

**LOWER JOHN DAY AREA COMMISSION
ON TRANSPORTATION (LJDACT)**

Meeting Minutes

February 5, 2018; 10:00 A.M. ~ 12:00 P.M.

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

In Attendance:

1. Gary Thompson, Sherman County Judge, LJDACT Chair
2. Brenda Snow Potter, Wheeler County Finance, LJDACT Administrative Assistant
3. Bill Potter, City of Fossil Public Works
4. Mary Mountain, City of Fossil Council Member
5. Lynn Morley, Wheeler County Judge
6. Mike Weimar, Gilliam County Commissioner
7. Rachel Weinstein, Gilliam County Community Development
8. Pat Cimmiyoti, ODOT Region 4 Maintenance Manager
9. Shane Johnson, District 9 Maintenance Manager
10. Mark Coles, Sherman County
11. Perry Thurston, Moro City Council Member
12. Peter Mitchell, Port of Arlington
13. Kathryn Greiner, City of Condon Administrator
14. Aaron Cook, City of Rufus & Biggs
15. Kathy Fitzpatrick, MCEDD
16. Carol MacKenzie, City of Wasco Mayor
17. Arthur Smith, Wasco County Public Works
18. Chuck Covert, Columbia Gorge Regional Airport
19. Brad DeHart, ODOT Transportation Engineer
20. Rod Runyon, Wasco County Commissioner
21. Gary Farnsworth, ODOT Region 4
22. Joe Dabulskis, Sherman County Commissioner
23. Theresa Conley, ODOT Region 4 Transit Coordinator
24. David Amiton, ODOT Region 4
25. Matthew Fletcher, Western Federal Lands FHWA

Meeting recorded and minutes prepared by Brenda Snow Potter, LJDACT Admin. Meeting handouts and recordings are available at www.ljdact.com.

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|----|-------|--|---|
| 1. | 10:00 | Call to Order, Introductions, Agenda Review
- General Public Comments | Chair Thompson |
| 2. | 10:05 | LJDACT Business
- Review/Approve past Meeting Minutes (Action) – October minutes not available. Will be addressed at the next meeting
- Review/Update Membership (Action) –
Kathy Fitzpatrick, MCEDD – transportation; no objections received to this appointment
Gary Thompson stated that he will be retiring. He asked that everyone think of someone to appoint to the Chair position. | Chair Thompson |
| 3. | 10:10 | 2021-2024 STIP Update
- December & January OTC meeting debriefs
- Fix-It/Safety and Enhance Leverage Programs | Gary Farnsworth, ODOT
Other ODOT Staff |

David Amiton provided a Safe Routes to Schools update. He can provide a map of the schools that are included in the program to those who request it.

An update was provided regarding the Title I funding program with new rules as to how projects will be funded. There are two options being considered by the advisory committee in terms of how funds will be programmed. Option one is a competitive program without ODOT involvement; competitive among cities, counties, transit agencies and tribes. There would be a separate pot that ODOT would have access to. There will be a third pot for rapid response/urgent needs throughout the state. Option two would be a full competitive program with no set aside for ODOT. ODOT would compete among local jurisdictions, transit agencies and tribes. There would be a second pot for rapid response. They are working on a minimum percentage of funds that would go to rural communities and also establishing a minimum target for funds that would go to Title I schools. Timeline is spring/summer to adopt the rules. There are three representatives from the region; Brian Potwend, Karen Morris, and one other.

P. Thurston asked about private bus contracting for schools. Per David A., funds are not for transit operations. They are only for physical infrastructure. Sidewalks, trails, signage, crossing applications, etc.

R. Runyon asked about paving a parking area. David A. was unsure if that was prohibited.

P. Thurston asked about bus stop improvement such as covered waiting areas for kids. G. Farnsworth asked for this to be checked out.

The contact for this funding source is Leanne Ferguson at 503-986-5805.

Chuck C. asked about dollar limitations. Per David A., this is still being determined.

Gary F. would like the questions clarified and sent to Brenda for follow up.

David A. mentioned other issues that are still in the works. What can be used for local match? Per conversations with Leanne and the STIP coordinator, SCA awards (Special City Allotments) are eligible, an existing enhance awards are eligible, The match is 40% except for most jurisdictions in this ACT will qualify for 20% depending on school type and population.

A Title I school is determined by the proportion of free and reduced lunches at the school. David A. will provide a list of schools in the ACT region that are included.

Gary F. does not think The Dalles would qualify for 20% match.

Kathryn G. asked about the rules for safe routes. Condon looked into one and it required a lot of data for the number of kids taking the bus vs. riding their bikes.

Per David A., the definition has not been determined yet.

Gary F. leveraging and over matching will be an important matter to include.

David A. added that all of the competitive programs, if not funded in the first round, it is not a bad thing. This is a long term program with sustainable funding.

Kathy F. added information about commute options. If there is a school district that does not have an action plan, this would be an ideal time to put one together. Commute options can help with technical assistance and grant funding to do so. This is a great opportunity to get that infrastructure project into an action plan.

Reach out to David A. or ODOT for help when working on an action plan.

Kathy F. asked about Jeff Munson coming to present.

Gary F. asked the Chair about Brian Potwend attending the next meeting.

Gary F. provided an update on the 2021-2024 STIP funding. He reviewed the highlighted items on the handout. The commission took action in December for the enhance program. Funding was reduced for Region 4. HB2017 was earmarked for projects around the state, including City of Arlington and City of Dufur. Per the Commissions messaging, there will not be a call for projects with this program. Funding will be used to latch onto pavement, bridges, and intersections to augment these projects. Look for opportunities to augment/leverage for fix-it type projects.

Kathryn G. asked about ODOT paving projects and tying in with them while they are in the area.

Gary F. said yes, if the need is known early ODOT can partner with local jurisdictions. Pat C. agreed. If they know ahead of time, it makes it better for the contractors.

Kathryn G. asked for the City of Condon to be added to the project.

Carol M. asked if it was just for state highways. This is correct per Gary F..

Perry T. asked how far out the parties need to be notified in order to be included in the partnership.

Per Gary F., proposed projects are submitted in the LJDACT meetings and this would be an opportunity to get involved. It is almost never too late.

The Fix-it program overview handouts were reviewed; step by step walk-through of the process. The program is built off of the needs.

Gary F. shared a letter from Central Oregon Intergovernmental Council regarding their recommendations for focusing on funding the Enhance Highway program and maximizing the flexibility of the available resources. He requested adding this matter to a future meeting.

Gary F. referred to the definitions used for the chart; labels/programs/etc.

Rod R. referred to a trail the Maupin community and improvements.

Brad DeHart expanded on ODOT's involvement in this project. The City of Maupin will use the FLAP application to improve a trail located partially on private lands.

Gary F. reiterated his previous comments and discussed a video regarding the Fix-it program on the ODOT site.

Pat C. referred to the priority routes map and explained the route around 97. It does not show from Biggs to Madras.

Typically this route is funded by the Fix-it program.

4. 10:40 Federal Lands Access Program (FLAP)

- Call for Applications
- Project Updates and Coordination

Matt Fletcher, FHWA-WFL
Amy Thomas, USFS (unable to attend)
Gary Farnsworth/All

Matt F. provided a review of the open call for proposals. Period closes April 6th. The purpose is for funding for land access to federal lands. \$33 mil per year is allocated to this program. Identify routes that are jointly providing access and work with Federal land management agencies. Tribes are considered a local agency under the rules of this program. Their lands are not considered Federal lands. Roads leading into these lands will not qualify.

A review of the handout was given. The match based program amount is 10.27%. Title 23, STIP funds and Title 49, FTA funds cannot be used as a match.

There is a webinar available on the website. This year there is a new category called "Safety Only". It is for certain, unique types of projects and can be eligible for 100% funding. Rumble strips, striping, guardrails; minimum project size of at least \$100,000 value.

Rod R. mentioned the Corp of Engineers master plan meeting on the 7th at 5:00pm at The Dalles Library. He will forward the email to Brenda. No other information was available.

Matt F. clarified that law allows FLTP funds to be used for match on FLAP projects. Limited funds but can be used as leverage. Forest Service is having an open call for FLTP funding.

Pat C. asked if there is an opportunity for multiple agencies to work together on FLAP applications for chip seal projects.

Matt F. stated that Crook and Deschutes worked together on a FLAP. FLAP is meant for high use recreational/economic generating sites and multiple applicants can be listed. The Gorge will be heavily funded in upcoming projects.

David A. pointed out that a new form is available on the website for getting approvals.

Matt F. explained that due to the difficulty in obtaining signatures the rules have been changed to allow electronic signatures on applications. April 6th is the hard line for due dates. The individuals on the handout can be used for reviewing applications.

Gary F recommended contacting David A. or Pat C. for help. Timing is key.

5. 11:00 Statewide Transportation Improvement Fund Update Theresa Conley, ODOT

- Overall Update for STIF & Transit
- LJD Area planning considerations

Kathy Fitzpatrick, MCEDD

Theresa C. provided a handout for the Statewide Transportation Improvement Fund (STIP). She ran through House Bill 2017 as stated on the handout. The bulk of the funds are coming to local jurisdictions; transit districts, tribes, county. Gilliam, Wheeler and Sherman Counties are expected to receive about \$100,000 per year. Wasco County is expected to receive \$500,000 per year. These are preliminary numbers. These funds are to be used for the enhancement of existing systems only. The projects must be included in a local plan. ODOT expects to see an application for these funds. It is not an entitlement program. There will be a local review process. Operations are not included in the Discretionary program. There is a proposed 10% match. There is a potential for LJD ACT to have input into the process. Operations are allowed in the Intercity discretionary program. All programs are going through the rule making process. Targets are set for January 2019 and July 2019. Draft rules are out and public comment is encouraged.

An advisory committee will need to be set up for new plans. The local STF committee members can be used with additional members to review new plans. There will be additional reporting requirements. This encourages regional coordination.

Kathy F. provided updates from the regional side. She encourages local agencies to work together through MCEDD on STIF funding, planning and committee work.

Gary F. asked what that would look like in terms of provider representatives in each county. Is there a way for the counties to leverage that funding to enhance services to folks trying to get across the jurisdictions?

Kathy F. stated that they are looking at sharing a call center, a dispatch center, sharing an information center, regional priorities, etc.

Theresa C. has been reaching out to the staff in individual counties.

Gary F. asked about general support for this, concerns, or caveats?

Perry T. added comments about compromising service, medical services, consistency in operations, responsibilities of the driver, repeated consistency in operation. If it is tied together there needs to be a consistency in guidelines for the drivers.

Kathy F. acknowledged the need for coordination for the drivers roles and responsibilities.

Discussion continued.

Peter M. asked about the technology side of scheduling, such as knowing where the buses are and how to link that information for the public.

Kathy F. agreed. There is an RFP going out to produce a website in order to address this issue. It will be accessible on smart phones and reader boards will be used.

Peter M. asked about variable routes like in Gilliam County.

Kathy F. explained that dial-a-ride type programs are a little more complicated.

Peter M. referred to GPS trackers on the units being used in Gilliam County.

Discussion continued.

Gary F. assumed there is support for coordinating efficiencies.

Mike W. recommended the Tri-County Court meetings for this type of communication.

Theresa C. stated that the County Courts will be responsible for approving individual project lists.

Kathy F. added that on Feb 1st MCCED had a successful transition from MCCOG. Counties will control the funds.

6. 11:20 Incidents/Events/Operations Planning Shane Johnson or
- Updates on Operations Collaboration/Plans Pat Cimmiyotti, ODOT

Pat C. provided an overview of current issues and changes. Senior leadership retirements over the past six months has led to a structure change. Pat C. has moved up to Lead of Regional Maintenance Programs. Shane Johnson is the new District Manager. This will provide more focus on maintenance programs and improve coordination efforts. Liaison person will make the contracting work easier to coordinate leverage work. Shane J. will provide the district project updates. Pat C. will continue working with the I-84 closure workgroup. The plan worked well with the Gorge fires. Changes will be made to address some of the issues. They purchased ten message boards to better and more efficiently move traffic. This worked well. The dispatch center updates the message boards as incidents arise or change.

Bridge section update handout was provided. They will be updating ratings for specialized hauling vehicles. Priority will be based on the condition of the bridge. Signage is confusing for local truck drivers. Restrictions are related to axles. Pat C. can help with the communication piece. ODOT is available to help if signs are put up.

Shane J. provided an update on the chip seal and fog seal project on Highway 206 through Wasco and out toward Condon. Tentatively scheduled for May. Bridge decks in Biggs and Bend are to be crack sealed. The crews are working in Rowena. Installed fencing to help with the rock slides. Will reinstall the historic, white wood guardrail this summer. There will be rock production off of Hwy 218 near Fossil, hopefully this year. Starting on guardrail projects near Celilo. Crews will be installing a weather station on Tygh Ridge.

Gary T. asked about old Hwy 30. Shane J. stated that they will be upgrading the guardrail to bring it up to new standards.

Kathryn G. asked about Wasco. Shane J. explained that they are waiting for oil prices to determine how far they can go.

Gary T. explained that they will be putting in a water system in Biggs. May screw up some of the highway on the west side of Biggs. Not clear which side of the highway the work will be done.

Shane J. specified that their work will be near Celilo, away from Biggs.

Gary T. added that a rest area is going in near Biggs. This is why the water system is going in.

Perry T. asked about a slide area and a bike path.

Pat C. added that this is a great opportunity. The two year budget cycle from July 2017 to June 2019 projects need to be done. That is why these projects are brought up at the ACT meetings. Contractors do not want to bid because these projects are considered too small. Need to coordinate for larger projects to entice contractors to come out. ODOT maintenance is not allowed to use a paver. They can no longer do the smaller allotments like they used to.

Gary F. stated that with Pat C. taking on the new role, he is now the go-to person. He sees more of these types of conversations at future meetings.

Carol M. asked about the bridge project. This will be discussed in project updates.

7. 11:35 Project Updates / Roundtable

Chair Thompson
Brad DeHart, ODOT/All

Bill Potter & Kathryn Greiner will be doing their special city allotment projects.

Brad DeHart provided his list of projects as a handout. Went through the projects on his handout – see attached

Rod R. asked about one-way traffic on the Mosier bridge

Brad D., yes they have been receiving input. Originally they heard positive support, now they are hearing more feedback. It should be an easy change to address community members concerns.

Rod R. explained that he has heard the signage is confusing at night.

Brad D. stated that the projects follows other single-lane bridge configurations.

Gary F. expressed that he likes the handout provided by Brad D.

Brad D. and Pat C. will send out information in advance of future meetings.

8. 11:55 Next Meeting? / Adjourn

Chair Thompson

Gary F. recommended a meeting in April – first Monday – April 2nd

Joe D. asked about a past meeting regarding concerns expressed by citizen John Justeson and what happens when someone voices a concern.

Gary T. said there are now guardrails in the area of concern.

Pat C. explained ODOT priorities. He believes ODOT responded to Mr. Justeson's concerns but ODOT did not install the guardrails.

Meeting adjourned

Lower John Day ACT ODOT Project Delivery Updates; February 2018

Construction

I84: Threemile Creek Culvert Replacement

Project Scope – Remove box culvert and restore stream beneath bridge that was constructed as part of the I84: The Dalles – Fifteenmile Creek Project.

Construction Complete

US30: Mosier Creek, Dry Canyon Creek and Chenoweth Creek Bridges

Project Scope – Repair deteriorating concrete, install cathodic protection and place waterproof deck membranes and wearing course paving on Mosier Creek and Dry Canyon Creek Bridges and replace Chenoweth Creek Bridge. Install permanent signing and striping to change Mosier Creek Bridge to a single lane bridge.

Bid Opening occurred April 20th, 2017.

Construction substantially complete. Some punch list work and painting of the wooden guardrails at Mosier Creek and Dry Canyon Bridges will occur later this winter and early spring to finish up the project.

I84: John Day River Bridge Deck Overlay

Project Scope – Place a Polyester Polymer Concrete (PPC) overlay on the existing concrete bridge deck. This is a thin-treatment bridge deck overlay similar to what was placed several years ago on the Celilo – Wasco Highway Deschutes River Bridge.

Construction Complete, however, there are a couple of isolated locations on the bridge where the polymer concrete has de-bonded so there will likely be some corrective work performed later this spring.

I84: Hood River – Tower Road

Project Scope – Replace wearing course pavement from Hood River to Rowena and upgrade or install new storm drainage features at key locations within the project limits. Additionally, upgrade permanent signing to address poor quality signs on I84 within Region 4.

Bid Opening occurred in October 2017. Construction – Spring 2018

Fossil Heritage Trail

Project Scope – Repair, replace and construct new sidewalks, ADA ramps and shared paths within the city of Fossil. Improve pedestrian crossing safety at intersections of OR19: John Day Highway and Washington and Main Streets.

Bid Opening occurred at the end of November 2017. Construction is scheduled to occur in Spring & early Summer of 2018 with completion prior to 4th of July weekend.

US97 Spanish Hollow Creek Siesmic Retrofit Project

Project Scope – Replace the US97 Spanish Hollow Creek Bridge immediately south of Biggs Jct. with a new, 3 lane structure and widen southbound US97 between Biggs Jct. and the southbound climbing lane. Excavate material near US97/Mud Hollow Road intersection to improve intersection-sight-distance and to provide embankment material for the highway widening. Perform seismic retrofit work on 6 other bridges in Spanish Hollow between Biggs Jct and Wasco Interchange and replace the Trout Creek Bridge on US97 near Willowdale and the intersection with OR293.

Bid Opening occurred in December 2017 and OTC approved additional funding in January. Construction planned to start later this winter and continue through 2019.

Celilo Park Safe Access

Project Scope – Reconstruct at-grade crossing of Union Pacific Railroad mainline to improve park access and rail crossing safety.

Bid Opening occurred in January. Construction is anticipated to occur in February, March and April 2018 and will include up to a 1 week full closure by Union Pacific Railroad of the access into Celilo Park and the tribal in-lieu fishing site to perform their work on the crossing. ODOT Contractor's work leading up to and occurring after the UPRR full closure will be staged to keep access open under flagger control.

Project Development

I84: Rufus Westbound VMS Sign Replacement

Project Scope – Replace functionally deficient Variable Message Sign (VMS) board located on I84 westbound near Rufus with a new VMS sign on the existing support.

Project Development was kicked off in October 2017. Bid Opening date has not yet been set but is anticipated to occur later this Summer with installation of the new sign in the Fall of 2018.

I84 Traffic Barrier Upgrades

Project Scope – Replace substandard guardrail end treatments and other substandard roadside traffic barriers at various locations on I84 within Regions 4 and 5. Upgrade (retrofit) bridge rails and install protective screening on 8 interstate bridges (Spanish Hollow Creek, Scott Canyon (2) & Rufus Interchange (2) in Region 4 and 3 others in Region 5). Install protective screening on 2 additional overpasses in Region 4; The Dalles City Center (Brewery Grade) and Phillipi Canyon overpasses.

Project development was kicked off in September 2016. Bid Opening is scheduled for October 11th, 2018 with construction anticipated to occur in the Spring and Summer of 2019.

US97: Shaniko – Trout Creek Bridge Pavement Preservation

Project Scope – Replace wearing course pavement from Shaniko to near Trout Creek Bridge.

Project Development began in September 2017. Bid Opening is scheduled for March 8th, 2018 with construction anticipated to occur in the Summer and Fall of 2018 and possibly extending into the Spring of 2019.

US26: Warm Springs Grade Rockfall

Project Scope – Perform scaling and excavation of rock fall hazard areas to eliminate or significantly reduce the risk of rock fall on this section of US26 between MP 99.5 and MP 102.

Project Development began in January 2016. Bid Opening is scheduled for August 2018 with Construction anticipated to occur in the Fall and Winter of 2018.

I84: Swanson Canyon - Arlington

Project Scope – Replace wearing course pavement on Interstate 84 from Swanson Canyon to Arlington (MP. 125.5 to 137.8) including repaving of the Blalock, Woelpern and west side Arlington ramps and the Arlington Westbound Viewpoint. Adjustment and replacement of guardrail and some barrier will also be included.

Project Development began in February 2017 and Bid Opening is scheduled for October 2018.

Anticipated Construction – Spring/Summer 2019.

I84: Hood River EB & US97 @ Biggs Jct SB VMS

Project Scope – Install new Variable Message Signs on Interstate 84 westbound in Hood River and on US97 southbound just south of Biggs Jct.

Project Development began in January with Bid Opening scheduled to occur in November 2019. Anticipated Construction – Spring 2020.

US197: Columbia River (The Dalles) Bridge Deck Replacement

Project Scope – Replace bridge deck and rails.

The Project's Intergovernmental Agreement with Washington State DOT is in the process of being finalized.

Project Development will be kicking off later this Spring with Bid Opening anticipated to occur in the Spring of 2021 and with Construction in 2021 and possibly extending into 2022.

Additional/Upcoming Projects:

US26: Warm Springs Safety Corridor

I84: Columbia River Highway Culverts

US26: MP 99 – Kahneeta Jct. Pavement Preservation

US26: Clear Lake Road to NW Dogwood Lane Culverts

US97: The Dalles – California Highway Culverts

US30: Mosier Connection Over UPRR to Mosier Creek Bridge Enhancement Project

US26: Bridge Creek Bridge Replacement

US26: Clear Creek Bridge Replacement

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