

LOWER JOHN DAY AREA COMMISSION ON TRANSPORTATION MINUTES

DATE: June 20, 2016

Location: Bob's Texas T-Bone Restaurant
101 Main Street
Rufus, OR 97050

Meeting was called to order by Chair Gary Thompson at 10:05 a.m. with a welcome to all attendees and introductions as follows:

ATTENDEES:

Gary Thompson	Sherman County Judge and Chair of the LJDACT
Mike Weimar	Gilliam County Commissioner
Arthur Smith	Wasco County Public Works
Brad DeHart	ODOT – The Dalles; ODOT Alternate
Dave Anderson	City of The Dalles – Public Works – Wasco Co. Rep.
Dewey Kennedy	Gilliam County Road Master
Michele Spatz	MCEDD – Transportation Options Rep.
Kathryn Greiner	City of Condon
Tom McCoy	Sherman County Commissioner – Sherman Co. Rep.
Carol MacKenzie	Mayor, City of Wasco
Gary Farnsworth	ODOT Region 4 – LJDACT Manager
Kathleen Fitzpatrick	City of Mosier
Pat Cimmiyotti	ODOT – The Dalles
Randolph Scott	Warm Springs Tribe LSA
Peter Mitchell	Port of Arlington
Bob Francis	MCCOG
Rich Eberle	MCCOG
David Amiton	ODOT
Patti Jaeger	Wheeler County Eco. Dev. Dir.

Agenda Additions/Deletions: None

Minutes for the April 4th, 2016 meeting: Will be approved at October 3rd, 2016 meeting

Public Comment: None

Discussion: 2018-21 STIP ENHANCE Scoping Results/ConnectOregon VI Review Outcomes – Gary Farnsworth/Michele Spatz

1. ConnectOregon VI Review Outcomes

- a. *Michele Spatz:* There were 24 individuals representing the various ACTs across the state. About two-thirds were newcomers for the ConnectOregon Review process.

For Region 4, seven projects made it above the \$45 million cut off line. There was one transit project, four aviation, one bike/ped, and one railroad project. The Lower John Day ACT did not have any project funded or within the running of being able to be funded.

- b. **Gary Farnsworth:** The projects for the ConnectOregon VI in the Lower John Day ACT was The Dalles Airport Taxiway A rehabilitation project and The Dalles Gorge Hub project. Possibly connecting The Dalles Airport representative with Gary Judd, Bend Airport, on finding other ways to fund the The Dalles Airport Taxiway A rehabilitation project.
- c. There was further discussion about finding funding for The Dalles Airport Taxiway A rehabilitation project.

2. ENHANCE

- a. **Gary Farnsworth:** Brad DeHart conducted scoping efforts on the Condon and Mosier projects for ENHANCE. ODOT has conducted scoping efforts all the way down to project #10 on the list and came back with project estimates. There's an estimate of the total cost of the project as well as the ENHANCE request. Next to the request is the total scoped cost and running total of 18-21 ENHANCE. Then there are the draft recommendations from ODOT.
- b. **Kathryn Greiner:** Asked about the possibility of getting more ENHANCE dollars after they start a project.
- c. **Gary Farnsworth:** There could be more ENHANCE dollars before we get through this current cycle of this STIP update 2018-21. If we get these projects going towards completeness we could possibly adjust the project for more funding from ENHANCE.
- d. **Kathryn Greiner:** Updated LJD ACT on the Condon Pedestrian Access Improvement Project. Asked about the Fossil Heritage Trail and coordinating it with the Condon project.
- e. **Gary Farnsworth:** There is a timing issue in when ~~Condon~~ the Draft STIP goes into a year draft review before Condon will get the funding.
- f. **Brad DeHart:** They aren't going to align well. Fossil is already far along into project development and trying to get Condon up to speed would be a stretch.
- g. **Michele Spatz:** Asked for clarification on total funding for ENHANCE and what the red lettering meant.
- h. **Gary Farnsworth:** The 100% Target is \$3.5 million. The red lettering is caution from ODOT on going ahead with the project.
- i. **Randy Scott:** Gave an update on the CTWS Pedestrian/Bike Path: Campus to Museum. There might be additional funding needed for compensating families affected by this project.
- j. **Gary Farnsworth:** talked about using material from a rock falling project for the embankment in the Condon Pedestrian Access Improvement Project. ODOT could do the pavement preservation project, the rock fall project, and the safety and the path work all at once to bring coordination between the projects and minimize cost and traffic control.

Discussion: FLAP Potential Project Applications/Support – Chair Thompson/All

1. Federal Lands Access Program

- a. **Chair Thompson:** Discussed Sherman County's Starvation Lane Project. Jessica Medda is working on getting this done. It will be gravel widening and knocking off rocks from the road.
 - i. Discussed needing letters of support by the Lower John Day ACT for this FLAP grant proposal.
- b. **Gary Farnsworth:** Offering up ODOT staff to help with the technical and/or dialogue to put in a FLAP application.
- c. **Michele Spatz:** Historic Columbia River Reconnection Project in Wasco County is putting in for FLAP funding. Asked if it would be appropriate for the Lower John Day ACT to write a letter of support. Discussed the need for completion of this project and what it would do for Wasco County. For the final five miles it would cost \$50 million dollars.
 - i. **Gary Farnsworth/Chair Thompson:** I see a great need for the LJD ACT to support this project.
 - ii. **Michele Spatz:** Talked about additional funding that Wasco County was looking into to get the Historic Columbia River Reconnection Project completed. Also, the economic impact this would have on the rural communities.
- d. **Dewey Kennedy:** Gilliam County has a service preservation project going through the Lower Rock Cliff. Brad DeHart has helped with putting the application together. Has drafts out to both BLM and Brad at the moment.
 - i. **Gary Farnsworth:** Asked for the dollar amount.
 - ii. **Dewey Kennedy:** As of right now a little over \$800,000. That's trying to estimate the Federal government doing the project.
 - iii. **Gary Farnsworth:** FHWA is asking the regions to get more engaged in delivering the projects. Great opportunity to use ODOT and other tools in getting projects in.
- e. **Arthur Smith:** Wasco County will reapply for the Ramsey Creek Overlay Pavement Preservation Project. Total project cost is around \$400,000-\$500,000 depending on Road Department funds and how much they can leverage from FLAP. Also, possibly a pavement preservation project on Three Mile Road. Not sure if will go ahead on this cycle of funding or next.
 - i. **Gary Farnsworth:** Asked about what the total project cost for the Three Mile Project.

- ii. **Arthur Smith:** Close to a million dollars to do the work needed. Needs to look into it further to see total costs that would be associated to complete the work needed.
- f. **Brad DeHart:** Representing Wheeler County. He talked to Commissioner Ordway two weeks prior and discussed a possible project around the Painted Hills area. Follow-up this next week.
- g. **Gary Farnsworth:** Talked about getting all projects above, pending more information on Wheeler County's project, a letter of support from the Lower John Day Area Commission on Transportation.

**Motion made by Kathryn Greiner for Letters of Support for FLAP grants, Seconded by Dave Anderson, passed unanimously.

Discussion: Draft Transportation Safety Action Plan Briefing – Nancy Murphy (ODOT HQs)

1. Draft Transportation Safety Action Plan Update – Nancy Murphy (Agency Project Manager) and Walt McAllister (Safety Division)

- a. This is a five year update to the 2011 plan. We did eleven meetings talking about Transportation Safety. The draft Transportation Safety Action Plan is now in public review and that runs through August 1st. The new plan is a combination of a long range comprehensive plan and a strategic highway safety plan, and that's the part that gets assisted federal funding for safety projects and programs. Went through slides 1-13
- b. **Walt McAllister:** Important thing to look at is this is not just ODOT's plan but statewide planning. Went through Slides 14-24. Would like to see yearly data rather than two year data.
 - i. **Nancy Murphy:** Groups are working on getting studies on distracted driving and bicycle data.
 - ii. **Michele Spatz:** Asked for clarification on Slide 17
 - iii. **Walt McAllister:** Problems with enforcing and detecting drivers who are under the influence of marijuana. Crashes seem to be up after legalization of marijuana.
 - iv. **Nancy Murphy:** Washington has some good data on instances where they are finding that they are under the influence with marijuana are also under the influence of prescription drugs. So setting a level of impairment is a little be difficult.
 - v. **Walt McAllister:** It's an extra danger with truck drivers even having a presence of marijuana in their system that could cause impairment.
 - vi. **Kathryn Greiner:** asked if there was an increase in accidents due to the raising of speed limits.
 - vii. **Walt McAllister:** There has been cause for discussing lowering speed limits in some areas, but it's too soon for significant data.
 - viii. **Gary Farnsworth:** It'll take a couple of months to a year for the data to come out. There might be some benefits as well as concerns that could come out of raising the speed limits.

Discussion: Active Transportation in Region – Gary Farnsworth/David Amiton

1. **David Amiton (Active Transportation Liaison for Region 4)** – Focused on transportation by active modes, walking, biking, and access to transit. Through FLAP we examine how we can bring multiple organizations together to complete bigger projects. Also, helping create Bike Friendly communities and Scenic Bikeways. Region wide he is working on the Active Transportation Plan which coincides with the statewide Bike and Pedestrian Plan that was just adopted. This is not a policy plan. David is working on the needs and concerns for active transportation. Next month bringing in outside help for evaluation and by August the plan should be completed.
 - a. **Michele Spatz:** Asked whether they will be involved in safe routes to schools.
 - b. **David Amiton:** He will coordinate with safe routes but they are not the ones that have oversight.
 - c. **Kathleen Fitzpatrick:** Asked about a City of Mosier project and coordination with Active Transportation.
 - d. **David Amiton:** Michael is leading the effort so my job is to help support him in his role.
 - e. **Mike Weimar:** Asked for clarification on what Active Transportation means.
 - f. **David Amiton:** Biking and walking to access transit.

Discussion: Water Conservation Executive Order – Gary Farnsworth

1. **Gary Farnsworth:** Will not go into discussion on this handout. For the members to read. If there are any questions Gary will answer them. More to come at the next meeting.

Discussion: Project Updates/Roundtables – Chair Thompson/All

1. **Brad DeHart: Region 4** - The Dalles 15 Mile Creek Pavement Preservation that's close to being wrapped up. Moro to Madras is completed other than some minor work left. Mosier to The Dalles there's some median barrier placement work being done from Rowena to The Dalles and paving is supposed to start up after the 4th of July. Chip seal job on Hwy 97 between Biggs and Wasco in early August. Project Development: Sililo Parks Safe Access, Three Mile Creek Culvert Placement, Mosier Creek, Dry Canyon Creek and Chinowick Bridge Project that's scheduled for next year, Fossil Heritage Trail, Biggs, Spanish Hollow Creek Bridges.
 - a. **Chair Thompson:** Asked the two projects from Biggs to Wasco. Why not widen the road and chip seal it at the same time.
 - b. **Brad DeHart:** The widening is going to occur during the Trout Creek and Spanish Hollow Bridge Project. The chip seal job has already been developed and contracted out.
2. **Dave Anderson: The Dalles** - Making progress with the Transportation Plan update. This afternoon will have the 5th technical public advisory meeting. Have already had two public meetings on that process. Still have to wrap up agreement on

paperwork and add additional scoping work. Everything is scheduled to be completed before the end of this calendar year.

3. ***Michele Spatz: MCCED*** - Working with four different FLAP grants for Region 1. Columbia Gorge Express logged over 7,000 since Memorial Day weekend. Will come together and look at the success of the public transit to Multnomah Falls.
4. ***Dewey Kennedy: Gilliam County*** – No projects just general maintenance.
5. ***Peter Mitchell: Port of Arlington*** – some projects in the early implementation phase but nothing to report as of yet.
6. ***Kathleen Fitzpatrick:*** Asked to hear an update from Pat Cimmiyotti the Historic Highway project in the City of Mosier.
 - a. ***Pat Cimmiyotti:*** Finished cleaning up everything last week and everything will be repaved this week. Should be back to normal this week. Continue to do a one lane flagging.
7. ***Randy Scott: Warm Springs Tribe*** – Got together two shuttle buses for two shifts to transit employees to Mount Hood. Looking into doing something like this again this summer for employees. Having problems getting insurable drivers.
8. ***Chair Thompson:*** Greg Smith invites people to testify to the joint committee on Transportation Preservation and Modernization. It's on June 29th in Hermiston, Oregon at 2:00pm.
 - a. ***Gary Farnsworth:*** Going to have one in late August in Bend as well.

Next meeting is scheduled for October 3, 2016.

Meeting adjourned 12:16pm.

Respectfully submitted

Patti Jaeger

Oregon Department of Transportation
Water Conservation Talking points for external stakeholders (ACTs, etc.)
For use by Area Managers and Local Agency Liaisons

- You may notice some changes in ODOT landscaping practices. We're using less water wherever we can, to meet the mandates of the Governor's Executive Order calling on state agencies to reduce water use.
- We will be using drought-resilient plantings in future landscaping.
- We want to work with Oregon communities over time to modify landscaping that isn't drought-resilient. We'll need your help to make it work for all of us.
- We're conserving and preserving a precious resource while being sensitive to the conditions drought-stricken communities face today, and sensitive to the communities using landscaping as one of their welcome signs.
- Ask: *How can we work together to meet the Governor's mandates?*
- Details of those mandates:
 - Reduce or eliminate *nonessential* water use by at least 15% by the end of 2020
 - Optimize *essential* water use: Develop and implement best management practices
 - Promote and sustain a culture of conservation
- What those details mean in practice:

- *Nonessential* water use is water
 - not needed to protect health and safety
 - not required by regulation
 - not needed to meet the core functions of ODOT
- Examples of nonessential water use:
 - Cleaning pavement, parking lots and sidewalks
 - Washing vehicles or pressure-washing buildings
 - Irrigating lawns

Of course, there are exceptions: We have to wash salt and deicer chemicals off our vehicles; some lawn watering protects against fire hazards; etc.

But even in those cases, we are expected to find ways to reduce our water use, and perhaps find alternatives to still protect the environment, health and safety while reducing water use even more.

- ODOT plans to adopt new drought -resilient landscape design alternatives by December 2018.
- Why now—hasn't it been raining a lot?
 - Drought is a long-term condition—some Oregon counties have been under drought conditions for five years now. It takes a long-term solution—and even a month of record rains doesn't resolve it.
 - Even if the drought ends, water conservation is still a best practice that responsible agencies and communities should practice at all times.

Who Participated?

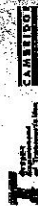
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2	16	2	1		3	3	5	1	1
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5	15	1	3	2	7		2		
All	87	6	9	8	24	7	30	2	1



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Listening Meetings

- Purpose of Meetings
 - » Share the long-range element for feedback
 - » Workshop the 5-year action element; discuss regional and statewide actions needed to reduce serious crashes
- Meeting Format:
 - » Background of the TSAP:
 - » Data Overview including Region comparisons to statewide data
 - » Introduction to the Policy Element draft
 - » Emphasis Area Workshop:
 - » How the data relates to priorities
 - » Other factors in identifying priorities



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Outreach Highlights – Statewide

Priorities and Key Messages:

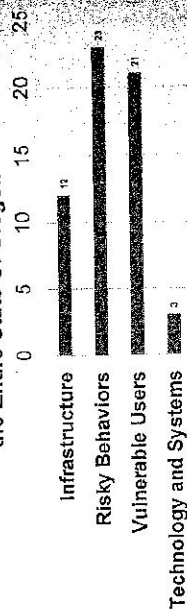
- Distracted driving is #1 concern – observation based, even though no specific crash data
- Speeding crosses areas – infrastructure, enforcement, culture change, vulnerable users, overall fatalities
- Training, education and recertification
- All modes



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Online Results: Emphasis Areas

Most Urgent Emphasis Areas to Address for the Entire State Of Oregon

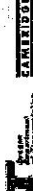


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Vulnerable Users Tier 1 Actions, cont.

- Bicyclists**
 - Evaluate the safety impacts of innovative bicycle facilities.
 - Continue implementing the most effective
- Older Road Users**
 - Identify risk factors for older drivers and implement treatments, within current law
 - Identify risk factors for older walkers and implement treatments, within current law


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Improved Systems Tier 1 Actions

- Enforcement**
 - Equitably enforce and prosecute traffic safety offenses for all modes
 - Increase funding for traffic patrol to enforce traffic laws
- Emergency Medical Services**
 - Recruit, train and retain EMS responders in urban, rural, and sparsely populated areas
- Data Systems**
 - Evaluate pedestrian and bicycle high crash locations and risk factors through analysis of existing data and development of new data sources
 - Improve timeliness of crash data
 - Improve reliability of crash reports
 - Identify data needs related to impaired driving and implement measures to address gaps. Coordinate with public health
- Training**
 - Implement education and training related to new types of infrastructure (e.g., signal heads, safety-edge, crosswalks, bike lanes, roundabouts) and traffic laws
 - Implement education, training or examinations to ensure licensed drivers understand current traffic laws

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Next Steps and Public Comments

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Contacts and Information

- Nancy Murphy, ODOT Project Manager**
Nancy.E.Murphy@odot.state.or.us
 503-986-4128
- Walt McAllister, ODOT Subject Matter Expert**
Walt.J.McAllister@odot.state.or.us
 503-986-4187
- Project Website**
<http://www.oregon.gov/ODOT/TD/TP/Pages/tsap.aspx>

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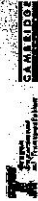


Risky Behaviors Tier 1 Actions

● Impaired Driving

- » Change social norms by increasing awareness of the types of impaired driving (e.g., 'drink driving', drugged driving, and driving under the influence of prescription drugs).
- » Provide training and education on marijuana impairment detection for law enforcement.
- » Conduct targeted impaired driving enforcement.
- » Adopt National Transportation Safety Board recommendation to reduce Blood Alcohol Content limit to 0.05.
- » Revise DUI statutes to eliminate impaired driving (alcohol, marijuana or other intoxicants)

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Risky Behaviors Tier 1 Actions, cont.

● Speeding

- » Educate all transportation system users about the dangers of speeding
- » Continue work between ODOT, cities, and counties to consider and revise as appropriate, regulations and programs for establishing speed limits to achieve safety goals, improve balance among multimodal interests, and support community objectives
- » Establish the same statutory speed limits in residential and business districts
- » Modify laws to allow more effective automated enforcement of traffic laws
- » Track and assess changes to crash rates, fatalities and serious injuries on highways recently approved for higher speed limits
- » Focus facility design and redesign to achieve operating speeds consistent with community and safety goals, context, users and land use
- » Conduct targeted enforcement to reduce speeding

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Risky Behaviors Tier 1 Actions, cont.

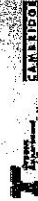
● Distracted Driving

- » Support the task force on distracted driving and implement countermeasures
- » Decrease distracted driving through education and changing social norms
- » Work with other states on research and data development to identify scope and scale of distracted driving and possible solutions
- » Adopt and revise current distracted driving law to remove loopholes and be consistent with federal guidance

● Occupant Protection

- » Conduct targeted enforcement to enforce occupant protection laws

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Vulnerable Users Tier 1 Actions

● Pedestrians

- » Evaluate the safety performance of innovative pedestrian facilities. Continue implementing the most effective
- » Provide safe facilities and crossings in areas where pedestrians and bicyclists are present. Prioritize transit corridors, school areas, and highest risk areas and facilities.
- » Improve maintenance of existing pedestrian facilities

● Motorcyclists

- » Increase awareness of motorcyclists among the general public through education and outreach
- » Education and enforcement to decrease impaired motorcycle riding
- » Identify risk factors for older drivers and implement treatments within current law

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Who Participated?

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Priorities and Key Messages:

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- Training, education and recertification
- All modes

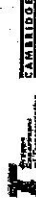
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Listening Meetings

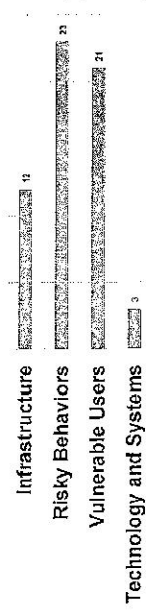
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Online Results: Emphasis Areas

Most Urgent Emphasis Areas to Address for the Entire State Of Oregon



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Draft Goals, Policies, and Strategies

Goals 1 - 3

- **Goal 1: Safety Culture:** Transform public attitudes to recognize all transportation system users have responsibility for other people's safety in addition to their own safety while using the transportation system. Transform organizational transportation safety culture among employees and agency partners (e.g., State Agencies, MPOs, tribes, counties and cities, Oregon Health Authority, stakeholders and public and private employers) to integrate safety considerations into all responsibilities.
- **Goal 2: Infrastructure:** Develop and improve infrastructure to eliminate fatalities and serious injuries for users of all modes.
- **Goal 3: Healthy, Livable Communities:** Plan, design, and implement safe systems, and support enforcement and emergency medical services to improve the safety and livability of communities, including health outcomes.



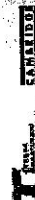
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Statewide Listening Meetings


January 2016 and On-Line

Goals 4 - 6

- **Goal 4: Technology:** Plan, prepare for and implement technologies (existing and new) that improve transportation safety for all users, including pilot testing innovative technologies as appropriate.
- **Goal 5: Collaborate and Communicate:** Create and support a collaborative environment for transportation system providers and public and private stakeholders, to work together to eliminate fatalities and serious injury crashes.
- **Goal 6: Strategic Investments:** Target safety funding for effective education, enforcement, engineering, and emergency medical services priorities.



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**Transportation Safety
Action Plan Update**

presented to
Lower John Day Area Commission on Transportation


June 20, 2016

presented by
Nancy E Murphy, TSAP Update
Project Manager
Walt McAllister, Transportation
Safety Division



Stakeholder Outreach Steps

- Interviews with key ODOT personnel
- First round of statewide meetings (12 scheduled, 1 not held due to ice storm)
- On line survey resulting in +/- 400 people participating
- Statewide Interested parties email list with +/- 600 subscribers
- Convened Policy Advisory Committee October 2014
- Internal coordination committee appointed May 2015
- Second round of statewide meetings, ODOT headquarters cities, January 2016
- Public Review of Final Draft – Planned for June 17 – August 2016



Elements of the New Plan


Vision – a concise statement of ideals – what we intend to accomplish

Oregon Transportation Plan Elements:

- Goals and Policies – Statements of intent to achieve the Vision through known or anticipated methods
- Implementing Actions and/or Strategies –intended to create the environment to achieve one or more Goals


Strategic Highway Safety Plan Elements:

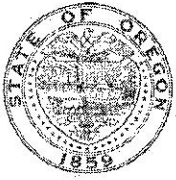
- Emphasis Areas – Specific issue areas, drawn from crash data and influencing program priorities
- Actions



The Vision

Oregon envisions no deaths or life-changing injuries on Oregon's transportation system by 2035.





Oregon

Kate Brown, Governor

Department of Transportation
Transportation Development Division
555 13th Street NE
Salem OR 97301
Phone: (503) 986-4128

June 13, 2016

TO: Transportation Safety Stakeholders

FROM: Nancy Murphy, TSAP Update Project Manager
Walt McAllister, Safe Communities and Project Information Program Manager

SUBJECT: Oregon Transportation Safety Action Plan (TSAP) Update

PURPOSE: The state of Oregon is required to create a strategic highway safety plan and update it on a five-year cycle to meet federal planning requirements that qualify the state for funding for transportation safety projects and programs. The TSAP is that federally required plan for Oregon. The current project is a five-year update of the previous plan that was adopted in October 2011. The updated plan also serves as a 20-year policy level topic plan that is an element of the multimodal Oregon Transportation Plan.

ODOT has worked over the last twenty months with a broad range of stakeholders to update the TSAP.

Public review of the draft plan will begin June 17, 2016 and run through August 1, 2016.

Background: Transportation safety is a critical balance between well-designed, constructed and maintained facilities, weather and other variable conditions, and the choices and behaviors of system users. In Oregon, two decision-making bodies have responsibility for the TSAP. The governor-appointed Oregon Transportation Safety Committee oversees safety programs for the whole state including several state agencies, regional, tribal and local governments, public interest organizations, and other safety partners. OTSC also advises the Oregon Transportation Commission on safety matters. The OTC adopts the plan as a part of the Oregon Transportation Plan, which is the state transportation system plan (TSP).

The Long-Range Planning Element

VISION: Oregon envisions no deaths or life-changing injuries on Oregon's transportation system by 2035.

GOALS:

Safety Culture: Transportation system owners and system users all contribute to the safety of the whole system by responding appropriately to conditions.

Safer Infrastructure: Roads and other physical elements of the transportation system should minimize safety risks for all users.

Healthy, Livable Communities: Safe connections between system users and multiple modes of transportation support healthy, livable communities.

Emerging Technologies: Technological changes, from incremental improvements to proven technologies to new ideas that may change transportation systems in radical ways, are on the horizon.

Collaboration and Communication: All Oregonians are stakeholders in transportation safety and many public and private organizations are actively working toward safer transportation outcomes. Cooperation among them is the key to success.

Strategic Investments: Investments can be targeted to proven solutions and to pilot testing promising new solutions: system investments should include a focus on safety in design and construction decisions.

POLICIES AND STRATEGIES intended to meet the Goals and achieve the Vision were also developed.

The Strategic Highway Safety Plan Element

The SHSP element is a five-year, action-oriented plan. This element is required by federal programs (the National Highway Traffic Safety Administration and the Federal Highway Administration) to be data-driven, though other information can be considered. Some of the subareas included as the result of anecdotal information (e.g. distracted driving had been observed as a significant problem in all areas of the state) and existing policy and/or a high level of stakeholder concern (bicycle serious and fatal injury data are not comparable to other numbers or rates, but local policies, increasing casualties and public interest statewide were considered). This element is organized around “Emphasis Areas,” topical subareas of the Emphasis Areas, and Actions:

EMPHASIS AREAS and SUB-AREAS

Infrastructure: Roadway (and Lane) Departure, Intersections

Risky Behaviors: Impaired Driving, Occupant Protection, Speeding, Distracted Driving

Vulnerable Users: Pedestrians, Motorcyclists, Bicyclists, Older Drivers and Older Pedestrians

Improved Systems: Commercial Vehicles, Emergency Medical Services, Data Systems, and Training

The Planning Process

The Planning Process included two rounds of public meetings statewide: to get local input on the range of issues of public concern in the first round, and a second round for an overview of the long-range policy element and a second gauge of priority actions. In conjunction with each round of meetings an online survey was made available and over 300 interested parties participated in each survey.

A Policy Advisory Committee comprising eighteen members from various stakeholder groups was convened in October 2014 and met 12 times to develop the draft plan. A Plan Coordination Team of ODOT staff whose program has some transportation safety responsibilities met five times to keep the project work in clear context and to maintain consistency with their regulated activities.

The next phase of the update project is public review of the plan. The 45-day public review period will run from June 17, 2016 to August 1, 2016. An OTC public hearing is planned for July 21 at its regularly scheduled meeting in Salem.

Formal approval of the plan by the Oregon Transportation Safety Committee is anticipated in early August, with referral to the Oregon Transportation Commission for adoption in October.

To receive direct notice of the public review release, please sign up on the project website:

<http://www.oregon.gov/ODOT/TD/TP/Pages/tsap.aspx>. The draft plan and other materials will be available at that web location once it is released by OTC.



Oregon

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June 13, 2016

TO: Transportation Safety Stakeholders

FROM: Nancy Murphy, TSAP Update Project Manager
Walt McAllister, Safe Communities and Project Information Program Manager

SUBJECT: Oregon Transportation Safety Action Plan (TSAP) Update

PURPOSE: The state of Oregon is required to create a strategic highway safety plan and update it on a five-year cycle to meet federal planning requirements that qualify the state for funding for transportation safety projects and programs. The TSAP is that federally required plan for Oregon. The current project is a five-year update of the previous plan that was adopted in October 2011. The updated plan also serves as a 20-year policy level topic plan that is an element of the multimodal Oregon Transportation Plan.

ODOT has worked over the last twenty months with a broad range of stakeholders to update the TSAP.

Public review of the draft plan will begin June 17, 2016 and run through August 1, 2016.

Background: Transportation safety is a critical balance between well-designed, constructed and maintained facilities, weather and other variable conditions, and the choices and behaviors of system users. In Oregon, two decision-making bodies have responsibility for the TSAP. The governor-appointed Oregon Transportation Safety Committee oversees safety programs for the whole state including several state agencies, regional, tribal and local governments, public interest organizations, and other safety partners. OTSC also advises the Oregon Transportation Commission on safety matters. The OTC adopts the plan as a part of the Oregon Transportation Plan, which is the state transportation system plan (TSP).

The Long-Range Planning Element

VISION: Oregon envisions no deaths or life-changing injuries on Oregon's transportation system by 2035.

GOALS:

Safety Culture: Transportation system owners and system users all contribute to the safety of the whole system by responding appropriately to conditions.

Safer Infrastructure: Roads and other physical elements of the transportation system should minimize safety risks for all users.

Healthy, Livable Communities: Safe connections between system users and multiple modes of transportation support healthy, livable communities.

Emerging Technologies: Technological changes, from incremental improvements to proven technologies to new ideas that may change transportation systems in radical ways, are on the horizon.

Collaboration and Communication: All Oregonians are stakeholders in transportation safety and many public and private organizations are actively working toward safer transportation outcomes. Cooperation among them is the key to success.

Strategic Investments: Investments can be targeted to proven solutions and to pilot testing promising new solutions: system investments should include a focus on safety in design and construction decisions.

POLICIES AND STRATEGIES intended to meet the Goals and achieve the Vision were also developed.

The Strategic Highway Safety Plan Element

The SHSP element is a five-year, action-oriented plan. This element is required by federal programs (the National Highway Traffic Safety Administration and the Federal Highway Administration) to be data-driven, though other information can be considered. Some of the subareas included as the result of anecdotal information (e.g. distracted driving had been observed as a significant problem in all areas of the state) and existing policy and/or a high level of stakeholder concern (bicycle serious and fatal injury data are not comparable to other numbers or rates, but local policies, increasing casualties and public interest statewide were considered). This element is organized around “Emphasis Areas,” topical subareas of the Emphasis Areas, and Actions:

EMPHASIS AREAS and SUB-AREAS

Infrastructure: Roadway (and Lane) Departure, Intersections

Risky Behaviors: Impaired Driving, Occupant Protection, Speeding, Distracted Driving

Vulnerable Users: Pedestrians, Motorcyclists, Bicyclists, Older Drivers and Older Pedestrians

Improved Systems: Commercial Vehicles, Emergency Medical Services, Data Systems, and Training

The Planning Process

The Planning Process included two rounds of public meetings statewide: to get local input on the range of issues of public concern in the first round, and a second round for an overview of the long-range policy element and a second gauge of priority actions. In conjunction with each round of meetings an online survey was made available and over 300 interested parties participated in each survey.

A Policy Advisory Committee comprising eighteen members from various stakeholder groups was convened in October 2014 and met 12 times to develop the draft plan. A Plan Coordination Team of ODOT staff whose program has some transportation safety responsibilities met five times to keep the project work in clear context and to maintain consistency with their regulated activities.

The next phase of the update project is public review of the plan. The 45-day public review period will run from June 17, 2016 to August 1, 2016. An OTC public hearing is planned for July 21 at its regularly scheduled meeting in Salem.

Formal approval of the plan by the Oregon Transportation Safety Committee is anticipated in early August, with referral to the Oregon Transportation Commission for adoption in October.

To receive direct notice of the public review release, please sign up on the project website:

<http://www.oregon.gov/ODOT/TD/TP/Pages/tsap.aspx>. The draft plan and other materials will be available at that web location once it is released by OTC.



Oregon

Kate Brown, Governor

Department of Transportation
Transportation Development Division
555 13th Street NE
Salem OR 97301
Phone: (503) 986-4128

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The Game

Tucker began with a little story, like this: two burglars, Bob and Al, are captured near the scene of a burglary and are given the "third degree" separately by the police. Each has to choose whether or not to confess and implicate the other. If neither man confesses, then both will serve one year on a charge of carrying a concealed weapon. If each confesses and implicates the other, both will go to prison for 10 years. However, if one burglar confesses and implicates the other, and the other burglar does not confess, the one who has collaborated with the police will go free, while the other burglar will go to prison for 20 years on the maximum charge.

The strategies in this case are: confess or don't confess. The payoffs (penalties, actually) are the sentences served. We can express all this compactly in a "payoff table" of a kind that has become pretty standard in game theory. Here is the payoff table for the Prisoners' Dilemma game:

Table 3-1

		Al	
		confess	don't
Bob	confess	10,10	0,20
	don't	20,0	1,1

The table is read like this: Each prisoner chooses one of the two strategies. In effect, Al chooses a column and Bob chooses a row. The two numbers in each cell tell the outcomes for the two prisoners when the corresponding pair of strategies is chosen. The number to the left of the comma tells the payoff to the person who chooses the rows (Bob) while the number to the right of the column tells the payoff to the person who chooses the columns (Al). Thus (reading down the first column) if they both confess, each gets 10 years, but if Al confesses and Bob does not, Bob gets 20 and Al goes free.

So: how to solve this game? What strategies are "rational" if both men want to minimize the time they spend in jail? Al might reason as follows: "Two things can happen: Bob can confess or Bob can keep quiet. Suppose Bob confesses. Then I get 20 years if I don't confess, 10 years if I do, so in that case it's best to confess. On the other hand, if Bob doesn't confess, and I don't either, I get a year; but in that case, if I confess I can go free. Either way, it's best if I confess. Therefore, I'll confess."

But Bob can and presumably will reason in the same way -- so that they both confess and go to prison for 10 years each. Yet, if they had acted "irrationally," and kept quiet, they each could have gotten off with one year each.

Oregon Department of Transportation
Water Conservation Talking points for external stakeholders (ACTs, etc.)
For use by Area Managers and Local Agency Liaisons

- You may notice some changes in ODOT landscaping practices. We're using less water wherever we can, to meet the mandates of the Governor's Executive Order calling on state agencies to reduce water use.
- We will be using drought-resilient plantings in future landscaping.
- We want to work with Oregon communities over time to modify landscaping that isn't drought-resilient. We'll need your help to make it work for all of us.
- We're conserving and preserving a precious resource while being sensitive to the conditions drought-stricken communities face today, and sensitive to the communities using landscaping as one of their welcome signs.
- Ask: *How can we work together to meet the Governor's mandates?*
- Details of those mandates:
 - Reduce or eliminate *nonessential* water use by at least 15% by the end of 2020
 - Optimize *essential* water use: Develop and implement best management practices
 - Promote and sustain a culture of conservation

- What those details mean in practice:
 - *Nonessential* water use is water
 - not needed to protect health and safety
 - not required by regulation
 - not needed to meet the core functions of ODOT
 - Examples of nonessential water use:
 - Cleaning pavement, parking lots and sidewalks
 - Washing vehicles or pressure-washing buildings
 - Irrigating lawns

Of course, there are exceptions: We have to wash salt and deicer chemicals off our vehicles; some lawn watering protects against fire hazards; etc.

But even in those cases, we are expected to find ways to reduce our water use, and perhaps find alternatives to still protect the environment, health and safety while reducing water use even more.

- ODOT plans to adopt new drought -resilient landscape design alternatives by December 2018.
- Why now—hasn't it been raining a lot?
 - Drought is a long-term condition—some Oregon counties have been under drought conditions for five years now. It takes a long-term solution—and even a month of record rains doesn't resolve it.
 - Even if the drought ends, water conservation is still a best practice that responsible agencies and communities should practice at all times.

Connect Oregon VI

Final Review Committee Prioritized Funding Recommendation

APP. #	APPLICANT	PROJECT NAME	TOTAL PROJECT COST	CO GRANT FUNDS REQUESTED	TOTAL PROJECT MATCH	FINAL COMMITTEE RANK
	ODOT	Project Selection, Administration, and Debt Service	\$ 500,000.00			
1M0407	Port of Portland	Terminal 6 Auto Staging Facility	\$ 6,740,256.00	\$ 2,628,700.00	\$ 4,111,556.00	1
4T0416	Central Oregon Intergovernmental Council	Central Station	\$ 1,573,813.50	\$ 1,043,813.50	\$ 530,000.00	2
1B0380	City of Tigard	Tigard Street Trail: A Path to Employment	\$ 1,300,000.00	\$ 700,000.00	\$ 600,000.00	3
4A0426	City of Prineville	Prineville Airbase Joint Use Facility	\$ 8,859,192.00	\$ 2,000,000.00	\$ 6,859,192.00	4
5A0358	City of Burns, Oregon	Runway 3/21 Concrete Joint Repair Project	\$ 750,000.00	\$ 75,000.00	\$ 675,000.00	5
2B0409	Yamhill County	Yamhill Westsider Trail: Bridge Construction	\$ 2,967,456.71	\$ 1,012,185.71	\$ 1,955,271.00	6
4B0387	City of Redmond	Homestead Canal Trail, Phase II	\$ 1,197,052.60	\$ 467,052.60	\$ 730,000.00	7
1R0413	Union Pacific Corporation & Subsidies	Portland Passenger-Freight Rail Speed Improvement Project	\$ 12,964,124.00	\$ 8,294,124.00	\$ 4,670,000.00	8
3M0399	Fred Wahl Marine Construction Inc	FWMC Bolon Island Expansion	\$ 8,757,766.00	\$ 3,401,250.00	\$ 5,356,516.00	9
5A0377	Union County	La Grande/Union County Airport Rappel Base Building	\$ 3,430,055.00	\$ 1,000,000.00	\$ 2,430,055.00	10
3A0376	Jackson County/Rogue Valley Intl-Medford	Rehabilitation of Taxiway A - South	\$ 7,146,666.00	\$ 446,666.00	\$ 6,700,000.00	11
4A0428	Lake County	Lake County Airport Apron Rehab & Beacon Safety Upgrades	\$ 2,055,555.00	\$ 205,555.00	\$ 1,850,000.00	12
5A0412	City of Baker City	Airport Apron Reconstruction and Fuel Storage Expansion	\$ 1,911,990.00	\$ 416,199.00	\$ 1,495,791.00	13
2M0366	Teevin Bros Land & Timber Co	Mooring Points RM 66.5	\$ 1,125,000.00	\$ 750,000.00	\$ 375,000.00	14
1A0398	Port of Hood river	Aviation Technology & Emergency Response Center	\$ 2,166,900.00	\$ 1,364,900.00	\$ 802,000.00	15
2A0364	City of Newport	Newport Communication Ground-Link and AWOS update	\$ 40,000.00	\$ 25,000.00	\$ 15,000.00	16
4A0383	City of Bend	Bend Airport Helicopter Operations Area Phase 2	\$ 4,873,000.00	\$ 1,100,000.00	\$ 3,773,000.00	17
2R0360	Marion Ag Service Inc.	Marion Ag Service Rail Spur	\$ 1,089,700.66	\$ 498,565.73	\$ 591,134.93	18
3M0404	Sause Bros.	Drydock	\$ 4,744,000.00	\$ 993,450.00	\$ 3,750,550.00	19
2A0418	Life Flight Network, LLC	Life Flight Network Hangar	\$ 950,000.00	\$ 665,000.00	\$ 285,000.00	20
1B0402	City of Portland	Flanders Crossing Active transportation Bridge	\$ 5,877,000.00	\$ 2,877,000.00	\$ 3,000,000.00	21
1T0391	South Clackamas Transportation District	SCTD - Transit & Operations Center	\$ 597,000.00	\$ 390,000.00	\$ 207,000.00	22
3R0368	Rogue Valley Terminal Railroad Corporation	Western Emulsions/Boise Cascade 286k Track Upgrades	\$ 170,000.00	\$ 117,300.00	\$ 52,700.00	23
5R0385	Morrow County Grain Growers, Inc	Boardman Grain Elevator Unit Train Unloading Project	\$ 6,500,000.00	\$ 2,500,000.00	\$ 4,000,000.00	24
1B0405	Tualatin Hills Park & Recreation District	Waterhouse Trail Segment 4	\$ 1,000,000.00	\$ 400,000.00	\$ 600,000.00	25
4R0421	LRV, LLC	Lake Railway 5,000 ties to support growth	\$ 500,000.00	\$ 325,000.00	\$ 175,000.00	26
5R0396	Wallowa Union Railroad Authority	Elgin Complex Rail Spur Repair	\$ 500,000.00	\$ 350,000.00	\$ 150,000.00	27
2A0394	City of Corvallis	Rehabilitate Runway 9-27, Install Perimeter Fence	\$ 6,422,222.00	\$ 642,222.00	\$ 5,780,000.00	28
2T0431	Lane Transit District	Santa Clara Community Transit Center and Park & Ride	\$ 8,142,502.00	\$ 3,000,000.00	\$ 5,142,502.00	29

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5B0367	City of Island City, Oregon	Grande Ronde River Greenway- Phase II	\$ 1,586,133.00	\$ 1,110,133.00	\$ 476,000.00	30
1T0406	Clackamas Community College	Clackamas Community College Transit Center	\$ 2,555,000.00	\$ 1,762,950.00	\$ 792,050.00	31
3A0425	Josephine County Airports	Emergency Power Generators for Two Airports (3s8 & 3S4)	\$ 197,000.00	\$ 137,900.00	\$ 59,100.00	32
1B0432	City of Milwaukie	Kronberg Park Multi-Use Trail	\$ 1,769,100.00	\$ 1,185,735.00	\$ 583,365.00	33
5R0379	Wyoming Colorado Railroad, Inc.	Bridge Program #1	\$ 173,550.00	\$ 119,749.00	\$ 53,801.00	34
3T0390	Rogue Valley Transportation District	Passenger Fare Collection and Solar Project	\$ 1,100,000.00	\$ 400,000.00	\$ 700,000.00	35
2M0427	Port of Toledo	Boatyard Environmental Work Building	\$ 2,877,000.00	\$ 2,013,900.00	\$ 863,100.00	36
4A0365	City of Redmond, Oregon - Redmond Municipal Airport	Taxiway B Rehabilitation Project	\$ 4,150,000.00	\$ 259,375.00	\$ 3,890,625.00	37
4A0369	City of Klamath Falls	Aircraft Maintenance Facility	\$ 4,000,000.00	\$ 2,800,000.00	\$ 1,200,000.00	38
2M0375	Port of Astoria	Pier 2 West Rehabilitation	\$ 2,200,000.00	\$ 1,540,000.00	\$ 660,000.00	39
2R0420	Knife River Corporation - Northwest	Knife river Rock Train System Improvements	\$ 1,591,500.00	\$ 1,114,050.00	\$ 477,450.00	40
2B0411	Chehalem Park and Recreation District	Newberg-Dundee Bypass Parallel Trail	\$ 1,866,100.00	\$ 1,306,265.00	\$ 559,835.00	41
4R0417	Red Rock Biofuels LLC (RRB)	Rail Spur & Lake County RR Bridge Improvements	\$ 4,757,513.00	\$ 3,330,259.00	\$ 1,427,254.00	42
5A0370	City of Vale	Miller Memorial Airpark Phase II	\$ 400,000.00	\$ 280,000.00	\$ 120,000.00	43
4R0401	Juhl Enterprises DBA J&P Wholesale	Rail Spur Expansion Project	\$ 310,000.00	\$ 210,000.00	\$ 100,000.00	44
2A0397	City of Eugene	Eugene Airport Roadway Improvements	\$ 791,564.00	\$ 554,095.00	\$ 237,469.00	45
2B0423	City of Eugene	Eugene Bicycle Parking - Access to Jobs and Transit	\$ 160,000.00	\$ 112,000.00	\$ 48,000.00	46
3B0378	Coos County	The Coquille River Walk Extension to Johnson Mill Pond Park	\$ 1,993,000.00	\$ 1,395,100.00	\$ 597,900.00	47
1B0393	City of Wilsonville	Memorial Park to Boones Ferry Park trail Improvements	\$ 749,760.00	\$ 463,818.00	\$ 285,942.00	48
5A0400	City of Pendleton	Pendleton Unmanned Aerial Systems Range (PUR)	\$ 1,995,000.00	\$ 1,396,500.00	\$ 598,500.00	49
2B0430	City of Florence	Siuslaw Estuary Trail (City of Florence) Unit 1	\$ 700,000.00	\$ 490,000.00	\$ 210,000.00	50
5A0357	City of Burns, Oregon	Burns Airport Master Plan	\$ 335,000.00	\$ 33,500.00	\$ 301,500.00	51
2B0374	City of Cannon Beach	Ecola Creek Bike/Ped Bridge	\$ 1,800,000.00	\$ 1,250,000.00	\$ 550,000.00	52
2M0361	Port of Newport	International Terminal Shipping Facility	\$ 6,532,577.00	\$ 4,000,000.00	\$ 2,532,577.00	53
2R0373	Northwest Container Services	NWCS Rail Car Modification and Upgrade	\$ 2,072,099.00	\$ 1,450,449.00	\$ 621,650.00	54
4R0424	BNSF Railway	Bieber Junction Rail Improvements	\$ 6,979,160.00	\$ 4,879,160.00	\$ 2,100,000.00	55
4A0384	Sunriver Resort Limited Partnership	AWOS and Terminal Building	\$ 846,328.00	\$ 592,430.00	\$ 253,898.00	56
2A0410	Brim Equipment Leasing, Inc. DBA Brim Aviation	North Coast Air and Marine Facilities Upgrade	\$ 1,193,000.00	\$ 835,100.00	\$ 357,900.00	57
1B0403	City of Portland	Naito Parkway Railroad Crossing Safety Project	\$ 450,000.00	\$ 300,000.00	\$ 150,000.00	58
1B0392	City of Portland	Red Electric Trail - Off Street Section (Portland, OR)	\$ 870,000.00	\$ 570,000.00	\$ 300,000.00	59

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5B0389	Eastern Oregon University (EOU)	La Grande/EOU Grand Staircase Pedestrian Link	\$ 3,177,000.00	\$ 2,223,000.00	\$ 954,000.00	60
1B0382	City of Gresham	Gresham Fairview Trail Phase IV	\$ 2,047,438.00	\$ 1,433,206.60	\$ 614,231.40	61
4A0371	Sisters Airport Property LLC	Sisters Eagle Airport Business Expansion	\$ 650,000.00	\$ 455,000.00	\$ 195,000.00	62
3B0414	City of Medford	Pedestrian-Bicycle Bridge Over Bear Creek/Main St Connection	\$ 1,000,000.00	\$ 700,000.00	\$ 300,000.00	63
1T0395	City of Portland	Portland Streetcar Vehicle Acquisition	\$ 5,000,000.00	\$ 3,500,000.00	\$ 1,500,000.00	64
3A0362	City of Brookings	Regional Airport Terminal Project	\$ 17,481,290.00	\$ 584,210.00	\$ 16,897,080.00	65
4A0386	Sunriver Resort Limited Partnership	Sunriver Airport Capital Improvements	\$ 2,772,601.00	\$ 1,940,821.00	\$ 831,780.00	66
1R0381	Northwest Container Services	NWCS Container Lift Equipment	\$ 1,961,280.00	\$ 1,372,780.00	\$ 588,500.00	67
4B0372	City of The Dalles	The Dalles Gorge Hub	\$ 69,900.00	\$ 48,930.00	\$ 20,970.00	68
2M0388	City of Harrisburg	Harrisburg Boat Landing	\$ 450,000.00	\$ 315,000.00	\$ 135,000.00	69
3M0434	Oregon International Port of Coos Bay	Charleston Boatyard Capacity Expansion Development Plan	\$ 1,500,000.00	\$ 1,000,000.00	\$ 500,000.00	70
4A0433	City of The Dalles	Airport Taxiway A rehabilitation	\$ 1,300,000.00	\$ 130,000.00	\$ 1,170,000.00	71
5B0369	City of Stanfield	Stanfield Multi-Use Pathways	\$ 195,500.00	\$ 136,850.00	\$ 58,650.00	72
2R0419	City of Dallas	Dallas Industrial Area Rail Improvement Project	\$ 1,066,400.00	\$ 745,400.00	\$ 321,000.00	73
1B0422	MT. Hood Bicycle/Pedestrian Coalition	Mt. Hood Villages Bike Hub Project	\$ 35,000.00	\$ 20,000.00	\$ 15,000.00	74
5B0408	City of Hermiston	Hermiston Multimodal Loop Trail	\$ 308,000.00	\$ 215,600.00	\$ 92,400.00	75

2018-2021 REGION 4 ENHANCE PROJECTS - DRAFT SCOPING NOTES

150% PRIORITY	PROPOSED PROJECT NAME	TOTAL STARTING ESTIMATE	ENHANCE REQUEST	TOTAL SCOPED COST	RUNNING TOTAL of 18-21 ENHANCE	DRAFT RECOMMENDATIONS
1	Cascades East Transit Regional Shuttle Stops	\$ 265,300	\$ 238,053	\$ 734,335	\$ 238,053	Scale Project to priority stops, partner to use internal staff for outreach costs, and funding opportunities.
2	Cordon Pedestrian Access Improvement Project (City Streets/OR 19)	\$ 545,000	\$ 445,000	\$ 653,323	\$ 683,053	Scale Project to initial request.
3	Prineville Rails to Trails	\$ 390,000	\$ 349,000	\$ 408,000	\$ 1,032,053	Scale Project and/or add other funding to initial request.
4	Mosier Bike/Ped Streetscape	\$ 555,500	\$ 495,500	\$ 1,804,053	\$ 1,527,553	Scale Project and/or add other funding to initial request, and complete all PE work on larger project request.
5	Sisters US 20/Cascade Ave Non-Motorized Diverse Use Trail	\$ 134,500	\$ 134,500	\$ 215,000	\$ 1,662,053	Combine with US 20/Barclay Drive Roundabout Project, keep request as placeholder project request.
6	CTWS Pedestrian/Bike Path, Campus area to Museum	\$ 388,000	\$ 388,000	\$ 884,230	\$ 2,050,053	Combine project with US 26 CTWS Safety Project, Rockfall Project, and Pavement Project, keep request as placeholder project request.
7	H Street Sidewalk: 2nd St to Bike and Skate Park (Madras)	\$ 541,900	\$ 388,900	\$ 775,000	\$ 2,438,953	Issue with PE \$'s and funding eligibility and R/W need, creates significant cost in request in terms of overall cost and delivery efficiencies.
8	US97: East Side Ped Safety & Streetscape (La Pine)	\$ 1,750,000	\$ 1,500,000	\$ 1,720,000	\$ 3,500,000	Consider Scaling and refocusing to complete West side (current project in STIP), proposal and phasing.
9	OC&E Woods Line St Trails, Phase 2 Safety Cossing	\$ 1,052,343	\$ 877,343	\$ 1,052,343	\$ 4,377,343	No changes recommended, project cannot be scaled or phased.
11	3rd Street: Greenwood to Wilson (Bend) Multimodal	\$ 1,771,664	\$ 1,589,714	\$ 794,857	\$ 5,967,057	Refocus phase to Franklin-Wilson section, and minimum feasible request. Numb original request.
10	Stillman/Riggs Road Bike Lane	\$ 1,559,958	\$ 500,000			ODOT Staff Scoping recommendation is to not fund, based on no benefits to state.
12	Dry Canyon, Maple Bridge Access					ODOT Staff recommendation to note pursue funding any further at this time.
13	Bus Covered Parking Shelters					ODOT Staff recommendation to note pursue funding any further at this time.
14	Deschutes River Trail - Galveston to Miller's					ODOT Staff recommendation to note pursue funding any further at this time.

100% TARGET = \$3.5M

Lower John Day Area Commission on Transportation (LJD ACT)

June 20, 2016

Rufus, Oregon 10:00 am

Name	Organization	Phone/E-mail
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✓ Kathleen Fitzpatrick	City of Mosier	mosiercityhall@mosier.or.us
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Lower John Day Area Commission on Transportation (LJD ACT)

June 20, 2016

Rufus, Oregon 10:00 am

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✓ BRAD DEHART	ODOT	BRADLEY.K.DEHART@odot.state.or.us
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✓ TOM MCLOY	Sherman Co	541-442-5233 tmcloy@shermandocounty.org
✓ KATHRYN BROWN	City of Condon	cityofcondon@jviable.com

Lower John Day Area Commission on Transportation (LJD ACT)

June 20, 2016

Rufus, Oregon 10:00 am

Name	Organization	Phone/E-mail
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✓ MICHAEL WEIMAR	GILLIAM CO.	Mike.Weimar@co.gilliam.or.us
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✓ RANDOLPH R. SCOTT	WASH SERVICEN TAIRES LSA	randy.scott@wstribes.org
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✓ GARY FARNSWORTH	ODOT Region 4	gary.c.farnsworth@odot.state.or.us
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✓ GARY THOMPSON	Shelburne Co	
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