

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

AGENDA

February 5, 2018

10:00 A.M. ~ 12:00 P.M.

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

- | | | | |
|----|-------|---|---|
| 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)
- Review/Update Membership (Action) | 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 |
| 4. | 10:40 | Federal Lands Access Program (FLAP)
WFL
- Call for Applications
- Project Updates and Coordination | Matt Fletcher, FHWA-

Amy Thomas, USFS
Gary Farnsworth/All |
| 5. | 11:00 | Statewide Transportation Improvement Fund Update
- Overall Update for <i>STIF</i> & Transit
MCEDD
- LJD Area planning considerations | Theresa Conley, ODOT
Kathy Fitzpatrick, |
| 6. | 11:20 | Incidents/Events/Operations Planning
- Updates on Operations Collaboration/Plans | Shane Johnson or
Pat Cimmiyotti, ODOT |

7. 11:35 Project Updates / Roundtable

Chair Thompson/
Brad DeHart, ODOT/All

8. 11:55 Next Meeting? / Adjourn

Chair Thompson

Lower John Day Area Commission on Transportation (LJDACT)
 February 5, 2018 10:00 am
 Rufus, Oregon

Name (Please Print)	Organization	Email or Phone
MATTHEW FLETCHER	WFL-FHWA	Matthew.Fletcher@dot.gov
MICHAEL WEIMAR	Col. L. L. A. M.	
MARK COLES	Sherman	
William Potter	CITY OF FOSSIL	
Kathy Fitzpatrick	MCREP	Kathy@mcprep.org
David Mackenzie	Mayor City of Waco	w.mack@yubco.com
LINDA MORRIS	Whitaker Co	
MARY MORRIS	CITY OF FOSSIL	
PAT CIMMIZOTTI	ODOT	
Pat Runyon	Wasco County Commission	
Patricia Mitchell	Part of Arlington	
Adam Cook	CITY OF RUFUS, BISS	rufuscit@r11@gmail.com
Penny Thurston	Horo City Council	541-993-0642 pth@horotmail.com
Kathryn Greene	London	administration@cityofcondon.ca
Theresa Conroy	ODOT	
Chuck Couvert	Columbia George Reg Agency	NAPATA@george.net
Althine Smith	WASCO County Public Works	althine@wasco.or.us SAH 541-2645
Rachel Weinstein	Gilliam City Comm. Dev.	rachel.weinstein@gilliam.or.us 541-384
Bedabulskis	Sherman County	3767

LOWER JOHN DAY AREA COMMISSION
ON TRANSPORTATION (LJDACT)

Meeting Minutes

October 2, 2017; 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. Gary Farnsworth, ODOT Region 4
3. Pat Cimmityoti, ODOT District 9, The Dalles
4. Matthew Klebes, City of The Dalles
5. Dave Anderson, City of The Dalles Public Works Director
6. Rod Runyon, Wasco County Commissioner
7. Jacque Schei, MCCED
8. Perry Thurston, Moro City Council
9. Carol MacKenzie, City of Wasco Mayor
10. Peter Mitchell, Port of Arlington
11. Kathryn Greiner, City of Condon Administrator
12. Matthew Fletcher, Western Federal Lands, FHWA
13. Denny Ross, City of Maupin
14. Arthur Smith, Wasco County Public Works
15. Chuck Covert, Columbia Gorge Regional Airport
16. Lynn Morley, Wheeler County Judge
17. Bill Potter, City of Fossil Public Works
18. Brenda Snow Potter, Wheeler County Finance, LJDACT Administrative Assistant
19. Lisa Strader, ODOT ADA Program
20. Michael Duncan, ODOT Region 4

Meeting recorded and minutes prepared by Brenda Snow Potter, LJDACT Admin

1. 10:00 Call to Order, Introductions, Agenda Review Chair Thompson
- General Public Comments
2. 10:05 LJDACT Business Chair Thompson
- Review/Approve past Meeting Minutes (Action)
- Review/Update Membership (Action)

Motion to approve minutes made by Rod Runyon, second by Peter Mitchell. Vote passed unanimously.

Public acknowledgment of appointment of Matthew Klebes as the bike/pedestrian representative

Messages have been left for the City of Rufus on whether or not they want to appoint a representative.

3. 10:10 Oregon Transportation Funding Package/STIP Gary Farnsworth, ODOT
- 2018-21 STIP Implications Other ODOT Staff
- ACT/Modal Chair visit to OTC Workshop and
the 2021-2024 STIP Update

for more information, see the OTC meeting video: <https://www.youtube.com/watch?v=J5tj83TJO88>

Gary F. provided an update.

In September the Commission approved a list of projects identified in the house bill. ODOT added additional projects because of the additional revenue. ODOT capital program is ready for approval in October. The 2021-2024 program cycle starts immediately afterward. All chairs are asked to come to the workshop at the Oregon Gardens, October 19th. Judge Thompson will be attending. Three primary questions have been presented. A handout was provided.

The legislature heard the message regarding maintain, preserve, and fix what we have, especially on roads/transportation systems with the highest rate of lethal accidents. Fix-it, enhancement and safety are primary. Commission is left with a mandate on how they look at the splitting of the funding. No more revenue to grow programs. Limited by the ability to partner on projects. Fall 2014 – the Commission asked the same question but with a qualifier. ODOT and cities and counties are responsive to emerging partnerships. This is still a concern. Immediate opportunity fund is an example of a positive way to partner (though funding is very limited), where the Commission holds aside funds specifically for immediate opportunities to invest in a partnership.

There will be opportunities to leverage enhancement funds against fix-it funds. Gary F.'s recommendation is to continue with this plan, yes looking for emphasis for more ways to leverage. He asked members to provide examples and what-ifs for Judge Thompson to take to the upcoming meeting.

Dave A. agreed with everything Gary F. said and he believes that fix-it and maintenance need to be the priority. He asked about how seismic upgrades projects fit into the program.

Gary F. stated that legislature acknowledges the need. It overlaps with bridges. It is still an unknown. There is speculation on using it to relieve bottlenecks.

Dave A. referred to the Governor's task force and the message given to them to not take away maintenance funds to back seismic.

Pat C. stated that rock fall is part of the seismic work on 97.

Gary F. elaborated on the need to include seismic.

Pat C. added that Arlington received ADA funding. They are looking at the need to address pavement conditions in the triangle. This is in line with combining projects.

Perry T. mentioned Moro traffic issues and speeding through town. Because of the straight stretch of highway through town people do not slow down. He asked if there is funding, options, or ideas to address this without deterring business growth. Members from ODOT have attended the city council meetings.

Gary F. agreed that this is a safety issue and this falls into that program. How will the money be allocated and prioritized? Could rumble strips, striping, etc. help? Can Commission direct ODOT to use more flexibility to use the funding? Cities partnering with ODOT on solving the problem.

Work with the communities. Gary F. gave another example being the road through Tumalo.

Per Perry T. a low cost fix would be a flashing yellow light in Moro?

Gary F. clarified that the Transportation Commission is looking at higher dollar fixes. These type of improvements can be addressed by maintenance and operational investments instead of the STIP.

Peter M. agreed with Gary F. on the immediate opportunity fund. There is some room in the inter-modal fund. Having dollars available is important and makes the system more efficient.

Gary F. referenced Connect Oregon and improvements for industrial areas.

Denny R. asked about the effects of added traffic on the roads from the Eagle Creek.

Gary F. said this would be addressed later in the agenda.

Denny R. mentioned a narrow concrete bridge in town. They are concerned with it but cannot see funds to replace it.

Gary F. believes it fits to some degree with bridges and seismic.

Denny R. has not heard of earthquake issues in Maupin. There is an increased capability to detect activity but Maupin does not see this as an issue.

Gary F. explained that the seismic issues are directed to the predicted Cascadia event. The priority is to secure the east side of the mountains for priority routes.

Dave A. explained that The Dalles just updated their transportation plan. There is a glaring issue with the intersection of Freemont and 197 and the safety challenges. Looking for lower cost, shorter term improvements but have been unable to come up with a feasible option.

Carol M. asked about bridges and seismic issues in Oregon.

Gary F. explained that there are thousands of bridges in Oregon and hundreds have been retrofitted.

Dave A. asked about other areas and their needs.

Gary F. stated that it is consistent throughout the three commissions.

Kathryn G. asked for estimates on funding breakdowns.

Gary F. stated that the last one was about 90% fix-it and 10% enhance. Will send project timelines to Brenda S.P. to be passed along.

10:50 am Gary F. left the meeting.

4. 10:50 Federal Lands Access Program (FLAP) Matt Fletcher, FHWA-WFL
- Project Updates and Coordination Other Federal Partners
- Upcoming call for Applications Gary Farnsworth/All

Matt Fletcher provided handouts to the group (available at www.ljfact.com)

Thanked the members for inviting him to the meeting. He is replacing George Fakaris and Neil Christenson. Matt F. handles all FLAP related matters. \$36 million per year for use in Oregon. Joint applications – contact Matt F. if you do not know who your area partner is. Next call for projects was discussed– refer to handout of dates for 2018. FLAP projects require a match - 10% local fund contribution. One proposed change in the program is to open up a safety only plan. FLAP has not used this much in the past. Very specific categories for the safety only plan are on the handout.

Rod R. asked if the Moro traffic issues on 97 would be considered.

Matt F. would have to look into that. Typically the FLAP funds public roads that lead into federal lands.

There is another program called Federal Lands Transportation Program (FLTP). FLTP funds can be used for local sharing match for a FLAP program. FLTP is a semi competitive program. Forest Service receives a bulk of the funds. Amy Thomas is a good rep. No information on specific projects at this time but can meet outside of the meeting.

Dave A. asked about the \$36 million per year.

Matt F. stated that funds are for the entire state of Oregon.

Peter M. mentioned the Cottonwood Canyon State Park. The 206 crosses the John Day River. The Haycreek access road to BLM land is eroding away. He asked if this project would qualify.

Matt F. explained that he would need to find out who the maintaining agency is to define eligibility. This will determine whether it qualifies.

Gary T. stated that the funds have been granted for Lower Rock Creek. It was moved because of environmental impact. Starvation Lane is also a local project that will start soon.

Matt F. listed several projects that he has yet to work on. He will talk to anyone with questions after the meeting.

Art S. offered details about when he was working specifically with George F. about eligibility regarding three designated forest access roads. There is another route that he feels is more important but is not an official designated road and asked if there is a chance in the future to have it added.

Matt F. explained that the program does not require the routes have to be a forest highway. He provided the definition of eligible route – A federal lands access transportation facility (also available on the handout). It is the applicants' responsibility to prove the importance of the access road. It must be signed off on by the FLMA.

Dave A. added additional information regarding this access road.

Matt F. the key is proving it benefits transit, jobs, etc. Tribes are also allowed to propose projects. The Tribal program has more money available than any other.

Pat C. asked about the application date.

Matt F. explained that the proposed date is March – April. They are also calling for projects in Washington with same deadline. Looking at 2020-2023 projects over \$1 million. It can be used to support planning and research studies.

Dave A. asked how long to complete the project once money is awarded.

Per Matt F. there is not a set timeline for completion. The program is primarily for the system. It is not a grant fund.

Pat C. asked about maintenance criteria and if it would include hazard tree removal.

Matt F. has not seen that come up. Maintenance is usually for chip seal.

David Amiton is the ODOT region 4 liaison for FLAP. He is the most keen on the program for the region.

Pat C. stated that David A. has told him about three projects that have had proposals submitted. ODOT is helping prepare those.

Matt F. explained that the proposal sheets will be updated. There is talk of removing the physical signature and allowing digital signatures. The assessment project scoring criteria may also be changing.

Rod R. asked Pat C. about hazard tree removal.

5. 11:20 Incidents/Events/Operations Planning

Pat Cimmiyotti, ODOT

- Eclipse & Fire-Closure Briefings

- Updates on other Operations Collaboration/Plans

Pretty exciting events over the last few months. Handout was provided. Preplanning and partnerships provided big benefits during these events. ODOT planned for about 6 months. There was successful movement of traffic through the systems. The ITS project that was proposed a few years ago allowed for the purchase of 10 message boards. These were moved to decision point locations. Used them during the eclipse and the Eagle Point fire. They will be upgrading the Rufus board. Placed an overhead message board at Hood River and cameras at Shaniko and Criterion to monitor traffic during events. Trip check upgraded to show movement of traffic using color codes. This lets people look at their routes and make changes if needed.

Detour planning working group plans were used effectively. The fire jumped over to Washington. They rerouted trucks to relieve traffic issues in Washington. The detour lasted longer than anticipated but the freeway needed to be safe for travel.

Peter M. asked for details on the highway closures. Businesses were impacted by the complete closure of the highway. He asked why two way traffic was not moved to one side of the freeway.

Pat C. explained the levels of authority in this type of fire. There were issues with wind direction. There were level 3 evacuations on both sides of the highway. ODOT was ready to open Cascade Locks but due to the Sheriff's level 3 evacuation traffic could not be allowed through the area. Two way traffic on one side of the freeway requires complicated logistics of getting people on and off of the freeway, striping, etc. would have extended the closures. Eastbound was challenging because of the significant hazards around the tunnel – rockfall and trees. There was a new issue on Big Shale Rock Mountain. One tree came down and went through the retaining wall and into traffic. This was a direct hazard and it took a week to correct. The cooperation between all agencies during this incident was vital.

Peter M. stated that he understood this during the active fire. He referred to the recent accident on I84. The closure during and after the fires adversely affected businesses.

Pat C. stated that ODOT understood the need to get roads open as soon as possible.

Dave A. asked about overhead aerial work with helicopters dropping/dipping over active highways.

Pat C. explained that ODOT has the authority to keep roadways open during these types of activities.

Perry T. commended the work that was done during this incident.

Pat C. explained that the detour plan was instituted in less than an hour. One goal was to minimize traffic in Hood River and The Dalles. They are still working on the details for all effected areas. Taking trucks off the freeway allowed traffic to flow freely.

Perry T. mentioned that keeping trucks off of Hwy 14 was a big help.

Pat C. added that communicating with WashDot was helpful.

Dave A. asked about future plans if fire does not jump to Washington.

Per Pat C. they will continue working on it. As part of the eclipse event, volumes and travel times were provided on the handout. No particular problems coming in for the event but there were backups on leaving. Changed the signal remotely at Biggs. There were approximately 100,000 people in Madras. Looking forward to meeting with partners in Wasco County to address issues and keeping traffic out of The Dalles.

Rod R. appreciated the phone call last week. The road where the tree came down – the road could have been open when the tree came down. Social media was incorrect on where to go and which roads to take.

He addressed those issues by directing people to Google ODOT. This information was updated but out of order, Facebook updates were out of order. Old updates should be deleted so that the most current one is at the top.

Carol M. asked how far the active fire went. She commented on the fir trees next to the highway turning brown.

Pat C. stated that the fire went all of the way to Corbet – halfway between Corbet and Cascade Locks. There are concerns about the amount of vegetation destroyed and possible slides.

Pat C. added that Hood River County can submit for funding because of the Governor's emergency declaration.

Per Rod R. there is a list that has been distributed to businesses in The Dalles and Wasco County.

6. 11:20 Project Updates / Roundtable

Chair Thompson/
Brad DeHart, ODOT/All

Pat C. provided a handout with current projects and project development. Maintenance will be working on Rowena loop. Highway will be closed for a short time.

The seismic retrofit of Spanish Hollow Creek will be done in stages. Bridge will be down to one lane. If routes are not clearly marked, trucks will go wherever they want. ODOT will be looking for alternatives for maintaining the roads during the winter.

Carol M. asked about traffic through Wasco and Rufus.

Pat C. explained that there is a length limit.

7. 11:30 ODOT ADA Plan

Lisa Strader, ODOT

Provided handouts. Lisa S. is the department's first ADA program manager. She was brought on due to the lawsuit on alleged non-compliant curb ramps. There is an active settlement agreement. Transportation partners operate along highway systems, do projects and have local roads over state highway system.

Lisa S. ran through the pages of the handout.

ODOT had a definition of what did and did not need to be addressed. In 2013 it was decided ODOT was not in compliance with Federal Law. An internal memo was used to instigate the lawsuit. The data needs to be reviewed and written into plain speak. There is a schedule for completion of each stage of the compliance process. This is a 15 year settlement agreement. Annual reports are required as is outreach and communication with transportation organizations who represent peoples with disabilities. Every curb ramp needs to be inventoried. This requires taking measurements of each ramp. Each trigger requires the ramp to be rebuilt. They will also address pedestrian signals that are not ADA accessible. Projects are not consistent with how work areas are clearly rerouted for ADA access. ODOT standards have been adopted. When partnering with ODOT, these standards must be met. Standardized drawings no longer work. Each corner

must be designed specific to the location. Maintenance and operation bulletins have been rewritten. Challenges being faced are local roads meeting up with state roads and inconsistent ramp styles. Design exceptions are being thoroughly documented.

Perry T. asked about lights at crosswalks. Main crosswalk on a highway. Is this a compliance issue that ODOT can address?

Lisa S. does not require lights at crosswalks. Work will be done with regional and local agencies.

Gary T. where is the money going to come out of?

Per Lisa S. no additional funding has been appointed. It is a Circuit Court mandated maintenance issue.

Gary T. stated that this will effect counties and cities to become ADA compliant.

Short discussion followed regarding designing and costs.

Kathryn G. stated that the crews were in Condon last week doing measurements.

Lisa S. explained that the plaintiffs require the information being collected.

Per Pat C. it must be determined who is responsible for what part of the road/sidewalks/ramps/etc. If combining with ODOT, discuss compliance early. Do not assume newer ramps are in compliance.

Denny R. stated that the curbs in Maupin are fairly new – 2009.

Per Pat C., with the new measuring process, these may not be in compliance any more.

Kathryn G. wants the criteria for their engineers.

Lisa S. will send out information.

Pat C. referenced a past partnership and a jurisdictional line. ODOT requirements are to be followed when partnering with local jurisdictions.

Lisa S. explained that the annual reports are due to prove compliance issues are being addressed

Pat C. wants the exceptions sent out to everyone.

Matt F. asked who the plaintiffs were.

Lisa S. provided this information.

Per Matt F. this has been going on for several years with these agencies.

Discussion continued regarding jurisdictions and agreements.

8. Next Meeting? / Adjourned at 11:55

Next Meeting will be January 8th, 2018

Chair Thompson

Public comment: Perry T. is attending today as a citizen not as a public official.

Safe Routes to School Infrastructure Program Talking Points for Rulemaking Advisory Committee, 1.23.18

Q: What is the Oregon Safe Routes to School (SRTS) Infrastructure Program?

A: In the spring of 2017 House Bill 2017 passed in the Oregon State Legislature, dedicating \$10 million annually for Safe Routes to School infrastructure, increasing to \$15 million annually in 2023. The purpose of the funding is to build projects with-in a one mile radius of schools to make it safer and easier for students to walk and bicycle to school.

Important facts:

- These new funds are available because of an increase in State Highway taxes and fees and are deposited into the Safe Routes to School Fund. State Highway tax dollars are constitutionally restricted to only be used for projects within the public road right of way.
- There is a 40% local cash match for the funds. The Oregon Transportation Commission (OTC) can reduce the cash match to 20% when the project is within a community of 5,000 people or less, or is near a Title I school, or is along a School Safety Corridor.
- The Safe Routes to School Fund is guided by regulations created in 2005 (OAR 737-025), when federal dedicated funding was once available. Now that all funding comes from the State, Rulemaking is needed to align with eligible uses.

Q: Where are we now?

A: The Safe Routes to School Rulemaking Advisory Committee (RAC) was formed in fall 2017. The RAC met in November, December and January and will meet again on February 13th and March 6th, 2018. The RAC is charged with recommending revisions to the Oregon Administrative Rule (OAR) that guides the Safe Routes to School Fund (OAR 737-025).

RAC discussions/decisions to date:

- **Values:** RAC members identified values to guide program development and focus money and projects. Six values were identified, including: Social Equity; Geographic Equity; Health; Safety; Maximize Resources; and Communication/Coordination/Collaboration.
- **Eligibility:** RAC recommends Cities, Counties, ODOT, Tribes, and Transit Agencies or a variation on these entities depending on how funds are allocated be eligible to compete for for the SRTS fund.
- **High level process:** RAC recommends creating a Safe Routes to School Advisory Committee to provide advice on program elements and recommend projects for any funding competitions
- **Some Program definitions:** RAC is defining Title I schools, Plan, Child Safety Corridor, and Cash Match.
- **How the funds will be programmed:** The RAC is considering two program design options, an overarching funding target for social equity and rural communities to guide the allocation of funds, and a 1% fund for administrative costs and technical assistance.
 - Program Design Option 1: funding shared among three programs

- Competitive: The majority of funds set aside for a competitive program that cities, counties, transit agencies and tribes could apply for. ODOT would not be eligible to apply. Advisory Committee sets criteria and makes project recommendations.
- ODOT: A portion of funds set aside for an ODOT discretionary program. Advisory Committee sets criteria and is kept informed of the project selection.
- Rapid Response: A small portions of funds set aside for urgent needs to systemic safety issues. Advisory Committee sets criteria and makes project recommendations.
- Program Design Option 2: funding shared among two programs
 - Competitive Program: The majority of funds set aside for a competitive program that ODOT, cities, counties, transit agencies and tribes could apply for. Advisory Committee sets criteria and makes project recommendations.
 - Rapid Response: A small portion of funds set aside for urgent needs to systemic safety issues. Advisory Committee sets criteria and makes project recommendations.
- Overarching targets: a minimum percentage of funds will go to rural communities (rural to still be defined) and a percentage will go to projects within a mile of Title I schools. Recommended percentages to be determined by RAC.
- No more than 1% of funds can be used for administrative costs and technical assistance.

Q: What happens next?

- Winter/Spring 2018: The RAC will discuss and approve draft Rule language.
- Spring 2018: Draft Rule is released. There will be at least a 21 days of public comment period and public hearings.
- Spring/Summer 2018: The OTC will consider adopting the Rule amendment.

Q: How can the public engage in the process?

A: All RAC meetings are open to the public and have options for public testimony. There will be a 21 day minimum public comment period and three public hearings after the draft Rules are released in spring 2018. The OTC ultimately holds decision making authority and have public comment opportunities at their meetings.

Q: Who is on the RAC?

A: Representatives from the Oregon Transportation Safety Committee (OTSC), Oregon Bicycle and Pedestrian Advisory Committee (OBPAC), Public Transportation Advisory Committee (PTAC), Association of Oregon Counties (AOC), League of Oregon Cities (LOC), Oregon Safe Routes to School Network, Local Safe Routes to School coordinator, Oregon Department of Education, pupil transportation, Biking/walking advocacy groups, Local law enforcement, Topic: Equity, and Topic: Public Health

Q: Where can I find more information?

A: RAC materials are located at <http://www.oregon.gov/ODOT/Programs/Pages/SRTS-RAC.aspx>. Direct questions to LeeAnne Ferguson, ODOT Safe Routes to School Program Manager, leeanne.fergason@odot.state.or.us, 503-986-5805.

2021 – 2024 STIP Funding Allocations

All figures are three year totals for 2022-2024.

Fix-It	
Fix-It	658,241,539
Fix-It HB 2017	189,500,000
Fix-It Totals	847,741,539
Enhance	
Enhance HB 2017 Projects	662,750,000
State Highway Leverage	23,830,261
Enhance Totals	686,580,261
Safety	
All Roads Transportation Safety (ARTS) and Rail Crossing Safety	116,850,000
HB 2017 Safety	30,000,000
Safety Totals	146,850,000
Non-Highway	
<i>Discretionary Non-Highway (\$51 Million)</i>	
Active Transportation Leverage	21,000,000
Off-System Bike Ped	6,000,000
Safe Routes to School (SRTS) Education	3,000,000
Transportation Options	3,000,000
ADA Curb Ramps	18,000,000
<i>Required Non-Highway</i>	
Transit Elderly & Disabled	37,500,000
Mass Transit	6,000,000
Transportation Alternatives Program - Recreational Trails	4,086,568
Safe Routes to School (SRTS) Infrastructure	37,500,000
Bicycle/Pedestrian 1%	22,200,000
Non-Highway Totals	158,286,568
Local Programs	
Surface Transportation Block Grant (STBGP) Program to large Metropolitan Planning Organizations (MPOs) / Transportation Management Area (TMAs)	124,353,242
Transportation Alternatives Program (TAP) to large MPOs / TMAs	6,062,169
MPO Planning	13,122,882
Congestion Mitigation and Air Quality Improvement (CMAQ)	61,708,967
Local Bridge	80,694,822
STBGP Allocation to non-TMA Cities, Counties, MPOs	
Cities/Counties	76,103,260
Small MPOs	18,065,900
Immediate Opportunity Fund	10,500,000
Transportation and Growth Management (TGM)	15,000,000
Local Tech Assistance Program (LTAP)	1,170,177
Local Programs Totals	406,781,419
Other Functions	
Other Functions Totals	158,850,000
TOTALS	2,405,089,787
Funding Category Contingent on Receipt of Additional Federal Funds	
Strategic Investments	40,000,000
TOTALS	2,445,089,787

MOD EQUITY SPLITS	
Region 1	35.60%
Region 2	30.91%
Region 3	14.77%
Region 4	10.36%
Region 5	8.36%

REGION SPLITS	
Enhance	
Enhance Highway Program	23,830,261
Region 1	8,483,573
Region 2	7,365,934
Region 3	3,519,730
Region 4	2,468,815
Region 5	1,992,210
Safety	
HB 2017 Safety Leverage Funds	30,000,000
Region 1	10,680,000
Region 2	9,273,000
Region 3	4,431,000
Region 4	3,108,000
Region 5	2,508,000
Non-Highway	
Active Transportation Leverage	21,000,000
Region 1	7,476,000
Region 2	6,491,100
Region 3	3,101,700
Region 4	2,175,600
Region 5	1,755,600
Regional Allocations for Leverage Funds (ALL FUNDS)	
Region 1	26,639,573
Region 2	23,130,034
Region 3	11,052,430
Region 4	7,752,415
Region 5	6,255,810
TOTALS	74,830,261

2021 – 2024 STIP Funding Allocation Definitions	
Categories	
Enhance Highway Category	Funds projects that expand or enhance the state highway system.
Fix-It Category	Includes all the capital funding programs that maintain or fix the state highway system. Examples of programs within the Fix-It category include, but are not limited to state bridge, pavement preservation, culverts, and operations.
Local Programs Category	Directs funding to local governments through several different programs.
Non-Highway Category	Funds projects that improve bicycle, pedestrian, public transportation, and transportation option programs. Two sub-categories are identified: <ul style="list-style-type: none"> • <i>Discretionary Non-Highway</i> - OTC has discretion over the allocation of funds, and • <i>Required Non-Highway</i> – allocation required by state or federal legislative mandate.
Other Functions Category	Includes workforce development, planning, data collection and indirect cost recovery using federal resources.
Safety Category	Funds projects that are focused on reducing serious injury and fatal crashes on Oregon's roads.
Programs	
Active Transportation Leverage	Funds the enhancement and addition of active transportation features to other identified projects on the state transportation system. Active transportation includes bicycle, pedestrian, public transportation projects and connections to and between them.
ADA Curb Ramps	For building, repairing or replacing ADA-compliant curb ramps apart from projects that trigger them.
All Roads Transportation Safety (ARTS)	A data-driven, jurisdictionally blind safety program to address safety on all public roads.
Bicycle/Pedestrian 1%	Funds bicycle and pedestrian facilities within the right-of-way of public roads, streets or highways open to motor vehicle traffic to meet the requirement for ODOT to spend 1% of State Highway Fund dollars on biking and walking enhancements.
Congestion Mitigation and Air Quality Improvement (CMAQ)	Provides federal funding to states to meet the transportation requirements of the Clean Air Act. In Oregon, the funds are allocated to CMAQ-eligible areas which are responsible for project selection.
Enhance HB 2017	Projects required in HB 2017 that enhance, improve the safety, or improve the operations of local roads and the State Highway System.
Fix-It HB 2017	Funds from HB 2017 directed to Fix-It projects on the State Highway System.
Immediate Opportunity Fund (IOF)	Helps to construct and improve streets and roads to serve site-specific economic development projects. It is managed in cooperation with the Oregon Business Development Department.

Attachment 2

Local Bridge	Federal funds used to replace or rehabilitate structurally deficient and functionally obsolete local agency bridges as per the Working Agreement between ODOT, the Association of Oregon Counties (AOC), and the League of Oregon Cities (LOC).
Local Tech Assistance Program (LTAP)	The ODOT Technology Transfer Center (T2 Center) provides transportation-related information to local agencies throughout Oregon. The Center is jointly funded by FHWA, local agencies, and ODOT.
Mass Transit	Funds that go to transit providers in urbanized areas with populations greater than 50,000 for the purchase of replacement mass transit vehicles.
MPO Planning (PL Funds)	These federal funds are distributed to each of the MPOs in the state of Oregon (including those operating in both Oregon and Washington) to fulfill federal planning requirements. The funds go to MPOs based on a formula developed by ODOT in coordination with the MPOs and approved by the Commission.
Off-System Bicycle/Pedestrian	Funds bicycle and pedestrian paths or trails outside of the highway right of way.
Rail Crossing Safety	Funds highway grade crossing safety improvement projects to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.
Safe Routes to School (SRTS) Education	Funds education and outreach efforts that improve, educate, or encourage children safely walking (by foot or mobility device) or biking to school.
Safe Routes to School (SRTS) HB 2017	Funds from HB 2017 directed to SRTS Infrastructure projects through investments such as safe crossings, sidewalks and bike lanes.
Safety Leverage HB 2017	Funds from HB 2017 directed to safety projects or to add safety features to Fix-It projects on the State Highway System.
State Highway Leverage	Funds the enhancement of features and elements to Fix-It projects on the State Highway System. Non-highway enhancement projects are not eligible for these funds.
Strategic Investments	Funds will be used for targeted investments to enhance the state highway system as determined by the OTC. The availability of Strategic Investment funds is contingent on federal highway funding to Oregon exceeding the amount assumed in ODOT's financial projection for the 2021-2024 STIP.
Surface Transportation Block Grant Program to small MPOs, non-MPO Cities, and Counties	Provides funding to all counties, small MPOs, and non-MPO cities with populations over 5,000 for eligible transportation projects. These funds are provided to the local agencies through the Working Agreement between ODOT, the Association of Oregon Counties (AOC), and the League of Oregon Cities (LOC).
Surface Transportation Block Grant Program to Transportation Management Areas (TMAs)	Provides funding to Transportation Management Areas (TMA) defined as MPOs with populations greater than 200,000. These funds can be used for highway, transit, bicycle, pedestrian and other transportation options projects. TMAs are responsible for project selection.
Transit Elderly & Disabled (E&D)	Legislatively directed capital and operations support for public transit benefiting elderly and people with disabilities.

Attachment 2

Transportation Alternatives Program (TAP) to Recreational Trails	Federal funds managed by the Oregon Parks and Recreation Department to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.
Transportation Alternatives Program (TAP) to TMAs	Provides federal funds to Transportation Management Areas (TMA) defined as urbanized areas with populations greater than 200,000. These funds can be used for transit, bicycle, pedestrian and other transportation options projects. TMAs are responsible for project selection.
Transportation and Growth Management Program (TGM)	These federal funds provide grants and community assistance to communities for Transportation System Planning (TSP) and to assist with integrating local transportation system and land use planning needs. The program is administered in partnership with the Department of Land Conservation and Development (DLCD).
Transportation Options	Funds ODOT's Transportation Options program which supports efforts to improve travel choice for Oregonians and improve the efficiency with which people and goods move through the transportation system.
Systems	
Metropolitan Planning Organization (MPO)	Federal entities defined as urbanized areas with populations over 50,000.
State Highway System	The state highway system owned and/or managed by ODOT.
State Transportation System	The state transportation system owned and/or managed by ODOT including but also in addition to the state highway system. Examples include bicycle, pedestrian, and POINT bus service. This is synonymous with the term 'State System', but broader than the term 'State Highway System'.
Transportation Management Area (TMA)	Federal entities defined as urbanized areas with populations greater than 200,000. TMAs are sometimes referred to as 'large MPOs'. Oregon currently has three TMAs – Portland Metro, Salem-Keizer, and Eugene-Springfield.

CENTRAL OREGON AREA COMMISSION ON TRANSPORTATION COACT

December 8, 2017

Tammy Baney, Chair
Oregon Transportation Commission
Oregon Department of Transportation
Communications Division
355 Capitol Street NE, MS 11
Salem, OR 97301-3871

Dear Chair Baney and Commissioners:

On behalf of the Central Oregon Area Commission on Transportation (COACT), I am writing to express our perspective on the potential direction the OTC is heading with funding allocation and decision-making processes regarding the 2021-2024 Statewide Transportation Improvement Program (STIP) Update.

HB 2017 will result in an unprecedented investment in the various elements of Oregon's transportation system. Unfortunately, it did not provide ODOT and their partners with a significant pool of *non-earmarked Enhance* type resources. As a result, we recognize there are scenarios you are considering which rely on matching very limited funding for *Enhance* only with *Fix It* projects, as a way to leverage resources and achieve efficiency.

While understandable, this approach places restrictions on project selection that may not result in the best prioritization of projects based on system need. Safety projects, economic development opportunity related projects, and other partnership projects could get passed over, for example, if the Fix-It program does not have a pavement preservation project scheduled in the near future.

An example in Region 4 is the US 20/OB Riley-Cook Avenue Project in Tumalo. Significant safety and operational problems exist at this intersection, and Deschutes County has the potential to be a significant financial partner in the funding of the project. However, given the pavement was just "fixed" in 2017, ODOT participation would be *off the table* with the Fix-it/Enhance Leverage-only option.

Therefore, we have two closely related recommendations:

1. We encourage you to focus on funding similar to your *Scenario 1*, which as we understand it, holds constant the amount of funding for *Enhance Highway* included in the 2018-2021 STIP - ~\$124 million.
2. Along with adequate funding for *Enhance*, we encourage you to provide a selection process which maximizes the flexibility of available resources to take advantage of ALL opportunities (not just internal ODOT programs), and to consider other leverage scenarios, such as Safety priorities, that may or may not require use of Fix-it funds. This includes flexibility for ODOT to collaborate with cities, counties, and other government for projects on the state highway system.

Beyond the value and priority of preserving the system and keeping it safe for travelers, these recommendations will allow us to continue coordinating multiple benefits of projects with opportunities to efficiently address important areas, such as:

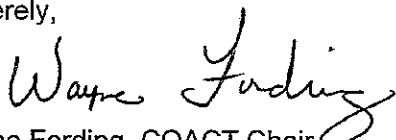
Freight Mobility – Enough *Enhance* to support partnerships, and for example maximize leveraging *ConnectOregon*, for continued development of diverse freight network of trucking (including truck parking), rail, and air.

Economic Partnerships – Enough *Enhance* to support partnerships and Leveraging of Safety, Local, Immediate Opportunity Funds (IOF), and private funding to support key Economic needs and opportunities.

Technologies – A good combination of *Operations* (Fix It) and *Enhance* to ensure adequate support of Innovation, such as *Intelligent Transportation Systems (ITS)*, which can apply to all project types and benefits mentioned in this letter, and just as importantly for Rural as for Urban.

Thank you for the consideration, and for the opportunity to provide input to the STIP Update and other transportation investment decisions affecting Central Oregon.

Sincerely,



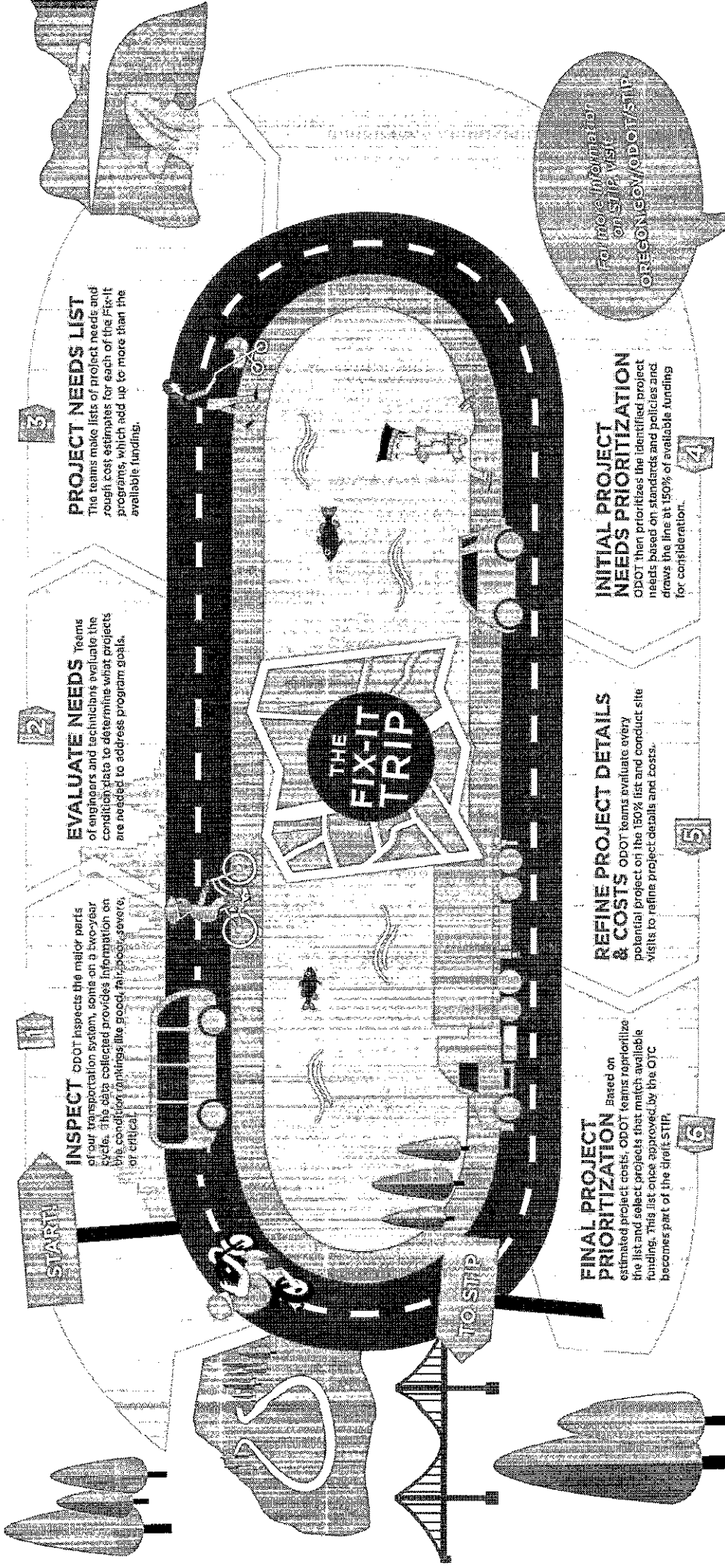
Wayne Fording, COACT Chair
Jefferson County Commissioner

Cc: Commissioner Tony DeBone, Deschutes County
Commissioner Jerry Brummer, Crook County
Lonny Macy, Confederated Tribes of Warm Springs
Bob Bryant, ODOT Region 4 Manager
Gary Farnsworth, ODOT Region 4, Area Manager
Travis Brouwer, ODOT Assistant Director

FIX-IT

Fix-It is ODOT's portion of the STIP—Statewide Transportation Improvement Program—a data informed process that we all have a stake in.

Within ODOT teams monitor highway conditions and plan the work that needs to be done to maintain our transportation system. It includes bridges, pavements, culverts and more.



1 INSPECT ODOT inspects the major parts of our transportation system, some on a two-year cycle. The data collected provides information on the condition ranging from good, fair, poor, severe, or critical.

2 EVALUATE NEEDS Teams of engineers and technicians evaluate the condition data to determine what projects are needed to address program goals.

3 PROJECT NEEDS LIST The teams make lists of project needs and rough cost estimates for each of the Fix-It programs, which add up to more than the available funding.

4 INITIAL PROJECT NEEDS PRIORITIZATION ODOT then prioritizes the identified project needs based on standards and policies and draws the line at 150% of available funding for consideration.

5 REFINE PROJECT DETAILS & COSTS ODOT teams evaluate every potential project on the 150% list and conduct site visits to refine project details and costs.

6 FINAL PROJECT PRIORITIZATION Based on estimated project costs, ODOT teams reprioritize the list and select projects that match available funding. This list, once approved by the QTC, becomes part of the draft STIP.

For more information on STIP, visit OREGONICGV.ORG/STIP

Fix-It Program Overview

Oregon 2021-24 STIP Update

Background:

Stakeholders want to know how ODOT picks projects for the *Fix-It* Program. For this request, ODOT will engage stakeholders on our multi-layered process with transparency on the process.

Goal:

We want to clarify how we use physical asset and operational data, technical analyses, strategies, and thoughtful professional judgment in the Fix-It process. We are also open and interested in any perspective on making the Fix-It decision-making process better.

Key Messages:

1. ODOT's Fix-It Program is **responsible for coordinating the process of maintaining our infrastructure assets** by using a combination of data collection and analysis, engineering expertise, community needs and available funding.
2. There are specific **management systems in place to monitor conditions of major assets**, such as bridges and pavements. Each system is designed support proactive maintenance of asset conditions.
3. Beginning with the OTIA III Bridge Program in 2003, **ODOT identified priority corridors along key freight routes and lifeline routes** connecting the coast to the valley. By focusing on priority routes, ODOT is able to **maximize the condition of its backbone system** throughout the state. This means ODOT accepts reduced conditions along other routes; however, strategic investments will continue on all routes to sustain the system overall.
4. Transportation asset **data is collected at regular intervals** and subjected to analyses to determine condition ratings. Assets with low condition ratings are further evaluated by engineers and other technical experts to identify work needed to address deficiencies and order-of-magnitude costs.
5. **Asset needs are ranked in approximate order of severity and urgency** by system managers, in preparation for further evaluations by multi-discipline teams.
6. Similar to other programs under the Fix-It umbrella, **the All Roads Transportation Safety (ARTS) program uses a data-driven process for identifying where improvements are needed**. ARTS is unique in that the improvements can be on any road – local or state. ARTS also uses a very specific benefit/cost ratio analysis to identify and prioritize needed investments.

7. The **improvement needs for all programs are reviewed by multiple disciplines** such as maintenance, environmental, right-of-way and the local knowledge of the regions. To increase efficiency and save money, the multidiscipline teams also look for **leverage opportunities to combine projects** and work in a coordinated approach.

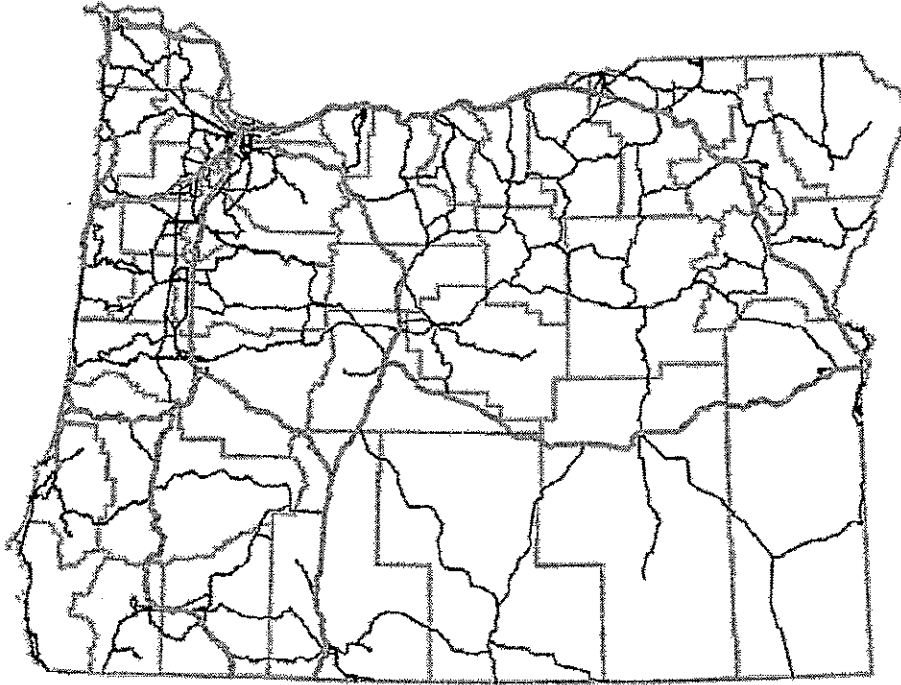
In the 2021-24 STIP Update, ACTs will have the opportunity to recommend adding safety, non-highway, and highway capacity enhancements to Fix-It projects.

8. The multi-discipline teams **scope proposed projects in the field (and with stakeholders) to identify unique site conditions, confirm constructability, and finalize project scope.** Cost estimates are refined based on this field data.
9. Fix-It Program managers and Regional representatives **prioritize project lists based on severity of individual asset condition, cost and program funding limits, impact on system condition rating, leveraging opportunities,** and other considerations (efficiencies, risks, opportunities).

Reference Contacts

1. ODOT Fix-It Manager, Dick Upton
2. ODOT Program Managers - Pavements/Structures/Operations
3. ODOT Region - Area, District, Traffic Managers

Fix-it Routes



— Priority
Corridors



Federal Lands Access Program

A Funding Option for Communities Near Federal Lands



Program Overview

The Federal Lands Access Program (FLAP) funds transportation projects that are located on, adjacent to, or provides access to Federal lands, with an emphasis on federal high-use recreation sites and federal economic generators. FLAP project selection is coordinated by FHWA's Office of Western Federal Lands Highway and the Programming Decisions Committee (PDC).

Eligible agencies are all Federal Land Management Agencies in Oregon, State of Oregon agencies, local governments, and tribes. Applications must be submitted jointly from a federal and local agency.

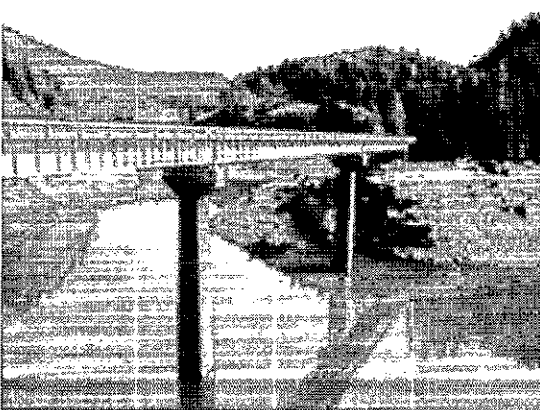
Eligible projects are those located on Federal Lands Access Transportation Facilities. Federal Lands Access Transportation Facilities means a public highway, road, bridge, trail, or transit system that is located on, is adjacent to, or provides access to Federal lands for which title or maintenance responsibility is vested in a state, county, town, township, tribal, municipal, or local government. Vested maintenance responsibility means that the majority of the cost for these activities is borne by the state, county, town, township, tribal, municipal, or local government. Projects include research, planning, engineering, construction, or maintenance activities. Operation and maintenance of transit facilities is also eligible.

Individual project funding is not limited, however the State of Oregon as a whole is limited to the total allocation set by FHWA.

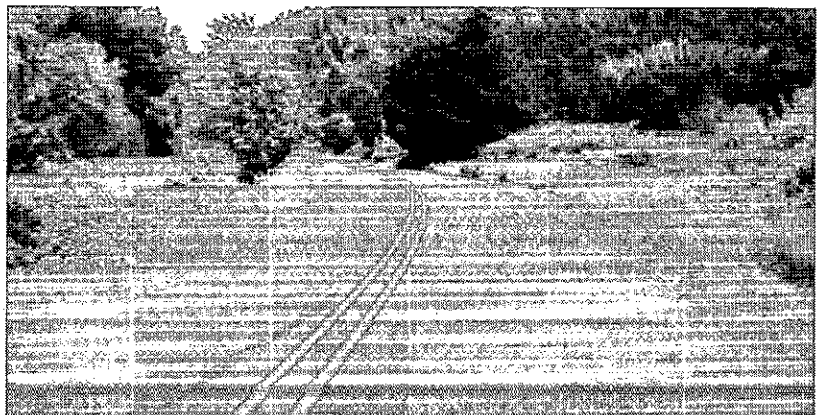
FLAP project application and selection is administered jointly by Western Federal Lands, ODOT, and the Association of Oregon Counties. All proposals must be submitted jointly by the Federal Land Management Agency whose lands are accessed and the agency with title or maintenance responsibility (state, county, city, tribe, or other government).

Projects are delivered either directly by Western Federal Lands or the applying agency. Based on the type of project, capabilities, and past performance of the agency, WFL may allow the applicant agency to deliver.

Linn County Quartzville Corridor Improvement Project with FLAP Funds



Whatcomb Bridge Preservation



New Asphalt Pavement Overlay

Federal Lands Access Program

A Funding Option for Communities Near Federal Lands



Typical FLAP Project Selection and Delivery Process

1	Western Federal Lands send out Call for Projects (about every 2 years)
2	Federal Land Management Agency and local agency or tribe jointly submit proposals
3	Applicant identifies proposed delivery method (WFL, ODOT, local agency)
4	Applicant identifies 10.27% funding match (either local funds or in-kind services)
5	A Technical Advisory Group reviews and ranks proposal based on posted criteria
6	If necessary, the TAG will request additional information from applicants
7	TAG conducts field reviews of eligible projects
7	The Program Decision Committee (WFL, ODOT, AOC) selects final projects
8	Local agency provides 10.27% match for FLAP project (funds or in-kind services)
9	WFL (or state, local, or tribal agency, if applicable*) delivers FLAP project
10	FLAP project is closed out

*The PDC assumes WFL will deliver all projects during selection process. Applicants proposing to deliver the project will be evaluated using a Capability Assessment. Certified agencies and those with prior experience delivering federal-aid projects will be considered. Notes:

- ODOT typically does not have a role in FLAP projects delivered by WFL or a local agency.
- FLAP is authorized by 23 USC 204 and the Fixing America's Surface Transportation (FAST) Act.
- Detailed program guidance is available through FLAP's [Implementation Guidance](#).

Federal Lands Access Program Contacts

For questions about the FLAP program, process, or application, staff should contact their respective agency representative.

State of Oregon: Cole Grisham | 503.986.3531 | mcgregor.lynde@odot.state.or.us

County: Brian Worley | 855.843.5176 | bworley@oregoncounties.org

Federal applicants and all others: Matt Fletcher | 360.619.7825 | matthew.fletcher@dot.gov

For questions or comments about the contents of this paper, contact:

Cole Grisham, AICP

Investment Programs Manager

503.986.3531 | nicholas.grisham@odot.state.or.us

Brenda Snow Potter

From: Hailey Barth <hbarth@coic.org>
Sent: Thursday, December 21, 2017 9:08 AM
To: FARNSWORTH Gary C
Subject: 2021-2024 STIP Monthly Update

Dear COACT members and other interested parties,

Please see below an important update on the 2021-24 STIP; specifically the approval of funding allocation.

Thank You,

Hailey

Having trouble viewing this email? [Click here for help.](#)

2021-2024 STIP Monthly Update

OTC approves funding allocation for 2021-2024 STIP



At the end of a process that stretched across six meetings, the Oregon Transportation Commission has approved the allocation of \$2.4 billion in funding in the 2021-2024 Statewide Transportation Improvement Program (STIP).

Based on public input and other factors, the Commission's approved allocation directs most discretionary funding to Fix-It programs that preserve roads, bridges, and other assets.

However, the Commission also put a significant amount of funding into Enhance Highway projects that improve roads to address growing congestion and freight mobility concerns. In addition to over \$600 million in funding directed by the Legislature in House Bill 2017 for

Enhance projects, \$24 million will go to a State Highway Leverage program that will allow Area Commissions on Transportation (ACTs) to add Enhance features to Fix-It projects.

If federal funding comes in above the anticipated level, the first \$40 million of additional funding would go to a Strategic Investments program that would allow the Commission to target funding to high priority needs on the state highway system. The Commission also provided funding to safety, non-highway and local government programs based on direction in state and federal law and our agreements with local governments.

A full list of all programs and the funding allocated to them is [available online](#), as is a [document describing all programs and funding categories](#).

The Commission chose this allocation for a number of reasons.

- Even with the infusion of money under HB 2017, state highway bridge, pavement, and other asset conditions will decline as the system ages. The Commission prioritized Fix-It to ensure we keep our highways in good shape.
- Public opinion and comments provided from advisory committees strongly favor investing in safety and preservation.
- Focusing investments on Fix-It is consistent with the policies of the Commission, including the Oregon Transportation Plan and Oregon Highway Plan.
- HB 2017 includes more than \$600 million in funding for specific Enhance Highway projects in the 2021-2024 STIP, providing a strong base of investment for improving highways.
- This level of investment in Fix-It is consistent with legislative direction in HB 2017, which provided additional funding on the assumption the STIP would continue to fund Fix-It programs.

The Commission directed ODOT to ensure that the ACTs have a role in selecting projects to benefit from their knowledge of local priorities. The allocation the Commission approved includes a number of programs that will allow ODOT to meet community needs, in many cases while undertaking Fix-It projects. For example, three programs—State Highway Leverage, Active Transportation Leverage, and Safety Leverage — will allow the ACTs to recommend adding safety, enhance, and non-highway elements to Fix-It projects.

Throughout the funding allocation process ODOT undertook significant public outreach to ensure the process was open, transparent, and accessible. ODOT provided information to stakeholders and the public by making the Commission's work accessible, regularly engaging stakeholder groups at meetings, and garnering nearly 2000 responses to an online survey and online open house. Public opinion strongly prioritized investments in preservation and safety.

Completing the funding allocation is just the beginning of the STIP process and the beginning of the public's opportunity to weigh in on what projects ODOT builds and what they look like. Project selection processes will begin in 2018, with Commission direction, and continue into 2019. At this point the ACTs and other stakeholders will have the ability to impact project selection decisions. In 2020, the Commission will release the draft STIP for formal public review, and the public will have the opportunity to comment on projects.

For more information, visit [ODOT's STIP website](#).

Update your subscriptions, modify your password or email address, or stop subscriptions at any time on your [Subscriber Preferences Page](#). You will need to use your email address to log in. If you have questions or problems with the subscription service, please contact subscriberhelp.govdelivery.com.

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This email was sent to gary.c.farnsworth@odot.state.or.us using GovDelivery Communications Cloud on behalf of: Oregon Department of Transportation · 355 Capitol Street NE · Salem, OR 97301 · 888-276-6368



Hailey Barth
Administrative Assistant, Community & Economic Development
Central Oregon Intergovernmental Council
541.548.9535
hbarth@coic.org

[334 NE Hawthorne Ave.](#)
[Bend, OR 97701](#)

New Bridge Posting Requirements for Specialized Hauling Vehicles (SHVs)

Specialized Hauling Vehicles (SHVs) are legal vehicles with legal axle weights that meet the Federal Bridge Formula (Formula B) equation for maximum axle group weight and represent short wheel based vehicles with multiple drop axles (such as modern concrete and dump trucks). These vehicles are commonly used in the construction, waste management, bulk cargo and commodities hauling industries. These vehicles consist of moveable axles that raise or lower as needed for weight, and result in higher loads concentrated over shorter distance.

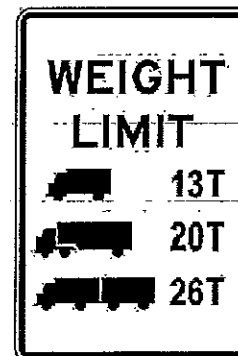
Since the 1975 adoption of the American Association of State Highway and Transportation Officials (AASHTO) family of three legal loads, the trucking industry has introduced specialized single-unit trucks with closely spaced multiple axles that make it possible for these short-wheelbase trucks to carry the maximum load of up to 80,000 lbs and still meet the "Formula B" equation. The AASHTO family of three legal loads selected at the time to closely match the Formula B in the short, medium, and long truck length ranges do not represent these newer axle configurations. These SHV trucks cause force effects in bridges that exceed the stresses induced by the Type 3, Type 3S2, or Type 3-3 legal vehicles by over 50 percent in certain cases. The shorter bridge spans are most sensitive to the newer SHV axle configurations.

The Federal Highway Administration (FHWA) sent a memo to all states on November 15, 2013 requiring every state to post bridges for SHVs that do not pass a load rating analysis for these vehicles, in addition to the current standard legal vehicles.

Routine Commercial Traffic Truck Models

To understand how the SHVs differ from the current standard legal vehicles, it is necessary to know what the standard legal vehicles are. The AASHTO legal vehicles, designated as Type 3, Type 3S2, and Type 3-3 are sufficiently representative of routine average truck configurations in use today, and are used as vehicle models for load rating. When a load rating shows that a bridge does not have sufficient capacity for any one of these standard legal vehicles, the bridge must be posted for load.

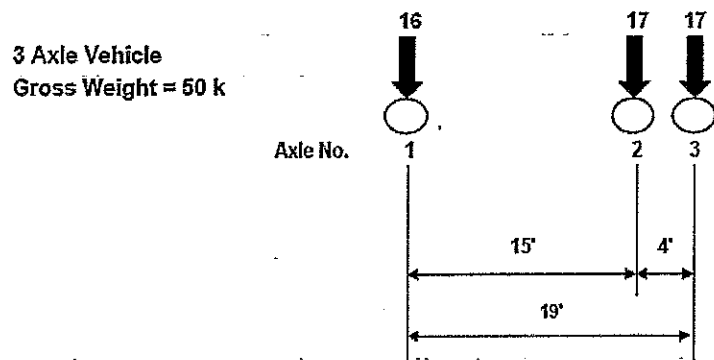
When a bridge needs to be posted for less than legal loads, Oregon uses a single weight-limit sign or a three-vehicle combination sign that conforms to FHWA's *Manual on Uniform Traffic Control Devices* (MUTCD). Some truck operators make the mistake to try and count the number of axles/wheels shown on the silhouettes in the posting sign to determine which one controls for their vehicle. The reason that is a mistake is that the top silhouette



represents all single-unit legal vehicles; regardless of the number of axles/wheels they may have. Likewise, the middle silhouette represents all semi-tractor and trailer legal vehicles; regardless of the number of axles/wheels they may have. And the bottom silhouette represents double combination vehicles of either a single-unit vehicle or a semi-tractor and trailer towing a loaded trailer. In general, the silhouettes on the three-vehicle combination sign represent the Type 3, Type 3S2, and Type 3-3 Legal Vehicles that are used in bridge load ratings and load postings.

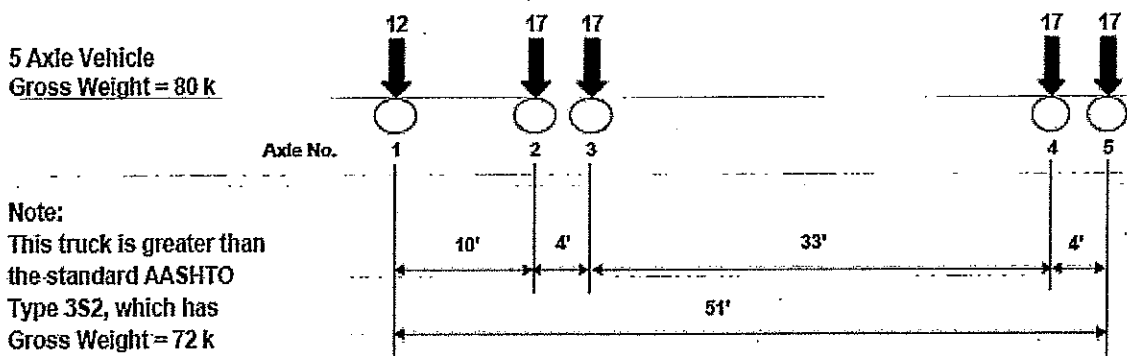
Type 3 Legal Truck

The Type 3 legal vehicle is a three axle single-unit vehicle with a gross vehicle weight of 50,000 LBS (25 tons).



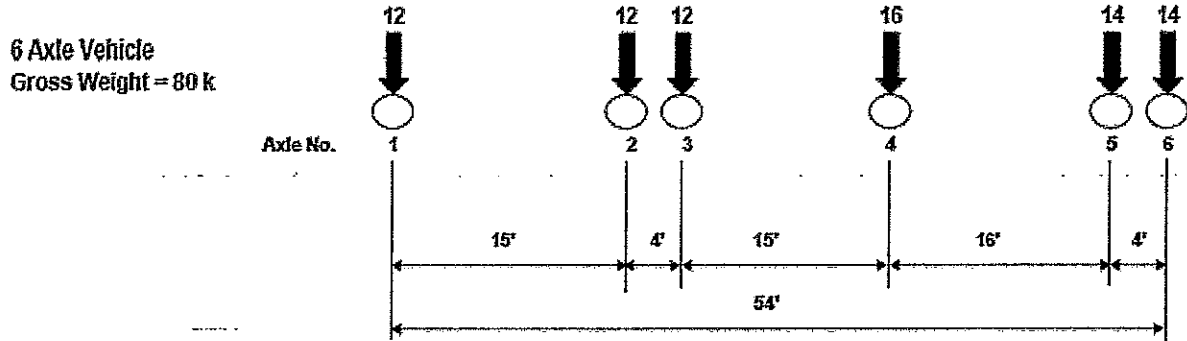
Type 3S2 Legal Truck

The Oregon Type 3S2 legal vehicle is a five axle semi-tractor and trailer combination with a gross vehicle weight of 80,000 LBS (40 tons). This Oregon vehicle model is heavier than the 72,000 LBS (36 tons) national Type 3S2 vehicle model.



Type 3-3 Legal Truck

The Type 3-3 legal vehicle is a six axle combination of a single-unit vehicle pulling a loaded trailer with a gross vehicle weight of 80,000 LBS (40 tons).

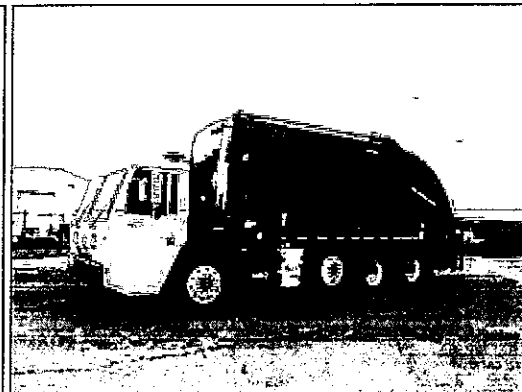
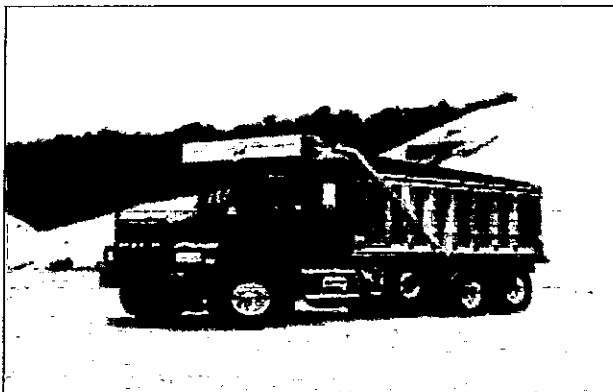
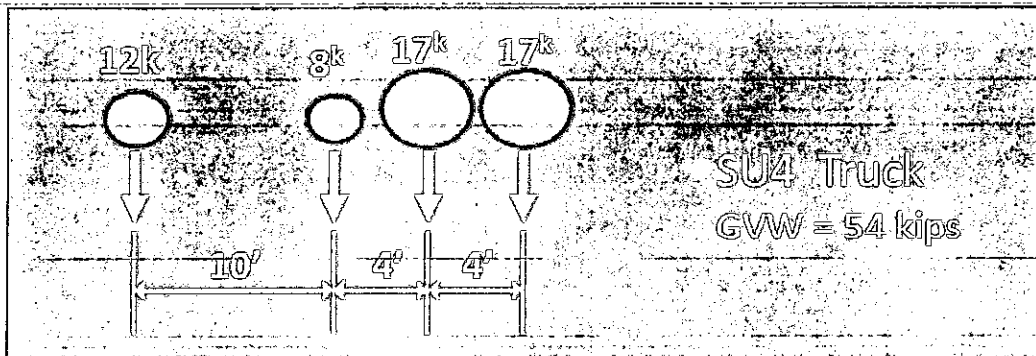


Specialized Hauling Vehicle (SHV) Models

Four Specialized Hauling Vehicle models were adopted by AASHTO in 2005 to represent new trucks that comply with Formula B and meet all Federal weight regulations.

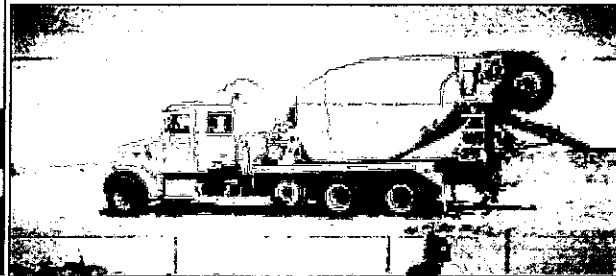
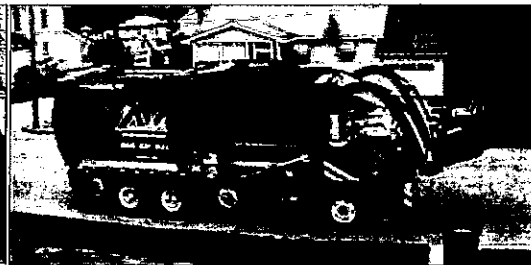
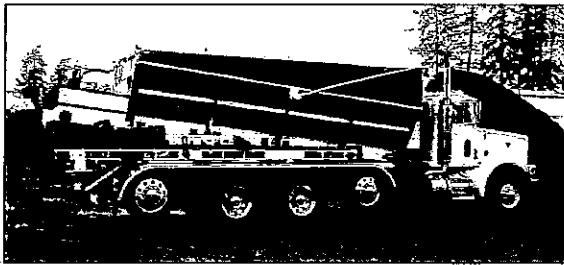
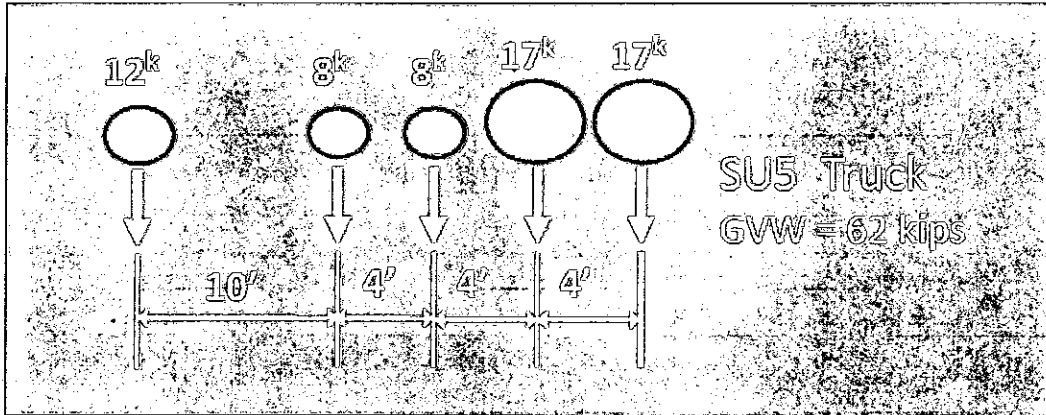
SU4 Legal Truck

The first SHV model is the SU4, which is a four axle vehicle with a gross vehicle weight of 54,000 LBS (27 tons).



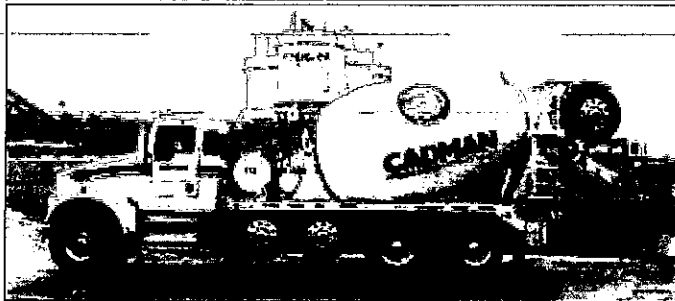
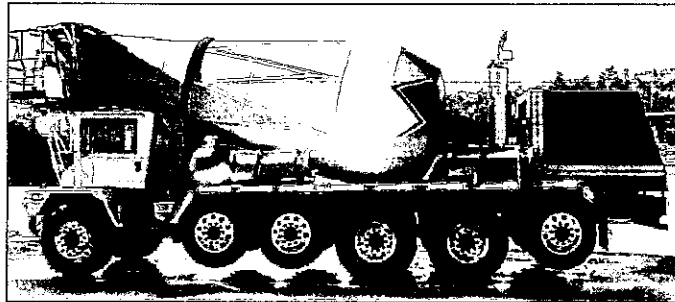
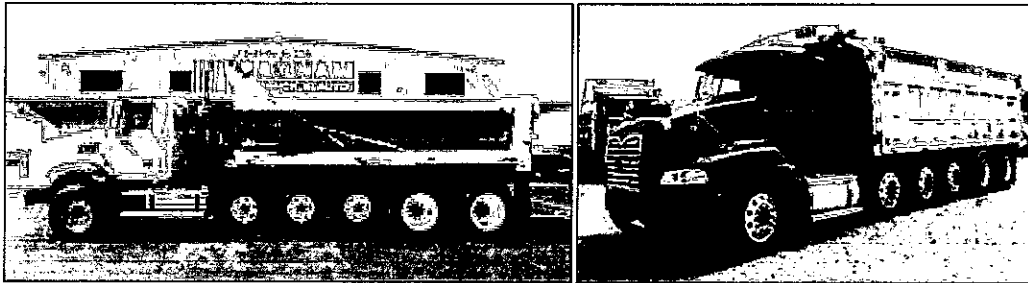
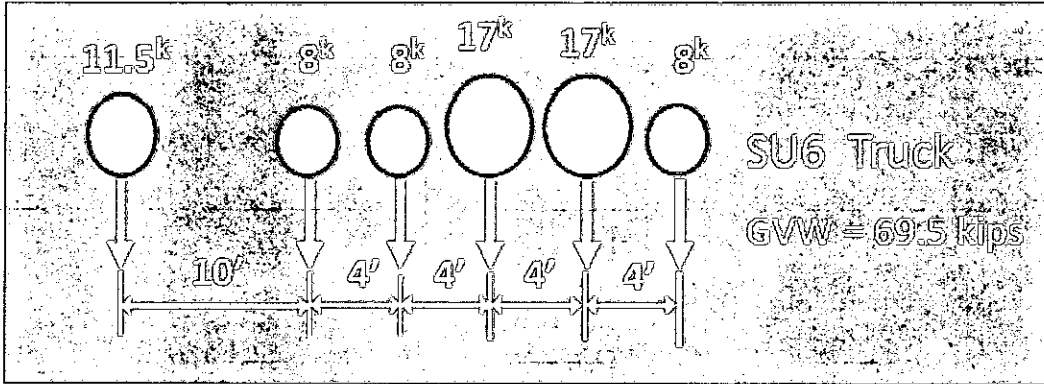
SU5 Legal Truck

The second SHV model is the SU5, which is a five axle vehicle with a gross vehicle weight of 62,000 LBS (31 tons).



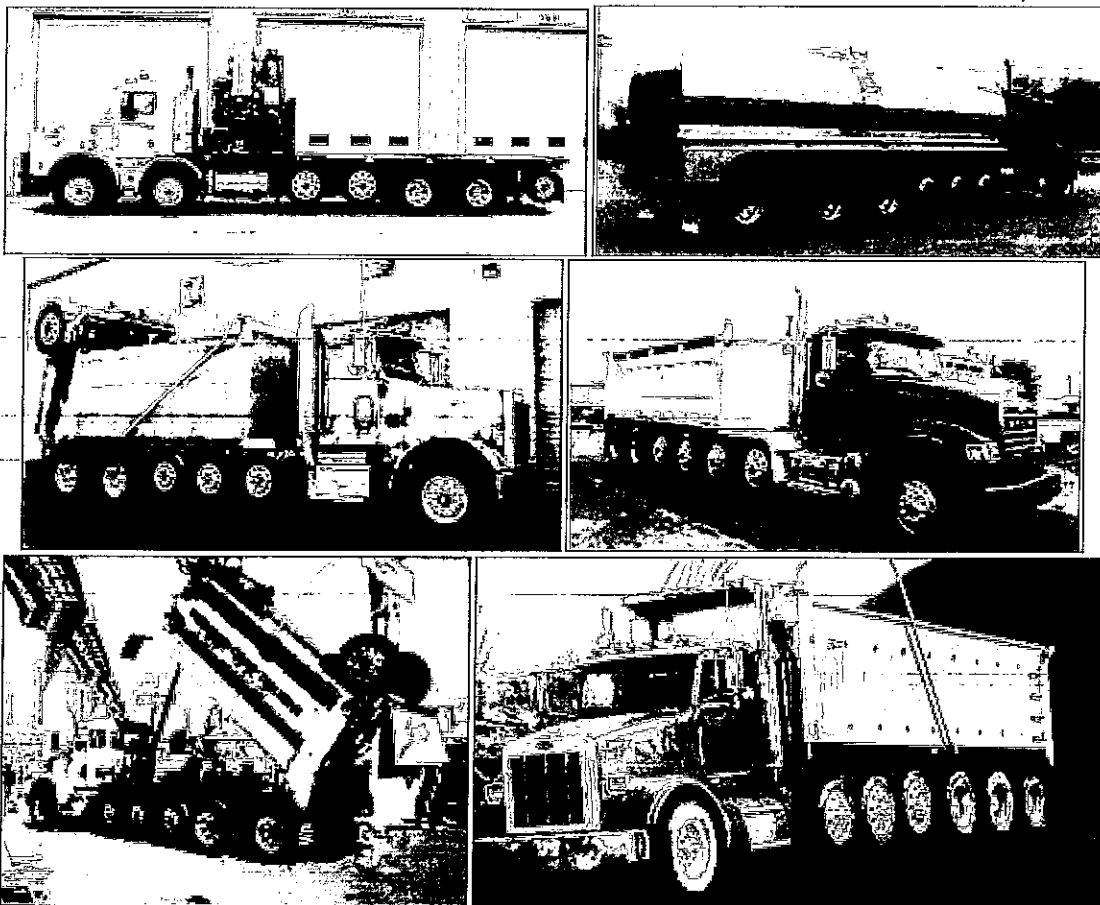
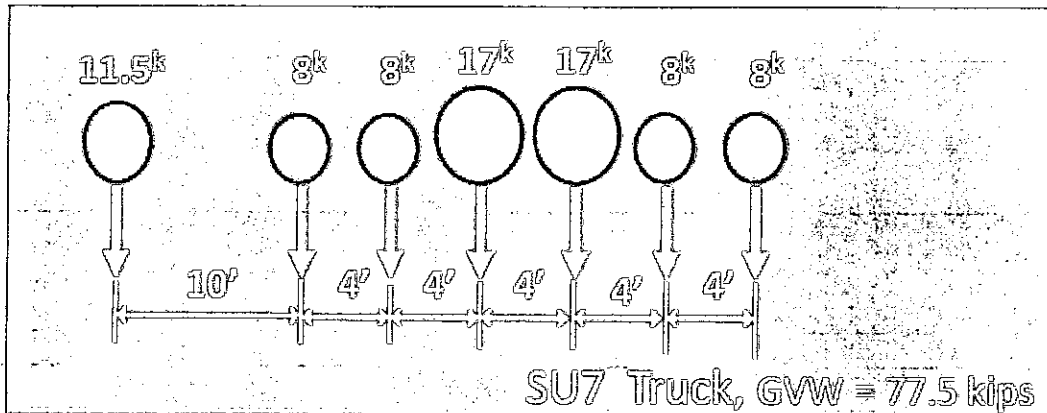
SU6 Legal Truck

The third SHV model is the SU6, which is a six axle vehicle with a gross vehicle weight of 69,500 LBS (34.75 tons).



SU7 Legal Truck

The fourth SHV model is the SU7, which is a seven axle vehicle with a gross vehicle weight of 77,500 LBS (38.75 tons).



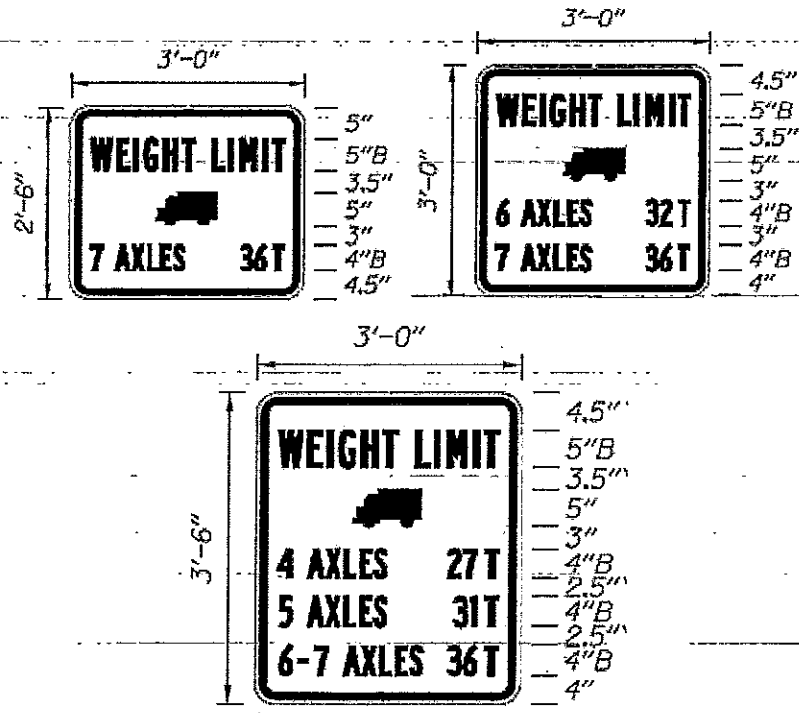
Bridge Load Posting for SHVs

When a load rating shows that a bridge does not have sufficient capacity for any one of the four Specialized Hauling Vehicle models, the bridge must be posted for load. Posting signs must conform to the Manual on Uniform Traffic Control

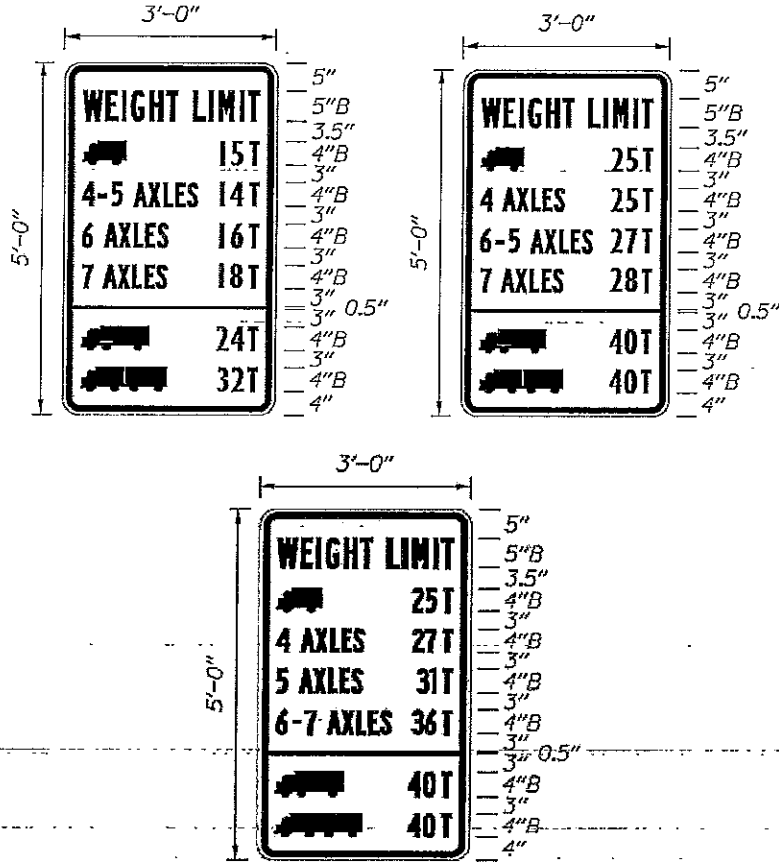
Devices (MUTCD). The MUTCD only has one sign (R12-5) that has silhouettes of trucks for load posting; which are for the three standard legal vehicles. The MUTCD does not allow any other silhouettes of trucks to be used on signs, so there will be no new silhouettes depicting the SHVs on a posting sign. Plus, there is a safety issue of having truck drivers attempting to count the number of axles depicted on a sign while travelling at highway speeds.

The MUTCD does allow the language on posting signs to be modified to account for the posting of Specialized Hauling Vehicles. It is up to each state to determine the language to be used on the posting signs for SHVs. ODOT has designed three new posting signs that will be used under different scenarios when a bridge requires posting for SHVs.

Since SHV trucks can cause force effects in bridges that exceed the stresses induced by the Type 3, Type 3S2, or Type 3-3 legal vehicles by over 50 percent in certain cases, there is a possibility that a bridge has sufficient capacity for legal axle weights and 80,000 LBS GWV for routine commercial traffic, but does not have sufficient capacity for the different SHV configurations. Instead of penalizing all trucks from using the bridge, the following posting sign was developed to restrict only multi-axle single unit vehicles to a lower gross vehicle weight. The posted weight for each single unit vehicle will be determined on a case-by-case basis for the safe load capacity of the bridge. The following weight limit signs are designated as Sign Number OR12-5g from the ODOT Sign Policy and Guidelines, Chapter 3, page 3-112.



The second posting sign is to be used when both routine commercial traffic and SHVs are required to be posted for load. The following variations of the weight limit sign are designated as Sign Number OR12-5f from the ODOT Sign Policy and Guidelines, Chapter 3, page 3-111.

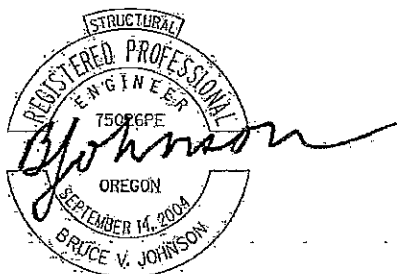




TECHNICAL SERVICES BRANCH
Bridge Engineering Section
Office Phone: (503) 986-4200
Fax Phone: (503) 986-3407

December 5, 2017

TO: Ryan McCormick
Chief Engineer
Oregon Department of Fish and Wildlife
4034 Fairview Industrial Drive SE
Salem, OR 97302



FROM: Bruce V. Johnson, P.E., S.E.
State Bridge Engineer

SUBJECT: **Load Restriction Recommendation**
Lower Jordan Creek, White River Wildlife Area Bridge
(Br.No. 21272)
Wasco County

Lower Jordan Creek White River Wildlife Area Bridge (Br. No. 21272) is a 62 foot long, 12 foot wide railcar structure that was built in 1961. The September, 2017 inspection indicates the deck is in "serious" condition, the superstructure is in "good" condition and the substructure is in "fair" condition. The inspector noted extensive decay in 35 of the 64 deck planks. The bridge is currently open to all traffic.

The updated load rating indicates the bridge should be posted for 22 tons for the type 3 truck, 37 tons for the type 3S2 truck, 38 tons for the type 3-3 truck, 22 tons for the SU4, 23 tons for the SU5 and the SU6, and 24 tons for the SU7. Moment in the timber deck controls the rating.

Repair

Replacement of the timber deck and strengthening of exterior steel girders would be required for this bridge to be in service with no restrictions.

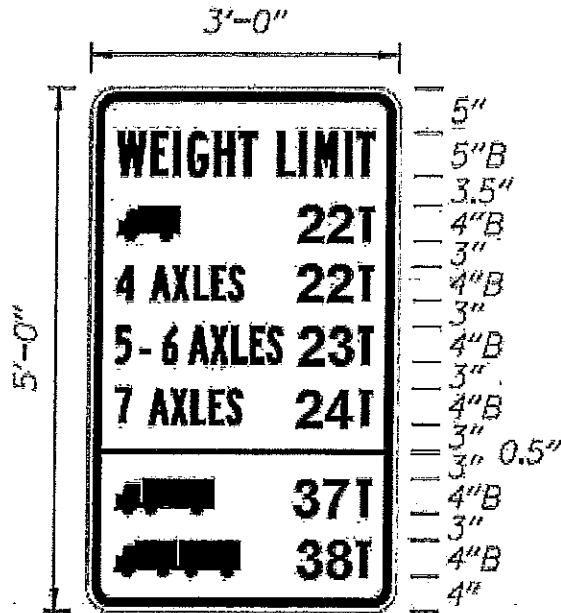
Posting Responsibility

ODOT recommends this bridge be posted for load until the bridge is strengthened. It is ultimately the ODF&W's responsibility to have the structure restricted. The correct signs should be in place not later than April 1st, 2018. The posting signs should be similar to the figures as shown on the last page of this letter. In addition to placing posting signs at the bridge, signs should be placed at approach road intersections or other points where prohibited vehicles can detour or turn around.

To assist us in managing the bridge load rating program, please let us know as soon as the posting signs are installed or the bridge has been repaired. Please send a digital image of the sign to verify the posting complies with ODOT recommendations. Contact Nam Bui, Local Agency Load Rating Engineer, (503) 986-3382 or email (Nam.N.Bui@odot.state.or.us), for any questions on these issues.

cc: Dan Cook, ODF&W Engineer
Chase Brown, Manager White River Wildlife Area
Bert Hartman, Bridge Program Unit Managing Engineer
Craig Shike, Bridge Operations Managing Engineer
Jeff Swanstrom, Senior Bridge Inspector
Rich King, Local Agency Coordinator
Tim Rogers, FHWA Oregon Division Bridge Engineer
Holly Winston, Senior Local Bridge Standards Engineer
Tom Fuller, Communication Section Manager

**Weight Limit Signs from ODOT Sign Policy and Guidelines,
Chapter 3, page 3-111**



Sign No. OR12-5f



TECHNICAL SERVICES BRANCH
Bridge Engineering Section
Office Phone: (503) 986-4200
Fax Phone: (503) 986-3407

December 5, 2017

TO: Ryan McCormick
Chief Engineer
Oregon Department of Fish and Wildlife
4034 Fairview Industrial Drive SE
Salem, OR 97302



FROM: Bruce V. Johnson, P.E., S.E.
State Bridge Engineer

SUBJECT: **Load Restriction Recommendation**
Upper Jordan Creek, White River Wildlife Area Bridge
(Br.No. 21271)
Wasco County

Upper Jordan Creek White River Wildlife Area Bridge (Br. No. 21271) is a 53.5 foot long, 12 foot wide railcar structure that was built in 1961. The September, 2017 inspection indicates the deck is in "poor" condition, the superstructure and the substructure are both in "satisfactory" condition. The inspector noted the deck planks have moderate decay, with severe splits in five deck planks. There is an "urgent" maintenance recommendation to replace eleven deck planks. The bridge is currently open to all traffic.

The updated load rating indicates the bridge should be posted for 16 tons for the type-3 truck, 28 tons for the type-3S2 truck and the type-3-3 truck, 17 tons for the SU4, 20 tons for the SU5, 22 tons for the SU6 and SU7. Moment in the timber deck controls the rating.

Repair

Replacement of the timber deck with larger section would be required for this bridge to be in service with no restrictions.

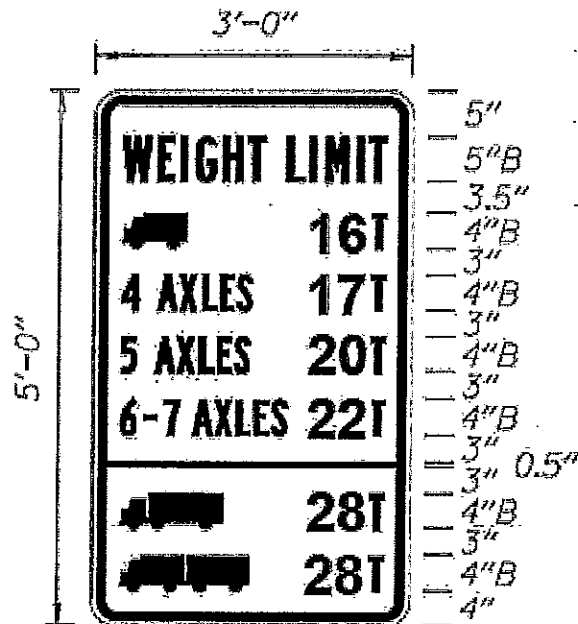
Posting Responsibility

ODOT recommends this bridge be posted for load until the bridge is strengthened. It is ultimately the ODF&W's responsibility to have the structure restricted. The correct signs should be in place not later than April 1st, 2018. The posting signs should be similar to the figures as shown on the last page of this letter. In addition to placing posting signs at the bridge, signs should be placed at approach road intersections or other points where prohibited vehicles can detour or turn around.

To assist us in managing the bridge load rating program, please let us know as soon as the posting signs are installed or the bridge has been repaired. Please send a digital image of the sign to verify the posting complies with ODOT recommendations. Contact Nam Bui, Local Agency Load Rating Engineer, (503) 986-3382 or email (Nam.N.Bui@odot.state.or.us), for any questions on these issues.

cc: Dan Cook, ODF&W Engineer
Chase Brown, Manager White River Wildlife Area
Bert Hartman, Bridge Program Unit Managing Engineer
Craig Shike, Bridge Operations Managing Engineer
Jeff Swanstrom, Senior Bridge Inspector
Rich King, Local Agency Coordinator
Tim Rogers, FHWA Oregon Division Bridge Engineer
Holly Winston, Senior Local Bridge Standards Engineer
Tom Fuller, Communication Section Manager

**Weight Limit Signs from ODOT Sign Policy and Guidelines,
Chapter 3, page 3-111**



Sign No. OR12-5f

2021 – 2024 STIP Funding Allocations

All figures are three year totals for 2022-2024.

Fix-It	
Fix-It	658,241,539
Fix-It HB 2017	189,500,000
Fix-It Totals	847,741,539 *
Enhance	
Enhance HB 2017 Projects	662,750,000
State Highway Leverage	23,830,261
Enhance Totals	686,580,261
Safety	
All Roads Transportation Safety (ARTS) and Rail Crossing Safety	116,850,000
HB 2017 Safety	30,000,000
Safety Totals	146,850,000
Non-Highway	
<i>Discretionary Non-Highway (\$51 Million)</i>	
Active Transportation Leverage	21,000,000
Off-System Bike Ped	6,000,000
Safe Routes to School (SRTS) Education	3,000,000
Transportation Options	3,000,000
ADA Curb Ramps	18,000,000
<i>Required Non-Highway</i>	
Transit Elderly & Disabled	37,500,000
Transit	6,000,000
Transportation Alternatives Program - Recreational Trails	4,086,568
Safe Routes to School (SRTS) Infrastructure	37,500,000
Bicycle/Pedestrian 1%	22,200,000
Non-Highway Totals	158,286,568
Local Programs	
Surface Transportation Block Grant (STBGP) Program to large Metropolitan Planning Organizations (MPOs) / Transportation Management Area (TMAs)	124,353,242
Transportation Alternatives Program (TAP) to large MPOs / TMAs	6,062,169
MPO Planning	13,122,882
Congestion Mitigation and Air Quality Improvement (CMAQ)	61,708,967
Local Bridge	80,694,822
STBGP Allocation to non-TMA Cities, Counties, MPOs	
Cities/Counties	76,103,260
Small MPOs	18,065,900
Immediate Opportunity Fund	10,500,000
Transportation and Growth Management (TGM)	15,000,000
Local Tech Assistance Program (LTAP)	1,170,177
Local Programs Totals	406,781,419
Other Functions	
Other Functions Totals	158,850,000
TOTALS	2,405,089,787
Funding Category Contingent on Receipt of Additional Federal Funds	
Strategic Investments	40,000,000
LS	2,445,089,787

MOD EQUITY SPLITS	
Region 1	35.60%
Region 2	30.91%
Region 3	14.77%
Region 4	10.36%
Region 5	8.36%

REGION SPLITS	
Enhance	
Enhance Highway Program	23,830,261
Region 1	8,483,573
Region 2	7,365,934
Region 3	3,519,730
Region 4	2,468,815
Region 5	1,992,210
Safety	
HB 2017 Safety Leverage Funds	30,000,000
Region 1	10,680,000
Region 2	9,273,000
Region 3	4,431,000
Region 4	3,108,000
Region 5	2,508,000
Non-Highway	
Active Transportation Leverage	21,000,000
Region 1	7,476,000
Region 2	6,491,100
Region 3	3,101,700
Region 4	2,175,600
Region 5	1,755,600
Regional Allocations for Leverage Funds (ALL FUNDS)	
Region 1	26,639,573
Region 2	23,130,034
Region 3	11,052,430
Region 4	7,752,415
Region 5	6,255,810
TOTALS	74,830,261



Statewide Transportation Improvement Fund



Improving public transportation for Oregonians

With the passage of House Bill 2017, Keep Oregon Moving, the Oregon Legislature made a significant investment in transportation to help advance the things that Oregonians value—a vibrant economy, strong communities, high quality of life, a clean environment, and safe, healthy people. This historic investment in Oregon's transportation system will produce benefits for decades to come.

Multiple benefits

A centerpiece of Keep Oregon Moving is the Statewide Transportation Improvement Fund (STIF). This fund provides a new dedicated source of funding to expand public transportation to access jobs, improve mobility, relieve congestion and reduce greenhouse gas emissions around Oregon.

New rules for stable funds

ODOT is conducting a public process to develop administrative rules to implement the transit section of House Bill 2017. A Rules Advisory Committee (RAC) is a key piece of the public process. In 2018, the Oregon Transportation Commission (OTC) will adopt administrative rules that help expand public transportation services in Oregon. Service improvements associated with the new funding are expected to begin in 2019.

Public transportation investments

A new state payroll tax of one-tenth of 1 percent will fund transportation improvements in Oregon. The average employee will contribute less than \$1 per week to generate \$115 million per year for better public transportation.

The new revenue will be allocated across four programs. RAC members will develop guidance for the distribution of funds according to Section 122 of House Bill 2017 for OTC adoption.

Formula program

90 percent of STIF funds will be distributed proportionately to qualified entities based on taxes paid within their geographic area, with a minimum amount of \$100,000 per year to each qualified entity.

Discretionary program

5 percent of STIF funds will be awarded to eligible public transportation providers based on a competitive grant process.

Intercity discretionary program

4 percent of STIF funds will be used to improve public transportation between two or more cities based on a competitive grant program.

Public transportation technical resource center

ODOT will use 1 percent of STIF funds to create a statewide resource center to assist public transportation providers in rural areas with training, planning and information technology.

Rules Advisory Committee

A committee of Oregonians will advise the OTC and ODOT staff on rules that define how to distribute funds through the STIF formula and discretionary grant programs. The committee members represent various interests, including:

- Transit providers from large and small urban areas and rural areas
- Tribal transit providers
- Non-government transit providers
- Counties and cities
- Bicycle and pedestrian advocacy
- Equity and environmental justice advocacy
- Business community
- Seniors and people with disabilities
- Social and human services

Schedule

The RAC will meet at least six times over as many months to consider public comment and develop recommended rules. The OTC will consider the RAC's recommendations and expects to finalize the STIF rules in spring-summer 2018.

ODOT expects to execute the initial formula fund grant agreements in January 2019 and the initial discretionary and discretionary intercity fund grant agreements in July 2019.

Get involved!

Community members are encouraged to participate in the rule-making process.

Visit the STIF website

Sign up for email updates and find the most up-to-date project information on the STIF website.

www.oregon.gov/ODOT/RPTD/Pages/STIF.aspx

Attend a Rules Advisory Committee meeting

All RAC meetings are open to the public and include opportunity for public comment. You can attend meetings remotely using information found on meeting agendas. Find meeting information on the STIF website listed above.



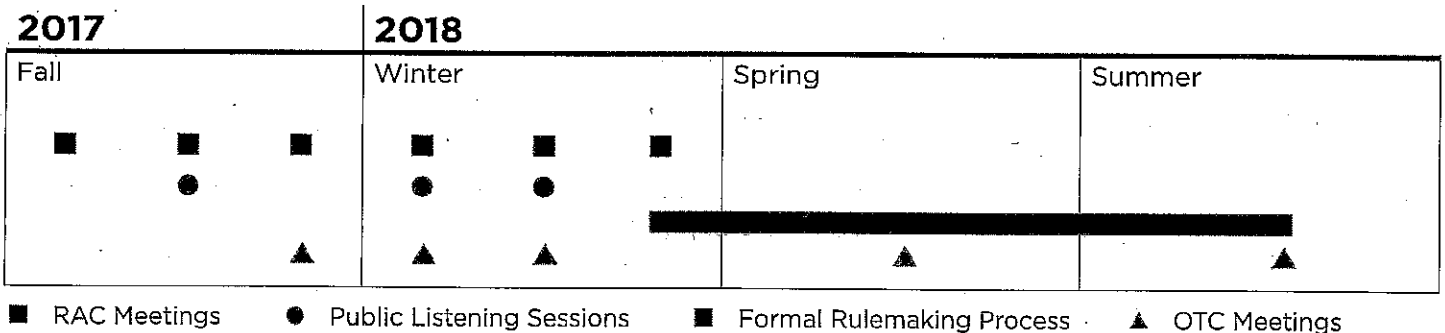
Contact ODOT

Send your questions to Karyn Criswell, ODOT STIF implementation project manager via email at:

karyn.c.criswell@odot.state.or.us

For More Information on House Bill 2017 and Keep Oregon Moving:

www.oregon.gov/ODOT/Pages/HB2017.aspx



For Americans with Disabilities Act or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY (800) 735-2900 or Oregon Relay Service 7-1-1.





U.S. Department
of Transportation
**Federal Highway
Administration**

Western Federal Lands Highway Division
610 E. Fifth Street
Vancouver, WA 98661
Phone 360-619-7700
Fax 360-619-7846

December 21, 2017

In Reply Refer to: HFL-17

Federal Land Management Agencies
Oregon Department of Transportation
Regional, County & Local Governments
Tribal Governments

Greetings:

2018 Request for Proposals
Oregon Federal Lands Access Program

The Western Federal Lands Highway Division (WFLHD) of the Federal Highway Administration is soliciting for capital improvement, enhancement, surface preservation, safety only, transit, planning, and research proposals to receive funds through the Oregon Federal Lands Access Program in fiscal years 2022 and 2023. Proposal awards will be contingent upon availability of funds.

What is the purpose of the Federal Lands Access Program?

The purpose of the Federal Lands Access Program (FLAP) is to provide safe and adequate transportation access to and through Federal Lands for visitors, recreationists, and resource users.

Where can proposals be located?

Proposals must be located on Federal Lands Access Transportation Facilities. Federal Lands Access Transportation Facilities means a public highway, road, bridge, trail or transit system that is located on, is adjacent to, or provides access to Federal lands for which title or maintenance responsibility is vested in a state, county, town, township, tribal, municipal, or local government. Maintenance means the preservation of the entire roadway surface, shoulders, roadside ditches, drainage structures, bridges, and traffic control devices necessary for safe and efficient operations. Vested maintenance responsibility means that the majority of the cost for these activities is borne by the state, county, town, township, tribal, municipal, or local government.

Applicants are to include supporting documentation which clearly shows which agency has title and/or maintenance responsibility of the facilities

Who may apply?

All proposals must be submitted jointly by the Federal Land Management Agency(ies) (FLMA) whose lands are accessed and the entity with title or vested maintenance responsibility (State,

county, town, township, tribal, municipal or local government) for the Federal Lands Access Transportation Facility. Early coordination with the appropriate FLMA is encouraged to ensure adequate time is provided for thorough review and input.

Proposals must be signed by agency officials that have the authority to commit appropriate resources on behalf of the agency:

Federal Agency	Signing Official
National Park Service	Park Superintendent
US Forest Service	Forest Supervisor
US Fish & Wildlife Service	Refuge/Hatchery Supervisor
Bureau of Land Management	District Manager
Bureau of Reclamation	Area Manager
US Army Corps of Engineers	Operations Project Manager
Department of Defense	Installation Commander
Local Agency	Signing Official
Oregon Department of Transportation	Regional Manager
County	Commissioner or Judge
City, Town	Mayor
Tribe	Tribal Chair
Transit District	District Manager

Proposals that do not have the appropriate signatures will not be eligible for consideration. If the Federal Land Management Agency was not listed above and/or you have any questions regarding the appropriateness of the signing official, please contact Matthew Fletcher (see contact information below).

What types of proposals will be considered?

Proposals will be accepted for the following:

Capital Improvements- These proposals include rehabilitation, restoration, construction, and reconstruction of roads and bridges. This includes improvements such as safety improvements, widening, realignments, surfacing, culverts, signing, guardrail, walls and associated roadway appurtenances.

Enhancements- These proposals are road and trail related improvements such as interpretative signing, kiosks, viewpoints, adjacent vehicular parking areas, roadside rest areas (including sanitary and water facilities), provisions for pedestrians and bicycles, acquisition of scenic easement and scenic or historic sites, trailheads, trails, and improvements that improve public safety and reduce vehicle-wildlife mortality while maintaining habitat connectivity.

Surface Preservation- These proposals include surface preservation of roads, trails, and adjacent vehicular parking areas. They include chip sealing, crack sealing, and aggregate courses.

Safety Only- These proposals only include one or more of the following: traffic control signalization; maintaining minimum levels of retroreflectivity of highway signs or

Applicants are encouraged to coordinate with FLMAs on joint proposals for corridor level improvements that leverage funding from FLAP and the Federal Lands Transportation Program (FLTP). The FLTP provides funding to improve the transportation infrastructure owned and maintained by the FLMAs. Funds from the FLTP are managed by each individual FLMA.

Concurrent with this request for proposals, the Forest Service is issuing a call for projects for the Federal Lands Transportation Program in the state of Oregon.

How do I submit a proposal?

The best available data should be used in completing the project proposal forms. Maps and photos should be included to support the proposal. Maps should include project locations, proposal termini, high use federal recreation sites, federal economic generators, and most importantly, **show the Federal Lands accessed by the proposal**. Letters of support from other entities may also be included.

Email the completed proposal form with all required signatures, maps, photos and any letters of support to:

WFL.CallForProjects@dot.gov

The proposal must be received by **April 6, 2018**. The entire proposal packet (the proposal form, signature pages, maps, photos, and any letters of support) should not exceed 10 megabytes in file size and the total page length should not exceed 30 pages.

Copies of this letter, evaluation criteria, proposal instruction checklist, proposal form, joint endorsement form, and webinar announcement can be downloaded from the following website.

<http://flh.fhwa.dot.gov/programs/flap/or/>

How will the proposals be evaluated?

A Technical Advisory Group (TAG) will review the proposals according to the following evaluation criteria (see attached for additional details): Safety, Preservation, Recreation/Economic, Mobility, Sustainability/Environmental Quality, and Readiness/Support. Preference shall be given to proposals that provide access to high-use federal recreation sites or federal economic generators, as identified by the Federal Land Management Agency.

The TAG will be facilitated by WFLHD and include representatives from the Oregon Department of Transportation, Association of Oregon Counties, U.S. Forest Service, National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management, U.S Army Corp of Engineers and the Military Surface Deployment and Distribution Command (DOD).

The TAG may request additional information during the evaluation process. Proponents should be ready to provide documentation that substantiates, clarifies or appends any information provided in the proposals.

How will a final decision be made on the proposals?

The Program Decision Committee (PDC) is made up of representatives from WFLHD, Oregon Department of Transportation, and the Association of Oregon Counties. The PDC will make a final decision on the proposals. The PDC will make these decisions based on the evaluation

pavement markings; traffic circles/roundabouts; safety rest areas; pavement marking; shoulder and centerline rumble strips and stripes; commuter carpooling and vanpooling; rail-highway crossing closure; installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments, breakaway utility poles; priority control systems for emergency vehicles or transit vehicles at signalized intersections.

Transit- These proposals include construction of transit facilities and limited duration operation/maintenance of transit services and facilities (including vehicles).

Planning- These proposals include engineering studies, corridor management planning, bicycle/pedestrian planning and alternative transportation planning that will provide valuable information for future FLAP proposals.

Research- These proposals include evaluating solutions that enhance access, safety or sustainability. They address issues such as wildlife-vehicle collision avoidance measures, context sensitive roadside safety features, and congestion management strategies. Research must be broad-based and applicable to multiple Federal Lands Management Agencies.

Proposals should also be consistent with a statewide, regional, county, local, or tribal transportation plan and a Federal Land Management Plan. Proposals that are specifically identified in a transportation plan will receive additional consideration.

What size proposal will be considered?

The Oregon Federal Lands Access Program is currently estimated to receive about \$32.9 million annually. Proposals requesting at least \$100,000 or more will be considered.

Are matching funds required?

The program requires matching funds of 10.27% of the total proposal costs for Capital Improvements, Enhancements, Surface Preservation, Transit, Planning, and Research proposals. Safety Only proposals may request up to 100% FLAP funding.

Applicants may also provide additional funds to contribute to the project. Because of limited FLAP funding, proposals will receive additional consideration when funding is leveraged from other sources such as local funding sources, County Road Administration Board funds, FLMA funds or other non-federal sources.

Typically, the preliminary engineering phase (planning, engineering, NEPA, etc.) of a project will require a cash match. Right-of-way, construction, and other phases of the project may use cash and/or "in-kind matches" such as donated property, materials, and services subject to WFLHD approval. Funds authorized under the Tribal Transportation Program and the Federal Lands Transportation Program as well as other federal funds not authorized under Title 23 or 49 may also be used to satisfy the match. Match must be mutually acceptable to both WFLHD and the proposal applicants. Additional information regarding match may be found at the following:

http://www.fhwa.dot.gov/legsregs/directives/policy/fedaid_guidance_nfmr.htm

http://www.oregon.gov/ODOT/TD/AT/Pages/donations_contributions.aspx

criteria and recommendations of the TAG. The PDC will also coordinate with the Federal Land Management Agencies prior to making a final decision. The final decision on the project proposals should be made by end of summer 2018.

Who will be the lead agency for project delivery?

The lead agency for project delivery will usually be the WFLHD. Project delivery consists of federal environmental compliance, design, construction contract advertisement, and construction contract administration. However, the lead agency and participating agencies roles will be considered during proposal evaluation. Decisions regarding lead and participating agency roles will be based on the type of project, project complexity, and how the work is proposed to be delivered. The TAG may approach the project applicants during proposal evaluation to discuss project delivery. The WFLHD will still be responsible for stewardship and oversight of the project to assure compliance with federal requirements. The final decision for project delivery resides with the PDC.

What if I have questions?

In conjunction with this request for proposals, WFLHD will conduct an informational webinar on January 18, 2018. This webinar will provide information to potential applicants on the FLAP, eligibility, evaluation criteria, how to submit proposals, and helpful hints for filling out proposal forms. See the attached webinar announcement for details.

If you have questions you can contact Matthew Fletcher or the FLAP coordinator for your agency.

Agency	Contact	Phone	Email
Federal Highway Administration	Matthew Fletcher	(360) 619-7825	matthew.fletcher@dot.gov
Oregon Department of Transportation	Cole Grisham	(503) 986-3531	nicholas.grisham@odot.state.or.us
Association of Oregon Counties	Brian Worley	(503) 810-9902	bworley@oregoncounties.org
US Forest Service	Amy Thomas	(503) 808-2473	aethomas@fs.fed.us
National Park Service	Justin De Santis	(415) 623-2278	justin_desantis@nps.gov
Bureau of Land Management	Aaron Eklund	(503) 808-6100	aeklund@blm.gov
US Fish & Wildlife	Jeff Holm	(503) 231-2161	jeff_holm@fws.gov
US Army Corp of Engineers	Tom Ibsen	(503) 808-4306	thomas.b.ibsen@usace.army.mil
Department of Defense	Douglas Briggs	(618) 220-5229	douglas.e.briggs.civ@mail.mil
Bureau of Reclamation	Lynette Ripley	(541) 389-6541 ext. 233	lripley@usbr.gov

Additional information, guidance, and FAQs regarding the Federal Lands Access Program may also be found at the following websites:

<http://flh.fhwa.dot.gov/programs/flap/>

[https://flh.fhwa.dot.gov/programs/flap/documents/FLAP Implem Guidance.pdf](https://flh.fhwa.dot.gov/programs/flap/documents/FLAP%20Implem%20Guidance.pdf)

Sincerely yours,

Matthew Fletcher,
Program Manager

Enclosures:

Proposal Evaluation Criteria
Webinar Announcement
Proposal Instruction Checklist
Proposal Form
Joint Endorsement Form

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 Seismic 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