

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, June 5th, 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.

3:30 p.m. Item 1. Call MWACT Meeting To OrderChair

- Welcome and Introductions
- Approval of May 1st, 2025, Meeting Summary
- Public Comment
- Comments from the Legislative Delegation
- OTC Comments
- Commission Discussion/Area Updates
 - Legislative Updates
 - Area 3 Projects (Polk, Marion, and Yamhill Counties)

4:00 p.m. Item 2. OTC Letter of Project Priorities ODOT Staff

The purpose of this agenda item is to prepare a letter for the OTC including a list of project priorities in preparation for the upcoming Oregon Transportation Commission meeting scheduled for July 2025. See attached homework / preparation sheets.

Action: Discussion and input.

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

- Agenda Build Brainstorm (full ACT input requested)
 - Safety Data Update
 - MWACT Charter Agreements Review

5:30 p.m. Item 5. AdjournmentChair

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
Chris Patoine, Polk County Private Sector
Cynthia Thompson, Yamhill County Transit Association – Zoom
Della Seney, Hwy. 22E Corridor, Aumsville City Council
Frank Lonergan, I-5 Corridor, Woodburn Mayor – Zoom
Gary Bullock, Marion County Private Sector
Kevin Cameron, Marion County Board of Commissioners – Zoom
Kit Johnston, Yamhill County Board of Commissioners – Zoom
Kyle Juran, Keizer City Council
Michael Schilling, Dallas City Council
Micki Varney, Salem City Council – Zoom
Tom Hammer, Yamhill County Private Sector

MWACT Members Absent

Angelica Ceja, Hwy. 22E Corridor, Aumsville City Council (Alternate for Della Seney)
Lyle Mordhorst, Polk County Board of Commissioners, 2025 Chair
Sara Duncan, SAMTD Board of Directors
Stacia Martin, Tribal Government, Confederated Tribes of the Grand Ronde
Yvette Potter, 99W/18/47 Corridor

Others Present

Alma Grijalva, City of Woodburn City Council – Zoom
Brandon Williams, ODOT (Alternate for Anna Henson)
Chris Mercier, Tribal Government, Confederated Tribes of the Grand Ronde – Zoom
Deza'Rae Collins, MWVCOG-SKATS Staff
Jillian Trinkaus, ODOT – Zoom
Kayla Hootsmans, ODOT Strategic Initiatives Manager
Keith Blair, ODOT Region 2 Traffic Unit Manager
Mike Jaffe, MWVCOG-SKATS Staff

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

Vice-Chair Chris Chenoweth called the hybrid meeting to order at 3:30p.m. A quorum was established, and introductions were made.

Summary of March 6, 2025, Meeting:

The summary of the March 6, 2025, meeting was approved by consensus of the members present in-person and online.

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.

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

- The SKATS Policy Committee adopted a resolution to update the 2023-2050 Metropolitan Transportation Plan (MTP) with new project descriptions, costs, and phasing
 - Phase 1, estimated at \$200 million, will focus on the eastern portion of the bridge structure and is planned for construction in 2026
 - Phase 2, estimated at \$130 million (year 2040 dollars), will address the western approach and is planned for 2040

Vice Chair Chris Chenoweth reported on his attendance at the ACT/Modal Advisory Chairs meeting:

Vice Chair Chenoweth noted it was his first time attending and noted that the OTC was seeking input on decision-making priorities, which seemed to uniformly focus on safety and decreasing congestion. There was value in making connections with other attendees.

ODOT Budget plan updates and framework:

Anna Henson provided a high-level overview of the Joint Committee on Transportation's proposed transportation reinvestment package. Henson mentioned it focuses on long-term funding for safety, maintenance of roads, bridges, and transit. Also noted was that Republicans had submitted their own plan, which she had not yet reviewed.

Tom Hammer read out details from a newly released Republican proposal to cut ODOT's biennial budget for 2025-2027 by \$730 million, listing specific targeted areas for reduction.

Legislative updates – ODOT:

Anna Henson mentioned she had hoped to have a list of bills being tracked but that information was not yet available. Henson indicated she would provide an update at next month's meeting.

Commission Discussion/Area Updates:

Anna Henson, ODOT provided several project updates:

Oregon 18 and Lafayette: A roundabout is planned and will be funded for design, right of way and utility relocation in the 2027-2030 STIP. No construction funding has been identified. Immediate safety improvements are planned, including intersection warning signs and flashing lights.

Rumble Strip project will begin construction. Installation will occur at various locations between Salem all the way to Astoria. Specific locations are included in the memo attached to the meeting packet.

Commissioner Cameron raised concerns about the road conditions on **Highway 22 near Detroit**. Henson noted that she will follow up with the ODOT construction team and provide an update at the next meeting. Henson provided an update during the meeting that District 3 maintenance has this area on their list to fix.

Construction is ahead of schedule for the **Aurora Donald Interchange** with the main challenge being speeding in the work zone.

An immediate fix is moving forward for **OR 22/51 intersection** to remove left turns onto OR 22 from OR 51, diverting traffic to South Oak Grove Road. The larger project is being developed in phases due to its \$280 million total cost.

Clow Corner Road construction is going well, the Westbound lane of Clow should be completed in June of this year.

The **Kings Valley Highway** roundabout is set to bid in February 2026.

The **Bethel Road project** will be bidding in April 2026.

- ❖ ODOT's construction office will be very busy next year with six projects bidding

Agenda Item 2. Vulnerable Crash Response Program, Keith Blair, ODOT Region 2 Traffic Unit Manager

Keith Blair, ODOT Region 2 Traffic Unit Manager, presented on the Vulnerable User Crash Response (VCR) Program. Blair explained that pedestrian and bicycle fatalities have increased significantly, accounting for nearly a quarter of all traffic fatalities in Oregon in 2024.

The VCR program, funded with \$10.6 million reallocated from HB2017 State Safety Priority Funds, focuses on two approaches:

- **Responsive:** Assessing and responding to fatal vulnerable user crashes on state highways as they occur
- **Systemic:** Identifying and assessing high-priority safety and equity corridors for improvements that can be implemented within one year

Blair outlined the program's structure, including monthly reviews of crashes, investigation processes, and criteria for selecting projects. Also shared were examples of current projects in the

region, including enhanced crosswalks, speed limit reductions, bike lane separation, and signal improvements throughout various locations.

Henson asked which highway corridors get prioritized for safety modifications. Blair responded that various factors are included such as rate and type of injuries/fatalities, highway locations, school zone or not, etc.

Cynthia Thompson, Yamhill County Transit Association, suggested considering public transit impacts in safety improvements such as busses ability to access stops. Blair acknowledged this and provided examples of how transit considerations are incorporated into project planning.

Agenda Item 3. ODOT Capital Investment Plan (CIP), Kayla Hootsmans, ODOT Strategic Initiatives Manager

Kayla Hootsmans, Strategic Initiatives Manager, presented ODOT's new Capital Investment Plan (CIP). Hootsmans explained that the CIP aims to bridge the gap between long-range plans and the Statewide Transportation Improvement Program (STIP), providing a 10-year outlook on investments.

Key points included:

- The CIP will be a fiscally constrained list of projects looking out 10 years
- It will include traditional STIP projects, programmatic investments, and set-aside funds for quick fixes and emergencies
- The plan aims to improve project estimating and increase transparency with community partners
- Area Commissions on Transportation (ACTs) will play a crucial role in project selection through their work plans
- Transition to an annual STIP and different programming strategies such as fewer projects being programmed to allow for more realistic project phasing

Hootsmans requested feedback from the MWACT on prioritizing goals and investment criteria for the CIP. The Oregon Transportation Commission (OTC) will be discussing this topic at their July meeting and encouraged the MWACT to submit a letter with their priorities.

Vice Chair Chris Chenowith emphasized the importance of rebuilding trust between ODOT and citizens. Other members highlighted the need to finish long-standing projects, improve communication about ongoing work, and address the public perception of ODOT's effectiveness.

Agenda Item 4. Information for MWACT Members, ODOT Staff

Agenda Build Brainstorm (full ACT input requested):

The group discussed the need for another meeting next month in June to review legislative updates and prepare a letter to the OTC regarding project priorities. There was also discussion about updating MWACT's project priority list and charter agreements.

OR22/51 Safety Data Update

Brandon Williams is still working with the safety data team at ODOT to provide the safety data previously requested by Chair Lyle Mordhorst.

MWACT Charter Agreements Review

Brandon Williams introduced the topic of reviewing the MWACT charter and operating agreement. Anna Hansen emphasized the importance of all members reviewing and providing input on these documents. It was agreed that this would be an agenda item for an upcoming meeting.

Before closing, there was discussion about ODOT's public communication strategies and the need to improve public understanding and trust in ODOT's work.

Vice-Chair Chris Chenoweth adjourned the meeting at 5:36 p.m.

Homework / Preparation for OTC Letter:

*****MWACT Members**: Please review the MWACT Projects List (on page 9) below and come ready to discuss the below questions. If you have time before the meeting, review page 11 for the Goals and Investment Criteria Worksheet we briefly discussed in May, which will be used to draft a letter to the OTC.***

- 1) Are we missing any *regionally significant projects* that can be found in your adopted Transportation System Plan (TSP), or other plans?
- 2) Are there any updates or refinements needed to this current list?
(Consider if projects are still a MWACT priority)

(See page 9 for *draft* projects list)

DRAFT MWACT Priority Projects List

Listed below in no particular order is a list of projects MWACT views as priorities for the Mid-Willamette area:

- **I-5/Aurora-Donald Interchange**
 - *FUNDED - scheduled for completion 2028. Construction begins April of 2024*
- OR 22W/OR 51 Interchange - can start to seek funding in 2024.
- OR22 Safety Corridor; from Rickreall to the West
- Newberg-Dundee Bypass
 - ODOT expects to start [Phase 2A](#) construction in 2024, and anticipate completing construction by 2026. Phase 2B is not yet funded for construction.
- OR 18/Valley Junction to Fort Hill
- New Salem Bridge
- Brooklake Interchange and Safety Concerns
 - Both interim and long-term improvements
- Center Street Seismic Retrofit (sched. 2025)
 - Also consider Center Street Bridge crossing carries water/utility pipes
- Greenwood Rd - still a problem area; need a fresh look?
- OR22 - Detroit Area (Gates, Mill City; North County)- recovery post-fires; safety and shoulders; speeding through town a rising concern.
- Urban Design Verification (UDV) projects in MWACT area
 - ODOT staff, Jenna Berman, presenting in December 2023.
 - Examples include:
 - [Salem Urban Design Verification Study](#) (linked)
 - [Urban Design Verification Study for Scio, Lyons and Mill City](#) (linked)
- OR 99E and OR 219 Safety Improvements
- Transit Services to Small/Rural Cities
 - Cherriots Regional and Yamhill County Transit Area
 - Focus on disadvantaged communities.
- "Fix-it" Projects; MWACT recognizes importance on maintenance and operations.

- Active Transportation and SRTS projects
 - Reduce congestion and emissions.
 - Critical ties to Safety
- Agricultural-Urban interface/convergence:
 - “Wheatland Project” - built to county standards, within local city limits.
 - Cordon Rd. Study
- Perrydale Rd. Realignment project
- Salem Parkway with Commercial and Liberty street overlay project

Discussion Questions:

- With limited funding, what kinds of goals and considerations should be used in prioritizing ODOT investments? (See list below for examples.)
- What are the top three outcomes you think should be most heavily weighted?
- Are there any special considerations that should be given that are unique to modes, urban or rural areas, or different parts of the state?
- What do you think best defines or makes up a best-value or high return on investment project?

Example Goals and Investment Criteria

Stewardship of Public Resources	Safety
<ul style="list-style-type: none">• Maximizes the lifecycle of an asset• Maintains infrastructure• Improves resiliency (seismic or climate)	<ul style="list-style-type: none">• Reduces fatalities and serious injuries• Implements crash reduction strategies
Sustainability and Climate Action	Accessibility
<ul style="list-style-type: none">• Transitions to cleaner vehicles and fuels• Reduces vehicle miles traveled• Increases low and no emission modes	<ul style="list-style-type: none">• Completes a critical connection• Improves multi-modal access• Supports movement of people of all abilities
Mobility	Equity
<ul style="list-style-type: none">• Traffic volumes (AADT)• Highway classification (e.g. Expressway)• Roadway/multi-modal designation (e.g. Freight Route)• Travel time improvements• Improves reliability	<ul style="list-style-type: none">• Expands access to essential services• Geographic balance