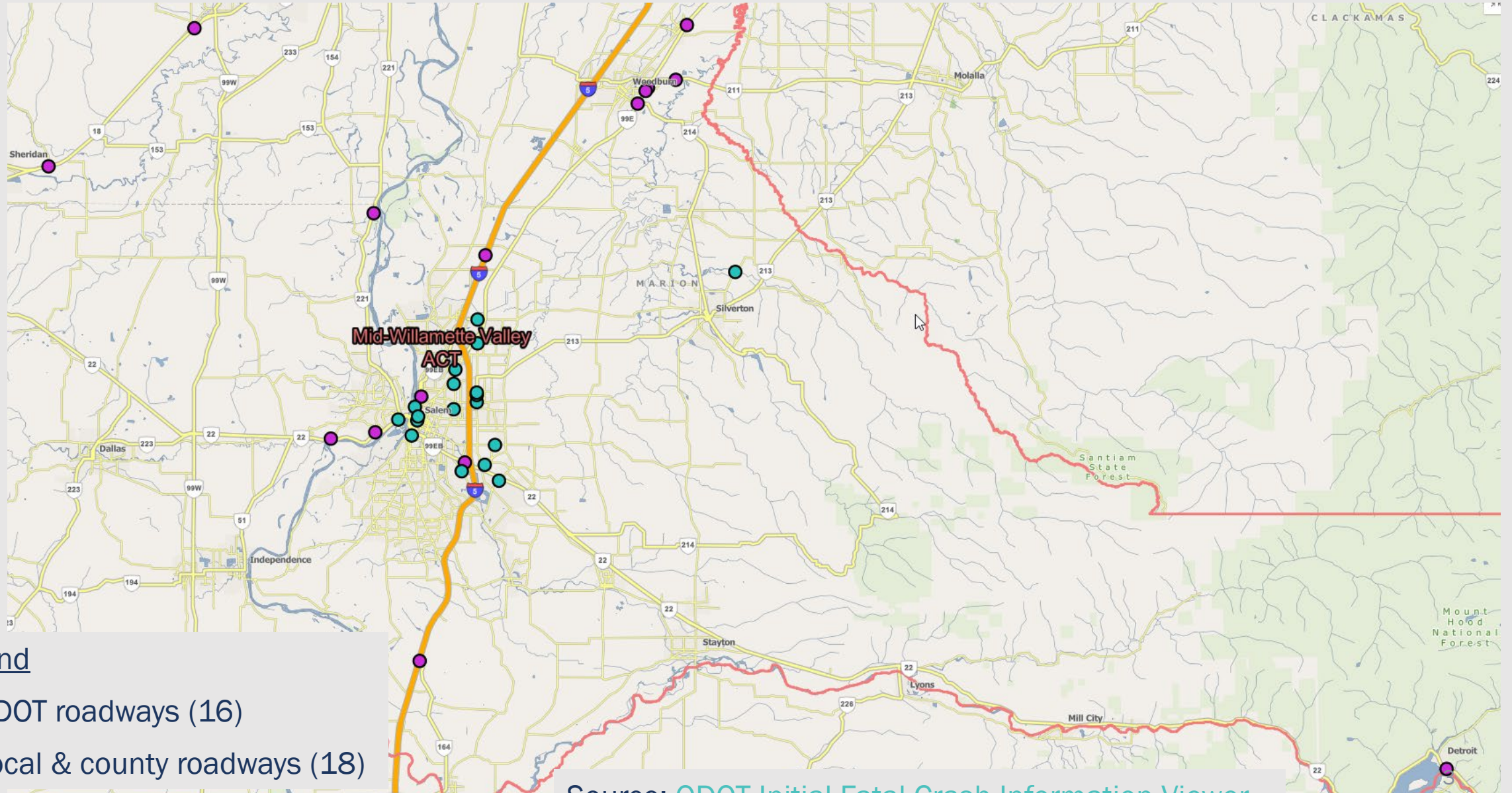
- Nationally, pedestrian fatalities are up 48%
- Statewide, pedestrian fatalities are up 72%

Pedestrian and bicyclist fatalities accounted for 22% of all traffic fatalities in 2024 (up from 18% in 2014)



Fatal Vulnerable Road User Crashes (Jan 2023 – Mar 2025)

Mid-Willamette Valley Area Commission on Transportation



Program Background

- 2021 Pedestrian Safety Rapid Response Pilot
 - \$10 million in HB2017 Safety funds advanced by OTC for one-time pilot projects
- 2022 Equitable Active Safety Improvements Evaluation Project (EASIE)
- Vulnerable User Crash Response (VCR) Program
 - 2024-27 STIP funding reallocated from HB2017 State Safety Priority Fund (SSPF)
 - \$10.6 million OTC funding approval

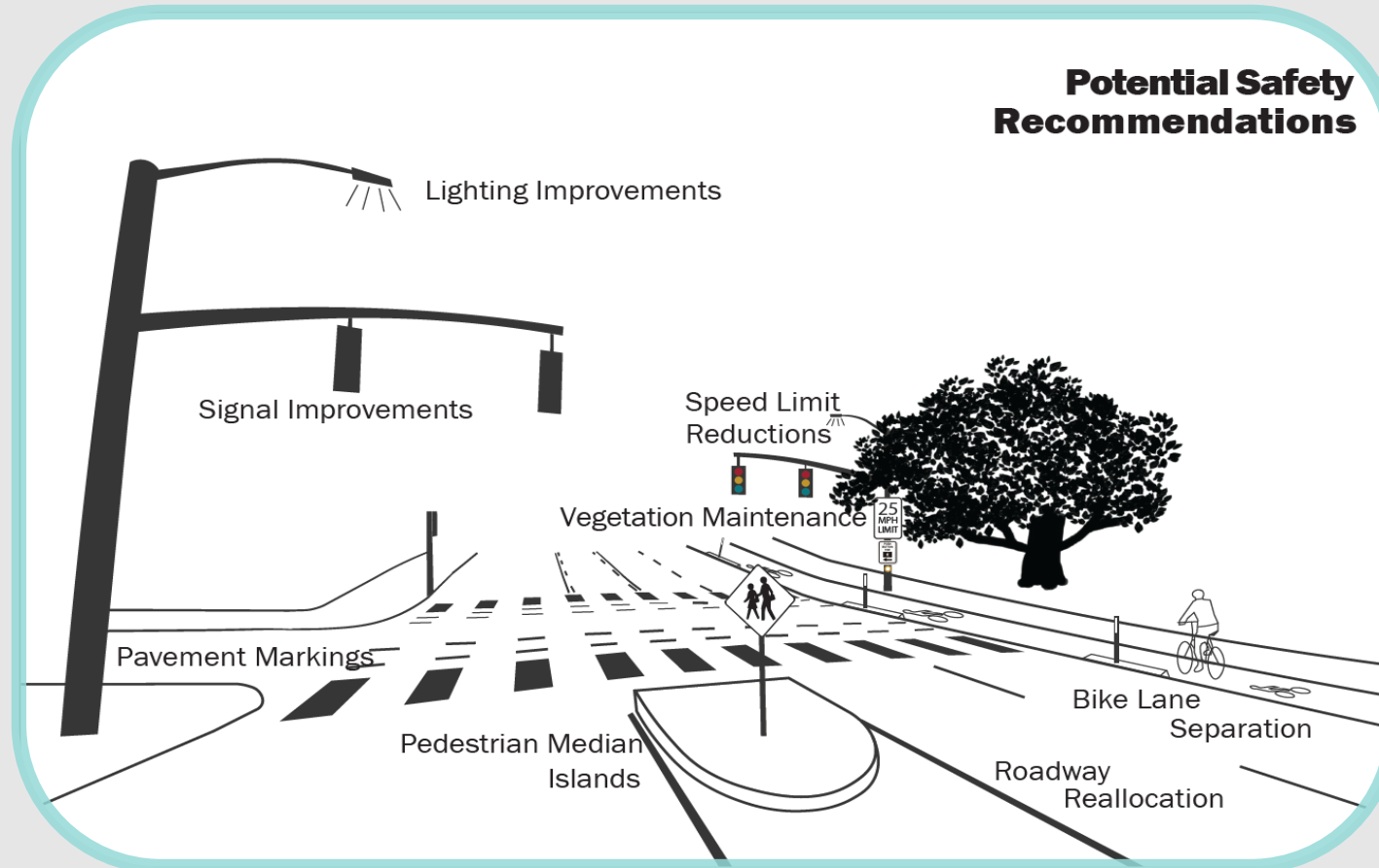


Vulnerable User Crash Response Program

- State Highway locations, focused on pre-approved safety countermeasures that can be implemented within one year (identify longer term improvements to STIP programs)
- Two-track approach:
 - Responsive: Assess and (where applicable) treat facilities after the occurrence of a VRU fatality
 - Systemic: Identify and assess high priority safety equity corridors



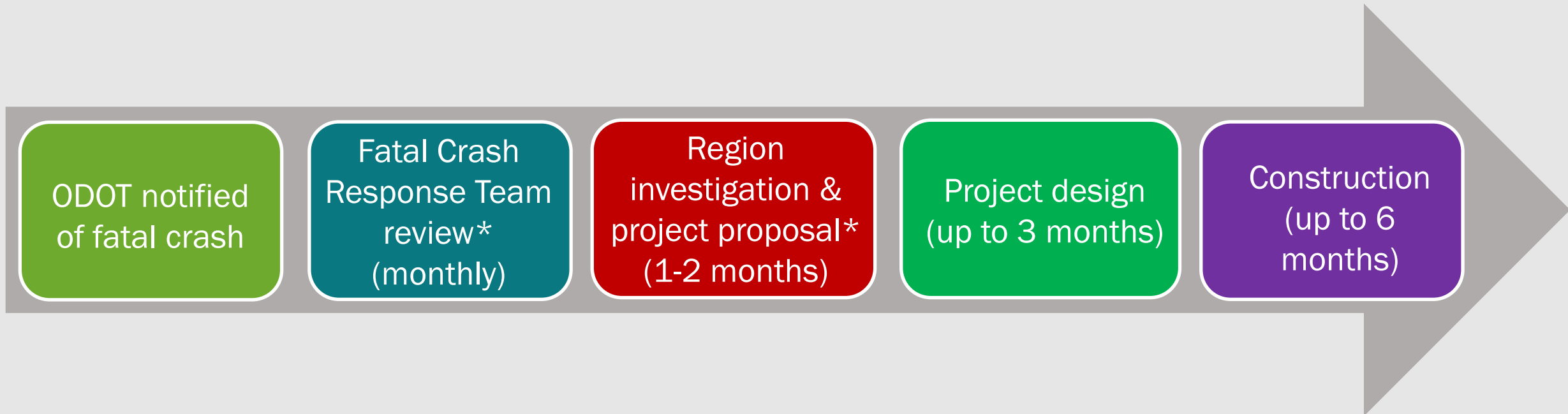
Safety Countermeasures



Budget

Area	Annual Funding Target	“Triggering Event”	Project Amounts
Program Administration	5% (\$530k)	-	-
Responsive	60% (\$6.36M)	Fatal pedestrian or bicyclist crash on state system	\$10K per location for investigation. Soft limit of \$500K per location for project
Systemic	35% (\$3.71M)	1-2 priority corridors identified each year	\$50k per corridor for investigation. Soft limit of \$1.2M per corridor for project.

Responsive Process & Timeline



*If location is not advanced further, reason is documented, and crash event file is closed

Fatal Crash Response Team

- Tiffany Slauter – Region 1
- Keith Blair – Region 2
- Eric Finney & Ray Lapke – Region 3
- Dan Serpico – Region 4
- Marlow Stanton – Region 5
- Tova Peltz – HQ Delivery & Ops
- Angela Kargel – HQ Traffic
- Gary Obery – HQ Traffic
- Jiguang Zhao – HQ Traffic
- Shannon Pruett – Crash Analysis Reporting (CAR) Unit
- Heidi Manlove – Transportation Safety Office (TSO)
- Jill Pearson - Communications
- Rebecca Burrow – Maintenance
- Jenna Berman – Active Transportation

➤ Team meets monthly each 3rd Thursday

Vulnerable User Fatal Crash Review

Suitability for VCR Program

Criteria	Yes	No
Occurred along a state highway?	X	
Resulted in death of a vulnerable road user?	X	
Result of a “motor vehicle-related” crash as defined by CAR?	X	
Did not occur on an interstate mainline or expressway mainline?	X	
Crash history or risk factors suggest a similar crash could occur in this area in the future?	X	
Potential contributing factors can be mitigated by changes to built environment or education?	X	

Vulnerable User Fatal Crash Review

Level of Response

Characteristics of Surrounding Area	Yes	No
Other vulnerable user crashes in past five years?	X	
High equity index area?	X	
High safety risk score for vulnerable users?	X	
Potential up/downstream issues contributing to crash?		X
Crash occurred in school zone or involved student traveling to/from school?		X

Progress of the Responsive Program

(January 2024 – March 2025)

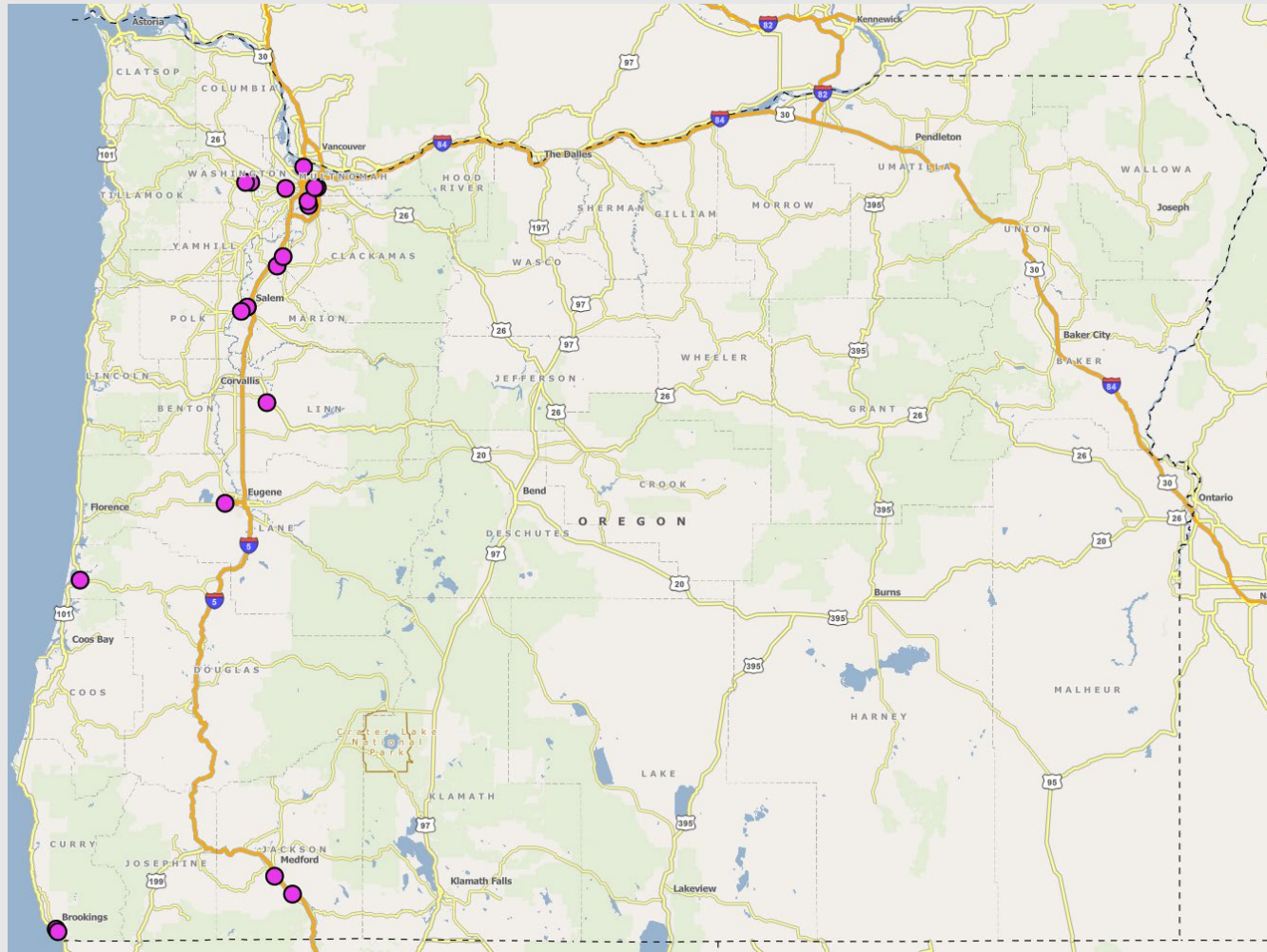
- 65 fatal vulnerable user crashes reviewed
- 19 projects initiated
- 8 projects in design
- 2 projects in construction



Summary of Responsive Projects

City	Project location	Status	Description
Salem	OR-99E (Liberty St) at River St NE	Design	Install enhanced crosswalk
Salem	Edgewater St (OR-22) near MP 24	Design	Install curbing along shoulder and illumination
Woodburn	OR-99E near Williams Ave	Region Investigation	Install upgraded pavement markings, signs, delineation, and illumination at existing enhanced crosswalk
Hubbard	OR-99E near Elm Dr	Region Investigation	Considering enhanced crosswalk
Lebanon	OR-99E near Division St	Region Investigation	Considering enhanced crosswalk and illumination
Eugene	OR-569 near Roosevelt Blvd	Design	Install right-turn arrow signal heads, implement signal operations to protect crosswalk users

Locations of Responsive Projects



Questions?

- For more information:
 - Gary Obery, VCR Program Manager (gary.r.obery@odot.oregon.gov)
 - Keith Blair, Region 2 Traffic Unit Manager (keith.p.blair@odot.oregon.gov)
- Visit our website: [Oregon Department of Transportation : Vulnerable User Crash Response Program : Engineering : State of Oregon](#)

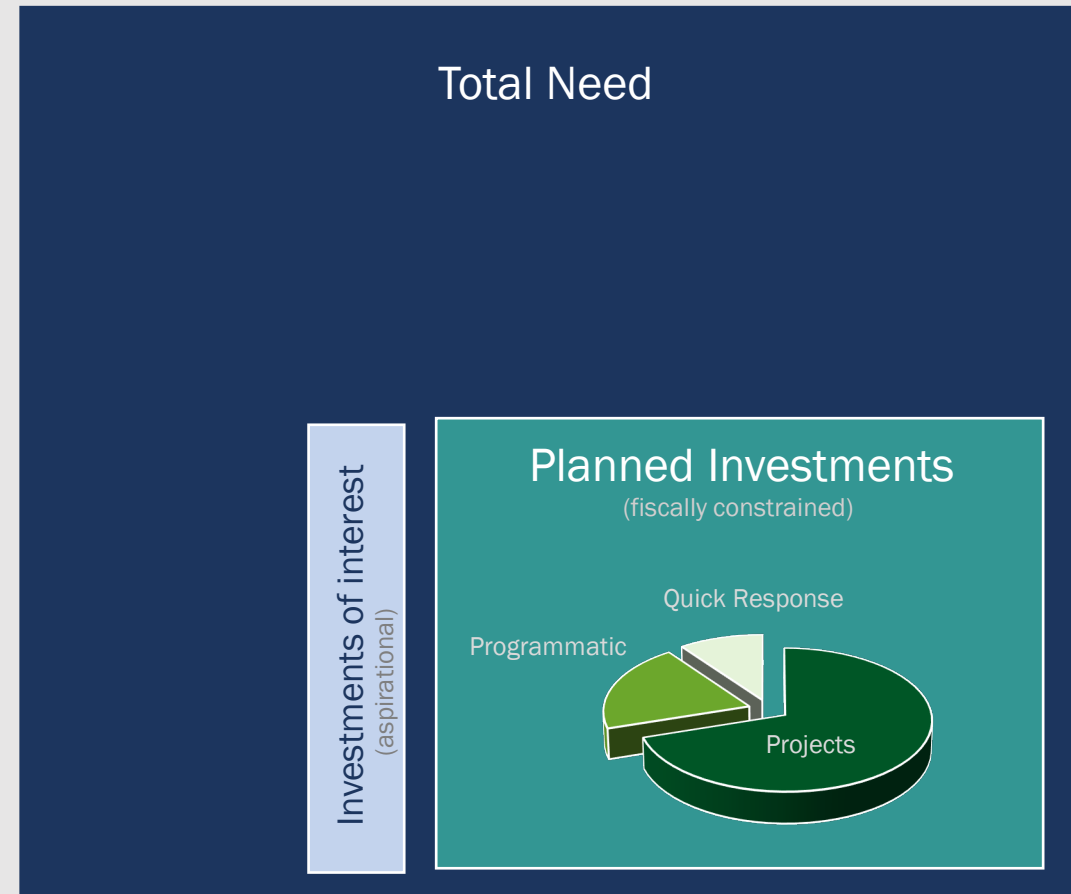


Capital Investment Plan

Amanda Pietz, Policy Data and Analysis Division Administrator

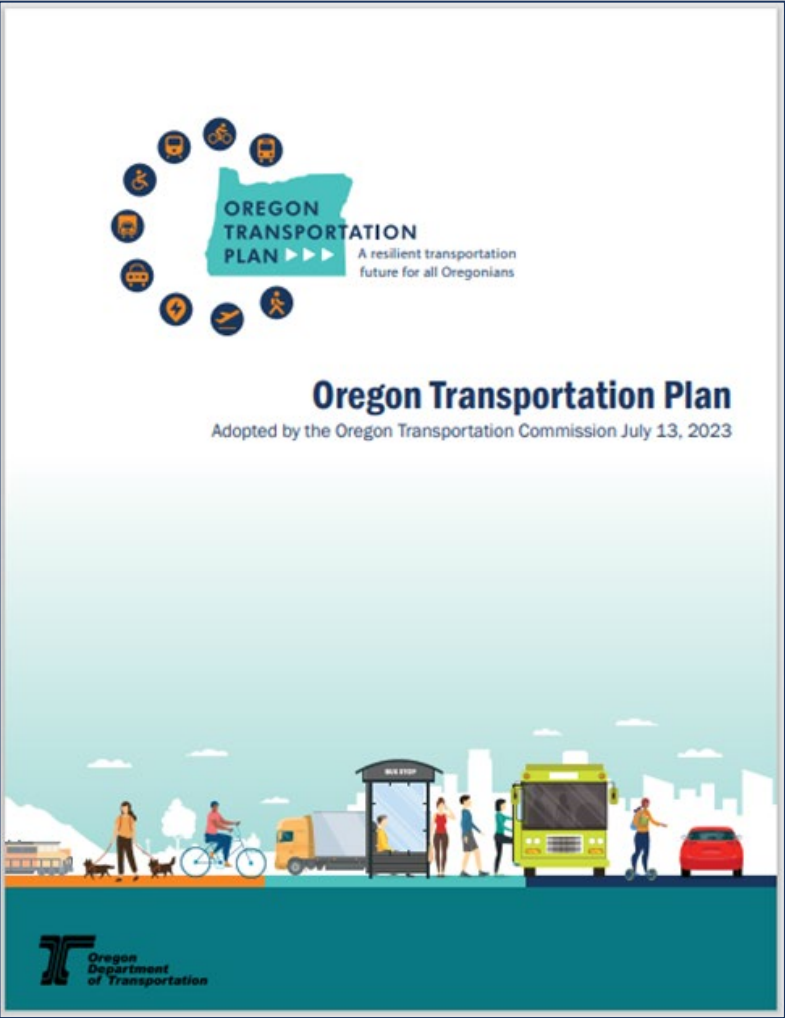
April 2025

What is the Capital Investment Plan?



- **Projects:** Preservation, enhance, bike-ped, etc.
- **Programmatic / Lump Sum:** O&M, transit, safety, etc.
- **Quick Response:** Safety, emergency management, etc.

Benefit: Creates accountability between long range plans and short-term investments

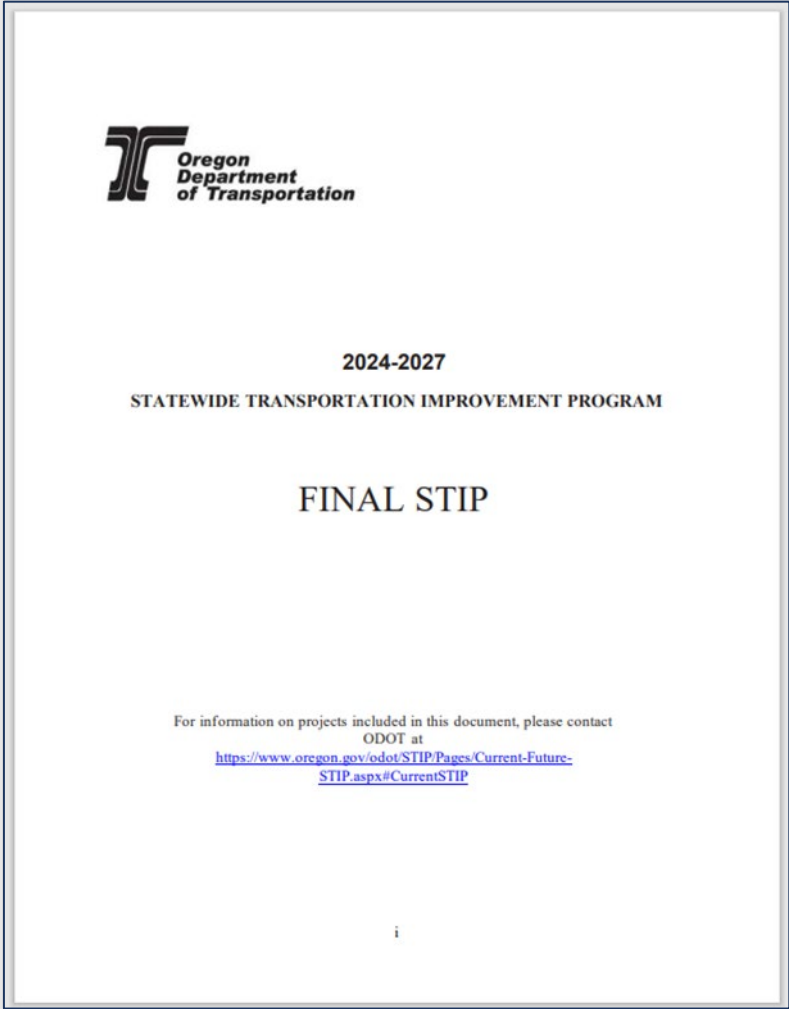


2023-2050

Capital Investment Plan

➔

Ensure investment decisions help advance long term vision and goals. Creates a mid-range investment plan.

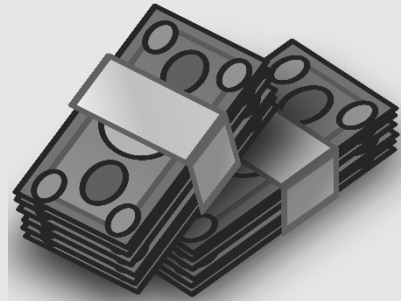


2024-2027

Benefit: Helps us understand the long-term impacts of short-term decisions

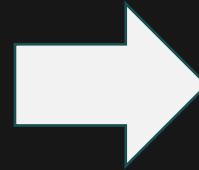


Borrow to build today

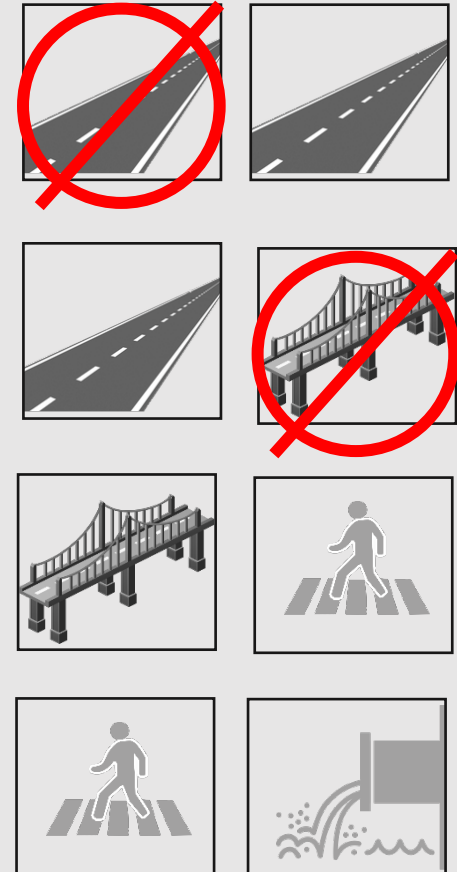


Payback over time

Capital Investment
Plan



Understand
the impacts to
real
investments
over time and
make more
informed
choices



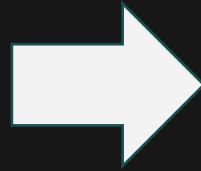
Benefit: Transitions to a more disciplined project selection process

Investment concepts
originate from:



ACTs

Goals and Metrics



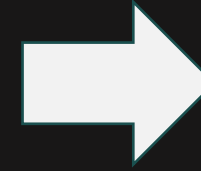
Use a data-driven process to screen investment ideas through goals and metrics.

Capital Investment Plan

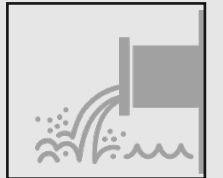
Harmonization

- Balance investments
 - Type
 - Urban and Rural
- Consider cost responsibility
- Meet obligation targets
- Combine projects
- Evaluate risk and ROI

Projects



Iterate to a final project list and investment portfolio.



Benefit: Improved Project Estimates

Capital Investment Plan

Confidence in programming based on understood risks, project readiness, and confirmation of available funding.

Move from a three-year STIP update to an annual update, incorporating more current information.

Do more project phasing, with PE then construction.

Identified projects are bucketed to timeframes based on urgency, readiness, level of understanding of risk, and available funding



Reassessed annually and more investments added to the CIP and projects to the STIP



Investment identified for meeting longer term need. Commitment for project to be further developed.

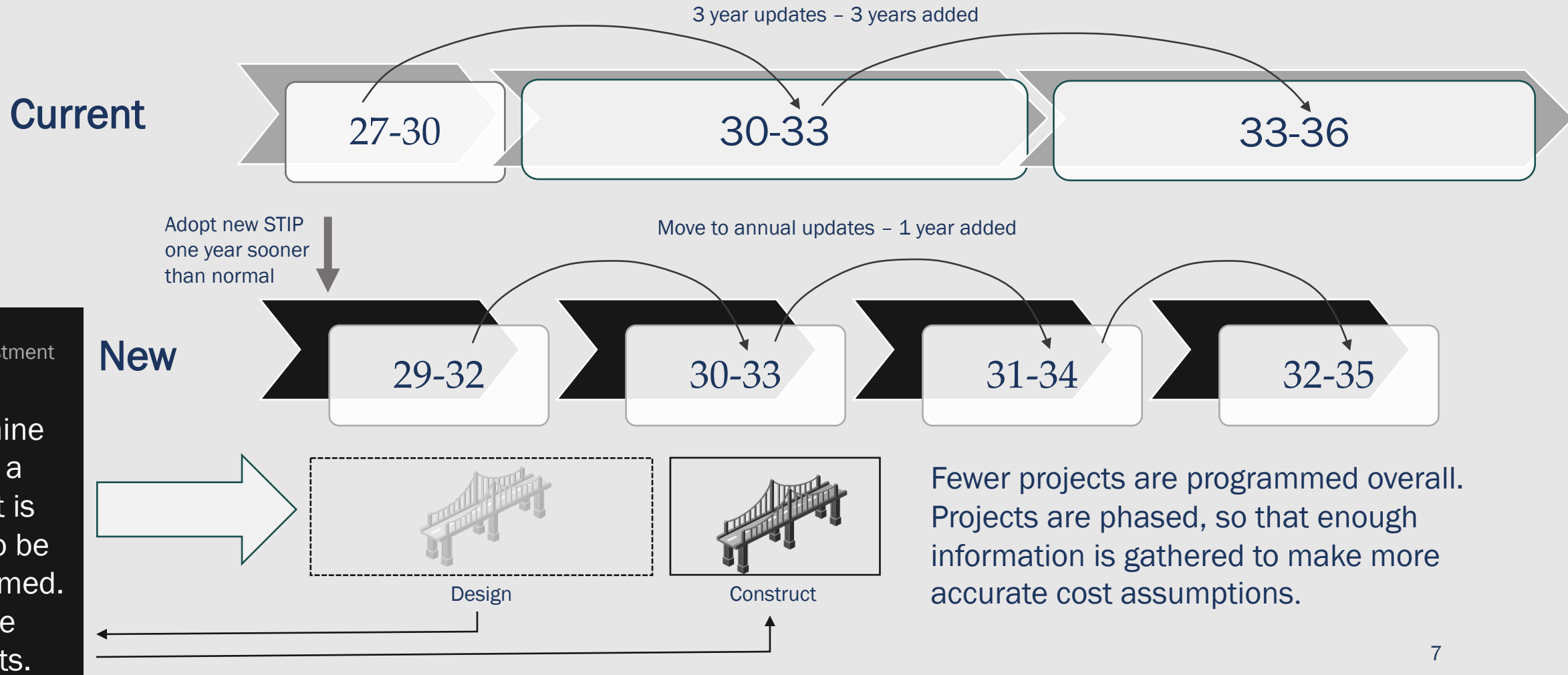


More eminent need, with clear project concept and high-level scoping work complete. Further development for programming.

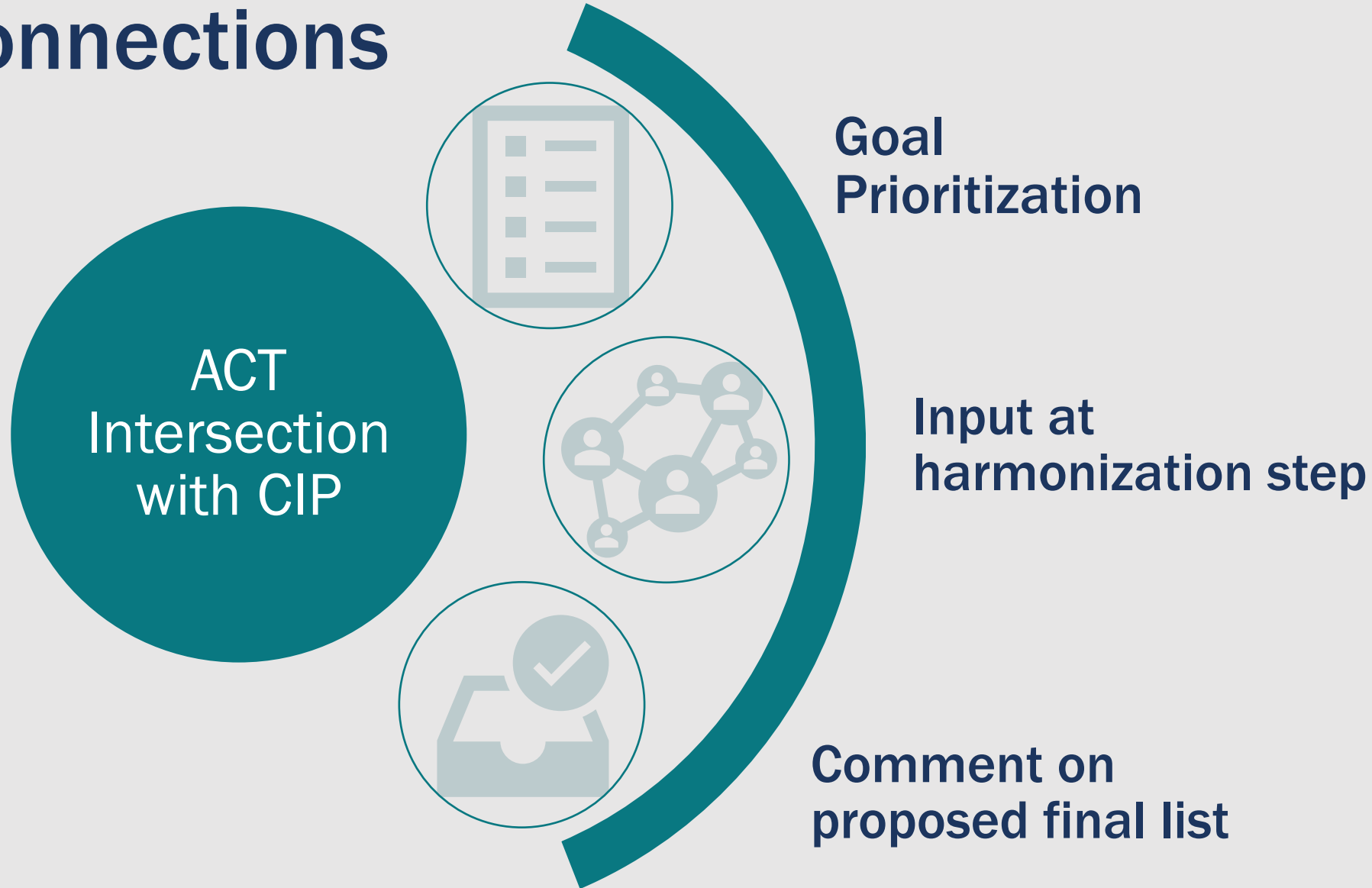


Immediate need, project is ready and anticipated risks are known, funding is available. Project programmed in the STIP.

Transitioning to an Annual STIP and Different Programming Approach



Connections



Inform Goal Prioritization



Economic and Community Vitality

Improve prosperity, opportunity, and livability for all people who live, work, and recreate in Oregon.



Social Equity

Improve access to safe and affordable transportation for all, recognizing people who have been systemically excluded and underserved. Create an equitable and transparent engagement decision-making structure that builds public trust.



Mobility

Create a resilient multimodal transportation system that enables diverse community members and businesses to get where they need to go safely, reliably, affordably, and with minimal environmental impact.



Stewardship of Public Resources

Secure sufficient and reliable revenue for transportation funding and invest public resources to achieve a resilient and sustainable multimodal transportation system in a state of good repair.



Safety

Enable safe travel for all people, regardless of age, ability, race, income, or mode of transportation.



Sustainability and Climate Action

Minimize transportation's negative role in climate change by reducing GHG emissions, reducing air toxics, noise and light pollution, water toxics, and habitat loss.




Oregon Transportation Plan goals

What are your priorities and what should we consider when evaluating projects for inclusion in the Capital Investment Plan?

Next Steps

- Prioritize Goals (every 3-5 years)
 - Seek input from ACTs and public
 - OTC set priorities among the OTP goals
- Establish Metrics and Scoring
 - Look to work of other states
 - Consider: available funding, performance targets, asset data and more
- Link to 2027-2030 STIP
- Develop first Capital Investment Plan
 - Use goals and priorities to identify investment ideas
 - Screen investment ideas through metrics and score
 - Harmonize
 - Seek input from ACTs to understand potential issues and opportunities
 - Finalize investment list and identify general timing over 10-year period
 - OTC approves Capital Investment Plan

Example: OneNevada Goals and Criteria

Goal Area	Criteria
 Enhance Safety	Crash Reduction Potential
 Preserve Infrastructure	Pavement Condition Improvement
	Bridge Risk Reduction Score
	Other Asset Improvement
 Optimize Mobility	Population Accessibility
	Travel Time Reliability
 Transform Economies	Business Accessibility
	Economic Development Potential
 Foster Sustainability	Reduce Environmental Risk
	GHG Emission Reductions
	Environmental Enhancements
	Resilience
	Reduce Future Maintenance
 Connect Communities	Project Connectivity
	Multimodal Access
	Access to Community Destinations
	Equity

Questions?



ODOT Capital Investment Plan

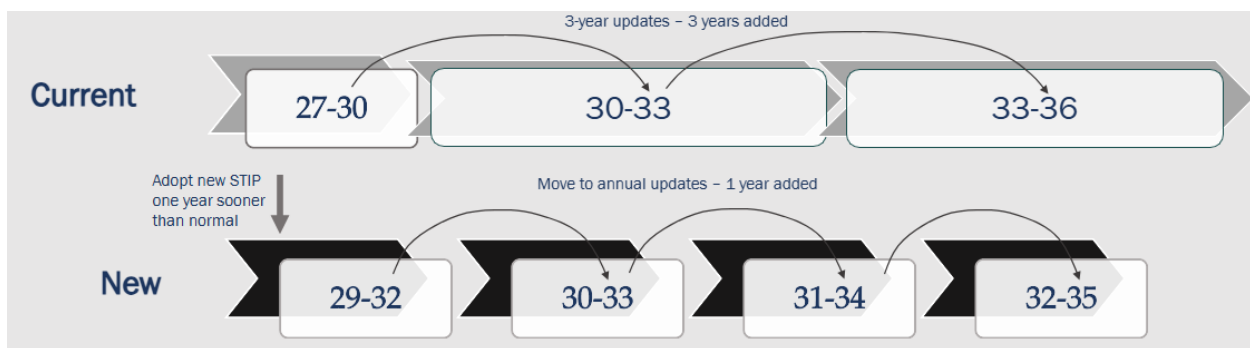
Background

Following the 2024 Strategic Review, ODOT began design work to re-imagine how the Statewide Transportation Improvement Program (STIP) is developed, separating out the policy discussions from how overall funding should be spent. To determine how ODOT should develop the Capital Investment Plan, staff scanned other states and conducted deep-dive peer exchanges with Arizona, Colorado, Minnesota, and Nevada DOT's. In addition, six diverse workgroups were formed with over 50 ODOT employees across multiple Divisions and Regions.

What is the Capital Investment Plan?

ODOT's Capital Investment Plan will feed the STIP and identifies transportation investments for ODOT over a 10-year period. As a mid-term document, the Capital Investment Plan closes the gap between ODOT's long-range policy plans and the short-term budget and STIP. Investments will be financially constrained and include primarily projects. A small reserve of funds will be held in order for the Plan to be agile to changing needs, such as for safety and to respond to extreme weather events. Programmatic funding, such as how much goes to public transportation will be shown overall, but not broken down by individual projects. A secondary list will also be created for 'investments of interest' that identifies more aspirational items which cannot be funded today but could be prime candidates when funding opportunities arise, such as federal grants. The entire portfolio of investments in the Capital Investment Plan will be shown relative to ODOT's total need, so that we can keep track of the whole picture.

With the Capital Investment Plan, the STIP will transition to an annual adoption cycle. Fewer projects will be programmed each year, and those that are will be phased so that enough information is gathered to make more accurate cost assumptions.



Benefits

The Capital Investment Plan represents a fundamental change to doing business for ODOT, and sets out to accomplish the following goals:

Help understand the long-term impacts of short-term decisions

- Understand the impacts to real investments over time and make more informed choices around bonding and borrowing.
- Show our investment strategy over time, such as the incremental triage approach to seismic resilience.

Transitions to a more disciplined project selection process

- Projects will come from plans, management systems, or Area Commissions on Transportation

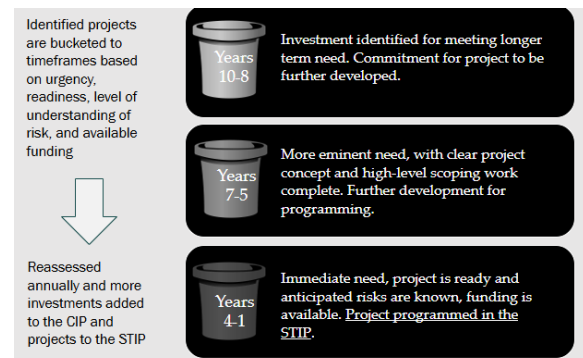


Increased transparency and accountability

- Knowing what is planned allows for better collaboration with partners.
- Transparent communication about how projects are evaluated and where they originate from.
- Clear role for the Area Commissions on Transportation.

Improved project estimates

- Buckets represent timeframes of readiness and urgency. Investments will be described by benefits to safety, state of good repair, and more.



Next Steps


- Goal prioritization: Seek input from ACTs and the public, OTC to set priorities among the OTP goals by summer 2025
- Establish metrics and scoring by summer 2025
- Link with the existing 2027-2030 scoping work by summer 2025
- Use goals and priorities to identify investment ideas
- Screen investment ideas through metrics and score
- Harmonize investment portfolio
- Finalize investment list and identify general timing over initial 10-year period, seeing OTC approval in 2026

ODOT Capital Investment Plan: Goal Prioritization


What are your priorities and what should ODOT consider when evaluating projects for inclusion in the Capital Investment Plan? What concerns influence how you prioritize goals and projects?

How do you see the Oregon Transportation Plan goals (listed below) being used for project evaluation?

6.1 Economic and Community Vitality


**Goals**
(What/Who)

Improve prosperity, opportunity, and livability for all people who live, work, and recreate in Oregon.


**Objectives**
(How)

- EC.1: Link transportation and land use decisions, recognizing the impact both have on how, where, and the distance people travel.
- EC.2: Provide safe and reliable movement of goods and services.
- EC.3: Provide transportation systems to promote healthy, prosperous, and cohesive communities.
- EC.4: Provide, maintain, and enable multimodal intercity connections that support access to Oregon's natural, cultural, and heritage destinations.

6.2 Social Equity


**Goals**
(What/Who)

Improve access to safe and affordable transportation for all, recognizing the unmet mobility needs of people who have been systemically excluded and underserved. Create an equitable and transparent engagement and communications decision-making structure that builds public trust.


**Objectives**
(How)

- SE.1: Recognize past harms and remove barriers to inclusion and opportunity.
- SE.2: Make decisions through processes that are transparent, inclusive, and engaging to all people affected by the transportation system.
- SE.3: Improve access to and convenience of a range of high-quality, safe, and affordable mobility options for excluded or underserved populations.
- SE.4: Expand access to essential services and economic opportunities through programs and investments.

6.3 Mobility


**Goals**
(What/Who)

Create a resilient multimodal transportation system that enables the diverse range of community members and businesses with different needs to get where they need to go safely, reliably, affordably, and with minimal environmental impact.


**Objectives**
(How)

- MO.1: Complete, maintain, and improve multimodal transportation facilities and services that are essential to Oregonians' prosperity and quality of life.
- MO.2: Reduce the per capita VMT for passenger vehicles.
- MO.3: Create a transportation system that is fully accessible to people of all ages, abilities, races, ethnicities, and income levels, regardless of geographic context.
- MO.4: Maintain or improve travel reliability for movement of goods and access to services.
- MO.5: Tailor transportation solutions to the local context, allowing for different solutions to achieve OTP goals in rural, suburban, and urban communities.
- MO.6: Integrate emerging transportation technologies into transportation services and facilities.

6.4 Stewardship of Public Resources


**Goals**
(What/Who)

Guided by open, data-driven decision-making processes, secure sufficient and reliable revenue for transportation funding and invest public resources to achieve a resilient and sustainable multimodal transportation system.


**Objectives**
(How)

- SP.1: Create sufficient, reliable, and sustainable revenue for transportation funding to meet the goals of the Plan.
- SP.2: Strategically align program, capital, and operational investments with OTP goals.
- SP.3: Collaborate and plan across and between agencies and service providers.
- SP.4: Manage and deliver projects and programs with an approach that is adaptive and effective.
- SP.5: Conduct decision making and public involvement in a transparent and open manner.
- SP.6: Increase the resiliency of the transportation system to better withstand and recover from the anticipated impacts of climate change, extreme weather, seismic and other natural disasters, and adapt to changing needs.

6.5 Safety


**Goals**
(What/Who)

Enable safe travel for all people, regardless of their age, ability, race, income, or mode of transportation.


**Objectives**
(How)

- SA.1: Implement a holistic, proactive approach to system safety that eliminates the occurrence of people being killed or seriously injured on the transportation system by anticipating human mistakes and recognizing the vulnerability of people on the road.
- SA.2: Provide transportation systems and facilities that are safe and secure for people to use, maintain, and operate.
- SA.3: Leverage data and technology to document and eliminate fatal and serious injury crashes.

6.6 Sustainability and Climate Action

**Goals**
(What/Who)

Minimize transportation's negative role in climate change by reducing GHG emissions for all sectors of transportation, while also reducing air toxics, noise and light pollution, water toxics, and habitat loss.

**Objectives**
(How)

- SC.1: Achieve state goals for reducing GHG emissions.
- SC.2: Preserve and improve the quality of Oregon's water, air, and natural ecosystems.

DezaRae Collins

From: DezaRae Collins
Sent: Thursday, March 20, 2025 4:22 PM
To: DezaRae Collins
Subject: Rumble strip installation starts next month on several highways in northwest Oregon

External: Please report suspicious email to security@wesd.org



Road Work Alert



Rumble strip installation to start on a highway near you



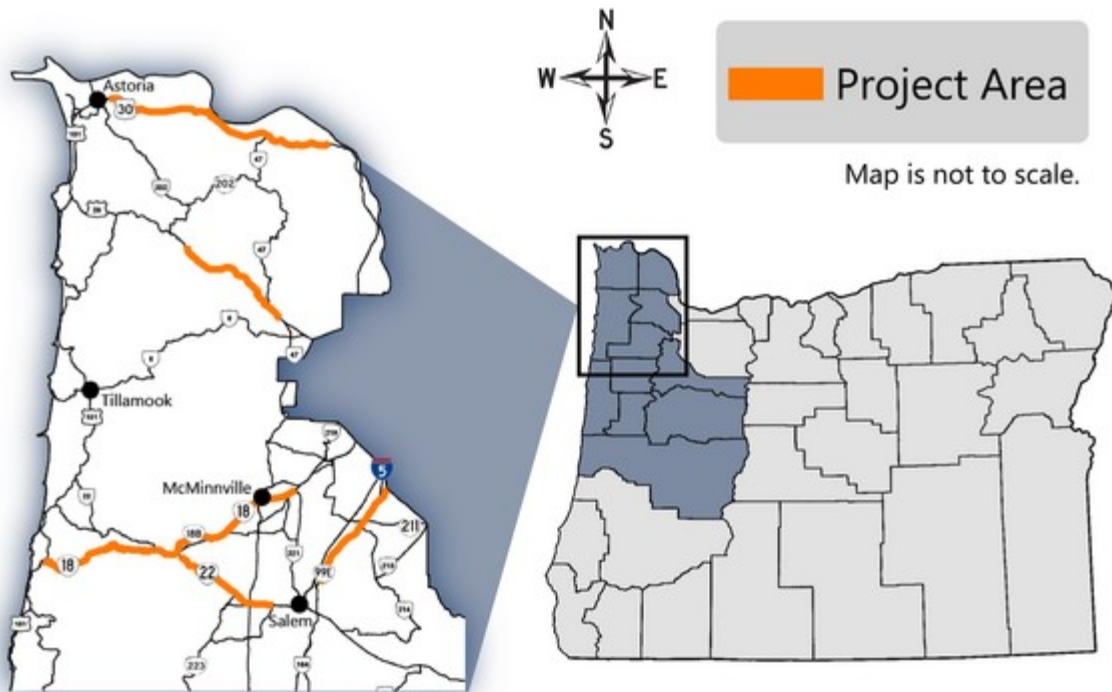
Work starts soon

You'll see our crews on OR 18, OR 22, OR 99E, U.S. 26 and U.S. 30 [installing rumble strips](#).

Rumble strips are grooves in the pavement that create vibration and sound to alert drivers when they are leaving a lane. They can reduce the number of roadway departure fatalities by 20% and are a successful and low-cost way to make our roads safer.

When construction starts, you can expect:

- Lane and shoulder closures with flaggers helping direct traffic.
- Crews working during the day.
- Construction noise and delays.



[Visit the project webpage](#)

Check out what we're building in and around your community!

See what else is being constructed on the roads around your community by visiting our [webpage](#). Explore our interactive map to see what we're working on!



Pay attention in the work zone, slow down and move over – imagine this is where you work! Always drive safely, watch for construction signs and workers.

Remember that fines double in all Oregon work zones, whether workers and signs are present or not.



Don't keep this a secret – help us spread the word!

Share this email with your friends, family and neighbors so they can also [get connected and sign up to receive email updates](#) to learn about the work we're doing.



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Si desea obtener información sobre este proyecto traducida al español, sírvase llamar al TTY (800) 735-2900.

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Know Before You Go!

For 24/7 road conditions and traffic alerts visit TripCheck.com or call 5-1-1.



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Oregon Department of Transportation

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