

6. 11:30 Project Updates / Roundtable
Thompson/All

Chair

7. 11:45 Next Meeting? / Adjourn

Chair Thompson

DATE: May 1, 2017

TO: Oregon Transportation Commission

FROM: Matthew L. Garrett
Director

SUBJECT: **Agenda** - Lower John Day Area Commission on Transportation (LJDACT)
Participate in a panel discussion with representatives from the LJDACT, receive the biennial report, and renew the ACT charter.

Requested Action:

Participate in a panel discussion with members of the Lower John Day Area Commission on Transportation (LJDACT), receive the LJDACT biennial report, and approve of its updated charter.

Pursuant to Highway Division Directive HWY ORG 01-02, Area Commission's on Transportation are required to present a biennial report to the Oregon Transportation Commission (OTC) every two years. LJDACT's biennial report and updated charter are attached.

Background:

The Oregon Transportation Commission originally chartered LJDACT in 2000. The LJDACT represents a four county area and local jurisdictions within Wasco, Wheeler, Sherman, and Gilliam Counties. The Area also includes a significant portion of the Reservation of the Confederated Tribes of Warm Springs. The LJDACT is one of three Area Commissions in Region 4, and includes a small portion in Region 5. The LJDACT provides a valuable forum for discussing intermodal transportation needs for the area, assisting ODOT Region 4 in developing recommendations for transportation investments for the OTC. The biennial report describes LJDACT's procedures and accomplishments over the past two years and demonstrates how it meets the OTC's "Policy on the Formation and Operation of Area Commissions on Transportation (ACTs)" and the Highway Division directive that implements the policy.

Discussion Topics:

In preparation for this meeting, the commission posed the following questions for the Area Commission on Transportation members to consider as part of the discussion.

1. As the OTC, we struggle with the balance between maintaining the transportation assets we have and expanding the transportation system. What does this balance look like in your area of the state?
2. What are the key opportunities for transportation investments to help with economic development in this part of the state?

3. What is an appropriate and effective role for ACTs in an era of limited fund? What activities can the ACT engage in to help inform the department's work?

Attachments:

Attachment 1 – LJDACT Biennial Report

Attachment 2 – LJDACT Charter

Attachment 3 – LJDACT Members Table

Copies (w/attachments) to:

Jerri Bohard

Travis Brouwer

Tom Fuller

Bob Gebhardt

Paul Mather

Bob Bryant

Gary Farnsworth

McGregor Lynde

Kelly Jacobsen

Arlene Santana

Representing Counties:

Gilliam County
Sherman County
Wasco County
Wheeler County

Representing Cities & Communities:

Antelope Mitchell
Arlington Moro
Condon Mosier
Dufur Rufus
Fossil Spray
Grass Valley The Dalles
Lonerock Wasco
Maupin

Representing Tribes

Confederated Tribes of Warm Springs

Representing Transit District:

Mid-Columbia Council of Governments (MCCOG) *LINK*

Representing ODOT:

Region 4–Lower John Day Area

Representing Modes:

Bicyclists & Pedestrians
Rail
Aviation
Transit
Marine
Transportation Options

LJDACT Staff Support

Brenda Snow Potter
Finance & Administration
Wheeler County
P.O. Box 447
Fossil, OR 97830
bsnowpotter@co.wheeler.or.us

LJDACT
Lower John Day Area Commission on Transportation

2015-2017 Biennial Report
May 2017

Since its last report to OTC, the Lower John Day Area Commission on Transportation (LJDACT) has continued to establish its role as a key participant in addressing Transportation issues in Wheeler, Wasco, Sherman and Gilliam Counties as well as the region and state. The LJDACT provides an open forum for discussion and coordination of projects and planning involving common transportation issues and needs.

Geographic Boundaries

The LJDACT serves the Gilliam, Sherman, Wasco and Wheeler Counties in north-central Oregon. The LJD Area boundaries are overlapped geographically by the Eastern Oregon Regional Solutions Team which covers (in part) Wheeler & Gilliam Counties, and the North Central Regional Solutions Team (NCRST) covering Hood, Wasco and Sherman Counties. The NCRST boundary also coincides with Mid-Columbia Economic Development District. The LJD Area also covers a significant portion of the Reservation of the Confederated Tribes of Warm Springs (CTWS). The region is linked economically and by common transportation facilities and the services of highway, roadway/street, trail, transit, rail, marine and air.

Major highway routes within the LJD Area include Interstate 84 (Columbia River Highway) running east-west across the northern boundary, US 97 (Sherman Highway) running north-south from Washington to California; and US 26 (Warm Springs Highway) connecting the Portland metropolitan area with Central Oregon across the Mt. Hood National Forest and the CTWS Reservation.

Other less traveled but significant highways within the LJD Area include OR 19 (John Day Highway), US 197 (The Dalles – California Highway), and US30: The Historic Columbia River Highway, a National Scenic Byway to The Dalles.

Other notable routes for other modes through the Area include: the Columbia River for marine including barges, tour ships and ports; the Union Pacific Railway running adjacent to Interstate 84 and the Columbia River, the Burlington-Northern Railway running between the Columbia River and Central Oregon; fixed Transit routes with MCCOG’s *LINK*; and several small to mid-sized municipal airports located in communities throughout the LJD Area.

LJDACT Membership and Voting

The last LJDACT Charter was updated by the Oregon Transportation Commission (OTC) in 2014. More than 50% of the membership consists of elected officials (or designees) from its Counties, Cities and the Confederated Tribes of Warm Springs (CTWS). The remaining members represent various modes including Highway, Aviation, Marine, Bicycle/Pedestrian, Rail, Transit, and Transportation Options. Ex-Officio members include State Legislators, representatives from adjacent ACTs, North Central Regional Solutions Team and Advisory Committee, and representatives from Federal Land Agencies.

Coordination with adjacent areas and state legislators

The LJDACT distributes meeting materials to an extensive audience including adjoining ACTs and legislators. The LJDACT Chair has made personal contacts with adjoining ACT Chairs to discuss common transportation issues. During Oregon's Statewide Transportation Improvement Program (STIP) Update and *ConnectOregon* processes, LJDACT has sent representatives to the Region 4 "Super-ACT" and the Regional/Final Review Committee meetings to participate in prioritizing projects for submittal to the Oregon Transportation Commission (OTC).

Transportation Projects

- In 2009, The Jobs in Transportation Act (JTA) provided \$19,000,000 in funding for the *I-84 @ US 97 Interchange (Biggs Jct.)* project. The LJDACT was instrumental in providing review and support for this significant project for the Area, which was completed on time and well under budget in May of 2015. The LJDACT was also instrumental in support of applying the ~\$3,000,000 in cost savings to a *Phase II* of the project, *US 97 Biggs Jct – Spanish Hollow Creek Bridges...*, which will deliver more improvements towards freight-related access and safety needs for the Biggs Jct. area, and leverages significant bridge seismic investments on US 97 at Spanish Hollow (part of the Oregon Resilience Plan) into a combined construction effort.
- The LJDACT played a critical role in prioritizing and coordinating funding for *The Dalles Transit Center*, which included a unique combination of STIP Enhance and ConnectOregon funding, and was completed by MCCOG in May 2016.
- Another notable project completed in 2016 was the \$25,000,000 *I-84: The Dalles – 15 Mile Creek* concrete pavement reconstruction project, which required significant planning and coordination of LJDACT members for construction traffic management.
- Other projects which have been delivered to construction for 2017 include the *I-84: Mosier – The Dalles* (pavement preservation); the *I-84: Three Mile Creek Culvert* (replacement); and the *US 30 Mosier Creek & Dry Canyon Creek & Chenoweth Creek Bridges* (bridge preservation).

Transportation Projects (Continued)

- The following are other notable STIP and Federal Lands Access Program (FLAP) projects the LJDACT has played an active role in reviewing, coordinating, prioritizing, and supporting since 2014:
 - *US 97 Passing Lanes* (south Sherman County) (2015-18 STIP Enhance, completed 2016)
 - *Fossil Heritage Trail* (2015-18 STIP Enhance, Construction starting in late 2017)
 - *Condon Pedestrian Access* (Draft 2018-21 STIP Enhance)
 - *Main Street (Mosier)* (Draft 2018-21 STIP Enhance)
 - *Tygh Valley – Wamic Road Improvements* (Wasco County) (FLAP, 2017 Construction)
 - *Rowe Creek Pavement Preservation* (Wheeler County) (FLAPO, 2017 Construction)
 - *Celilo Park Safe Access, Rest Area, Recreation Improvements* (FLAP, 2019 Construct.)
 - *Starvation Lane Improvements (Sherman County)* (FLAP, Construction Date TBD)
 - *Ramsey Creek Overlay* (Wasco County) (FLAP, Construction Date TBD)
 - *Lower Rock Creek Pavement Preservation* (Sherman County) (FLAP, Constr. Date TBD)
 - *Lower Rock Creek Pavement Preservation* (Sherman County) (FLAP, Constr. Date TBD)
 - Transit vehicle replacements & mobility management in Wheeler and Gilliam Counties

Engagement Forum Topics

- Provided deliberation and recommendations on 2018-21 STIP Update, ConnectOregon V & VI, and FLAP applications.
- Recommended LJD Area priorities for the Region 4 Park-and-Ride Lot Plan.
- Provided discussion forum and input for Statewide Transportation Topic Plans (Transit, Rail, Bike-Ped, Transportation Options, Freight).
- Hosted *Governor’s Transportation Panel* outreach in The Dalles (2016).
- Creating discussion forum and input for LJD Area *Incident/Event/Operations Planning*.

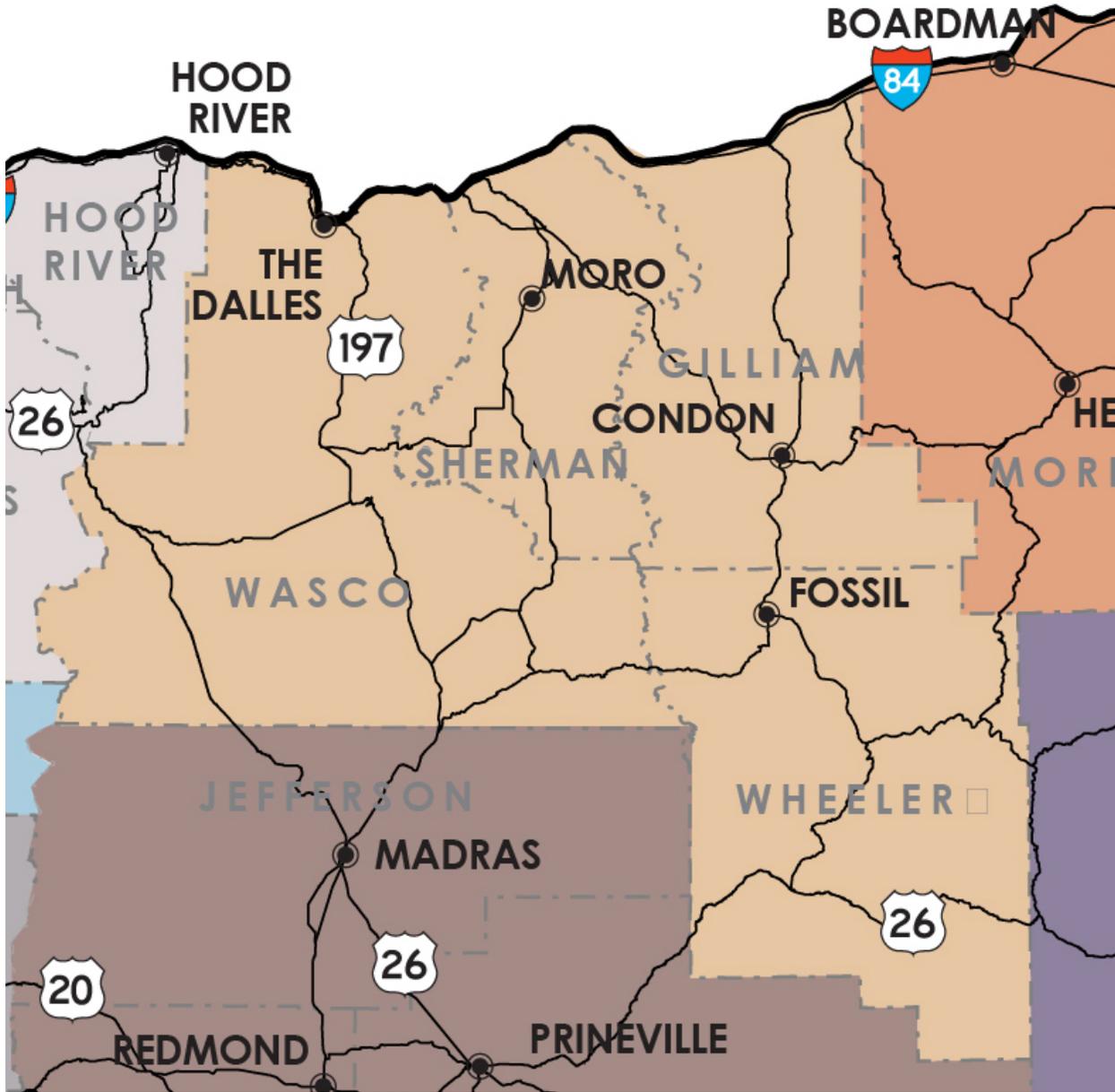
Public Involvement

Notice of LJDACT meetings and meeting agendas are provided to an extensive list of organizations, elected and appointed officials, and interested individuals. This information is also sent to the local news media and posted on the Oregon Transparency Public Meeting website. The agenda always includes time for public comment, as well as opportunities for LJDACT members of the legislative delegation or the OTC to provide comments. The meetings are very open for participation, and all attendees are invited to sit at the table as space allows.

Staff Support

The LJDACT receives staff support (all meeting arrangements, communications, documentation, etc.) from Wheeler County through an intergovernmental agreement with ODOT Region 4.

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



CHARTER OF THE LOWER JOHN DAY AREA COMMISSION ON TRANSPORTATION LJDACT

UPDATED DRAFT APRIL 2017

Background

The jurisdictions and stakeholders representing Gilliam, Sherman, Wasco and Wheeler County and the Confederated Tribes of Warm Springs Reservation and the respective Cities of Arlington, Condon, Lonerock, Fossil, Grass Valley, Moro, Rufus, Wasco, Antelope, Dufur, Maupin, Mosier, Shaniko, The Dalles, Fossil, Mitchell, [and](#) Spray have been granted a Charter by the Oregon Transportation Commission (OTC), establishing the Lower John Day Area Commission on Transportation (LJDACT) as of April 20, 2000.

Lower John Day ACT Purpose

- To provide a forum for the discussion, understanding, support, and coordination of transportation needs, issues, and opportunities affecting the Lower John Day area including the Warm Springs Reservation.
- To review the process and provide input for determining transportation infrastructure, capital investments and project prioritization in and affecting the Lower John Day area.
- To advocate Lower John Day area and Warm Springs Reservation transportation issues to neighboring areas, area legislators and other interested organizations.
- To advise the Oregon Transportation Commission on state and regional policies affecting the Lower John Day area's transportation systems.

Geographic Coverage

LJDACT serves the Gilliam, Sherman, Wasco, Wheeler County and Warm Springs Reservation area of Oregon. These four counties, along with the cities, Confederated Tribes of Warm Springs and other stakeholders in the area, make up a community of interest dealing with similar transportation issues. The region is interconnected by its predominantly agricultural economy and by common transportation facilities and services of highway, rail and river transport. There are approximately 31,000 people in the LJD area, spread across almost 7,000 square miles. This four county area is also generally coincidental with the boundaries of ODOT's Maintenance & Operations District 9 within Region 4. The small population and rural setting pose a unique set of transportation issues for the LJDACT.

Operating Philosophy

LJDACT meetings for all membership will be scheduled every three months on average, as the primary means to achieve the above stated purpose. Additional meetings will be scheduled to address emerging needs and priorities among the membership, ODOT Region 4, or OTC. All meetings and functions will comply with the requirements of the Oregon Public Meetings Law, ORS 192.610 to 192.690, and every attempt will be made to involve the broadest spectrum of area transportation stakeholders.

Membership & Roles

The voting membership of the LJDACT will consist of a member and alternate representing each of the following:

Voting Members - (16)

Local General Purpose Government - (8)

Gilliam County	(elected official or designee)
Sherman County	(elected official or designee)
Wasco County	(elected official or designee)
Wheeler County	(elected official or designee)
City in Gilliam County*	(elected official or designee)
City in Sherman County*	(elected official or designee)
City in Wasco County*	(elected official or designee)
City in Wheeler County*	(elected official or designee)

*City designee determined by representative county for a two-year term, where designee's can include elected official, staff, business, industry, transportation providers, shippers, or citizen at large.

The Confederated Tribes of Warm Springs - (1)

Elected official or designee

Oregon Department of Transportation - (1)

Area Manager or designee

Modal Representatives - (6)**

Aviation Mode representative

Marine Mode representative

Bicycle & Pedestrian Mode representative

Rail Mode representative

Transit Mode representative

Transportation Options representative

**Modal Representatives may include Councils of Government or Ports

Ex-Officio Representation (non-voting) Members^{***}

State Legislators

Central Oregon Area Commission on Transportation (COACT) representative

Eastern Oregon member of the Oregon Transportation Commission

North Central Regional Solutions Advisory Committee Members

North Central Regional Solutions Team Members

Mid-Columbia Council of Governments (MCCOG)

All Ports within the Lower John Day Area

Federal Lands Agency Representatives

****Unless any are currently represented on the voting membership list**

Quorum

At least 50% attendance of voting members will constitute a quorum. Any vacant or unfilled voting member positions will not be counted towards determining the quorum.

Decision Making

The Lower John Day LJDACT will use a consensus decision-making process and will foster a collaborative approach to problem solving. Consensus means that all members agree to support the decision. Members may choose not to block the consensus even though they do not agree with a decision. Members are encouraged to voice and have recorded all viewpoints. Once a consensus decision has been reached, all members agree to support that decision.

Sufficient time will be provided for members to seek advice from constituents, agencies, or other experts, when desired, before a decision is adopted. All members present at the meeting are included in the consensus process. Any member may abstain from the consensus and may request to be acknowledged as abstaining in any publication of the consensus. Abstaining is a choice not to block or to support the decision.

If any member feels the need to stand in the way of consensus on a decision, he/she will explain his or her concerns with the proposed decision to the group, and the group will make every attempt to understand the concern and the underlying interests. The group may decide to designate the issue to a working group for further exploration, development or recommendation for the full group.

If the majority is unable to reach consensus with any of the approaches above, and if a majority of the group feels it is important to reach a decision on the issue in controversy, the group will vote and record the majority and minority views. It is the intent of the LJD ACT to use the voting system infrequently so as not to turn the work of the LJD ACT into one of gathering votes rather than working collaboratively to find solutions.

Officers

~~Every two years a~~ Chair and Vice Chair shall be nominated, at any time, among the 4 County representatives, and endorsed by the voting membership. The Chair will work with support staff to prepare LJDACT meeting agendas, and shall preside at all meetings that he / she attends to and shall be responsible for helping the group adhere to operating guidelines. The Chairperson will conduct all meetings in a productive manner, respectful of the need for all interests and concerns to be raised. The Vice Chair shall assume duties of the Chair in his or her absence, and ODOT Area Manager or designee shall assume the duties of the Chair in the absence both the Chair and Vice Chair.

Staff Support

Staff support will be provided by ODOT and/or staff from one of the four Counties, in any manner acceptable to LJDACT, ODOT, and the currently designate County. ODOT contributes as needed financially in amounts determined by the Region 4 Manager to LJDACT for associated County staff costs, and makes available ODOT staff directly for technical support.

Technical Assistance

LJDACT may select and make use of technical advisory committee(s) as needed. Existing technical advisory groups are used as much as possible. All Road Masters, Public Works Officials, and appropriate ODOT staff are encouraged to attend all the meetings of the ACT.

Public Outreach/Notice

All LJDACT meetings will be open to public attendance and any member of the public may attend any meeting. The public is encouraged to participate at the appropriate time on the meeting agenda.

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

Meeting Notice – LJDACT staff place an advertisement in regional newspapers approximately 10 days prior to the regular meeting. The meeting announcement and agenda are also posted on the web site(s) (ODOT ACT website & LJDACT website). The agenda always includes time for public comment, as well as opportunities for members of the legislative delegation or the OTC to provide comments, if present.

Meeting Materials - the agenda package is e-mailed to Commission members, ex-officio members, and others requesting such materials, no later than one

week prior to the meeting.

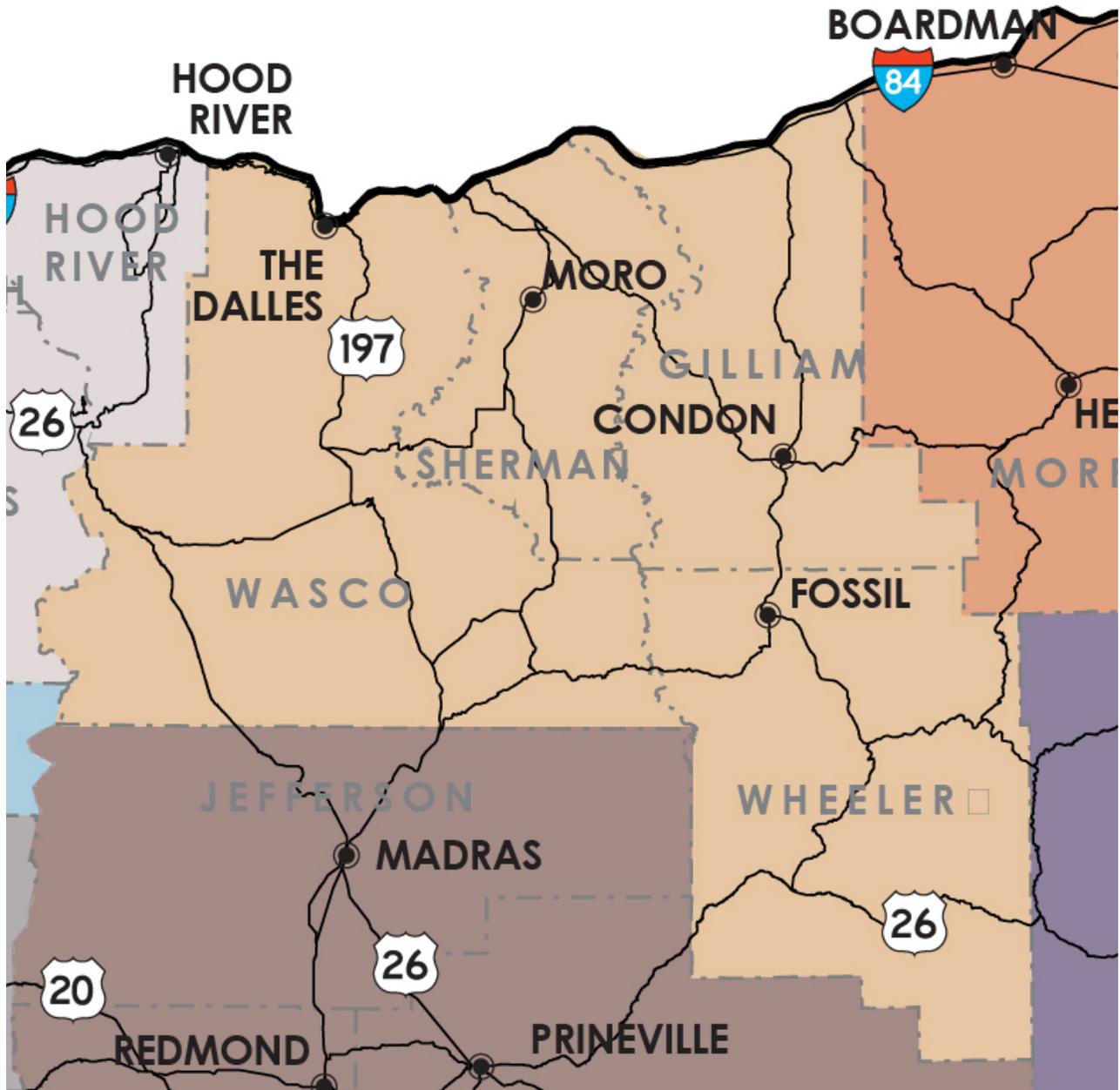
Meeting Location - Regular meetings are held in various communities with the Lower John Day Area, typically in Rufus. All locations are ADA accessible.

Meeting Minutes - Meeting minutes are prepared for each meeting. After the minutes are approved by the LJDACT (at the next meeting), they are posted to the website(s).

Coordination with adjacent areas and state legislators

Adjoining area commissions such as COACT and state legislators are on LJDACT's regular mailing list and invited to attend meetings. The LJDACT Chair also generally meets on an annual basis with the COACT and South Central Oregon ACT (SCOACT) representatives to discuss project selection and other transportation policy issues. State and federal legislative representatives occasionally attend the LJDACT meetings.

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



Lower John Day Area Commission on Transportation
Voting Membership
Term: January 2014 - December 2015

<p>Wasco County 2705 East 2nd Street The Dalles, OR 97058</p> <p>Member: Arthur Smith Wasco County Public Works Director Ph: (541) 506-2640 email: arthurs@co.wasco.or.us</p> <p>Alternate: Rod Runyon Wasco County Commissioner Ph: (541) 506-2523 email: RodR@co.wasco.or.us</p>	<p>Sherman County 500 Court Street P.O. Box 365 Moro, OR 97039</p> <p>Member: Gary Thompson (Chair) Sherman County Judge Ph: (541) 565-3416 email: gthompson@co.sherman.or.us</p> <p>Alternate: Tom McCoy Sherman County Commissioner Ph: 541-442-5233 email: tmccoy@gorge.net</p>	<p>Wheeler County 401 Fourth Street P.O. Box 447 Fossil, OR 97830</p> <p>Member: Debbie Starkey County Commissioner Ph: (541) 468-2111 email: dstarkey@co.wheeler.or.us</p> <p>Alternate: Lynn Morley Wheeler County Judge Ph: (541) 763-3460 email: lmorley@co.wheeler.or.us</p>
<p>Gilliam County 221 South Oregon Street P.O. Box 427 Condon, OR 97823</p> <p>Member: Mike Weimar County Commissioner Ph: (541) 296-5481 email: mike.weimar@co.gilliam.or.us</p> <p>Alternate: Dewey Kennedy Gilliam County Roadmaster Ph: 541-384-5717 email: dewey.kennedy@co.gilliam.or.us</p>	<p>Oregon Department of Transportation 3313 Bret Clodfelter Way The Dalles, OR 97058</p> <p>Member: Gary Farnsworth Region 4 Central & LJD Area Manager Ph: (541) 388-6071 email: gary.c.farnsworth@odot.state.or.us</p> <p>Alternate: Brad DeHart ODOT Transportation Engineer Ph: (541) 296-2215 email: Bradley.K.DEHART@odot.state.or.us</p>	<p>Confederated Tribes of Warm Springs 1233 Veterans St. Warm Springs, OR 97761</p> <p>Member: Randolph R. Scott Land Services Administrator Ph: (541) 553-3314 email: randy.scott@wstribes.org</p> <p>Alternate: _____</p>
<p>City of The Dalles (Wasco County City Rep) 1215 West First Street The Dalles, OR 97058</p> <p>Member: Dave Anderson Public Works Director Ph: (541) 296-5481 email: danderson@ci.the-dalles.or.us</p> <p>Alternate: Dale McCabe City Engineer Ph: (541) 296-5481 email: dmccabe@ci.the-dalles.or.us</p>	<p>City of Rufus (Sherman County City Rep) 204 W. 2nd Street P.O. Box 27 Rufus, OR 97050</p> <p>Member: Dan Pehlke City of Rufus Mayor Ph: (541) 739-2939 email:</p> <p>Alternate: Scott Holiday City of Rufus Administrator President of the City Council Ph: (541) 739-2321 email: rufuscityhall@gmail.com</p>	<p>City of Fossil (Wheeler County City Rep) 401 Main Street P.O. Box 467 Fossil, OR 97830</p> <p>Member: Mary Mountain City Councilor City of Fossil Ph: (541) 763-2070 email: mary825@centurytel.net</p> <p>Alternate: Bill Potter Public Works Ph: (541) 763-2698</p>

Lower John Day Area Commission on Transportation
Voting Membership
Term: January 2014 - December 2015

<p>City of Condon (Gilliam County City Rep) PO Box 455 Condon, OR 97823</p> <p>Member: Kathryn Greiner City Administrator Ph: (541) 384-2711 email: cityofcondon@jncable.com</p> <p>Alternate: <u>Tim Weatherall</u> Public Works Superintendent City of Arlington Ph: (541) 454-2743 Email: cityofa@gorge.net</p>	<p>Bicycle & Pedestrian Representative</p> <p>Member: Patricia Jaeger Economic Development Director Ph: (541) 763-2191 email: pjaeger@co.wheeler.or.us</p> <p>Alternate: Beverly Osborn Wheeler Co. Road Dept. Secretary Ph: (541) 763-2911 email: bosborn@co.wheeler.or.us</p>	<p>Rail Representative</p> <p>Member: Peter Mitchell Port of Arlington Manager/Econ Dev Officer Ph: (541) 454-2868 email: peter.mitchell@portofarlington.com</p> <p>Alternate: Ron Wilson Port of Arlington, Pres. Ph: (541) 454-2868 email: ronwilsoncustomleather@gmail.com</p>
<p>Aviation Representative</p> <p>Member: Chuck Covert Airport Co-Manager Columbia Gorge Regional Airport Ph: (541) 993-1011 email: napatd@gorge.net</p> <p>Alternate: Rolf Anderson Airport Co-Manager Columbia Gorge Regional Airport Ph: (503) 781-2199 email: rolfanderson@gmail.com</p>	<p>Transit Representative</p> <p>Member: Rich Eberle Transportation Director Mid-Columbia Council of Governments (MCCOG) Email: Richard.Eberle@mccog.com</p> <p>Alternate: Brent Olson Transportation Operations Director MCCOG Ph: (541) 296-7595 Email: bolson@gorge.net</p>	<p>Marine Representative</p> <p>Member: Jeff Kaser Manager, Mid-Columbia Producers Ph: (541) 565-3737 email: jeff@mcpcoop.com</p> <p>Alternate: _____</p>
<p>Transportation Options Representative</p> <p>Member: Amanda Hoey Executive Director MCEDD Ph: (541) 296-2266 email: amanda@mcedd.org</p> <p>Alternate: Jessica Metta Ph: 541-296-2266 email: jessica@mcedd.org</p>		

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

Meeting held January 30, 2017 at 10:00 am
Bob's Texas T-Bone Restaurant
101 Main Street; Rufus, OR 97050

In Attendance:

- | | |
|-------------------------|---|
| 1. Gary Thompson | Sherman County, Judge – LJDACT Chair |
| 2. Mike Weimar | Gilliam County, Commissioner |
| 3. Brad DeHart | ODOT, The Dalles, Project Delivery |
| 4. Rod Runyon | Sherman/Wasco County, Commissioner |
| 5. Kathleen Fitzpatrick | City of Mosier, City Manager |
| 6. Kathryn Greiner | City of Condon, City Administrator |
| 7. Jeff Bufton | City of Arlington, Mayor |
| 8. Dewey Kennedy | Gilliam County, Roadmaster |
| 9. Pat Cimmiyotti | ODOT, The Dalles, District Manager |
| 10. Rich Eberle | Mid-Columbia Council of Governments, Transportation |
| 11. Tom McCoy | Sherman County, Commissioner |
| 12. Joe Dabulskis | Sherman County, Commissioner |
| 13. Nate Stice | Regional Solutions |
| 14. Jonathan Asher | Wheeler County Community Transportation |
| 15. Arthur Smith | Wasco County, Public Works Director |
| 16. Chuck Covert | The Dalles Airport |
| 17. Bob Bryant | ODOT Region 4 |
| 18. Dan Hoyt | MCEDD |
| 19. Dennis Ross | City of Maupin, City Council |
| 20. Brenda Snow Potter | Wheeler County, Finance & Administration – LJDACT Admin |
| 21. Gary Farnsworth | ODOT Region 4 Central & LJD Area Manager |
| 22. Jon Justesen | Sherman County Rancher |
| 23. Amy Pfeifer | ODOT, Planning and Environmental Manager |
| 24. David Amiton | ODOT, Transportation |
| 25. Michael Duncan | ODOT, Planner |
| 26. Della Mosier | ODOT, Region 4 |
| 27. Michael Eliason | Association of Oregon Counties, Transportation Lobbyist |
| 28. Les Ruark | Citizen |
| 29. Steve Shaffer | Gilliam County, Judge |

1. **Call to Order, Introductions, Agenda Review** - Chair Thomson
 - a. Opportunity to provide comments on the Draft 2018-2021 *Statewide Transportation Improvement Program (STIP)*
 - b. General Public Comments
 - G. Farnsworth provided a map and a review of the STIP program
 - J. Justesen, Sherman County expressed his concern regarding safety issues on Shear's grade, specifically Buckhollow Bridge on 197 from milepost 52-53. He recommends the bridge being widened.

Rod Runyon has heard compliments on the potholes being repaired on the bridge.

Per Gary Farnsworth, at the end of each winter the roads and needs are reviewed routinely to determine if there needs to be an amendment to the capital program. 2018-2021 will contain major amendments to the entire program. During the draft period comments are used to determine those amendments.

Chuck Covert was asked about the 197 bridge project. He was asked if the bridge will be closed during the project.

Gary Farnsworth explained that the expectation is 2019-2020 and the plan will include how to manage traffic and stage construction. They will look at impacts/trade-offs and how to handle the traffic. Bridge deck project should be considered a major event. There could be extended periods of closure.

Brad DeHart has been asked several questions but it is too early to tell what the solution will be. He gave several examples of how the project might go.

Bob Bryant stated that the work is not going to happen without significant effects on traffic.

Chuck Covert stated that it will have an effect on the airport

Per Gary Farnsworth, this is a chance to collectively address the impacts and how to manage travel on both sides of the river.

2. **LJDACT Business**

a. Review/Approve past meeting minutes

Motion made by Rod Runyon to accept the October 3, 2016 minutes, second by Chuck Covert. Vote passed unanimously.

b. Membership Review

- i. Wasco County – Rod Runyon, Arthur Smith, Dave Anderson
- ii. Gilliam County – Mike Weimar and Dewey Kennedy
- iii. City of The Dalles – Dave Anderson (not present)
- iv. Sherman County – Gary Thompson and *New* John Dabulskis
- v. ODOT – Gary Farnsworth and Brad DeHart
- vi. City of Rufus – Dan Pehlke (not present) and Scott Holiday (not present)
- vii. Wheeler County – *New* Debbie Starkey (not present) and *New* Lynn Morley (not present)
- viii. Warm Springs – Randy Scott (not present)
- ix. City of Fossil – Mary Mountain and Bill Potter (not present)
- x. City of Condon – Kathryn Greiner and *New* Tim Weatherall (not present)
- xi. Aviation – Chuck Covert
- xii. Transportation Options – *New* Dan Hoyt and Amanda Hoey (not present)
- xiii. Bicycle & Pedestrians -
- xiv. Transit – Rich Eberle and *New* Brent Olson (not present)
- xv. Rail – Peter Mitchell (not present) and Ron Wilson (not present)
- xvi. Marine – Jeff Kaser (not present) - Appoint an alternate and possible replacement for Jeff.

Rod Runyon explained that only members have a vote – alternates do not.

Gary Farnsworth verified that this is the case. This is at the will of the voting members to determine the role of the alternate. This will be discussed further during

the ACT 101. There is to be one representative from each County and one from each City. The Charter was last revised in 2014.

3. **Region 4 Active Transportation Needs Inventory**

– David Amiton

This is an opportunity to focus on active transportation in connection with biking, walking, etc.; prioritize needs and opportunities for input. Handout was provided. Update on needs inventory process is a three step process that started at the beginning of summer for sidewalks, shoulders, shared use, bike lanes, etc. The process includes inventory, evaluate and prioritize. Inventory of existing facilities inventory includes reviewing their condition. The evaluation period will include selecting criteria to determine gaps and deficiencies in order to address the highest needs throughout the state and determine how to make good decisions on solving those problems. The summer program provided a complete assessment of substandard conditions, such as width of sidewalks and/or bike lanes or the lack of either.

High level categories are safety and connectivity. The goal is to identify the best way to measure those things as meaningful for all regions. They must be objective, consistent in quality/good crash data, available for the entire system, and is not redundant with other measures.

Safety Category: Using a 5 year crash history; level of traffic stress, potential risk exposure, volume of traffic; connectivity is still being decided. One factor is the distance between urban areas. Another factor is if it serves as a main street to get to needed services; connection to a facility; transit and other essential destinations; An additional factor is popular routes for recreation or other tours. They are considering population density. They are seeking stake holder input in the form of local agencies for feedback. They are doing a complete review of local plan projects on the highway system; using collected inventory to determine where the weight needs to be put.

Rod Runyon asked if this is for ODOT/state roads only.

The primary focus is on the state highway system. They can only identify substandard areas on the current system.

Rod Runyon added that most of his input is from wheat farmers and they do not care to interact with bicycles.

Dennis Ross added information on a bike trail between Mopin and the bridge, on the old BLM railroad grade. There are issues with the bikes sharing the road.

Per David, Oregon State Parks is working with identifying the Oregon Scenic Bikeway.

Only in tune with bike routes on the state highway system

Gary Farnsworth stated that we need ways to connect for the whole system.

There is a meeting next week to discuss that area.

Gary Farnsworth added that even though emphasis is on the state highway system, other areas are considered to determine how they connect, and how to get the best value. He asked how a needs list he is creating fits in with past projects for enhancement. He asked how this plays into building funding.

David's goal for the project is to help other efforts that are already going; to use this as a resource to look to for help to enhance those proposals.

Gary paraphrased that if someone is assessing priorities to make a proposal, the review group can refer to this list to help inform for how to prioritize for the capital program.

Bob Bryant stated that the goal is to optimize the use of limited resources to maximize the benefit to the public. It is hard to assess one relative to another without the kind of work David is doing for active transportation. This is useful to take a broader look.

Rod Runyon asked if when a county road is chosen as a scenic byway is money available to help with that county road.

Per Bob Bryant, the programs are managed through Oregon State Parks and they do not come with anything more than minor funding for signage. The group looks at the routes for safety, infrastructure, traffic volumes, recreational benefits, and interacting with the jurisdiction to gain input. As ODOT, they have partnered with State Parks on the scenic bikeway program to a minor degree to provide some minor enhancements on the selected routes. Counties with an interest have invested with State Parks.

Gary Farnsworth added that enhanced proposals have come forward that have overlapped onto existing bikeway systems. This helped inform the prioritization. With the inventory list, the group can cross reference David's list to justify improvements. This creates opportunities.

Bob Bryant stated that The Dalles Bridge is an example of that. In addition to the deck replacement, there are other enhancements that can be included.

Gary Farnsworth added that they are in discussions with Wash DOT.

Dennis Ross asked about OPRD.

Bob Bryant yes, OPRD administers the scenic bikeway program.

David explained that Alex Phillips works on this.

Bob Bryant offered more information on her role and the program. Her group considers additional routes. With the scenic bikeway program, some of the bikeways occupy federal jurisdiction. They have some of the same concerns and interests expressed here. When promoting the bikeways, it elevates usage when designated as a bike route. The liability on the agency when a route is designated is a concern. That led to the Federal lands access program to answer that question. What is the criteria to balance the safety of all users on a particular route with bicyclists when a route is designated as a scenic bikeway? He will bring that decision back as it takes form.

Gary Farnsworth added that this is another potential funding source to use as leverage.

4. **ODOT Statewide Freight Plan Update** - Amy Pfeiffer-Region 4 Planning and Environmental Manager

Handout was provided.

In 2011 the freight plan was updated. There were actual formula funds available for freight. Statewide, the freight plan is being updated. The three main areas to be updated are to inventory the need, define the system, and come up with an investment plan. They will include freight delay areas, bottlenecks and pinch points. This is data driven. They are looking at inter-modal connectors and non-highway modes. This should include rail, marine, aviation, and some inter-modal type facilities. This is being done by the ODOT Statewide Planning Unit. They will come back to ACT to determine if anything was missed. I-84 and I-5 formula funds can be used. In addition to this, they are able to designate critical urban and rural corridors. They need to identify 77 miles of critical urban and 155 miles as critical rural corridors. There is not a lot of money. Statewide there is 80 million total to use on all designated freight routes. They are using the data to identify the critical corridors over a five year period. They plan to complete the inventory in February and finish in the spring 2017. They will development an investment plan in late summer 2017. Adopt in November 2017.

Gary Farnsworth asked about FASTACT and the new Trump administration and how that will affect priorities for freight in Oregon.

Per Amy, she has not heard any discussions yet.

Gary Farnsworth added that the better job done evaluating priorities around freight, the better off we will be.

Amy stated that if anyone knows of any areas of known safety areas, please pass that information along.

There was a brief discussion about the last week's weather related traffic issues.

Brad DeHart asked about the 155 miles of statewide rural.

Amy stated that yes it is statewide but this may include small areas of 97.

Gary Farnsworth asked to clarify the parts of the map that show the areas already designated. The timeframe for the 80 million is through 2022.

Rod Runyon asked if this is a possible research option for John Justesen and the Buckhollow Bridge.

Brad DeHart stated that this would qualify.

Amy explained that the link to the website on the ODOT sit has more information and data. She will provide a link. Scott Turnoy's information is on the handout.

Gary Farnsworth provided a recap. ACT will have a chance to weigh in and give input for this area.

Dennis Ross asked if restrooms and truck parking are included.

Per Amy, this is included in a separate pilot. It could be included in the last mile connection to an inter-model or freight areas.

5. **Winter Conditions/Roundtable** - Chair Thompson

Gary Thompson: Hwy 97 has been treacherous. A three mile stretch had 14 semis and numerous cars upside down or on their sides over a two day stretch. This is one of the most dangerous highways in Oregon. There are more deaths per population than any other highway in Oregon. He would like to see some this money considered to correct these problems. The bulk of the accidents occurred where the new passing lane was put in. The new pavement iced over. The older pavement was rough enough to not cause problems.

Pat Cimmiyotti: Without partners, they could not have achieved what they were able to this year. He commended Dewey Kennedy and other areas for their help. There are typically a small number of events. This year, they had a month and a half of continuous weather events. I-84 was closed due to snow fall. It was challenging for equipment and personnel. The ice storm on 97 with sleet and freezing rain blew up in a short time period and short distance. This involved a significant number of trucks. Signs were up but trucks did not have chains. There were some issues with the new pavement. Not a lot can be done with freezing rain. They used three times the normal amount of sand/deicer in The Dalles. This year has been challenging for crews and partners. Addressing it together is important. Typically they are not set up for extended winter conditions.

If the roads are not kept open, there is not an easy route from Sherman & Gilliam County to the hospital. They may shift resources to account for this and to keep the freeway open. This is done statewide as well. There were 8-10 graders working in The Gorge with approximately 2" of ice.

Chuck Covert asked if there were cost estimates.

Pat did not have the numbers at this time. They expended a lot of material, overtime hours and they hired contractors to help. From Biggs to the Port of Hood River there were trucks parked along the freeway. Crews cannot maintain roads if these trucks are parked on the freeways. The focus was getting the trucks off of the freeway. Additional resources were used. They are always trying to improve. The Dalles has limited fueling resources for trucks, resulting in additional travel for trucks.

Dewey Kennedy: Gilliam County had the same issues but with 8-10 foot drifts. Big equipment was used to clear the roads. Problem is after the snow stops and it starts to melt. Ditches are full and they will need to pull culverts to remove the gravel.

Mike Weimar stated that the Road secretary broke her ankle in the Courthouse parking lot and has been out of work for over a month.

Dewey only uses his resources. Some farmers do their roads out to the highway

Per Pat, The Dalles Bridge has a significant amount of pot holes. All trucks were using the bridge because other roads were not open yet. There will be summer projects to improve pavement conditions. Westbound bridge at mile post 91 the conditions went the wrong way. There was delaminating from the bridge deck. This will be addressed this spring.

Art Smith: Echoed Pat's sentiments regarding the partners. They worked with the school superintendents. Everybody has done a good job. He ran some numbers. December 8-22 the crews worked 15 straight days for 1200 total hours, 350 hours of which were overtime. New Years Day through the 21st – 21 days straight, 1700 total hours, 650 of which were overtime. All together 2900 total hours, 1,000 hours of overtime and 2,000 cubic yards of sand. This was done with a 15 person crew countywide. Commended the crews.

Kathleen Fitzpatrick: Wasco County was critical in keeping Mosier open. She commended the Wasco crew. There was a Wasco Emergency Management Planning meeting with partners to preplan for the event.

Gary Farnsworth recommended an emergency management planning discussion at the next meeting.

6. **2017 Transportation Investment Strategy Topics**

- Gary Farnsworth

Review/discuss OTC Investment Strategy

Commissioner Tammy Baney joined telephonically

Handout was available. Tammy walked through the handout regarding the legislature update, the ODOT update and the long term investment strategy. The plan is to prioritize and make roads resilient to the Cascadia event.

Tammy asked those present if there is there anything missing. She asked how to paint a picture for the legislature that includes the cities and counties.

Gary Farnsworth asked how we can help.

Tammy explained that there are challenges in legislature articulating the need; being able to talk about businesses struggling to get their goods through Portland and the added capacity on 97. Everyone needs to stand up and say what is needed.

Paul Mather, highway division admin, will be sending a letter asking to work with commissions on freight bottlenecks – proposed projects by April. Region 4 proposed 350 million. The requirements are that they are a benefit, eligible for highway funds, safety, seismic, quality – important that these needs are submitted by April

ACT needs to be ready with stories of what it means. Legislature needs to hear what would benefit the businesses in the area.

There was a short discussion on the current political situation.

Tammy expressed that there are some concerns about what has been put on the list based on the laying out of where those investments would occur.

Per Mike Weimar, when looking at the investment strategy background and the limited resources, we are totally left out. It looks like it focuses on urban areas.

Tammy explained that the region shows significant investment opportunities on the 97/84 corridor, including bridge and highway investments. The areas of the state look at

it as a lifeline corridor. Highlight those investment needs to add to this plan. ACT must provide information on these needs.

Tammy would like to be invited to future meetings. Management letter went out today. 52 ACT members weighed in. Gary will have Brenda forward this information out.

7. **Project Updates/Roundtable** - Chair Thompson
 - a. Deferred
8. **Next meeting/Adjourn** - Chair Thompson
 - 1st Monday in March, send out a poll to determine availability - March 6thBob Bryant added that looking at getting all representatives to meet. It might be beneficial.
Adjourned at 12:05 pm

DRAFT