

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 MS TEAMS.

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:

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Date: Thursday, February 5, 2026
Time: 3:30 p.m.
Place: ODOT, Region 2, Building B
455 Airport Road SE
Salem, OR 97301
Online: See Information above for MS TEAMS meeting

Times listed below are approximate. Agenda items may be considered at any time or in any order per discretion of the MWACT Chair and/or member of the Commission, in order for the Commission to conduct the business of the Commission efficiently. Persons wishing to be present for a particular item are advised to arrive prior to the scheduled beginning of the meeting in order to avoid missing the presentation of items of interest.

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

Welcome and Introductions
Approval of Dec 4th, 2025, Meeting Summary
Public Comment
Comments from the Legislative Delegation
OTC Comments
Commission Discussion/Area Updates

3:45 p.m. Item 2. Draft 2027- 2030 STIP Presentation ODOT

ODOT will provide a presentation of the 2027 – 2030 STIP, and MWACT members and the public will have opportunity to comment and provide feedback.

Action: *for discussion and feedback*

4:05 p.m. Item 3. Capital Investment Plan (CIP) Development and ACT Input - ODOT/Chairs

A CIP presentation will be shared with the MWACT during this meeting, followed with an opportunity to provide recommendations for prioritization, weighting of goals, and identification of investments of high interest for OTC consideration.

A CIP FAQ sheet is included in the agenda packet.

Please review Attachment A; MWACT Letter to OTC and Work Plan Summary

Action: *for discussion and feedback*

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

- Connect Oregon Announcement
 - <https://www.oregon.gov/odot/programs/pages/connectoregon.aspx>
- Agenda Build Brainstorm (full ACT input requested)
- Next Meeting –April 2nd, City of Silverton

5:30 p.m. Item 6. Adjournment Chair

Parking Lot for Agenda items

- County Safety Corridor Designation presentation – June 2026

DRAFT

Meeting Summary

Mid-Willamette Valley Area Commission on Transportation (MWACT)

ODOT Hybrid Meeting

City of McMinnville, Kent L Taylor Civic Hall

200 NE 2nd St, McMinnville, OR

Thursday, December 4, 2025

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

MWACT Members Present

Lyle Mordhorst, Polk County Board of Commissioners, 2025 Chair

Chris Chenoweth, McMinnville City Council, 2025 Vice Chair

Anna Henson, ODOT Region 2 Area 3 Manager

Kit Johnston, Yamhill County Board of Commissioners

Kyle Juran, Keizer City Council - Virtual

Michael Schilling, Dallas City Council

Mai Vang, Salem City Council Ward 6 – Virtual

Tom Hammer, Yamhill County Private Sector

Chris Mercier, Confederated Tribes of the Grand Ronde - Virtual

Kevin Cameron, Marion County Board of Commissioners

Sara Duncan, SAMTD Board of Directors -Virtual

Chris Patoine, Polk County Private Sector - Virtual

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

Gary Bullock, Marion County Private Sector - Virtual

MWACT Members Absent

Angelica Ceja, Hwy. 22E Corridor, Aumsville City Council (Alternante for Della Seney)

Cynthia Thompson, Yamhill County Transit Association

Yvette Potter, 99W/18/47 Corridor

Frank Lonergan, I-5 Corridor, Woodburn Mayor

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

Others Present

Brandon Williams, ODOT

Amanda Pietz, ODOT

Kayla Hootsman, ODOT – Virtual

Ian Roholt, ODOT

Mike Jaffe, MWVCOG-SKATS Staff – Virtual

Eric Havig, ODOT

Geoff Hunsaker, City of McMinnville

Alma Grijalva – City of Woodburn - Virtual

Ed Chamberland, DEA – Virtual

Tristan Wood, DEA - Virtual

Mark Bernard, ODOT- Virtual

Bill Poehler, Statesman Journal – Virtual

Anna McEwen, City of Jefferson
Kristine Everetz, Yamhill Parkway Committee – Virtual
Valerie Greenway, ODOT

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

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

Summary of October 2nd, 2025, Meeting:

The summary of the meeting was approved by consensus of the members 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. Anna shared the list of legislative delegates that receive the MWACT invite. It was suggested we add Senator Bruce Starr and Rep Kevin Mannix

JTC Members: Senator Khanh Pham, Rep Susan McLain, Senator Bruce Starr, Rep Shelly Boshart Davis, Senator Lew Fredrick, Senator Chris Gorsek, Senator Suzanne Weber, Rep Paul Evans, Rep Mark Gamba, Rep Jeffery Helfrich, Rep Keven Mannix, Rep Nancy Nathanson

OTC Comments:

No OTC Commissioner was present. Anna noted that Commissioner Alicia Chapman has recently resigned from the OTC. Replacement is to be determined.

Commission Discussion/Area Updates:

As per request from Commissioner Kit Johnston, Anna provided more detail on the upcoming project:

OR18/Lafayette Hwy project:

Problem: area has had large number of accidents – top 1% State Priority Index System (SPIS) for Region 2; primary crashes are angle.

Solution: design and build multilane roundabout; close Ash Rd north of intersection. *No closure of Cruickshank east of the intersection is planned with this project.*

Schedule: Design in 2027, Construction in 2030

Full funding for construction is a priority for the Region.

Quick Fix Work to help increase safety will be implemented this summer: update stop signs posts with reflectorized tape; paint double wide stop bars;

Anna gave brief updates on the following projects:

Center St Bridge Project – received approval from OTC to bond Phase 1.

Verda Lane project – bid opening on Dec 11th

OR22: Kings Valley Hwy Roundabout – bid opening February 2026

OR99 at Bethel Road – bid opening April 2026

Agenda Item 2. SW ACT/Modal Chair Meeting

Chair Lyle Mordhorst gave a summation of the statewide ACT/Modal Chair meeting that he and Vice Chair Chris Chenoweth attended in October. All ACTs reported on what they are working on and key priorities (safety, operations and maintenance). A presentation on the CIP was also part of the meeting.

Agenda Item 3. OR18: Newberg Dundee Bypass Presentation:

Ian Roholt, ODOT RE-CP, gave a project overview of the OR18: Newberg Dundee Bypass project. He discussed the purpose and goals of the bypass, the current construction for Phase 2a, status of Phase 2B and Phase 3. *A copy of the presentation was sent out to MWACT voting members.*

Agenda Item 4. Capital Investment Plan (CIP):

Amanda Peitz, ODOT presented information on the CIP implementation, goals, ACT's role, timing and process along with next steps. CIP is a new process on how we are going to spend our funds within a 10-year horizon. This plan will help us develop projects overtime with a better understanding of their costs. We are trying to create a place that shows how our dollars flow through ODOT and is accountable to outcomes: Safety, State of Good Repair, Mobility/Accessibility, Sustainability, Climate and Equity. STIP will be updated every year (formerly it was every 3-4 years). This should help us get better cost estimates. Processes include looking at what funding is available over the next 10 years, identifying investment ideas through plans and studies, data such as pavement conditions and ACT input. Screen through criteria, review and finalized list. Years 1-4 will be the 27-30 STIP (projects already programmed) Years 5-10 are the newer investments. Phasing this will allow us to understand the true cost of the project. When our ACT looks at projects we need to prioritize safety, state of good repair (preserving what we have) then maybe look at whether they meet the other criteria as well. ACT role in the CIP: inform the priorities (*done*), need and investment opportunities that are the highest interest to the ACT (*upcoming February 2026 meeting*) – we will submit every 2 years. We will need to share our list by April 2026 but no later than May. ODOT must meet commitment of development of CIP by end of 2026. Assignment: develop list of 3-5 needs and investments that are reasonable (an engineering solution that is possible and affordable), benefits the region and/or state, and in alignment with investment priorities. Could also include a list of no more than 10 using same considerations. We will share some needs using heat maps and program needs (Bridge, Pavement. Safety (ARTS).

A copy of the presentation was sent to MWACT voting members.

Brandon NOA: Oregon State Rail Plan is currently out for public review.

- Please note that the online open house closed January 12, 2026.

Agenda Item 5 Information for MWACT Members

Agenda Build Brainstorm (full ACT input requested):

Upcoming agenda items include the following:

HB 2154 County Designated Safety Corridor Information (~~February 2026~~) (Moving this to June 2026 meeting due to conflicts)

Draft 27/30 STIP presentation along with CIP project list brainstorm February 5, 2026

Next Meeting: February 5, 2026, 3:30 pm - 5:30 pm

Location:

ODOT HQ's in Salem - Hybrid

455 Airport Way SE, Building B, Salem, OR

Mt Jefferson Conference Room

ODOT Capital Investment Plan

What is the Capital Investment Plan?

ODOT is designing a new process to identify capital investments, creating a 10-year plan that will be used to develop projects and program funds when ready. The Capital Investment Plan (CIP) will directly feed into the Statewide Transportation Improvement Program (STIP) and budgetary decisions. Investments identified in the CIP will come from asset data and information, plans and studies, and Area Commission on Transportation lists. Concepts will be prioritized to advance outcomes including safety, state of good repair, and mobility and accessibility, as well as considering climate and equity impacts.

Why is ODOT creating a Capital Investment Plan?

ODOT has long recognized a gap between long-range policies and short-term budget decisions, often challenged with showing how ODOT's vision and goals are accomplished through its investments. The CIP creates accountability directly to goals established by the Oregon Transportation Commission by screening and prioritizing investments based on advancement of key outcomes, such as safety.

Having a longer-term view of investments will enable better consideration of trade-offs. For example, the Oregon Transportation Commission and stakeholders can better see the impact of short-term decisions for bonding on what investments the Agency may not be able to make because of long-term repayment. In addition, having a longer-term list demonstrates strategies for investment (e.g. seismic preparedness), and help partners and local communities have clarity on what is planned.

In addition, past practices that identified investments and programmed funding simultaneously did not always allow time for sufficient project development, resulting in inaccuracies in project cost estimates. The CIP allows for investments to be identified well in advance of programming, developing projects and understanding costs risks prior to adding a project to the STIP. In addition, ODOT is moving from a 3-year update of the STIP to annual updates, shortening the time between when funding is solidified to when dollars are spent.

Many of these reasons have been affirmed by reviews and assessments of ODOT as necessary.

How will the Capital Investment Plan be developed?

Several other state Departments of Transportation have transitioned to a CIP-like process. Oregon has met with these entities, including Minnesota, Colorado, Nevada, and elsewhere to identify and adapt best practices. Cross-functional agency teams have designed process steps and tools to support CIP development.

The first iteration of the CIP will be developed by the end of 2026, covering the time period of 2027-2037.

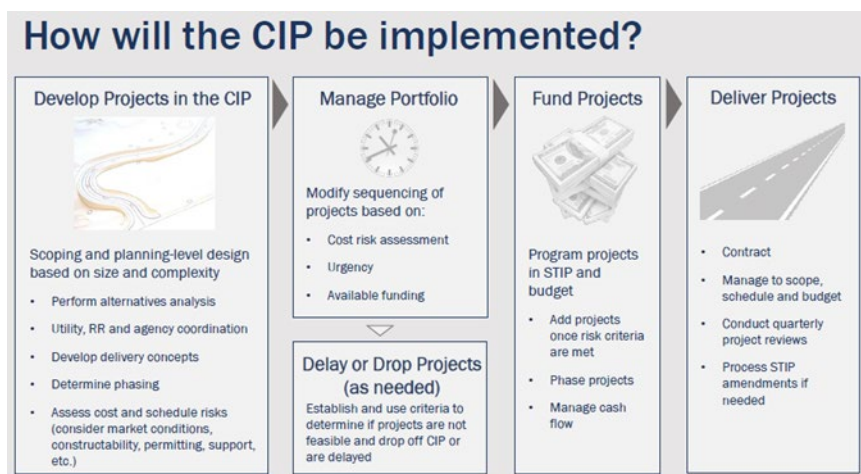
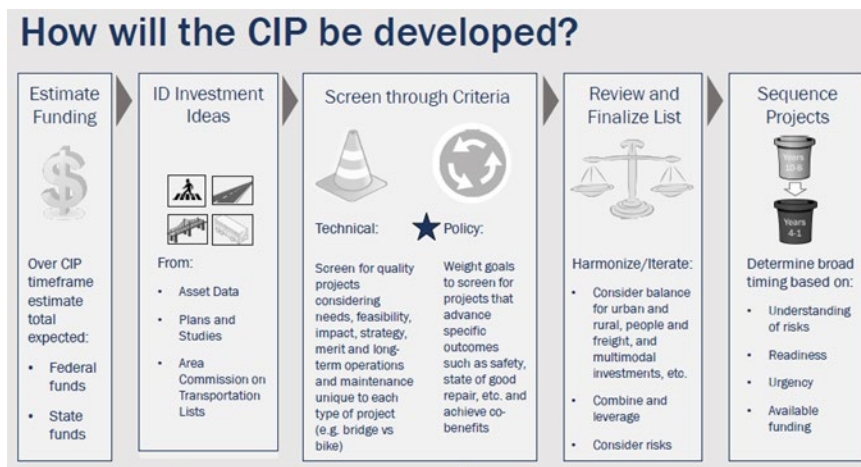
Initial efforts for CIP development have included:

- Identification of priority goals/outcomes, established by the Oregon Transportation Commission (OTC) as informed by public outreach and comments from Area Commissions on Transportation and modal advisory committees.

- Priorities and weights established by the OTC are: Safety (38%), State of Good Repair (27%), Mobility and Accessibility (15%), Equity (10%) and Climate (10%)
- Research and identification of criteria to screen projects associated with the priorities identified by the OTC.
- Guidance given to Area Commissions on Transportation on how to develop a list of investments of interest.
- Tools and process for consistent cost estimating.
- Process maps for each step of the CIP development process.

The Agency is in the process of identifying investment ideas from asset data, plans and studies, and is working with Area Commissions on Transportation to get their feedback. Screening criteria will be finalized and screening processes will begin in mid-2026. A draft CIP is anticipated in late fall 2026, with a final product at the end of the year.

More information on the CIP development process and implementation is shown in the diagrams below.



(ATTACHEMENT A - MWACT Letter to the OTC: June, 2025, and Work Plan Summary)



Mid-Willamette Valley Area Commission on Transportation

A local advisory body chartered by the Oregon Transportation Commission

Chair
Commissioner Lyle Mordhorst
Polk County

Vice Chair
Councilor Chris Chenoweth
City of McMinnville

June 25, 2025

Attn: OTC Chair, Julie Brown
Oregon Transportation Commission
355 Capitol Street NE, MS #11
Salem, OR 97301-3871

Subject: MWACT Input on Capital Investment Program, Investment Criteria and Priorities

Dear Chair Julie Brown,

As an advisory body to the Oregon Transportation Commission (OTC), the Mid-Willamette Area Commission on Transportation (MWACT) wishes to respectfully convey their current transportation priorities, as well as goals and investment criteria, they view as key considerations in developing the Capital Investment Program (CIP). The MWACT recently hosted an ODOT presentation on the CIP, at their May 2025 meeting, and its members are eager to provide input.

MWACT's 2024 – 2025 Work Plan highlights that **safety** continues to be MWACT's top priority, recommending a "safety lens" be applied to all projects, and careful consideration be given to the unique safety challenges faced by different modes. MWACT encourages the use of safety data, such as SPIS or ARTS, in project prioritization. The Work Plan also places **equity** as an overarching goal for MWACT, encouraging projects to be designed from a user standpoint, considering workforce needs, and addressing gaps in the system where improvements are needed most.

Balancing the transportation needs of both **rural and urban** communities is challenging, and MWACT's Work Plan underscores this in highlighting the need to promote economic vitality by addressing regional/interregional bottlenecks, and themes about the critical importance of **maintenance and operations funding** for all communities.

More recent discussions of the MWACT, focusing on developing CIP investment criteria, reinforced that **safety** continues to be a top priority, where safety data can be used to prioritize investments. Other emerging themes that MWACT would like to see considered in CIP investment criteria are **stewardship of public resources** and emphasis on **mobility of all users**.

To MWACT, **good stewardship** means making efficient use of public funds by completing earmarked and legacy projects. Desired outcomes for the “stewardship” theme include better cost-estimation and using bidding processes that encourage free-market competition.

In addition, MWACT recognizes that **mobility and accessibility** mean different things for different modes of travel, and desires to see more projects that strike that balance.

On a final note, MWACT continues to track progress on projects of regional significance, in their work plan, to see them funded through to construction. Listed below are three regionally significant projects the MWACT continues to advocate for as highest in priority:

- **OR-22W/OR-51 Interchange**, Polk County
- **OR-18 Newberg-Dundee Bypass**, Yamhill County
- **I-5 Brooklake Interchange Safety Improvements**, Marion County

Thank you for the opportunity to provide feedback on the CIP investment criteria, and your consideration of MWACT’s priorities.

Sincerely,

A handwritten signature in black ink, appearing to read "Lyle M. Mordhorst".

Lyle Mordhorst
Chair

Mid-Willamette Valley Area Commission on Transportation
(MWACT)

MWACT WORK PLAN GOAL AREAS:

https://www.oregon.gov/odot/Get-Involved/ACT/MWACTWorkPlan_2023dec.pdf

Goal 1: SAFETY

Are we applying a “safety lens” to all projects? Everyone, every project, both rural and urban contexts.

Goal 2: RURAL & URBAN

Outcomes are critically important for both rural and urban economies served by the transportation system.

Goal 3: EQUITY

Apply Equity lens in all transportation decisions and project development.

MWACT Priority Projects List

Listed below, in no particular order, are projects the MWACT views as priorities for the area in their '24-'25 Work Plan:

- I-5/Aurora-Donald Interchange (*FUNDED - scheduled for completion 2028. Construction begins April of 2024*)
- OR 22W/OR 51 Interchange
- OR22 Safety Corridor; from Rickreall to the West
- Newberg-Dundee Bypass
- 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 towns 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
 - Urban Design Verification Study for Scio, Lyons and Mill City
- 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