

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

AGENDA

May 7, 2018, 10:00 A.M. ~ 12:00 P.M.

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

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| 1. | 10:00 Call to Order, Introductions, Agenda Review
- General Public Comments
- Acknowledgments | Chair Thompson |
| 2. | 10:10 LJDACT Business
- Review/Approve past Meeting Minutes (Action)
- Review/Update Membership (Action) | Chair Thompson |
| 3. | 10:15 ODOT ADA Plan Update | Lisa Strader, ODOT |
| 4. | 10:40 2021-2024 STIP Update
- February thru March OTC meeting debriefs
- Fix-It/Safety Program 150% Lists & Leverage | Gary Farnsworth, ODOT
Other ODOT Staff |
| 5. | 10:50 Federal Lands Access Program (FLAP)
- Updates from Applicants
- Consider LJDACT Letters of Support | Chair Thompson/All,
Applicants |
| 6 | 11:10 Public Transportation Topics
- Statewide Plan & STIF Updates
MCEDD
- LJD Area planning considerations | Theresa Conley, ODOT
Kathy Fitzpatrick, |
| 7. | 11:40 Incidents/Events/Operations Planning
- Updates on Operations Collaboration/Plans | Shane Johnson, ODOT |

8. 11:45 Project Updates / Roundtable

Chair Thompson/
Brad DeHart, ODOT/All

9. 11:55 Next Meeting? / Adjourn

Chair Thompson

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

Meeting Minutes

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

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

In Attendance:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Kathy F. asked about Jeff Munson coming to present.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4. 10:40 Federal Lands Access Program (FLAP)
- Call for Applications
- Project Updates and Coordination

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

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

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

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

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

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

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

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

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

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

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

5. 11:00 Statewide Transportation Improvement Fund Update Theresa Conley, ODOT
- Overall Update for STIF & Transit Kathy Fitzpatrick, MCEDD
- LJD Area planning considerations

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

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

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

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

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

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

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

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

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

Discussion continued.

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

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

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

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

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

Discussion continued.

Gary F. assumed there is support for coordinating efficiencies.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

7. 11:35 Project Updates / Roundtable

Chair Thompson
Brad DeHart, ODOT/All

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

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

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

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

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

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

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

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

8. 11:55 Next Meeting? / Adjourn

Chair Thompson

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

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

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

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

Meeting adjourned

LOWER JOHN DAY 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 Cimmiyoti, 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.

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|----|-------|-------------------------------------|-------------------------|
| 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.ljdact.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

Chair Thompson

Next Meeting will be January 8th, 2018

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

BUILDING A NEW PUBLIC TRANSPORTATION PLAN FOR OREGON



FURTHER PUBLIC INPUT OPPORTUNITIES THIS SUMMER

The Oregon Department of Transportation (ODOT) has worked with stakeholders to draft a new Oregon Public Transportation Plan (OPTP). The state's population and traffic have grown and what Oregonians need and expect from public transportation has changed. The new OPTP will:

- Establish a shared statewide vision for public transportation
- Help guide and support decisions by state, regional, and local government agencies
- Help communities respond to changing conditions and guide future investments
- Provide strategies for realizing the vision for public transportation in Oregon

Public transportation connects people, places, and critical services within and between urban and rural communities. It supports communities' economic vitality and contributes to individuals' health and safety. Because public transportation is for everyone and is essential for many, ODOT has sought input from Oregonians including community members, public transportation riders, providers and government agencies to make sure the draft OPTP reflects needs and desires throughout the state. Please review the draft plan, and share your comments this summer.

The Online Open House is coming this summer! Visit OPTPFeedback.org between late May and late July to share your thoughts.



VISION FOR PUBLIC TRANSPORTATION

In 2045, public transportation is an integral, interconnected component of Oregon's transportation system that makes Oregon's diverse cities, towns and communities work. Because public transportation is convenient, affordable and efficient, it helps further the state's quality of life and economic vitality and contributes to the health and safety of all residents, while reducing greenhouse gas emissions.

THE PLAN'S 10 GOALS

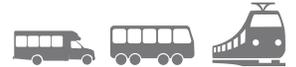
- 1: Mobility – Public Transportation User Experience
- 2: Accessibility and Connectivity – Getting from Here to There
- 3: Community Livability and Economic Vitality
- 4: Equity
- 5: Health
- 6: Safety and Security
- 7: Environmental Sustainability
- 8: Land Use
- 9: Strategic Investment
- 10: Communications, Collaboration and Coordination

WHAT DOES THE OPTP MEAN BY "PUBLIC TRANSPORTATION"?

The plan provides policies and strategies to guide public agencies' decisions about:

- Local, regional and intercity fixed-route bus lines
- Demand response (door-to-door) services
- Local and intercity rail services
- Interactions with current and emerging private services such as intercity bus systems, ridesharing and car sharing

Note: The plan does not include specific projects or investments.



WHAT THE NEW OPTP WILL ACCOMPLISH

The OPTP will establish common understandings for local, regional and state agencies, including:

- Vision and goals for public transportation
- Policy and strategy framework to inform decision making
- Possible priorities under different levels of funding for public transportation
- Opportunities and challenges in investment and implementation
- Positioning public transportation as a key part of Oregon's transportation system

MOVING FORWARD — THE KEY INITIATIVES

During summer 2017, stakeholders and the public reviewed the draft policies and strategies. Three implementation themes emerged. These initiatives are proposed as the focus for initial implementation of the plan. They touch on multiple OPTP goals and are critical to OPTP success.

- **Plan Integration:** Agencies and providers working together to better integrate transit in their transportation, land use and other planning efforts
- **Regional and Intercity Services:** Improve and better connect public transportation services
- **Technology:** Anticipate, test, and share new and improved technologies

Important in the short and long term, these three key initiatives provide the building blocks for implementing the plan.

The Online Open House is coming this summer! Visit OPTPFeedback.org and share your thoughts. Late May - Late July 2018

OUTREACH MILESTONES

Each stage of collaboration has brought the plan closer to completion, with invaluable input from community members and stakeholders.

2016: Public input on draft vision, goals, opportunities and challenges

2017: Public input on draft policies and strategies

2018: Public input on draft plan- final review before plan adoption

- Online Open House: late May to late July
- Public Hearing: July 19 or 20, 2018
- Anticipated adoption: September 20, 2018

PROJECT CONTACTS AND WEBSITE

Find more information and sign up for email announcements: oregon.gov/odot/Planning/Pages/optp.aspx

Project staff members:

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Statewide Transportation Improvement Fund Overview of Draft Rules

recommendation to its governing body or board based on its review of the proposed projects' contents according to the criteria in the draft rule. That body will submit STIF Plans to ODOT. ODOT staff will review STIF Plans for completeness and refer each complete STIF Plan to the Public Transportation Advisory Committee (PTAC) for review. PTAC will decide whether to recommend STIF plans to the OTC. If PTAC decides it will not advance all or a portion of a STIF Plan, the Qualified Entity will have 30 days to complete revisions. The OTC will decide whether to accept or deny PTAC's recommended STIF Plans. A schedule and flow chart for this decision-making process is located on page 2 of this fact sheet.

Other Formula Fund rules

In addition to the key elements described above, Division 42 includes rules about the Formula Fund cycle, reporting requirements, and capital asset requirements.

Key elements of draft Intercommunity Fund and Discretionary Fund rules

Purposes

These rules (Chapter 732, Division 44) establish the procedures and requirements necessary for the administration of the Discretionary Fund and Intercommunity Discretionary Fund. The purpose of the Discretionary Fund is to provide a flexible funding source to improve public transportation in Oregon. All project types are eligible for funding, except ongoing operations.

The Intercommunity Discretionary Fund is for improving connections between communities and other key destinations important for a connected statewide transit network. Projects eligible to receive grants under the Intercommunity Discretionary Fund include but are not limited to: capital projects such as vehicles, facilities, equipment and technology as well as mobility management, planning, research and operations. As a competitive funding source, ongoing operations projects are subject to risk of not receiving continuous funding. Public transportation service providers may apply to ODOT directly for these funds.

Match

Discretionary Fund applicants are required to demonstrate the ability to provide a match of at least 20 percent of the total project's cost. There are a few exceptions that merit a 10 percent match, such as if the project will predominantly serve or provide access to and from rural communities. Rural communities for this purpose are described as communities outside of urban areas with populations of 50,000 or less. Details on match requirements can be found in the draft rule.

Advisory Committee review

ODOT will provide a copy of the application to the Qualified Entity associated with the application, as appropriate. Qualified Entity Advisory Committees shall provide a written recommendation to the Qualified Entity's governing body stating whether the OTC should award funding. Committees have the option of submitting a prioritized list of projects. Each Qualified Entity shall submit the recommendation of its advisory committee to ODOT.

Project selection

The draft rules include a list of OTC investment priorities. The OTC may refine its investment priorities with input from PTAC. PTAC will make a funding recommendation to the OTC considering input from Qualified Entity Advisory Committees and Area Commissions on Transportation. OTC will determine whether to accept or reject grant applications for discretionary funding.

Other funding rules

In addition to the key elements described above, the draft Discretionary Fund rules address the solicitation and application submission periods, application requirements, recipient qualifications, grant agreement contents, reporting requirements, withholding or repaying of funds, and capital asset requirements.

Contact information

For more information about STIF, please reach STIF Project Manager Karyn Criswell by phone at 503-856-6172 or via email at Karyn.C.CRISWELL@odot.state.or.us

Find additional information about STIF and sign up for email updates at: <http://www.oregon.gov/ODOT/RPTD/Pages/STIF.aspx>

Updated: 4/5/2018

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 with good jobs, strong communities with high quality of life, a clean environment, and safe, healthy people. 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 service in Oregon communities.

Public comment sought on draft rules

Over the past six months, the Oregon Department of Transportation (ODOT) worked with a Rules Advisory Committee to develop draft rules to guide the use and implementation of the fund. The committee's process included opportunities for public input through listening sessions and online surveys. This input was incorporated into the draft language to amend Oregon Administrative Rules Chapter 732, Divisions 40, 42, and 44 that will be considered by the Oregon Transportation Commission (OTC) in 2018.

Review the complete content of the draft rules and provide comment to the ODOT Rules Coordinator:

bit.ly/FundDraftRules

Participate in rulemaking

Public comment on the draft rules is invited during the rulemaking process. For a copy of the draft rules, current rulemaking schedule, and to comment, go to: bit.ly/FundDraftRules

Rulemaking schedule

The rulemaking schedule, below, is current as of April 5, 2018. Please visit the ODOT Rulemaking website as the process proceeds to confirm the schedule.

- **March 28, 2018**
Notice filed with Oregon Secretary of State
- **April 1 through April 21, 2018**
Public comment period
- **April 17, 4-6 p.m.**
Public hearing at ODOT Region 2 Campus 885 Airport Rd SE, Building X
- **June 22, 2018**
Oregon Transportation Commission meeting to consider draft rules
- **July 1, 2018**
Rules go into effect, pending OTC action

STIF program areas in rulemaking:

Formula Fund

Ninety percent (90%) of the STIF will be distributed 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 Fund

Five percent (5%) of the STIF will be awarded to eligible public transportation service providers based on a competitive grant process.

Intercommunity Discretionary Fund

Four percent (4%) of the STIF will be used to improve public transportation between two or more communities based on a competitive grant process.



Key elements of draft Formula Fund rules

These rules establish (Chapter 732, Division 40) the procedures and requirements for the administration of the STIF Formula, Discretionary and Intercommunity Discretionary fund rules to improve public transportation service in Oregon. The content of Division 40 pertains to all three funds.

Purpose and use of funds

STIF resources may be used for public transportation purposes that support the effective planning, deployment, operation, and administration of STIF-funded public transportation programs. These uses include, but are not limited to, creating new transit systems and services, maintaining or continuing systems and services, creating plans to improve service, and to meet match requirements for state or federal funds used to provide public transportation services. In 2018, the Oregon Legislature clarified that these funds also may be used for light rail operations expenses.

Advisory Committees

Advisory Committees are required to assist Qualified Entities in carrying out the purposes of the STIF including advising on the projects to be funded by STIF moneys. Qualified Entities are defined in the draft rule as a county in which no part of a mass transit district or transportation district exists, a mass transit district, a transportation district or an Indian Tribe. A Qualified Entity may use an existing advisory committee, combine committees, or join with another

Qualified Entity to may appoint a joint advisory committee as long as the committee meets the STIF requirements established in rule. Each advisory committee must include diverse interests, perspectives, geography and reflect the population demographics of the area. Members will need to be knowledgeable about the public transportation needs of residents or employees in the area.

Additional general rule content

The general rules include requirements pertaining to audits and compliance review, accounting, reporting, Qualified Entity management and joint management of STIF moneys, circumstances under which ODOT may withhold payment, and appeal procedures.

Key elements of draft Formula Fund rules

Purpose

These rules (Chapter 732, Division 42) establish procedures and requirements necessary for the administration of the STIF Formula Fund.

Formula Fund calculation and disbursement

This draft describes the process, schedule, and requirements for ODOT to estimate the STIF Formula Fund disbursements to Qualified Entities, Qualified Entity calculation of sub-allocation estimates, ODOT distribution of Formula Funds, and related requirements.

Formula funding application process

Public Transportation Service Providers may apply for formula funds through Qualified Entities.

Two or more Qualified Entities may jointly manage STIF moneys dispersed to them if they enter into a written agreement described in the rule. A map of Qualified Entities is available on the STIF website. Qualified Entities will distribute funds to subrecipients as described in the draft rule.

Public Transportation Service Providers are defined as a Qualified Entity or a city, county, special district, intergovernmental

entity or any other political subdivision or municipal or public corporation that provides public transportation services.

STIF Plan contents

STIF Plans will be used as the application for formula funds. They must be written to span at least one biennium and up to two biennia, subject to OTC approval. A STIF Plan must address the transportation needs of people residing in or traveling into and out of the Qualified Entity's

area of responsibility. It must include descriptions of proposed projects, summary of planned and previous STIF Formula Fund expenditures, anticipated benefits, Advisory Committee information, accountability methods, as well as other requirements.

Advisory Committee review of proposed Formula Fund projects

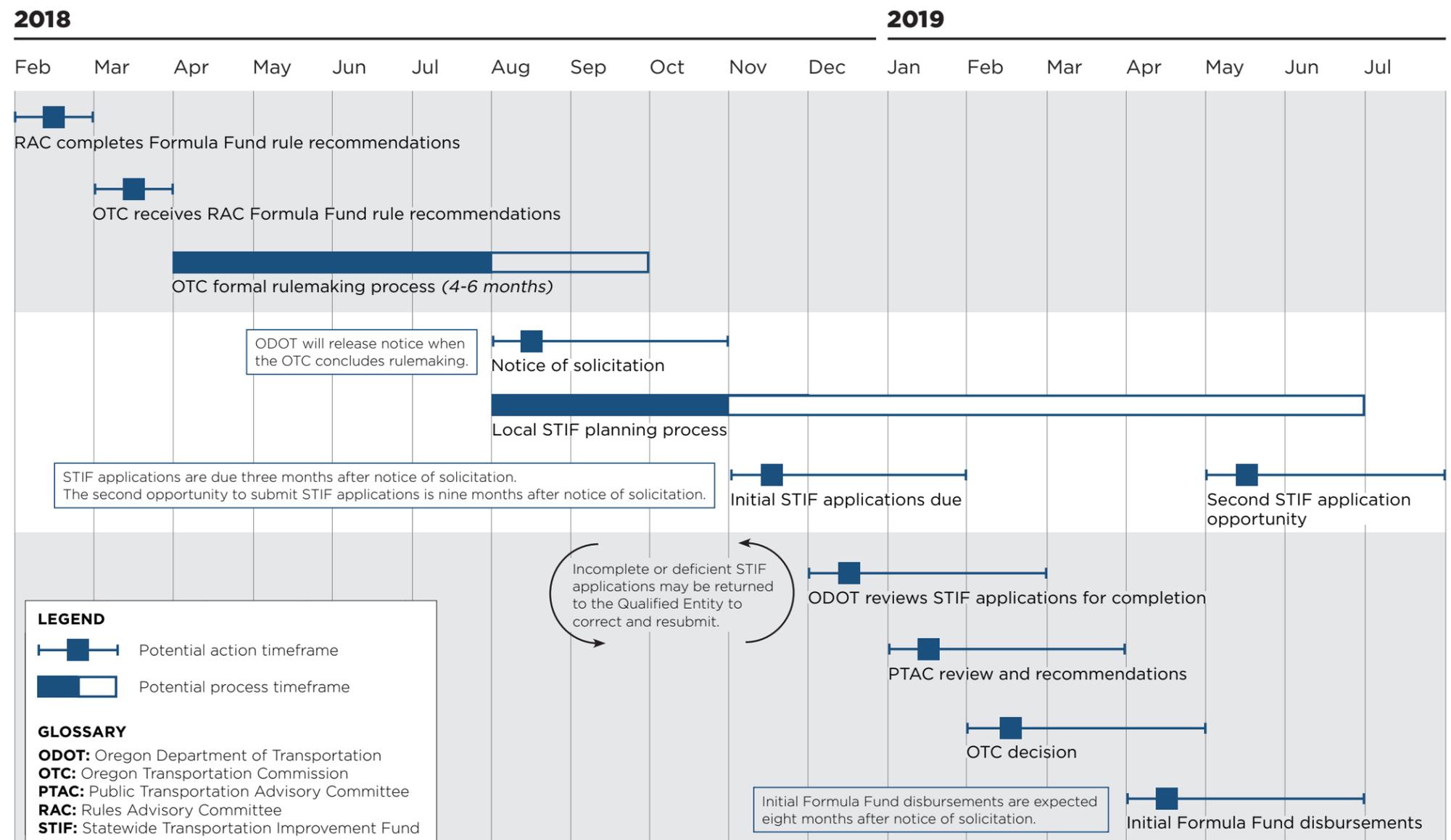
Advisory Committees are required to review Public Transportation Service Providers'

proposed projects and make a funding recommendation to the Qualified Entity's governing body based on the criteria established by this rule. Advisory Committees are required to hold public meetings and conduct themselves consistent with bylaws established by the governing body.

Decision-making for Formula Funds

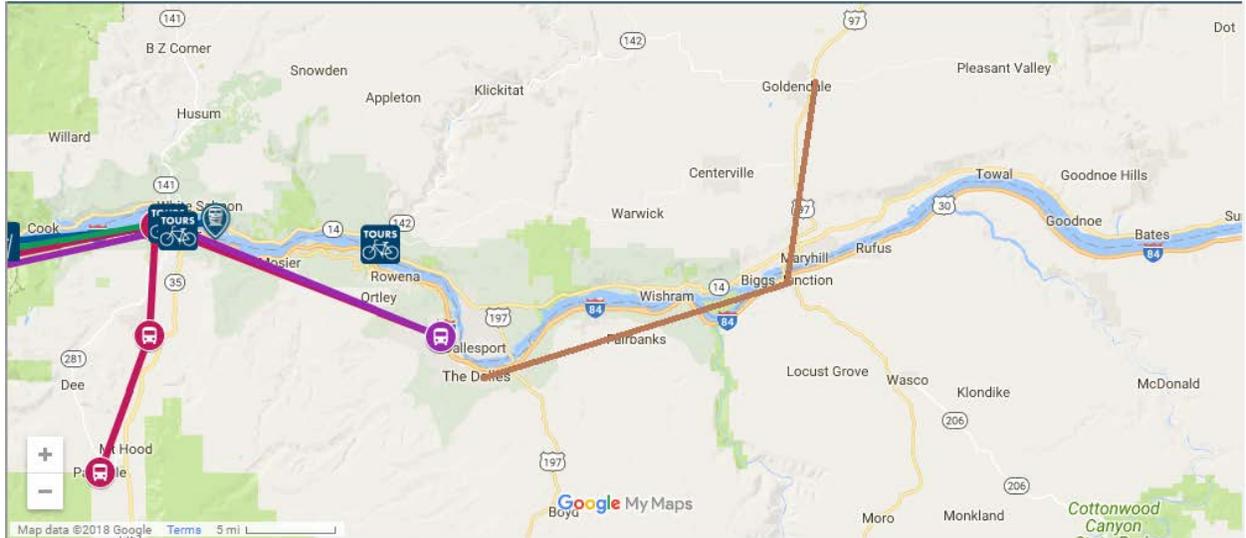
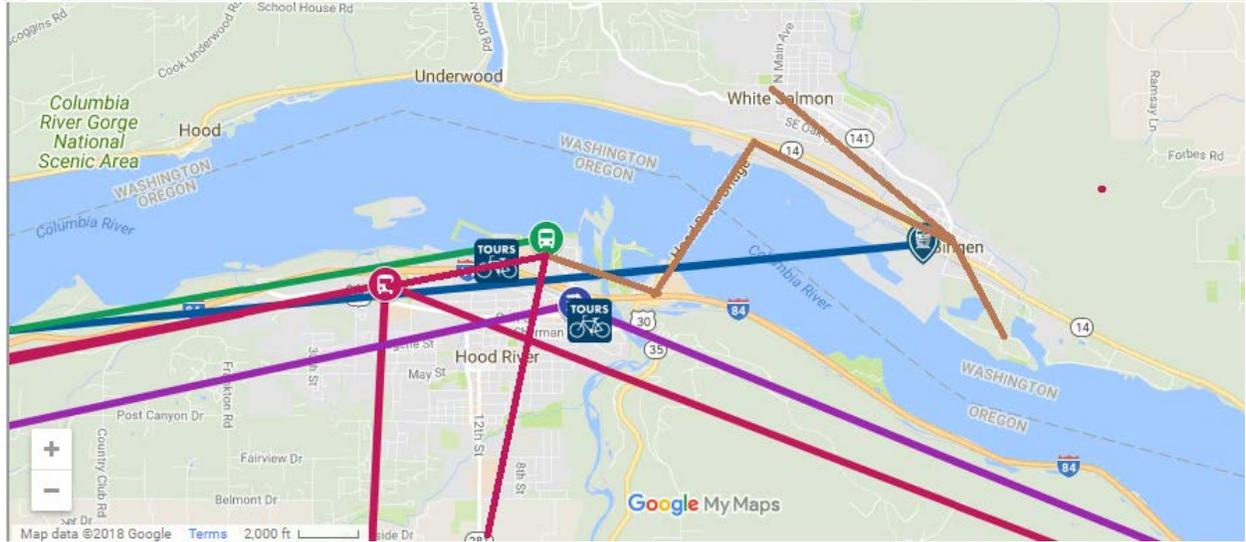
The Advisory Committee of a Qualified Entity will make a

FORMULA FUND INITIAL IMPLEMENTATION SCHEDULE



2018 Regional Fixed Route Services in the Columbia River Gorge

Transportation Provider	Key Destinations	Service Days	Approx. Daily Round Trips
Mt Adams Transportation Service (Klickitat County)	White Salmon--Bingen--Port of Hood River	M-F	7
Mt Adams Transportation Service	Goldendale--The Dalles (including city loop)	M-F	5
Skamania County West End Transit	Carson--Vancouver	M-F Sat/Sun (July-Sept)	2 2
Skamania County Dog Mountain Shuttle System	Stevenson--Dog Mountain Trailhead	F, Sat, Sun (March-July)	13
Columbia Area Transit (Hood River County Transp. District)	The Dalles, Odell, Parkdale, Cascade Locks, Port of Hood River	M-F	Varying between 3-6
CAT	Cascade Locks, Portland	Tues, Wed, Thurs	3
Columbia Area Transit Open Air Trolley and Shuttle (Partnership with Gray Line of Portland)	Port of Hood River through Downtown to the Heights (year-round)	Sat and Sun	8 City loops 8 Heights loops
Columbia Gorge Express (ODOT)	Portland to Port of Hood River	Mon-Sunday	4
Commuter Bus (Public/Private)	Portland-Gorge	Mon-Friday	1
Mt Hood Meadows Shuttle (Mt. Hood Meadows)	Port of Hood River to Mt. Hood Meadows	Fri-Sun-Sat & Holidays (winter)	9



Safe Routes to School Infrastructure Program FAQ for Rulemaking Advisory Committee, 4.10.18

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 within 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. Infrastructure projects such as trails outside the road right of way and non-infrastructure projects such as education and encouragement programs are not eligible.
- There is a 40% cash match for the funds. The Oregon Transportation Commission (OTC) may reduce the cash match to 20% when the project is within a city of 5,000 people or fewer, or is near a Title I school, or is within a “Priority Safety Corridor.” See definition below.
- The Safe Routes to School Fund is guided by regulations created in 2005 (OAR 737-025), when federal dedicated funding was once available. Because SRTS infrastructure funding now comes from the State, Rulemaking is needed to align it with eligible uses.

Q: Where are we now?

A: The Safe Routes to School Rulemaking Advisory Committee (RAC) formed in fall 2017. The RAC has met since November 2017 to develop the draft Oregon Administrative Rule (OAR) and program policy and will meet again in May- June to work on program guidance.

RAC discussions/decisions to date:

- **Values:** RAC members identified values to guide program development, focus money, and get projects underway including: Social Equity; Geographic Equity; Health; Safety; Maximize Resources; and Communication/Coordination/Collaboration.
- **Recommended Rule:** In April, the RAC recommended amendments to OAR 737-025. The rule specifies:
 - **Eligibility:** cities, counties, ODOT, tribes, and transit agencies may apply for safety projects that are consistent with jurisdictional plans, supported by the school or school district, and that positively affects the ability of children to walk and bicycle to school.
 - **High level process:** A Safe Routes to School Advisory Committee will form to provide advice on program elements and recommend projects for any funding competitions.
 - **Some Program definitions:** Four important definitions were added to clarify the new law, including:
 - Title I: School where 40% or more students are from low-income households.
 - Plan: Any related and adopted infrastructure plan, SRTS Action Plan, or SRTS Infrastructure Plan that fulfills the requirements of ORS 195.115.

- Priority Safety Corridor: Any road with 40 mph or higher, or additional safety qualifiers.
 - Cash Match: Hard costs associated with project construction.
- **How the funds will be programmed:** Funds will be divided into the following three programs:
 - Rapid Response Program: No more than 10 percent of funds set aside from urgent needs or systemic safety issues.
 - Project Identification Program: No more than 2.5 percent of funds can be used by ODOT to help communities apply for projects.
 - Competitive Program: The remainder of funds will be set aside for a competitive program.
- **First funding allocation, application timeline, and focus areas:**
 - FY 2019-20: \$18.3 million to award
 - Anticipated focus areas: The SRTS Advisory Committee will prioritize awarded funds to projects on identified Priority Safety Corridors within a one-mile radius of a Title I school.
 - Anticipated application timeline for Competitive Program: *July 23, 2018* Competition opens; *October 15, 2018* Applications are due; *October-November 2018* Staff review and scoring; *December 2018 - January 2019* SRTS Advisory Committee review and recommend funding

Q: What happens next?

- Spring 2018: Draft SRTS Rule released for public comment May 1st-31st. A public hearing held on May 15, 2018 from 5pm-8pm at 626 High St NE, Salem. More information to come on RAC website (see below).
- Summer 2018: The OTC will consider adopting the SRTS Rule amendment and reviewing program policy.
- Summer/Fall/Winter: SRTS Program application outreach occurs across Oregon, including seven workshops.
- Summer/Fall/Winter 2018: Application process opens for competitive program.

Q: How can the public engage in the process?

A: All RAC meetings are open to the public with time allotted for public testimony. There will be a public comment period starting in April 2018 after the draft SRTS Rule is released that will run through the end of May 2018. There will be one public hearing on May 15, 2018 in Salem with the ability to join remotely. Information about these events will be posted on the RAC website (see below).

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 programs, Oregon Department of Education, pupil transportation, biking/walking advocacy groups, local law enforcement, representatives for topics of equity and 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 or comments to LeeAnne Ferguson, ODOT Safe Routes to School Program Manager, leeanne.fergason@odot.state.or.us, 503-986-5805.



Figure 1 Photo Credit: Safe Routes to School National Partnership

JUNE-AUGUST 2018 SAFE ROUTES TO SCHOOL INFRASTRUCTURE GRANT PROGRAM WORKSHOPS

Learn how to apply for the new ODOT Safe Routes to School Infrastructure Grant Program funds.

In the summer of 2018, the Oregon Department of Transportation (ODOT) will solicit proposals for the first round of new Safe Routes to School (SRTS) Infrastructure funding. ODOT staff will present a program overview and answer questions about this new opportunity. The presentation will cover SRTS Infrastructure Program specifics including, timeline, eligibility, proposal selection process, match requirements, and proposal development tips. The target audiences include city, county, tribes, and transit agency staff and interested public school representatives. All workshops are open to the general public.



Workshops:

6/18: BAKER CITY 1:00-2:30pm

6/25: SALEM 3:00-4:30pm

6/27: WEBINAR 1:00-2:30 pm

7/2: PORTLAND 2:30-4:00pm

7/12: REDMOND 12:30-2:00pm

8/8: SPRINGFIELD 2:30-4:30pm

8/16: ASHLAND 10:30am-12:00pm

More information:
click "How to Apply" at
<http://www.oregon.gov/ODOT/Programs/Pages/SRTS.aspx>

Contact:

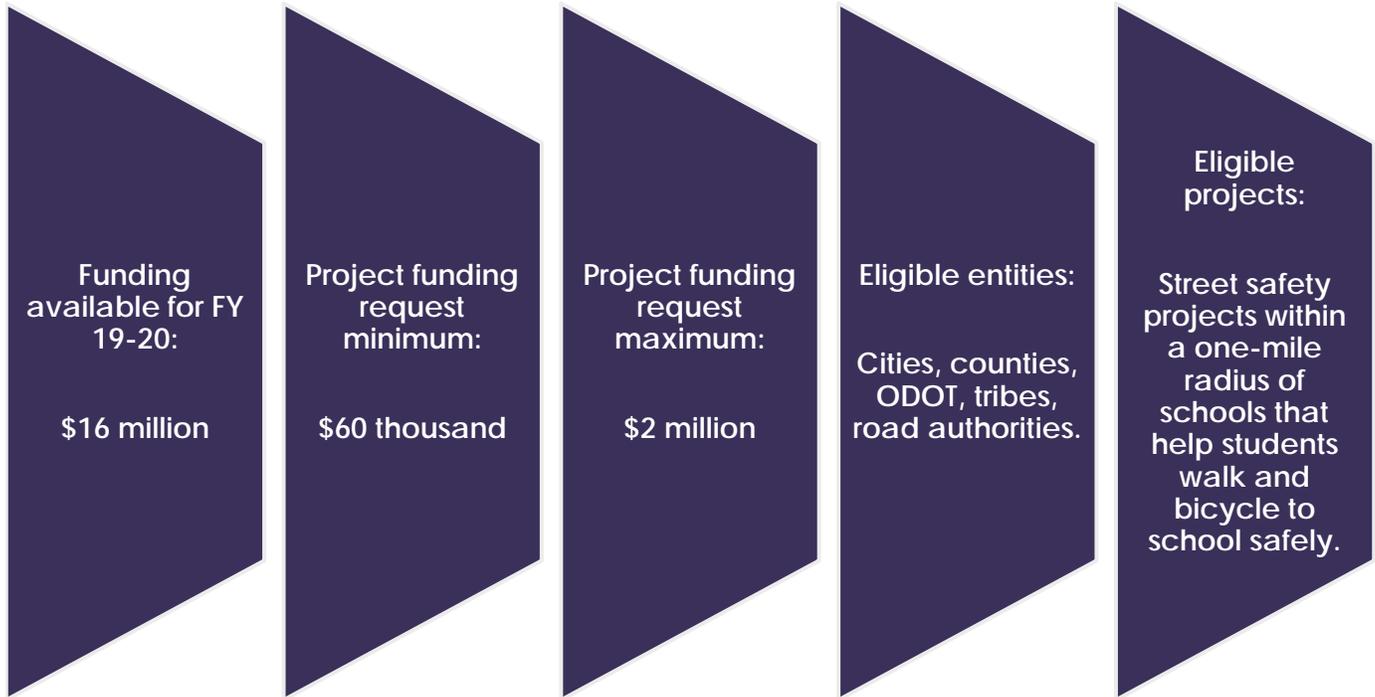
**Safe Routes to School Infrastructure
Program Manager**

LeeAnne Ferguson

503-986-5805

LeeAnne.Ferguson@odot.state.or.us

Competitive Grant Program details:



More information including program focus areas will be posted by 6/19/18:

<http://www.oregon.gov/ODOT/Programs/Pages/SRTS.aspx>

Safe Routes to School Infrastructure Program timeline*:



More information about public comment and the public hearing at <http://www.oregon.gov/ODOT/Programs/Pages/SRTS-RAC.aspx>

*timeline subject to change pending OTC approval.