

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/88049965623>
Meeting ID: 880 4996 5623
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, December 5th, 2024
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). 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 Order Chair Ken Woods, Jr.

Welcome and Introductions

Approval of October 3rd, 2024, Meeting Summary

Public Comment

Comments from the Legislative Delegation

OTC Comments

Commission Discussion/Area Updates

- MWACT Members Term Expiring Reminder
- ODOT Update on OR22/51 Interim Immediate Safety Improvements
- COAR Rep. Volunteer Update
- Connect Oregon Final Rankings (attached)
- Chair Woods Recognition and Appreciation

4:00 p.m. Item 2. Center Street Bridge (CSB) Update Andrew Walker, ODOT

As part of HB 2017, the Center Street Bridge is a future Statewide Transportation Investment Project to design and construct seismic retrofit improvements as identified, analyzed and refined in the 2019 Advanced Investigation report.

Action: *Informational*

4:30 p.m. Item 3. Upcoming ACT Chairs Election Brandon Williams, ODOT

In accordance with MWACT's Operating Agreement, "The Chair and Vice-Chair shall be elected by the MWACT membership annually, at the second meeting of each calendar year.". This discussion should reflect on the merits of continuing this practice, and/or discuss member's desires for any future refinements or changes to how we elect Chair/Vice-Chair roles for MWACT.

Action: *Informational and for discussion*

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

- ACT Chair meeting on October 22nd, 2024 – Chair/Vice-Chair debrief
- Agenda Build Brainstorm (full ACT input requested)
 - OR22/51 Safety Data Update
 - MWACT Charter Agreements Review

5:30 p.m. Item 5. Adjournment Chair Ken Woods, Jr.

Meeting Summary

Mid-Willamette Valley Area Commission on Transportation (MWACT)

MWVCOG Virtual Meeting

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

Thursday, October 3, 2024

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

MWACT Members Present

Paul Welch for Anna Henson, ODOT Region 2 Area 3 Manager

Cathy Clark, 2024 Vice Chair, Keizer Mayor - Zoom

Chris Patoine, Polk County Private Sector

Della Seney, Hwy. 22E Corridor, Aumsville City Council

Ken Woods Jr., 2024 Chair, Dallas Mayor

Kit Johnston, Yamhill County Board of Commissioners - Zoom

Lyle Mordhorst, Polk County Board of Commissioners

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

April Newton, 99E/213 Corridor, Silverton City Council

Cynthia Thompson, YCTA

Frank Lonergan, I-5 Corridor, Woodburn Mayor

Kevin Cameron, Marion County Board of Commissioners

Michael Schilling, Dallas City Council, Alternate for Ken Woods

Stacia Martin, Tribal Government, Confederated Tribes of the Grand Ronde

Trevor Phillips, Salem City Council

Yvette Potter, 99W/18/47 Corridor, Yamhill Mayor

Others Present

Alex Bettinardi, ODOT

Alvin Klausen, Marion County – Zoom

Amanda Pietz, ODOT

Arla Miller, ODOT Public Transportation Division – Zoom

Branden Dross, Lafayette's City Administrator – Zoom

Brandon Williams, ODOT

Bridget (?)

Ed Chamberland, DEA, Inc.

Fred Evander, City of Independence, City Planner

Gerry Waller, City of Donald

Rochelle Roaden, Monmouth City Manager

Jason Freilinger, Mayor of Silverton – Zoom

Jillian Trinkaus (she/her) - ODOT PTD – Zoom

Kristine Evertz – Summit Strategies, Yamhill Parkway Committee (Newberg-Dundee Bypass) – Zoom

Mark Bernard – Zoom
Matt Marquez, SAMTD – Zoom
Mike Jaffe, MWVCOG-SKATS Staff
Paul Welch, ODOT
Shawn Waite, City Administrator – Zoom
Shofi Ull Azum, SAMTD – Zoom
Tammy Kunz, Keizer Community Diversity Engagement Committee – Zoom
Theresa Whisenhunt, MWVCOG

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

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

Summary of August 1, 2024, Meeting:

The summary of the August 1, 2024, meeting was approved by consensus of the members present and online, except for 2 corrections raised by Cathy Clark:

1. The State Aviation Board is NOT recruiting a Mid-Willamette Valley ACT representative, the State Aviation Review Committee is recruiting a representative
2. Agenda Item 3 did not include Connect Oregon regionwide rankings (ODOT Region 2) list

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 OTC.

Commission Discussion/Area Updates:

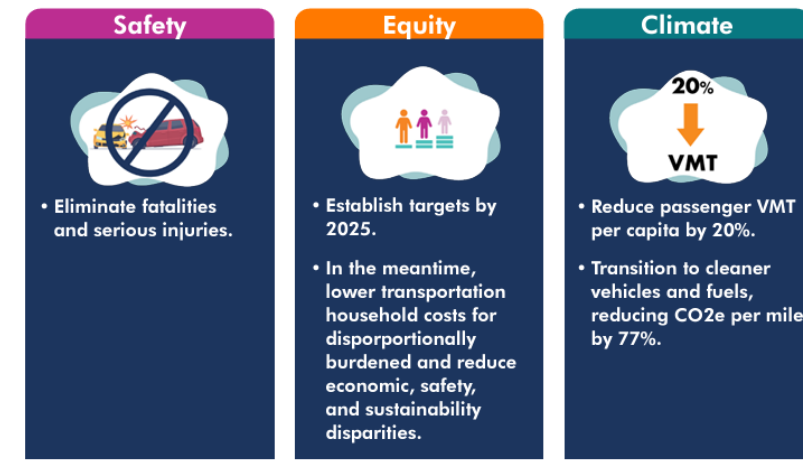
- *Leadership changes*
 - The newly appointed deputy director for ODOT's Delivery and Operations Division is Amy Ramsdell
- *Polk County field trip*
 - Anna Henson, Savannah Crawford, Commissioner Lyle Mordhorst and Chair Woods visited highway OR22/51, Kings Valley Highway, Western Christian School and Highway 99 examining Polk County's pain points and current projects.
- *Project updates*
 - I-5 Kuebler and Delaney construction has started

- Bid was received for Newberg Dundee bypass. Tom Hammer asked if this project bid came in under budget and ODOT confirmed that the bid came in at \$8 million over budget
- *Budget updates*
 - ODOT has submitted their final budget including a \$350 million reduction with 1,000 staff positions that could be eliminated if the transportation bill is not approved
- *OR22/51 Interchange and the JCT*
 - Vice-Chair Cathy Clark attended the Joint Committee on Transportation meeting to raise support for the economic needs of the Mid-Willamette Valley region to fund public transit, Safe Routes to School, transportation safety projects, and the League of Cities.
Lyle Mordhorst attended as well and expressed the importance of statewide partnership, specifically ODOT supporting Polk County projects which is about 69% underfunded. Mordhorst emphasized the importance of a Center Street bridge seismic update considering that the land West of the bridge has liquid soils. Chair Ken Woods Jr. shared in detail his experience with the recent fatality at OR22/51 Interchange and the dire need to improve the interchange for a multitude of reasons including high speeds, impaired driving, and the number of historic fatalities.
Lyle Mordhorst noted that the OR22/51 Interchange has been a moving priority but is making progress. Currently environmental engineering evaluations are being conducted which could take up to 18 months. Since the latest fatality, the possibility of removing the lefthand turn lane on OR22/51 interchange has been considered and will cost between \$50-70,000. The overall estimated costs for the entire project is over \$250 million and he is hoping that the project can be phased out since it is so large in scale. Emphasis was placed on impaired driving and the lack of traffic enforcement on Highway 22.
Vice-Chair Cathy Clark emphasized the importance of driver education for drivers under the age of 25, which accounts for 30% of the crashes included in the SKATS MTSAP. Sarah Duncan supported the Vice-Chairs suggestion and added that age is not just a factor, but the lack of experience drivers have before driving on highways that is contributing to these crashes. Sarah Duncan also requested data on the vehicle types involved with these crashes because of the damage large SUV's can cause compared to smaller sedans.

Agenda Item 2. ODOT Heat Map Presentation, Amanda Pietz, ODOT TPAU Staff

A presentation was shared by Amanda Pietz from ODOT, demonstrating overlapping high-need areas in the region using a transportation heat map. Data is prioritized by factors such as safety, climate, and equity. Several corridor examples were provided for context. Opportunities for ACTS to customize data based on local goals were discussed to help aid project priority decision-making.

Putting Policy into Action: Focus on outcomes, Integrate into investment decisions, Accountable to targets



Investment Priority Areas (IPA)

- Safety
- Equity
- Climate Mitigation Opportunities: Active (Bike/Walk needs), Transit Stop access opportunities, Electrification (Charging installation)

Secondary Considerations:

- High Use/Volume
- Congestion
- Freight Issues/Designation
- Climate Adaptation (Hazard Risks)
- Bridge
- Pavement
- ITS (and Broadband)
- Seismic

Every IPA gets converted to a common ranking system (numeric system):

- 4 = Critical (top priority locations for the IPA)
- 3 = High
- 2 = Moderate
- 1 = Minor
- 0 = Minimal/None

Equity: A metric directly from ODOT's Social Equity Index (SEI) work

- 4 (Critical) = SEI "High"
- 3 (High) = SEI "Medium/High"
- 2 (Moderate) = SEI "Low/Medium"
- 1 (Minor) = SEI "Low"
- 0 = Zero Population

Climate Mitigation Opportunities: Addressing Active Mode Issues, Improving access to transit and EV charging infrastructure

Cathy Clark asked if the engineering at intersection hot spots will be assessed as an affordable alternative instead of completely rebuilding. Amanda Pietz answered that the current data is solely informational based although the Great Streets program focuses on those solutions.

Agenda Item 3. STIF Discretionary Exercise, Arla Miller, ODOT PTD Staff

Arla Miller presented on the Statewide Transportation Improvement Fund (STIF) and Statewide Transit Network, with the goal of eliciting MWACT input. MWACT members reviewed applications and funds for the STIF program, outlining current funding resources against requests requiring prioritization of allocations. MWACT members agreed to provide their feedback via an online survey; these results were then compiled and entered in a single-form entry sheet by ACT support staff. Results of this survey will be shared during December’s MWACT meeting.

OVERVIEW OF FUNDING PROGRAMS

- Statewide Transportation Improvement Fund (STIF) Discretionary solicitation - \$12M
 - Broad project eligibility but are not a source of ongoing operations funding
- Statewide Transit Network Program solicitation
 - STIF Intercommunity Fund - \$10M
 - Improve coordination and connectivity of the statewide transit network
 - Federal Transit Administration (FTA) Section 5311(f) Intercity - \$3M
 - Focused on long distance, non-commuter intercity service

FUNDING OUTLOOK

Funding Available	
STIF Discretionary Fund	\$12 million
Statewide Transit Network Program	\$13 million
Total	\$25 million
Statewide	
Total funds requested	\$92,000,000
Mid-Willamette Valley ACT	
Number of applications	3
Total fund requested	\$4,100,000

SOLICITATION PROCESS AND KEY DATES

STIF Discretionary and Statewide Transit Network Grant process

1. Applicant submits a Letter of Interest
2. PTD reviews Letter of Interest for project eligibility
3. Applicant submits a grant application
4. PTD presents and then provides access to eligible projects to ACTs and QEs
5. **ACTs and QEs review and recommend projects to PTD**
6. PTD Project Selection Committee reviews and recommends projects to PTAC

7. PTAC makes funding recommendation to OTC

OTC makes the final funding decision Milestone	Date
Grant applications available on ODOT website no later than	September 24, 2024
ACT feedback due to ODOT	October 22, 2024
ODOT Project Selection Review Committee completes project scoring	November 2024
PTAC recommends projects to OTC	December 2024
OTC approves projects	March 2025

Region Projects

Salem Area Mass Transit District (SAMTD) STIF Discretionary: 10 Replacement Paratransit Buses

- Out of 34 buses in the paratransit fleet 79% (27) have exceeded useful life.
- 10 replacement buses would reduce the percentage down to 50% remaining that have exceeded useful life.
- Request is for \$2,660,000

SAMTD ~ Preliminary design and NEPA East transit center

SAMTD is requesting funding to do preliminary design and environmental documentation (NEPA) prior to land acquisition which is mandatory.

- These funds will help leverage a FTA (Federal Transit Administration) 5307 award.
- If awarded these funds will help with site selection, preliminary site design and engineering, NEPA process, and external project management.
- Requested amount \$504,000.

City of Monmouth ~ Monmouth Independence Trolley

- This will fund the continuation of the Trolley that runs in and between the City of Monmouth and the City of Independence.
- The Trolley is averaging 15 riders per hour and over 10,000 trips per month since it started April 2023.
- Requested Amount \$936,000

EVALUATION CRITERIA AND PROCESS

STIF Discretionary

- Community benefits 30%
- Equity 20%
- Climate benefits 20%
- Safety 20%
- Readiness to proceed 10%

Statewide Transit Network

- Community benefits 50%
- Equity 15%
- Climate benefits 15%
- Safety 10%
- Readiness to proceed 10%

Role of Area Commissions on Transportation

- Review applications relevant to ACT area of responsibility
- ACTs may provide comments on applications related to but not limited to:
 - Evaluation criteria

- Local knowledge of transportation planning and investments
- Opportunities to leverage funds

SUMMARY

- Detailed information on current STIF applications has been shared directly with MWACT members, via email, before this meeting
- All ACT project reviews must be submitted on a single Project Input Form. The Project Input Form is due by October 22, 2024

Today's ask of the ACT is to provide the chair with recommendations on projects to fund based on regional need and other criteria noted in previous slides. Though questions and discussion occurred, there were no specific recommendations resulting from this discussion. Brandon Williams asked MWACT members if a survey would be helpful, and members agreed to provide their direct rankings or other input via the survey.

One MWACT member asked if there is any data available on the Monmouth trolley cost per ride or if the city provides any match in funding. ODOT representative responded that the trolley has about 10,000 riders a month and ride per day cost about \$7. Conversation with local businesses to support funding for the trolley is happening since the trolley is fare-free. Arla Miller reminded the group that fares cannot be used as a match to keep the trolley operational.

Cathy Clark asked if it is more cost efficient to have modern day buses operating, in relation to the SAMTD applications. Matt Marquez confirmed that is correct, and over time the high costs of maintenance outweigh the operability. Lyle Mordhorst asked the ratio of electronic vs gasoline operating buses and Marquez replied that only 7 buses are currently electric.

Della Seney added that the city of Aumsville is isolated from the public transit system and needs at least a shuttle for residents who are having to travel into the larger city for most services.

Agenda Item 4. Information for MWACT members, ODOT Staff

- Agenda build brainstorm (full ACT input requested)
 - Brandon Williams suggested reviewing the MWACT workplan; general response from MWACT members was they prefer not to revisit so soon.
 - Lyle Mordhorst asked about an online Safety map that does not have a key for the different colors on the map. Mike Jaffe responded that the map is an index system of how many crashes there are in a particular area and the legend needs to be clicked on to enlarge. Lyle Mordhorst requested a more high-level summary of the crashes for pedestrian, vehicles, etc due to the overwhelming amount of text on the website
 - Vice-Chair Cathy Clark placed emphasis on the importance of the Center Street bridge in preparation for the Cascadia earthquake that was not thought of when the bridges were originally built. Lyle Mordhorst suggested that an additional alternative option needs to be rerouting water to residents West of the bridge.
- ACT Chair meeting on October 22nd, 2024
- November 7 2024 MWACT meeting cancelled, next MWACT meeting is December 5 2024

Agenda Item 5. Adjournment

The meeting was adjourned at 5:30 p.m.

Connect Oregon

Final Review Committee Prioritized Funding Recommendation

APP. #	APPLICANT	PROJECT NAME	TOTAL PROJECT COST	CO GRANT FUNDS REQUESTED	TOTAL PROJECT MATCH	FINAL COMMITTEE RANK
					Green = Recommend Fund	
1R0485	Mt. Hood Railroad	Mt. Hood Railroad Track Upgrade for Freight Expansion	\$ 2,526,400.00	\$ 1,743,216.00	\$ 783,184.00	1
3M0502	Mith-ih-Kwuh Economic Development Corporation	Ko'Kwel Wharf Improvements Project - Marine Dock Facilities	\$ 9,300,087.00	\$ 4,470,437.00	\$ 4,829,650.00	2
4A0508	City of Redmond	Redmond Airport Terminal Building Expansion Project	\$ 155,000,000.00	\$ 10,000,000.00	\$ 145,000,000.00	3
4R0510	Lake County	Lake County Railroad Customer Connections	\$ 3,225,692.53	\$ 2,225,692.53	\$ 1,000,000.00	4
5R0515	Oregon Eastern Railroad	Oregon Eastern Railroad 286k Upgrade Phase 3	\$ 1,114,204.00	\$ 657,380.00	\$ 456,824.00	5
2M0494	Port of Newport	Dock 7 and Commercial Marina Rebuild	\$ 34,570,110.00	\$ 9,570,110.00	\$ 25,000,000.00	6
3A0498	Jackson County	Medford Airport East Side Heavy Duty Aircraft Apron Expansion	\$ 7,300,000.00	\$ 3,000,000.00	\$ 4,300,000.00	7
2M0489	Columbia River Bar Pilots, LLC	Columbia River Bar and Coastal Wave Safety Technology	\$ 229,598.48	\$ 160,718.94	\$ 68,879.54	8
4A0505	Christmas Valley Park and Recreation District	Christmas Valley Airport Runway Reconstruction	\$ 8,291,111.00	\$ 524,111.00	\$ 7,767,000.00	9
2A0488	Oregon Department of Aviation	Oakridge Airport Runway Rehabilitation	\$ 2,630,000.00	\$ 1,788,400.00	\$ 841,600.00	10
2M0495	Port of Columbia County	Port Westward Beaver Dock Modernization Project	\$ 3,900,000.00	\$ 2,730,000.00	\$ 1,170,000.00	11
5A0513	Grant County	Grant County Regional Airport Fuel Tank Expansion and Upgrade	\$ 1,403,000.00	\$ 982,100.00	\$ 420,900.00	12
2R0496	Green Hill Reload	Greenhill Reload Multi-Modal Center Rail Improvement	\$ 2,982,991.00	\$ 2,058,264.00	\$ 924,727.00	13
3R0504	Central Oregon & Pacific Railroad	Douglas County Rail Access and Expansion Project	\$ 1,230,957.00	\$ 614,248.00	\$ 616,709.00	14
1A0481	Port of Portland	PDX Airtrans Center (ATC) Air Cargo Expansion	\$ 5,813,085.42	\$ 3,600,000.00	\$ 2,213,085.42	15
5A0514	City of Ontario	Ontario Municipal Airport Gate and Fence Install	\$ 150,000.00	\$ 105,000.00	\$ 45,000.00	16
2R0497	Portland & Western RR	Salem to Woodburn Rail Modernization	\$ 2,731,365.00	\$ 1,775,387.00	\$ 955,978.00	17
4A0506	City of The Dalles	Columbia Gorge Airport Aviation Hangar Expansion	\$ 2,415,000.00	\$ 1,690,000.00	\$ 725,000.00	18
3A0499	City of Roseburg	Taxiway A Extension	\$ 1,722,222.00	\$ 172,222.00	\$ 1,550,000.00	19
2M0492	Port of Astoria	Pier 2 West Rehabilitation & Lift Replacement	\$ 36,733,019.00	\$ 6,415,126.00	\$ 30,317,893.00	20
1M0483	Port of Portland	Berth 601 Auto Carrier Expansion and Safety Project	\$ 5,169,918.00	\$ 3,400,000.00	\$ 1,769,918.00	21
3M0501	Oregon International Port of Coos Bay	Charleston Shipyard Capacity Enhancement Project	\$ 5,000,000.00	\$ 3,500,000.00	\$ 1,500,000.00	22
2A0487	City of Eugene	Eugene Airport Terminal Concourse A Seating Expansion	\$ 19,320,000.00	\$ 13,524,000.00	\$ 5,796,000.00	23
3A0500	Coos County Airport District	Southwest Oregon Airport Apron Reconstruction	\$ 5,200,000.00	\$ 3,000,000.00	\$ 2,200,000.00	24
2M0491	Pacific Seafood - Warrenton, LLC	Pacific Seafood Warrenton Fuel and Ice Dock Repair	\$ 1,340,210.00	\$ 938,147.00	\$ 402,063.00	25
4R0509	Beaver Pumice, LLC	Beaver Pumice Rail Spur	\$ 3,740,000.00	\$ 2,618,000.00	\$ 1,122,000.00	26
2M0490	Pacific Seafood Newport LLC	Pacific Seafood Newport LLC Dock Pilings	\$ 1,349,800.00	\$ 944,860.00	\$ 404,940.00	27
1M0482	Gunderson Marine LLC	Gunderson Marine Wharf & Trestle Upgrades for Transloading	\$ 12,377,600.00	\$ 4,800,000.00	\$ 7,577,600.00	28
4R0511	NW Volcanic Holdings, LLC	NW Volcanic Holdings SCM Rail Facility	\$ 1,870,000.00	\$ 1,309,000.00	\$ 561,000.00	29
5A0512	City of Burns	Burns Airport UAS Range Infrastructure and Development	\$ 425,000.00	\$ 297,500.00	\$ 127,500.00	30
2A0486	City of Corvallis	Corvallis Airport Hangar Taxilanes and Taxiway B and C Seal Coat	\$ 2,563,000.00	\$ 800,000.00	\$ 1,763,000.00	31
4A0507	Port of Arlington	Linus Pauling Field Fuel Storage & Sales	\$ 575,500.00	\$ 402,850.00	\$ 172,650.00	32
1A0480	Oregon Department of Aviation	Mulino State Airport Waterline Improvements	\$ 1,394,234.25	\$ 948,079.29	\$ 446,154.96	33
1R0484	Hampton Lumber	Hampton Lumber Portland Reload Expansion	\$ 101,355.00	\$ 70,948.50	\$ 30,406.50	34
3R0503	Knife River Materials	Green Siding Aggregate Offloading Facility	\$ 3,100,000.00	\$ 2,100,000.00	\$ 1,000,000.00	35

OR 22: Center Street Bridge Seismic Retrofit

Project Type:

- Seismic Retrofit

Presented by:

- Andrew Walker, Project Manager

Funding:

- HB 2017 Project



Mid-Willamette Valley Area Commission on Transportation
December 5, 2024



OR 22: Center Street Bridge Seismic Retrofit Agenda

Topics:

- Project history.
- Scope and purpose.
- Schedule.
- Current work.
- Q&A.

Project History

- Center Street Bridge was identified as a key route to keep West Salem connected following a large seismic event.
- House Bill 2017 allocated funds for a retrofit project.
- An advanced investigation seismic retrofit analysis was conducted in 2019 to assess the existing bridge and provide a cost estimate.
- In 2021, DOWL was chosen as the design consultant for the project.
- In 2024 ODOT identified a large funding gap and recently allocated additional funding.

Project Scope

- Seismic retrofit the bridge to sustain two way traffic in the event of a Cascadia Subduction Zone level earthquake.
- Create traffic plan with the City of Salem for two way traffic onto and off of the Center Street Bridge.
- Retrofit/replace City of Salem waterline ensuring water supply to West Salem.



Project Scope



Project Schedule

- | | |
|---------------------------|---------------|
| • Value Engineering Study | February 2023 |
| • Closeout NEPA | December 2025 |
| • DAP Complete | March 2026 |
| • ROW / Permits Secured | June 2027 |
| • Project Bid | October 2027 |

Active Work

- Currently working toward a Design Acceptance Package (50% design).
- Phase 2 alternatives analysis.
- Coordinating with City of Salem on waterline work and park construction impacts.

Questions?

A photograph of a large concrete arch bridge spanning a body of water. The bridge features a prominent arch structure with multiple stay cables. In the background, there is a forested hill under a cloudy sky. The foreground shows some trees and the water surface.

THANK YOU

Contact Information:

Andrew Walker, Resident Engineer – Consultant Projects

503-949-5301 | andrew.j.walker@odot.oregon.gov