

LOWER JOHNDAY AREA COMMISSION ON TRANSPORTATION

MINUTES

DATE: March 7, 2016

Location: Fort Dalles Readiness Center
402 East Scenic Drive
The Dalles, OR 97058

Meeting was called to order by Chair Gary Thompson at 10:00 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
Brad DeHart	ODOT – The Dalles; ODOT Alternate
Dave Anderson	City of The Dalles – Public Works – Wasco Co. Rep.
Arthur Smith	Wasco County Public Works; Wasco Co. Rep.
Dewey Kennedy	Gilliam County Road Master
Michele Spatz	MCEDD – Transportation Options Rep.
Rod Runyon	Wasco County Commissioner
Tom McCoy	Sherman County Commissioner – Sherman Co. Rep.
Bob Bryant	ODOT Region 4
Carol MacKenzie	Mayor, City of Wasco
Gary Farnsworth	ODOT Region 4 – LJDACT Manager
Robin Ordway	Wheeler County
Bev Osborn	Wheeler County Road Dep. Sec.
Joni Bramlett	ODOT - Bend - Reg. Transit Com.
Michael Duncan	ODOT - Bend - Planner R4
Patti Jaeger	Wheeler County Eco. Dev. Dir.

Agenda Additions/Deletions: None

No minutes for the October 12, 2015 meeting.

Public Comment: None

Discussion: 2018-21 STIP Enhance/ConnectOregon VI: Gary Farnsworth

Provided handouts for 2018-21 ENHANCE Proposals – REGION 4 DRAFT STRAW PROPOSAL, 2018-2021 STIP Timeline, Enhance Proposal Review Process: An Overview, Proposed Projects for 2015-2018 STIP, and Applicants for the ConnectOregon projects (all attached).

1. 2018-2021 STIP Timeline – Gary Farnsworth

Transportation Commission asked ODOT to go through both the STIP and ConnectOregon process for call for projects that are within the similar time frame. List of projects that are pavement preservation and safety bridge improvements for STIP that LJDACT will be able to reference as ODOT goes through the Enhance process. Going into April we will need LJDACT to advise on Enhance and ConnectOregon VI projects. First part of April the ACT will get the formalized list from ConnectOregon along with the reviews that have been done by the committee. They are in the process of looking at the applicants and will give LJDACT the recommendations on the ConnectOregon projects. Targeting May 12th for a pre-ACT meeting to finalize the process for STIP. Similar process for ConnectOregon timeline, have a due process meeting in April and May before getting finalized at the ACT meeting.

2. **2018-21 ENHANCE PROPOSALS – REGION 4 Staff DRAFT STRAW PROPOSAL – Gary Farnsworth**

Gary clarified that the spreadsheet designated application proposals for Region 4 for the three ACT's. ODOT, as Region staff, decided to give a straw proposal on prioritization and this is the first draft. Went through the criteria and emphasized which projects held precedence overall, and to combine, where needed, in order to be more efficient. In the comments section there is a list of benefits that ODOT saw within the proposals. Gary stressed that this is just a general graph and any details or changes that you would like to add or to discuss any part of the proposal graph see contact Gary through email/phone or meet privately with him.

Brad DeHart: Regional Solutions Team (RST) will take opportunities to weigh on reviews between March and May.

Gary Farnsworth: The RST gives open opportunities for some formal input as they have the knowledge on the priorities of the projects. Gary is the point of contact for anything regarding Enhance projects and ConnectOregon projects for Lower John Day. Full set of reviews and guidelines are available on the ODOT website, for both Enhance and ConnectOregon (Enhance Proposal Review Process: An Overview handout).

3. **Applicants for the ConnectOregon projects – Gary Farnsworth**

Applications that came into region 4 with color coding for each ACT. City of The Dalles projects are the only two ConnectOregon projects for LJDACT, The Dalles Gorge Hub and Airport Taxiway A rehabilitation. This is the format that ODOT will be walking through, first with the Area Commission and then the Super ACT meeting in May. Input from the statewide Advisor Committee for the MODS and the applications will almost all be filled out in before the Super ACT meeting in May. ODOT will be able to work off the spreadsheet with staff recommendations from RST's. LJDACT will focus on the two projects in City of The Dalles, but also go through other projects in case there is input that could be added to LJDACT's projects.

Bob B.: brought up the Fixit program.

Gary F.: We will bring our cut for the Fixit program so that we can compare with ConnectOregon and Enhance.

Action: Letter from the Three Area Commission Chairs – Gary Thompson

1. Asking permission to sign a letter (on the backside of the Proposed Projects for 2015-2018 STIP handout) on the general theme of the letter for Region 4 to Oregon Transportation Committee in supporting the upgrade of Hwy 97. Gary Thompson expressed that it needs to be a four lane highway from the Washington border to the California border because of the impending Cascadia event. It will be the first four lane highway in the state of Oregon. In the event of Cascadia I-5 will be wiped out and therefore there is a need for a four lane highway on the east side of the Cascades. The letter may change after Gary Thompson talks to the other two ACT's, SCO ACT and COACT.

Bob B.: The letter essentially affirms your support of the Commission and the Transportation System's strategy in utilizing available funds for upgrading the existing infrastructure. Rather than getting back into a major modernization program. Now with the FAST Act do we stay the course with Fixit and preservation or do we switch gears and invest in more modernization? So the recommendation has been to stay the course around Fixit and preservation and the language in this draft would affirm that strategy for the Transportation Commission, if you so desire and support. There is also support for the listed projects itself as an example of those operational and safety incremental investments, Cable Barrier, Climbing Lane, the strategy that we've had on the I-84 corridor are all reaffirming the Fixit operational proposal.

Call for a Motion by Mike Weimar; seconded by Rod Runyon; All in Favor: unanimous; all opposed: none

Discussion: Project Highlights/Roundtable: ALL

1. Proposed Projects for 2015-2018 STIP – Gary Farnsworth

New federal act called FAST Act, not to be confused with LJDACT. Gary gave a brief history on federal acts for transportation. FAST Act is a five year program that would stabilize the types of allocations given to transportation and shows the increment of improvement. During the April meeting the ACT will be able to look further into the FAST Act and how that might affect the LJDACT and what we will be looking for. At the March Oregon Transportation Commission (OTC) meeting, they will be looking to add new projects to the 2015-18 STIP. This includes leveraging some of the money from the Biggs Junction Interchange Project, 3 million dollar surplus from the Jobs and Transportation Act (JTA) funding. This will go into extending the climbing lane from Biggs to about 3 quarters of a mile up the road and replace the first bridge for widening. We will also do seismic pressure points on all the bridges up through Spanish Hollow on US 97 and a bridge up in Willowdale. It also includes a project to add along I-5 and I-84. These are highlighted on the Proposed Projects for 2015-2018 STIP list.

Bob B.: clarified that this was just a proposal and not a current project.

Gary F.: They have seen the proposal in draft and between this March 7th meeting and the April 4th meeting ODOT is hoping that they will finalize the project.

2. Federal Land Access Program- Bob Brant

Federal Land Access Program is also under the FAST Act in terms of funding for the next five years. Prior to FAST it was called Forest/Highway Program administered under FHWA. There was a substantial increase in available funds for Oregon; receiving an additional 49 million dollars annually. Means a lot for rural parts of Oregon, especially recreational type facilities and local city/county roads. FLAP's Court of Engineers is an eligible federal agency now where it wasn't when it was the old forest/highway program. Western Federal Lands is coming out with a call for projects in April and will likely run through until June.

Next meeting is scheduled for April 4, 2016.

Meeting adjourned 9:30.

Respectfully submitted

Patti Jaeger

Enhance Proposal Review Process: An Overview

2018-2021 Statewide Transportation Improvement Program

Enhance funds are targeted to improvements that can demonstrate a benefit (directly or indirectly) to the state's multimodal transportation system, ensuring limited funds are allocated to high priority and strategic transportation investments which:

- Improve the state transportation system.
- Are consistent with statewide plans and local plans if on the local system.
- Make key connections between modes or facilities.
- Improve access to economic opportunities.
- Can include eligible activities within the Transportation Alternatives Programs.
- Improve the state's transportation system for, transit, and/or bicycle and pedestrian modes
- Impact multiple users and improve "through" movement
- Work toward system completeness; fills in gaps
- Improve efficiency
- Help to reach economic and social goals
- Establish or improve a long distance, continuous corridor
- Serve a destination of significance like a downtown or a significant industrial area, or a major transit facility
- Provide pedestrian access to a major transit facility
- Project-level planning efforts such as conducting an environmental document or a narrow facility plan
- Provide a needed connection along a statewide or regional multipurpose trail

MODAL ATTRIBUTES

	TRANSIT	BICYCLE / PEDESTRIAN
	<i>Attributes and Project Examples</i>	<i>Attributes and Project Examples</i>

Connectivity & System Benefits

Links public transportation from one part of the state to another, completes or extends a bicycle or pedestrian path. Supports intermodal connections (e.g. provides connection to key land uses, such as adding bicycle or pedestrian access to transit). For, transit and any travel options program, the project should serve inter- state or interregional trips. For bicycle/pedestrian, consideration is given to connecting or providing a nexus for projects of regional interest.

How does the project address a system deficiency?	Projects that link public transportation from one part of the state to another; projects that make it convenient for people to use those connections (e.g. similar fares or ticketing systems). Transp. Options that support an ODOT statewide program.	Projects that infill a missing link in system, complete or extend a walking or biking network, widen a too narrow sidewalk or bikeway, infill bikeways or walkways on busy streets.
How does the project support intermodal connect-ions?	Projects that connect two or more modes; Projects that provide access for all those that could and want to use public transportation, such as older individuals, people with disabilities, commuters, school kids, etc.	Projects that improve access to public transportation stops and transit centers for people traveling on foot or by bike. Projects that improve bicycle or pedestrian connections to train stations and airports.

Safety & Public Health

Addresses a safety issue (e.g. improves lighting or signage at a transit center, separated bicycle path) or improves physical activity options or reduces environmental factors that harm health (e.g. provides new, improves or completes transit, bicycle, or pedestrian facilities in a community or area currently without). Should contribute to Safety Action Plan goals, and assist with greenhouse gas emissions reduction goals.

How does the project address a safety issue?	Projects that improve a transit center or pull outs, lighting, signage, technology and/or route design. Serves interstate or inter-regional trips.	Projects that help people cross the street, slow traffic to the posted speed, provide separation from motor vehicle traffic, improve visibility of bicyclists and pedestrians. Programs that provide education and encouragement, such as safe routes to schools.
How does the project improve public health?	Projects that add transit service or expansions in order to provide additional health through exercise. Projects that make improvements to fleets that use reduced or no emission vehicles.	Provide a bikeway or walkway connection between destinations (residential to retail, medical, employment, etc.). Reduce conflicts with other modes, provide appropriate separation of bikeway and walkway from motor vehicle traffic based on speed and volumes of traffic.

MODAL ATTRIBUTES		
	TRANSIT	BICYCLE / PEDESTRIAN
	<i>Attributes Project Examples</i>	<i>Attributes Project Examples</i>

Accessibility & Mobility

Improve access (e.g. for a specific population, such as older adults or persons with disabilities, to primary health care or emergency care for specific populations) or removes a barrier (e.g. creates a last mile connection to transit). May also provide access to a tourist facility of national or state significance.

How does the project improve access?	Projects that provide access to jobs, tourism travel, and retail services. Projects that enhance services based on where people live and want to go, primarily serving interstate or inter-regional trips.	Projects that improve pedestrian access between key destinations (transit stops, senior centers, residential, shopping, medical, etc.) by building or improving sidewalks and crossings.
How does the project remove a barrier?	Projects that improve last mile connections. Projects that serve underserved or unserved target populations.	Projects that resolve an issue that prevents use of the bikeway or walkway network (i.e. bridges w/o sidewalks/bike facilities, high speed roadways without pedestrian crossings).

CROSS MODAL CRITERIA

1. Economic Development:

- Improves transportation access and mobility for workers
- Reduces costs of travel for workers
- Improves the operation, safety, or efficiency of the corridor or system
- Improves travel times or reliability
- Helps to sustain or generate long-term and/or living wage jobs
- Serves an economically distressed community
- Improves access to jobs
- Supports development, redevelopment

2. Social Benefits:

- Increases access to goods and services and promote health by encouraging development of compact communities and neighborhoods that integrate residential, commercial and employment land uses to help make shorter trips, transit, walking, and bicycling feasible. Integrate features that support choices.
- Increases physical activity
- Project increases transportation choices
- Assists disadvantaged communities in meeting their transportation needs
- Increases awareness of a cultural/natural/historic/scenic feature along a routel.

3. Environmental Stewardship:

- Provide system that is environmentally responsible and encourages conservation and protection of natural resources.
- Project aligns with the strategies and/or elements outlined in the Oregon Statewide Transportation Strategy (emission reduction)
- Project reduces vehicle miles traveled

4. Safety:

- Reduces conflict between modes that use the facility
- Reduces frequency & severity of fatal & serious injury crashes across modes

5. Project Readiness:

- Completes a public approval process
- Complete some technical approval process (e.g. RW complete, survey complete, environmental review/EIS complete)

6. Leverage:

- Projects with a revenue/ timing that allows mutual benefit
- Additional project funding from public or private sources
- In-kind or other contributions (such as providing labor, equipment, materials, right-of-way, etc.)
- Additional public or private investment in the affected area or community that would occur as a result of the transportation investment

2018-21 ENHANCE PROPOSALS - REGION 4 Staff DRAFT STRAW PROPOSAL

DRAFT March 7, 2016

Sponsor	Project Name	Description	Total Project Cost	ENHANCE Request	Running Total Request	Score	ACT Rank	R4 Rank	Comments
COIC	Cascades East Transit Regional Shuttle Stops	Expansion of inter-community service on Community Connector Shuttle system	\$265,300	\$238,053	\$238,053	H	CO1	1	Benefits most communities in CO (Regional), Shuttles State Hwy System, Leverages CORST and ConnectOregon funding.
City of Condon	Condon Pedestrian Access Improvement Project (City Streets/OR 19)	Replace and construct new sidewalks, ADA ramps improved school crossing	\$545,000	\$445,000	\$683,053	H	LJD1	2	Direct Benefit to State System. For leverage, adds to previous Sidewalk investments.
City of Prineville	Prineville Rails to Trails	Trail that provides access to over 1500 homes to the city's trail system	\$390,000	\$349,000	\$1,032,053	H	CO2	3	Indirect though good benefit to State System. For leverage, part of multi-million \$ trail system investments.
City of Mosier	Improvement Project (S & N sides of US 30 from I-84 Exit 69 offramp to HCRH Mosier Crk Br.)	Sidewalks, bike lanes, bulb-outs, trees, and street parking	\$555,500	\$495,500	\$1,527,553	H	LJD2	4	Direct benefit to State System. For leverage, tie to planned park-and-ride/amenities, ties into Gorge Tourism investments.
City of Sisters	US 20/Cascade Ave Non-Modorized Diverse Use Trail	Multi modal trail connecting Hollywood Blvd/US 26 Intersection with the Mesemum/US 26 Intersection	\$134,500	\$134,500	\$1,662,053	H	CO3	5	Direct Benefit to State System. Can be added directly to Barclay Project as efficiency leverage.
Conf Tribes of Warm Springs	Pedestrian/Bike Path: Campus area to Museum		\$388,000	\$388,000	\$2,050,053	H	CO4	6	Direct Benefit to State System. Expected to be highly prioritized in the Transportation Safety Plan TBD, leverages \$1.5M Safety project.
City of Madras	H Street Sidewalk: 2nd St to Bike and Skate Park	Pedestrian connection from 2nd St to the Madras Bike & Skate Park including curb/gutter, ADA crosswalks	\$541,900	\$388,900	\$2,438,953	M	CO5	7	Some indirect benefit to State System. For leverage, part of multi-million \$ trail system investments, Plus Over-Match.
City of La Pine	La Pine US 97 East Side Ped Safety & Streetscape	Sidewalk & streetscape on E. side of US 97	\$1,750,000	\$1,500,000	\$3,938,953	M	CO6	8	Direct Benefit to State System. For leverage, next Phase of Enhance.
Oregon Parks & Rec	OC&E Woods Line St Trails: Phase 2 Safety Crossing	Construct shared use path bridge & at grade crossings	\$1,052,343	\$877,343	\$4,816,296	M	SCO1	9	Development project in the 12-15 STIP. This project is phase 2 to construct.
Crook County	Stillman/Riggs Road Bike Lane	Widen road to allow for shoulder for bikes	\$1,559,958	\$500,000	\$5,316,296	M	CO7	10	Indirect though good benefit to State System. For Leverage, very high overmatch with-in and within larger project for efficiency.
City of Bend	3rd Street: Greenwood to Wilson (Bend) Multimodal	Sidewalks, bike lanes, safe crossing and intersection improvements	\$1,771,664	\$1,589,714	\$6,906,010	M	CO8	11	Some indirect benefit to State System. For leverage, next Phase of Enhance.
City of Redmond	Dry Canyon, Maple Bridge Access	Staircase at the Maple Bridge in the Dry Canyon Trail	\$298,404	\$267,757	\$7,173,767	M	CO9	12	Minimal benefit to State System. For leverage, part of multi-million \$ trail system investments.
MCCOG	Bus Covered Parking Shelters	Bus shelters at transit center	\$467,000	\$419,039	\$7,592,806	M	LJD3	13	Minimal benefit to State System. For leverage, is final Phase of Enhance and ConnectOregon investments
Bend Parks & Rec	Deschutes River Trail - Galveston to Miller's	Widen existing sidewalk, shared-use trail	\$1,317,599	\$1,054,079	\$8,646,885	L	CO10	14	Minimal/no clear benefit to State System. For leverage, part of multi-million \$ trail system investments.

TOTALS \$11,037,168 \$8,646,885
 ANTICIPATED AVAILABLE FUNDING \$3,600,000
 ANTICIPATED 150% \$5,400,000

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March 2, 2016

OTC Chair Tammy Baney and Fellow Commissioners:

Commissioner Baney, we want to start by thanking you for taking the time to facilitate the discussion between our Area Commissions on Transportation and members of the Governor's Transportation Vision Panel. We are confident that this process will validate the long term vision that the Oregon Transportation Commission has for Oregon's Transportation System. We appreciate the opportunity to be part of the process for determining strategies that guide how to make investments in the transportation system to achieve this vision.

To that end, we have had an opportunity to review the proposals that ODOT has presented to the Transportation Commission for allocation of available FAST Act funding. Together, we support the recommendation to continue investments that preserve the existing infrastructure. The new FAST Act provides sustained funding but no real increase in dollars. We need to think One Oregon and take care of the public investments we've made in our existing transportation system, and continue to make small strategic safety and operational improvements where possible. We support the recommended funding for cable barrier on I-84 and also the project on US97 in the Biggs Junction area to provide climbing lanes.

We also support the ODOT Region 4 strategy for making incremental investments in passing lanes for US 97 to address safety and operational needs as traffic volume and freight demands continue to increase within the corridor. We support ODOT's recommendation for funding a passing lane just north of Crescent. We also request the OTC to continue supporting this strategy by considering additional funding to begin extending the existing one mile passing to two mile passing lanes. With the increase of speeds to 65 mph for cars and 60 for trucks, we see this as a high priority to making sure freight and other traffic can move safely and efficiently along the US 97 corridor – until the full 4 lane section can be constructed.

Our Area Commissions also understand the importance of Oregon's Resiliency Plan, and the need to make transportation investments in preparation of a catastrophic event such as a Cascadia Earthquake. We also agree that while US 97 serves as an important corridor, both regionally and statewide, we also realize that it will be a vital route in seismic recovery efforts. We support the recommendation for funding seismic bridge work on north US 97, and would request that the OTC consider the additional funding to enable seismic resiliency work started between OR 58 Junction and the California border. As we know, the airports in Central Oregon will be critical to Oregon's Cascadia recovery efforts, and having a viable highway corridor that links our airports and public resources that will coordinate in the recovery is equally important.

Sincerely,

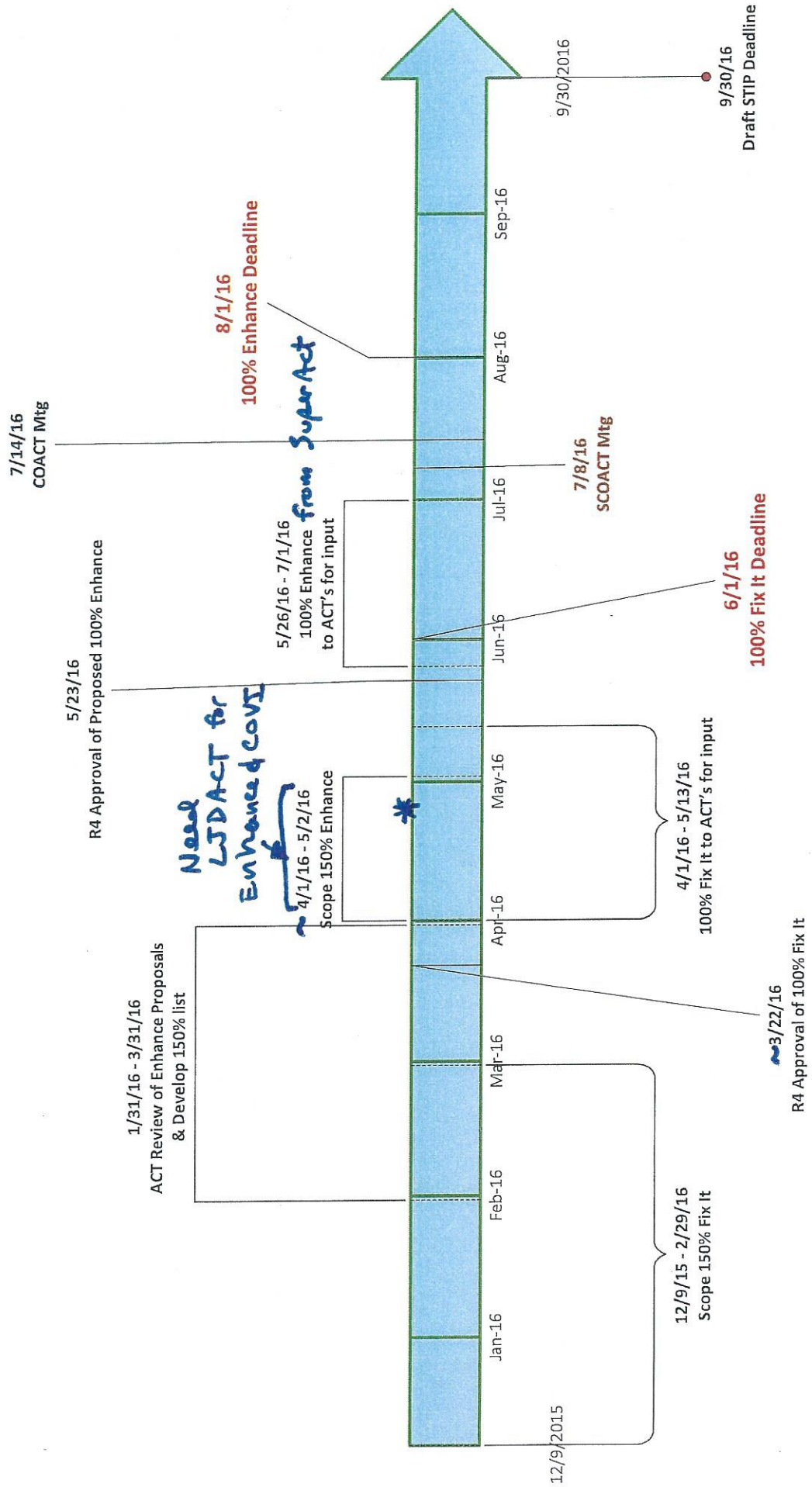
Brad Winters
Lake County Commissioner
SCO ACT Chair

Alan Unger
Deschutes County Commissioner
COACT Chair

Gary Thompson
Sherman County Commissioner
LJDACT Chair

cc: Bob Bryant
Butch Hansen
Gary Farnsworth

2018-2021 STIP TIMELINE



* May 12 Super ACT for Enhance & COVI Band or K Falls TBD

Connect Oregon VI Application Review Process

