

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

Date: Thursday, August 6, 2015
Time: 3:30 p.m.
Place: MWVCOG
100 High St. SE, Suite 200
Salem, OR 97301
Phone: (503) 588-6177 FAX (503) 588-6094

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..... Ken Woods, Jr.

Welcome and Introductions
Approval of June 4, 2015 Meeting Summary
Public Comment
Comments from the Legislative Delegation
OTC Comments
MWACT Chair's Report
Commission Discussion/Area Updates

3:50 p.m. Item 2. FY 18-FY 21 STIP Funding.....Dan Fricke/Tim Potter

Beginning in February 2015, the Oregon Transportation Commission (OTC) has had a series of meetings to discuss funding scenarios for the FY 18-FY 21 STIP. These discussions included assumptions on future state and federal revenue and the percent to allocate for Fix-It projects versus Enhance Projects. At their July meeting, the OTC reviewed ODOT's latest staff recommendation (*attached*) and decided to move

The Mid-Willamette Valley Area Commission on Transportation is pleased to comply with the Americans with Disabilities Act (ADA). If you need special accommodations including a sign language interpreter to attend this meeting, a complete agenda packet, or additional information, please contact Lori Moore at (503) 588-6177 or send e-mail to lomoore@mwvcog.org at least 72 hours prior to the meeting. Alternate formats available upon request. Thank you.

forward with Scenario C and the funding criteria in the memorandum. Staff will review this memorandum and discuss next steps with MWACT members.

Action: Discussion item.

4:15 p.m. Item 3. Summary of July 27 Steering Committee Meeting..... Ken Woods, Jr.

The MWACT Steering Committee met at the end of July to discuss the draft biennial report to the OTC of MWACT Activities, STIP funding, future MWACT meetings, MWACT project lists, and other topics. The agenda for the Steering Committee meeting is *attached*. Chair Woods, Steering Committee members, and staff will summarize this discussion.

Action: Discussion item.

4:45 p.m. Item 4. All Road Transportation Safety (ARTS).....Amanda Salyer, ODOT

Region 2 staff working on the ARTS program will provide a status update to MWACT.

Action: Discussion item.

5:15 p.m. Item 5. Draft MWACT Biennial ReportDan Fricke, ODOT

Every two years, MWACT members are required to update their activities in a Biennial Report that is presented to the Oregon Transportation Commission (OTC). Staff reviewed an initial version of the draft report (*attached*) with the MWACT Steering Committee on July 27, ²⁰¹⁵. After getting additional comments today, staff will bring a revised report to MWACT in October. We expect that MWACT representatives will meet with the OTC in December 2015.

Action: Comments and discussion about the Biennial Report.

5:25 p.m. Item 6. Other Business Ken Woods, Jr.

5:30 p.m. Item 7. Adjournment..... Ken Woods, Jr.

Draft **Summary** **Draft**

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

100 High St. SE, Suite 200

Salem, OR 97301

Thursday, June 4, 2015

3:30 p.m.

MWACT Members Present

Val Adamson, Polk County Private Sector
Bob Andrews, 99W/18 Corridor, Newberg Mayor
Sam Brentano, Marion County Board of Commissioners
Cathy Clark, 2015 Vice Chair, Keizer Mayor
Kathryn Figley, I-5 Corridor, Woodburn Mayor
Marcia Kelley, Salem-Keizer Transit
Chris Mercier, Confederated Tribes of the Grand Ronde
Tim Potter, ODOT Region 2
Stan Primozich, Yamhill County Board of Commissioners
Jim Sears, 99E/213 Corridor, Silverton City Council
Della Seney, Hwy. 22E Corridor, Aumsville City Council
Ken Woods, Jr., 2015 Chair, Dallas City Council
Ken Wright, Yamhill County Private Sector

MWACT Members Absent

Anna Peterson, Salem Mayor
Craig Pope, Polk County Board of Commissioners
Mitch Teal, Marion County Private Sector
Cynthia Thompson, YCTA

Others Present

Travis Brouwer, ODOT
Stephen Dickey, Salem-Keizer Transit
Dan Fricke, ODOT Region 2
Judith Johnduff, Salem Public Works
Brooke Jordan, ODOT
Don Jordan, ODOT
Jennie Messmer, MWVCOG
Lori Moore, MWVCOG-MWACT Staff
Karen Odenthal, MWVCOG-SKATS
Roseann O'Laughlin, ODOT
Alexandra Phillips, OPRD
Amanda Pietz, ODOT
Joanna Robert, ODOT
Cindy Schmitt, Marion County Public Works
Eileen Stein, City of Mt. Angel

Agenda Item 1. Call to Order – 3:30 p.m. – Introductions

Chair Ken Woods, Jr., called the meeting to order at 3:30 p.m. Introductions were made.

Summary of May 7, 2015: The summary of May 7, 2015, was approved as submitted by consensus of the members present.

Public Comment: There were no comments from the public.

Comments from the Legislative Delegation: There were no comments from the legislative delegation.

OTC Comments: There were no comments from the Oregon Transportation Commission.

MWACT Chair's Report: There was no report from the MWACT Chair.

Commission Discussion/Area Updates: Tim Potter provided an update related to MWACT-area projects. Paving has begun on the Woodburn project. Striping is likely to occur in early July. The Newberg-Dundee project is going well. He provided updates on the 99W: Amity to Monmouth and the Woodburn Young Street projects. He reported a recent traffic fatality in a work zone on Mission Street in Salem.

Marcia Kelley reported that there is a very rough section underneath the Delaney Road underpass. She expressed concerns about safety there.

Chair Ken Woods commented that it is likely that the MWACT Steering Committee will meet prior to the August MWACT meeting to discuss the work plan for the rest of the year. Interested MWACT members are welcome to attend the Steering Committee meeting.

Agenda Item 2. Oregon Bike/Pedestrian Plan

Amanda Pietz, ODOT, provided an overview of the Oregon Bicycle and Pedestrian Plan. Ms. Pietz noted that they are about halfway through the development of the plan and will likely return to update the commission when the draft document is completed.

Both a technical advisory group and a policy committee are engaged in the development of the plan. Ms. Pietz described the development process for the plan which includes understanding current conditions, development of a vision for the future including goals, identifying how to get there including policies and strategies, and discussing investments and implementation.

Mayor Bob Andrews commented that he has noticed an increase in the use of scooters. He suggested that plans for future mobility should include the increasing use of this form of transportation. Ms. Pietz responded that there is not a lot of guidance for consideration of increased scooter usage at this time nor is there currently a lot of public knowledge related to this issue.

Ms. Pietz noted that traditional funding is decreasing. Therefore, priorities need to be made and new funding sources developed.

Vice Chair Cathy Clark commented that bike and pedestrian projects are important in being able to meet state greenhouse gas reduction targets; however, funding for these projects is not currently available. She

asked if this plan recognizes the importance of the impact bicycle and pedestrian projects on greenhouse gas reduction. She noted that Keizer has a list of unfunded bicycle and pedestrian projects that could significantly help in achieving the greenhouse gas targets if constructed. She expressed concern that the Department of Land Conservation and Development doesn't appear to understand that reduction targets cannot be met with the current funding available. She also expressed concern regarding the lack of funding to implement safety projects.

Regarding safety issues, Val Adamson asked how enforcement is anticipated to be addressed. He noted that many bicyclists and pedestrians ignore traffic regulations that are meant to ensure their safety. Ms. Pietz replied that ODOT doesn't have the authority to enforce compliance to regulations.

Commissioner Sam Brentano commented that he considers the majority of bicycle transportation to be recreational in nature. He added that bicyclists need to contribute to the funding of their facilities. Commissioner Brentano is also not in favor of promoting bicycling as a health issue.

Commissioner Stan Primozich commented that bikes and automobiles sharing roadways is dangerous. Trails are needed; however, they should not be funded with gas tax revenue. He favors the rails to trails program. He suggested that bicycle registrations could help in funding trail projects.

Ken Wright commented that while he believes that bicycling is healthy, it is also a safety issue on Highway 47 where kids bike to school.

Vice Chair Cathy Clark commented that in urban areas, sharrows are extremely dangerous. She strongly urged looking at models that do not mix bicyclists with traffic.

Commissioner Brentano commented that it is likely that bicycles being used for commuting purposes is less than five percent of the overall total of usage.

Ms. Pietz encouraged MWACT members to check out the Oregon Bicycle and Pedestrian Plan. Comments are welcome.

Agenda Item. 3. STIP Funding Update

Travis Brouwer, ODOT, informed the group that at the state level, state gas tax revenue will be spent on debt service. Improvements will likely need to rely on federal funding. Due to continued federal funding uncertainties, it is difficult to program projects several years in the future when funding levels in the near future are unknown. Federal transportation legislation has only been extended until the end of July.

The Oregon Transportation Commission (OTC) has been discussing funding scenarios for the next State Transportation Improvement Program (STIP) for FY 18-FY 21. They seek to determine the split between the Fix It and Enhance programs. Input from stakeholders throughout the state heavily favors focus on preservation of the existing system and safety. Of the three funding scenarios reviewed to date, the OTC seems inclined to favor Scenario C-Non-Highway Enhance and OTC discretionary. In this scenario, the ACTs would provide input on non-highway enhance projects. ODOT staff will present a proposal to the OTC at a future meeting prior to the commissioners making a final decision.

Due to the limited amount of funding available, ODOT staff will be looking for opportunities to leverage funds such as fixing a bottleneck during a paving project. They are currently reviewing and refining the 150 percent Fix It list. It is hoped to have the list refined by August.

Ken Wright commented that alternative funding sources will be needed to address long-term funding challenges. Mr. Brouwer responded that the state legislature is discussing this issue. The big challenge is that the gas tax is not a sustainable funding source. The increase in fuel efficiency in automobiles is another challenge. The state is sponsoring a pilot project related to a per mile road usage fee. Mr. Brouwer encouraged MWACT members to participate in the program. Commissioner Stan Primozych asked about the frequency of re-imburement for the pilot project participants. Mr. Brouwer replied that he believes that re-imburement will occur on a monthly basis. He thinks that about 2,500 people have expressed interest in participating in the program to date. It is hoped to have 5,000 people participate in the project.

Discussion continued related to construction in other states. Some states are not experiencing the same difficulties. Possible reasons for the discrepancy include Oregon's lower vehicle registration fees and tolling.

Commission members discussed the Donald/Aurora Interchange. Commissioner Brentano commented that the area has major safety issues. Mr. Brouwer responded that federal safety programs are data driven. In Oregon, safety project prioritization is based on the Safety Priority Index System (SPIS). Unless the statistics indicate the need, the Donald/Aurora Interchange is unlikely to qualify for safety funds. It might qualify for other types of funds.

Karen Odenthal asked if the Enhance program application deadline has been extended. Mr. Brouwer said that while it is likely to be extended, it hasn't been formally extended, as yet.

Mr. Brouwer commented that there is a fine line between maintenance and preservation. Preservation projects save money in the long-term as it costs less to fix facilities that are less damaged than those that are significantly damaged.

Agenda Item 4. Other Business

The July MWACT meeting is likely to be canceled.

Marcia Kelley informed the group about the transit district's new service (the West Salem Connector – starting June 1, 2015) where, instead of fixed routes and schedules, the bus comes to stops in West Salem based on requests from transit riders. Trips can be "booked" by phone, online, or a mobile phone and can be booked from as little as one hour in advance to up to two weeks in advance. The rider can choose to receive a text message or phone call when the bus is 10 minutes from their boarding stop. This pilot project will operate for one year and then be evaluated by the District staff and Board. The first six months of the service is free.

Chair Ken Woods reminded MWACT members that there will be a MWACT Steering Committee meeting prior to the August 6, 2015 MWACT meeting. Steering Committee members will be polled to determine the date of the meeting. All MWACT members are welcome to attend the Steering Committee meeting.

Chair Woods adjourned the meeting at 4:42 p.m.

MWACT Attendance 2015

	J	F	M	A	M	J	J	A	S	O	N	D
Dallas Councilor Ken Woods, Jr. Chair/22-99W-51			X		X	X						
Keizer Mayor Cathy Clark Vice Chair/City of Keizer/Alternate			X		X	X						
Val Adamnson Polk County Private Sector			X			X						
Newberg Mayor Bob Andrews 99W-18-47/Alternate			X		X	X						
Commissioner Sam Brentano Marion County			X		X	X						
Ken Wright Yamhill County Private Sector			X		X	X						
Salem Mayor Anna Peterson City of Salem/Alternate			X		X							
Woodburn Mayor Kathryn Figley I-5/Alternate			X		X	X						
Marcia Kelley Salem-Keizer Transit District/Alternate			X		X	X						
Commissioner Stan Primozych Yamhill County			X		X	X						
Chris Mercier/Alternate Conf. Tribes of the Grand Ronde			X		X	X						
Commissioner Craig Pope Polk County			X		X							
Tim Potter ODOT/Alternate			X		X	X						
Cynthia Thompson Yamhill County Transit Area					X							
Aumsville City Councilor Della Seney 22E			X		X	X						
Mitch Teal Marion County Private Sector			X		X							
Silverton Councilor Jim Sears 99E-213/Alternate			X		X	X						
Meeting Length	0	0	2	0	2	1.5	0					

From Page 3 of the MWACT Operating Agreements:

Attendance

Should a member be absent from three (3) consecutive meetings without representation by the designated alternate, or have three (3) absences in a calendar year without representation by the designated alternate, the position shall be considered vacated. In such a case, the Commission shall direct ODOT and/or the Mid-Willamette Valley Council of Governments to recruit a replacement from the represented jurisdiction(s).

Agenda Item 2.

FY 18-FY 21 STIP Funding

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

August 6, 2015



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: July 2, 2015
TO: Oregon Transportation Commission

[Original signature on file]

FROM: Matthew L. Garrett
Director

SUBJECT: Agenda D – 2018-2021 STIP Funding Allocation Recommendation

Requested Action:

Request approval of the funding allocations for the 2018-2021 Statewide Transportation Improvement Program (STIP).

Background:

Beginning in February, 2015, the Oregon Transportation Commission (OTC) engaged in discussions on potential funding scenarios for the 2018-2021 STIP. In the first discussion, the Commission discussed nine scenarios with the range based on whether to assume flat federal funding or a 10 or 20 percent federal reduction with different percentages that might go to Fix-It and Enhance. Both the OTC and the Area Commission on Transportation (ACT) chairs who participated in the February discussion recognized the priority of maintaining and preserving the existing system. The majority of the ACT chairs also recognized that with less Enhance funding, streamlining the project selection process should also be considered.

The OTC then spent additional commission meetings discussing the remaining alternatives. One of the key decisions was whether to dedicate all funding beyond the required non-highway set asides (which is anticipated to be \$57 million for 2019-2021) to Fix-It, or allocate approximately 12 percent of the funds to Enhance, or approximately \$106 million over three years.

April OTC Meeting

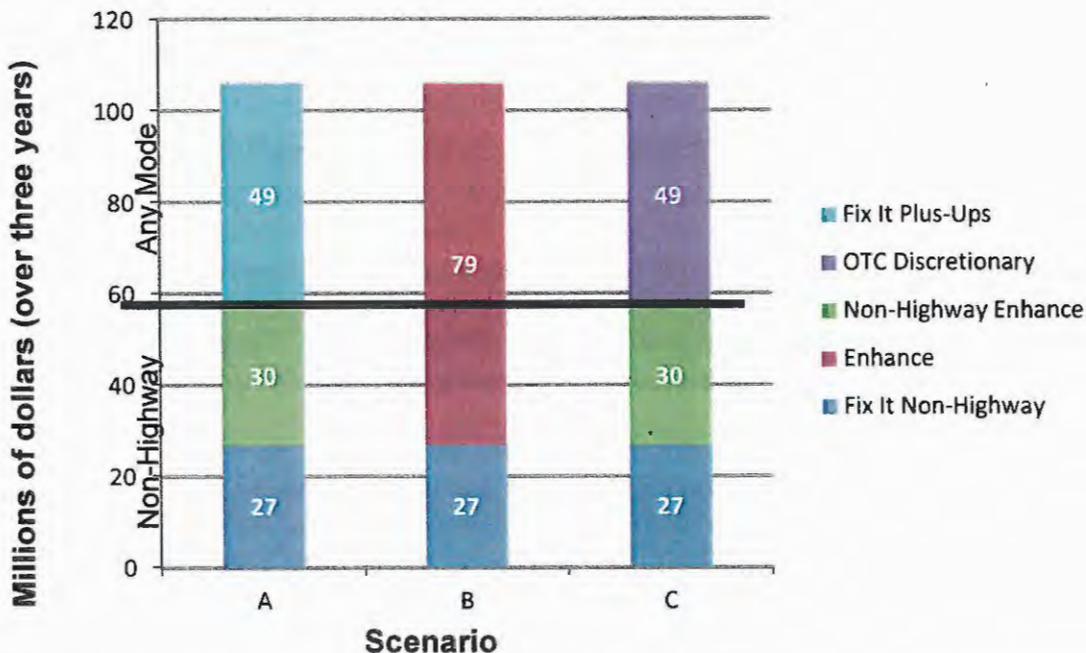
At its April meeting, the OTC gave ODOT feedback on a number of points providing assumptions going into the next discussion.

- Most of the funding available for Fix-It and Enhance will go into the Fix-It programs to preserve the state transportation system.
- With the emphasis on Fix-It, assuming a 10 percent federal reduction to mitigate risk is reasonable because it would be much easier to defer Fix-It projects to a later date if the need to do so arose.

- Up to \$106 million over three years—12.5 percent of available funds— will be provided for Enhance or similar programs. Of this, approximately \$57 million must be spent on non-highway projects (bicycle, pedestrian, transit, transportation options) to meet federal and state requirements.
- ACTs should play a role in project selection under any Enhance-type program.

May OTC Meeting

At the May OTC meeting, ODOT developed three funding scenarios based on direction from the Commission. The OTC focused discussion around Scenarios A and C. The Commission direction was to reframe the proposed OTC Discretionary funds to be region selected projects, allowing both Fix-It projects and Enhance-type projects to be selected depending on region needs.



July OTC Meeting

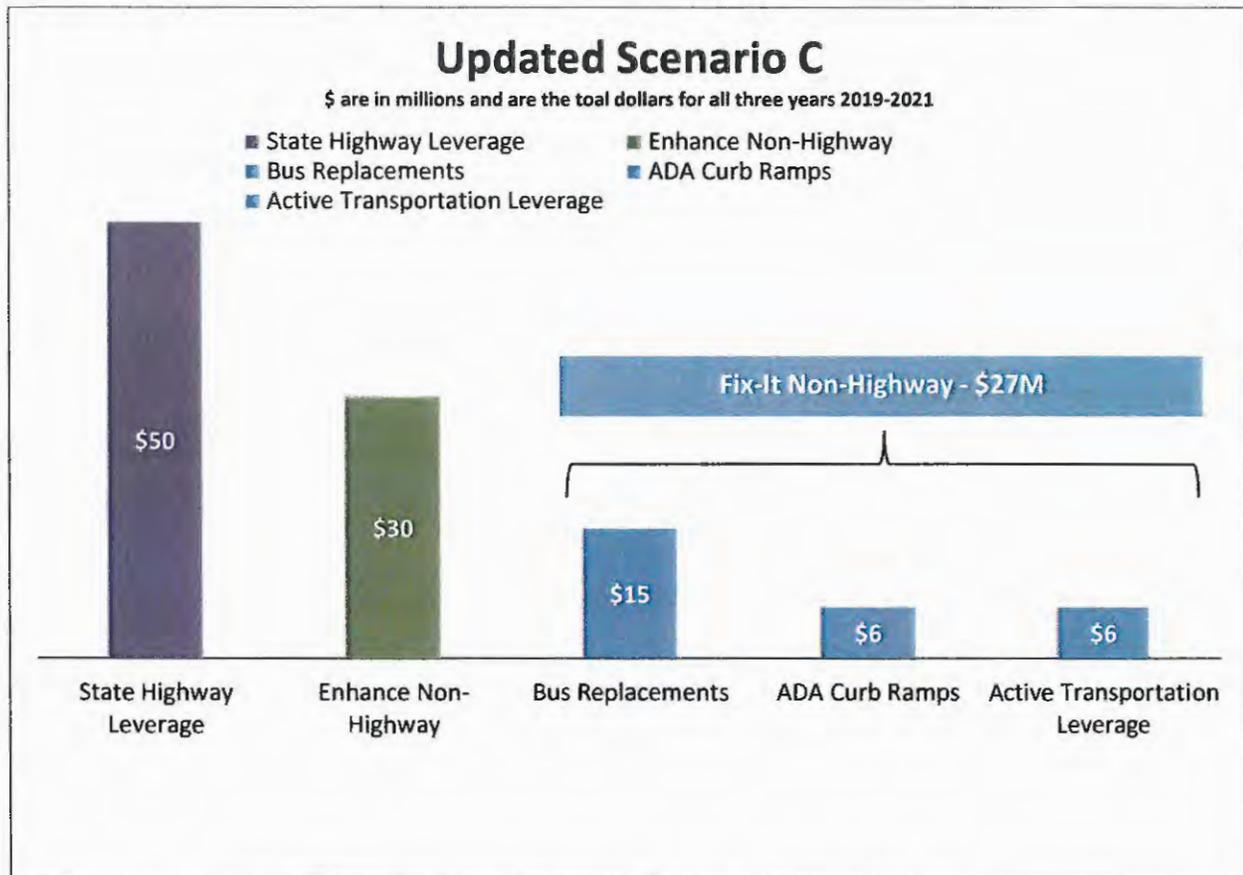
Based on the direction provided at the May meeting, an updated Scenario C has been developed and is illustrated below. For ease of discussion, the \$49 million of OTC Discretionary becomes \$50 million. Based on discussions with staff there was a need for some wording changes to provide additional clarification and to also recognize the difference between this scenario and the previous Enhance program.

Definitions

Non-Highway = Infrastructure for non-auto, non-truck modes of travel (both within and outside of highway right-of-way). May be on state or local system depending on the parameters of the program.

Active Transportation = Bicycle, pedestrian or transit features or connections

State Highway System = Public roads, facilities and right of way owned and/or operated by ODOT



The key aspects of each of these elements of the scenario are described below.

\$50M – State Highway System Leverage Funds (Formerly OTC Discretionary)

1. For state highway system only.
2. Not for active transportation or non-highway enhancements.
3. Intended to leverage other funds/efforts. Adding priority enhancements or additions to Fix-It projects intended to be included in the 2018-2021 STIP.
4. Allocated to Regions using modernization equity split formula.
5. Fix-It projects not intended to be included in the 2018-2021 STIP are also eligible as standalone projects.

Process

- Each region will work with their ACTs by first identifying a 150% list of projects and then work with their ACT to finalize the 100% project list.

\$30M Enhance Non-Highway Funds

1. Projects may be on or off the state system.
2. Projects competing for these funds may or may not be “leverage” projects (such as Fix-It non-highway projects, American with Disabilities Act (ADA) ramps, bus purchases, etc.).
3. Projects need to be consistent with state and local plans.
4. The \$30M will be allocated to the Regions using the modernization equity split formula.
5. Applicants will be required to provide matching funds.

Process

- Projects will compete for these funds via a simplified proposal process that will use the existing Enhance proposal form released in January 2015.
- ODOT and local agencies will complete proposals and compete for these funds.

\$27M Fix-It Non-Highway Funds

Bus Replacements	ADA Curb Ramps	Active Transportation Leverage Opportunities
\$15M	\$6M	\$6M

\$15M – Bus/Transit Vehicle Replacements

- Will be allocated to ODOT Public Transit for distribution.
- These funds are for buses in which ODOT holds title.

\$6M – ADA Curb Ramps

- The process for allocating these funds is not yet determined but it will be in support of strategic improvement (not regional equity).

\$6M – Active Transportation Leverage Opportunities

- Will be allocated to Regions using the modernization equity split formula.
- To leverage Fix-It projects.
- Project must be on the state system.
- Could be used for additions to a 2018 Fix-It project already in the STIP.

The table below highlights the amount of funds each region would be allocated using the modernization equity formula for this scenario.

Modernization Equity Splits for Scenario C <i>All \$ in millions</i>	\$50M State Highway Leverage	\$30M Enhance Non-Highway	\$6M Active Transportation Leverage	Totals
Region 1 = 35.60%	\$18	\$11	\$2	\$31
Region 2 = 30.91%	\$15	\$9	\$2	\$27
Region 3 = 14.77%	\$7	\$4	\$1	\$13
Region 4 = 10.36%	\$5	\$3	\$1	\$9
Region 5 = 8.35%	\$4	\$3	\$1	\$7
	\$50	\$30	\$6	\$86

Summary

The following table is the recommended STIP Program Funding Allocations for the three years (2019-2021) of the 2018-2021 program. This includes both the STIP program levels and the Off-the-Top Allocations. As part of the final 2018-2021 STIP funding allocation, the OTC also discussed those programs in which they have discretion to modify the allocations. Based on the May discussions there were no recommendations to change the funding levels identified below.

2018-2021 STIP Allocations

Program	2019-2021 Total
Off the Top Programs	\$ 419,985,237
Immediate Opportunity Fund	\$ 10,500,000
Transportation Growth Management	\$ 12,825,000
Public Transit	\$ 31,500,000
Safe Routes to School Education	\$ 1,500,000
Active Transportation Discretionary	\$ 4,200,000
State Planning and Research	\$ 58,500,000
MPO Planning (includes state match)	\$ 10,556,951
Surface Transportation Program to large MPOs	\$ 85,417,662
Transportation Alternatives Program to large MPOs	\$ 4,937,873
Recreational Trails (to State Parks)	\$ 4,124,825
Congestion Mitigation and Air Quality Improvement	\$ 47,718,339
Local Bridge	\$ 69,271,208
STP Allocation to Cities, MPOs & Counties	\$ 73,683,378
Workforce Development/On Job Training	\$ 3,150,000
Rail-Highway Crossings-State	\$ 2,100,000
State Highway System Leverage Funds	\$ 50,000,000
Enhance Non-Highway	\$ 30,000,000

Bus Replacements	\$ 15,000,000
Active Transportation Leverage Opportunities	\$ 6,000,000
ADA Curb Ramps	\$ 6,000,000
Fix It	\$ 738,461,953
Total	\$ 1,265,447,190

Next Steps Regarding Processes and Schedule

Only the \$30 million Enhance Non-Highway program will require applicants to submit a formal proposal. The original STIP process assumed that Enhance proposals would be submitted August 3. Based on discussions with the Commission, ODOT staff sent out a notice that proposals were not due in August and noting that upon approval of the STIP program levels by the OTC a new schedule would be developed and sent out to interested parties.

The new proposed schedule, based on the updated Scenario C, would have proposals submitted in November 2015. This would align with the anticipated application deadline for *ConnectOregon*. It is important to note that *ConnectOregon* funding will be available in 2016, but Enhance Non-Highway funding will not be available until 2019. However, coordinating these two programs will allow applicants to think about their project needs more holistically and likely for the ACTs to also see the long term vision for many of the proposed non-highway projects.

The current schedule has the OTC making a decision on the *ConnectOregon* projects in August 2016. A draft of the proposed project lists for the STIP would also be available at that time, providing the OTC an opportunity to review any connections across the two programs.

Upon approval of the STIP Program levels, staff will develop more detailed guidance and schedule information that is needed both for internally focused programs as well as those in which ACTs and other externals will engage.

Copies (w/attachments) to:

Jerri Bohard	Travis Brouwer	Tom Fuller	Clyde Saiki
Paul Mather	Rian Windsheimer	Sonny Chickering	Frank Reading
Bob Bryant	Monte Grove		

Agenda Item 3.

**Summary of July 27 Steering
Committee Meeting**

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

August 6, 2015

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

Date: Monday, July 27, 2015
Time: 3:00 p.m.
Place: MWVCOG
100 High St. SE, Suite 200
Salem, OR 97301
Phone: (503) 588-6177 FAX (503) 588-6094

Please note the date and time of this meeting. All MWACT members are welcome to attend this 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.

Steering Committee Members

- **Ken Woods, Jr., Chair**
- **Cathy Clark, Vice Chair**
- **Val Adamson, Polk County Private Sector**
- **Bob Andrews, City of Newberg**
- **Marcia Kelly, Salem-Keizer Transit**
- **Tim Potter, ODOT**

3:00 p.m. Item 1. Call MWACT Steering Committee Meeting To Order Ken Woods, Jr.

Introductions and Agenda Review
Public Comment

3:05 p.m. Item 2. Draft Biennial Report Dan Fricke

Every two years, MWACT members are required to update their activities in a Biennial Report that is presented to the Oregon Transportation Commission (OTC). Staff have produced a draft update for MWACT Steering Committee members to review. The full membership will review and comment on the draft report at their next meeting. We expect to meet with the OTC in December 2015.

The Mid-Willamette Valley Area Commission on Transportation is pleased to comply with the Americans with Disabilities Act (ADA). If you need special accommodations including a sign language interpreter to attend this meeting, a complete agenda packet, or additional information, please contact Lori Moore at (503) 588-6177 or send e-mail to lomoore@mwvcog.org at least 72 hours prior to the meeting. Alternate formats available upon request. Thank you.

3:20 p.m. Item 3. July 16-17 OTC Meeting and FY 18-FY 21 STIP Funding Tim Potter/Dan Fricke

At their July 16-17 meeting, the OTC was asked to decide on a funding allocation for the FY 18-FY 21 STIP (OTC Agenda Item D, *attached*). Staff will discuss the OTC’s decision on program levels and funding allocation as well as what MWACT will be asked to do as part of the STIP update.

4:00 p.m. Item 4. Remainder of 2015 MWACT Meetings Tim Potter/Dan Fricke

Future agenda topics for MWACT meetings in August, October, and December are illustrated in the *attached* table. (The September 3, 2015 meeting would likely be cancelled as it is right before Labor Day.) The FY 18-FY 21 STIP is on each month’s agenda plus other important items such as ConnectOregon VI. Staff requests that the Steering Committee provide feedback on these draft agendas.

4:30 p.m. Item 5. MWACT Project Lists Tim Potter/Dan Fricke

Over the years, MWACT has developed lists of projects that they would like funded and developed in the area. These projects can generally be categorized into two groups:

1. “Lower Cost” projects that have applied for either STIP or ConnectOregon funds;
2. “Major Projects” with large to very large project costs on a “wish list.”

Funding the major projects will prove to be challenging given declining revenues for modernization projects. There is the possibility of future federal funding programs for major projects. The DRIVE Act -- approved by the U.S. Senate’s Environment and Public Works Committee -- contains two new programs: *Assistance for Major Project’s* program and *National Freight Program*. At the state level, the Oregon Legislature could pass a transportation bill in a future session and bond major projects. Does MWACT want to develop a strategic prioritization process for its major projects to potentially take advantage of future funding opportunities? If so, how might that process be structured?

4:45 p.m. Item 6. Other Topics Tim Potter/Dan Fricke

- MWACT and neighboring ACTs (Northwest ACT, Cascades West ACT, Lane ACT, and Region 1 ACT) Coordination
- MWACT representation on STIP stakeholder committee

5:00 p.m. Item 7. Adjournment Chair Ken Woods, Jr.

Draft

Summary

Draft

Mid-Willamette Valley Area Commission on Transportation (MWACT)
Steering Committee Meeting
MWVCOG
100 High St. SE, Suite 200
Salem, OR 97301
Monday, July 27, 2015
3:00 p.m.

Steering Committee Members Present

Val Adamson, Polk County Private Sector
Bob Andrews, 99W/18 Corridor, Newberg Mayor
Cathy Clark, 2015 Vice Chair, Keizer Mayor
Marcia Kelly, SAMTD
Tim Potter, ODOT Region 2
Ken Woods, Jr., 2015 Chair, Dallas City Council

Others Present

Dan Fricke, ODOT Region 2
Mike Jaffe, MWVCOG-SKATS Staff
Jennie Messmer, MWVCOG
Lori Moore, MWVCOG-MWACT Staff
Walt Perry, I-5 Corridor, Jefferson City Council (Alternate)
Anna Peterson, Salem Mayor
Alexandra Phillips, OPRD
Kim Sapunar, MWVCOG

Agenda Item 1. Call to Order – 3:00 p.m. – Introductions

Chair Ken Woods, Jr., called the meeting to order at 3:00 p.m.

Public Comment: There were no comments from the public.

Agenda Item 2. Draft Biennial Report

Dan Fricke, ODOT, provided an overview of the draft biennial report. Updating the report is required every two years. The report was distributed containing the edits to the previous report to illustrate changes that were made. The full commission will review the draft report during their next meeting. MWACT members will review the final report prior to its presentation to the Oregon Transportation Commission most likely in December 2015. Mr. Fricke encouraged MWACT members to attend the December OTC meeting.

Commission members discussed the possibility of including a cover letter with the report this time. Staff will work with MWACT Chair Ken Woods, Jr., to produce a draft letter for MWACT members to review and approve.

Mayor Bob Andrews noted a duplication on page 4 of the draft report. Mr. Fricke responded that the correction will be made. He requested that additions or corrections be forwarded to MWACT staff.

Agenda Item 3. July 16-17 OTC Meeting and FY 18-FY 21 STIP

Tim Potter, ODOT, provided an overview related to the OTC decision regarding program funding allocations for the FY 18-FY 21 State Transportation Improvement Program (STIP). OTC members reviewed several scenarios and decided on one that emphasizes preservation of the existing system. ACT members will provide input for the State Highway Leverage and Enhance Non-highway programs.

Discussion focused on Fix-It projects in the MWACT area that might be good candidates for leveraging funds. Tim Potter announced that so far, the most suitable project is a repaving project through Carlton. He suggested that as they will be doing sewer and water projects in that same area, combining the projects would allow for a project to include sidewalks and ADA ramps and complete all the needed work in that area.

Dan Fricke noted that ACT members will identify a 150 percent list of projects that will be refined to a 100 percent final project list. Projects in the 150 percent list will be scoped. Chair Ken Woods asked if the projects on the list would be new. Tim Potter responded that MWACT members have previously seen the Fix It list. The Enhance Non-highway projects will be solicited. Dan Fricke commented that while it is supposed to be a simplified process, the same application that was previously published will be used. Additional instructions may be posted soon. Chair Woods commented that he would like for MWACT to have at least three projects from the MWACT area suitable for leveraging funds.

Steering committee members discussed bus ownership. In response to a question from Mayor Bob Andrews, Marcia Kelley replied that the state holds the title to buses for some of the smaller transit systems. Tim Potter volunteered to research the ownership of the Chemeketa Area Regional Transportation Systems (CARTS) buses and report back to the commission.

Vice Chair Cathy Clark expressed confusion regarding the different pots of money. Referencing page 5 of the memorandum included in the agenda packet, Dan Fricke noted that the categories of modification funds subject to regional equity splits are illustrated in the table at the top of the page.

Discussion continued related to the ConnectOregon (CO) program. It was pointed out that CO projects from this round of funding do not match up well with the STIP update cycle, i.e., CO projects in this round are likely to be constructed in 2016 while the STIP update focuses on 2019 and later.

Agenda Item 4. Remainder of 2015 MWACT Meetings

Mike Jaffe provided an overview of the proposed schedule of meetings for the remainder of the year. It is proposed to cancel the September meeting as it falls close to the Labor Day holiday; and historically, attendance close to a holiday has been problematic.

Discussion focused on the All Roads Transportation Safety (ARTS) program. It is likely that the commission will receive a presentation during their August meeting. However, it is unlikely that there will be another presentation in October as originally considered as coordination with local governments and the state will not likely be completed by then.

STIP updates are likely to occur on a regular basis over the coming months. ConnectOregon will also be a topic considered over several meetings from an overview of the program to review of projects. Dan Fricke noted that local match fund requirements have increased in this round.

The legislative update is likely to occur in October rather than August as historically they are not available earlier. Other topics that will likely be on future agendas include the ODOT Safety Action Plan, the Oregon Transportation Infrastructure Bank Safety, and a discussion with ODOT Director Matt Garrett. Tim Potter encouraged commission members to submit questions for Director Garrett.

Agenda Item 5. MWACT Project Lists

Mike Jaffe distributed draft maps in which funded/completed MWACT priority projects and unfunded projects in the MWACT area are illustrated. He noted that these maps are preliminary, and projects may be missing. Compiling information on older projects has been difficult. Chair Woods commented that he would like to

compile a list and add to it over time. When asked if projects had been removed from the list if the project applicant discontinued the project, Mr. Jaffe responded that he doesn't know if discontinued projects had been removed. Val Adamson asked about the completed rail project west of Salem. Mr. Jaffe responded that he will see if he can locate some details about the project.

Questions for commission consideration include:

- Are new projects the same priority as older projects?
- How to compare old and new projects with different project selection criteria.
- Would a brief description of the project source be helpful? (i.e., ConnectOregon, OTIA, STIP, TE) Steering Committee consensus is that it would be helpful to include a brief description of the project source in the Project List Table.
- It was noted that cost estimates for older projects may no longer be valid.
- It was suggested that once the maps have been finalized, they could be placed online in an interactive format.
- Members discussed the Valley Junction and Kissing Rock projects. They were two separate projects.

Agenda Item 6. Other Topics

- MWACT and neighboring ACTS (Northwest ACT, Cascades West ACT, Lane ACT, and Region 1 ACT) Coordination

Dan Fricke commented that representatives from neighboring ACTs used to be invited to provide MWACT members with presentations related to the projects and priorities in their respective regions. This has not been done in recent years. Steering committee members expressed approval of inviting neighboring ACTs to make presentations to MWACT at future meetings.

- MWACT representation on STIP stakeholder committee

It is unknown at this time if a replacement for Shirley Kalkhoven on the STIP Stakeholder Committee will be necessary.

Steering committee members discussed Butler Hill stabilization issues. They also discussed delays in landscape work in Dundee. In response to a question from Mayor Bob Andrews, Tim Potter explained that design coordination issues have caused delays. It is hoped that the city and ODOT can resolve these issues in the near future so that work can commence this fall.

Regarding the per mile road usage pilot program, Val Adamson commented that public information needs to be simplified. It is too complicated to be easily understood.

In response to the question regarding the location of I-5 Exit 248, it was noted that Exit 248 is at Delaney Road outside of Salem. Marcia Kelley noted that the potholes under the overpass of Delaney Road are a major safety hazard in that area.

Chair Woods adjourned the steering committee meeting at 4:19 p.m.

Agenda Item 5.

Draft MWACT Biennial Report

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

August 6, 2015

**BIENNIAL REPORT OF THE
MID-WILLAMETTE VALLEY AREA COMMISSION ON TRANSPORTATION
(MWACT)
August ~~2013~~2015**

The Mid-Willamette Valley Area Commission on Transportation (MWACT) was created in early 1997 as the result of recommendations from the "Mid-Willamette Valley Blue Ribbon Committee on the Formation of an Area Stakeholder Group." The Oregon Transportation Commission (OTC) adopted a provisional charter for MWACT in February 1997, and the first meeting was held in May 1997. The OTC adopted MWACT's final charter in October 1997. MWACT was the first area commission chartered by the OTC.

MWACT's mission is described in the charter as follows:

- To provide a forum for the discussion and coordination of long-range transportation issues affecting the area's livability.
- To prioritize state transportation infrastructure and capital investments through the development of an implementation strategy based on transportation plans related to the Mid-Willamette Valley area.
- To advocate Mid-Willamette Area transportation issues to neighboring regions and other outside organizations.
- To advise the Oregon Transportation Commission on state and regional policies affecting the Area's transportation system.

MWACT adopted its first Operating Agreement in August 1997. The Agreement has been amended several times over the years to respond to the evolving needs of the Commission. The Operating Agreement is in full compliance with the OTCs "Policy on the Formation and Operation of Area Commissions on Transportation (ACTs)."

The structure and operation of MWACT are described in the information below.

ACT Boundaries

MWACT's boundary includes Marion, Polk, and Yamhill Counties. These three counties, and the cities and transportation stakeholders contained therein, face many similar transportation issues. Among these issues are regional travel to and through the area (including congestion on major highways), transportation and traffic safety, and provision of alternate modes of transportation. The MWACT boundary contains an area of common interest, and there is no desire to change it at this time.

MWACT Membership

The amended MWACT Charter identifies the voting membership as follows:

- Salem-Keizer MPO (SKATS) Members
Polk County (elected official)

MWACT members developed and distributed an informational and educational brochure, which has been distributed to the OTC and others.

Work Program

Attempts to prepare a six-month work program have been hampered by changing STIP development schedules and the current fiscal climate. The Commission works with staff to develop meaningful agendas based on current circumstances. The Commission has adopted an “every other month” meeting schedule unless more frequent meetings are dictated by the work load.

Public Involvement/Meeting Notice

Notice of MWACT meetings and meeting agendas are provided to an extensive list of organizations, elected and appointed officials, and interested individuals. The following describes in more detail how notice is provided.

Meeting Notice - ODOT Region 2 Public Affairs staff send a press release to all media outlets in the area approximately 10 days prior to the regular meeting (which is always held on the first Thursday of the month at 3:30 p.m.). At this time, the agenda is also posted on the ODOT - MWACT web site. The agenda always includes time for public comment, as well as opportunities for members of the legislative delegation or the OTC to provide comments, if present.

Meeting Materials - the agenda package is mailed to Commission members, ex-officio members, and others requesting the full package approximately one week prior to the meeting. The agenda only is sent at the same time to individuals and organizations requesting it.

Meeting Location - Regular meetings are held in the offices of the Mid-Willamette Valley Council of Governments, 100 High Street SE, Salem, OR. This building is ADA accessible. In the event that this room is not available, MWACT will meet at another appropriate location – timely notice of change in location of an MWACT meeting will be provided to all interested parties.

Meeting Summary - Meeting summaries are prepared for each meeting. After the summaries are approved by the Commission (at the next meeting), they are posted to the ODOT - MWACT web site.

Operational Structure

The work of MWACT and the Commission staff is guided by a Steering Committee that consists of the Chair, Vice Chair, ODOT Representative, the immediate past MWACT chair, and one or more Commission members selected by the membership. The Steering Committee has been empowered by the full Commission to make decisions on the Commission's behalf if such decision is required before MWACT's next regular meeting.

● **Received reports related to:**

- ◆ Construction Season Previews and Post Season Reports
- ◆ MWACT ~~Modernization~~ Enhance Funding and Unmet Needs
- ◆ ODOT State of the System
- ◆ ODOT Access Management Program/Senate Bill 264
- ◆ Regional Transit Plan
- ◆ Regional Solutions Team Mission
- ◆ ~~Proposed Tolling Policies~~
- ◆ Taxation for Distance Traveled
- ◆ Oregon Passenger Rail EIS
- ◆ ~~Baldoek Rest Area Renaming~~
- ◆ All Roads Transportation Safety (ARTS) System
- ◆ ~~Transportation for America~~
- ◆ ODOT Resilience Report
- ◆ ODOT "Rough Roads Ahead" Report
- ◆ Seismic Plus Report
- ◆ Oregon Bicycle & Pedestrian Plan
- ◆ Oregon State Rail Plan
- ◆ Oregon Transportation Options Plan
- ◆ I-5 Optimization Study

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● **ConnectOregon 4.5 & 6**

- ◆ Overview of ConnectOregon 4.5 process
- ◆ Preview of MWACT area ConnectOregon 4.5 projects
- ◆ ~~Project application review by the MWACT Steering Committee~~
- ◆ Project application review by MWACT commission members
- ◆ ~~Review and discussion of Steering Committee recommendation~~
- ◆ Project prioritization and ranking of ConnectOregon 5 applications in MWACT
- ◆ Status report of ~~ConnectOregon 4~~ ConnectOregon 5 projects
- ◆ ~~Overview of ConnectOregon 6 process (mid-2015)~~

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● **Transportation Enhancement**

◆ ~~Review and prioritize MWACT area projects~~

● **Meet with the OTC**

- ◆ Biennial Report
- ◆ Meeting with of ACT chairs in 2015

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Commission Staffing

Beginning in August 2003, staff support for MWACT is provided by the Mid-Willamette Valley Council of Governments (MWVCOG) with the assistance of ODOT Region 2.

Decision-making Process