3:00  **1. Call to Order and Introductions**
Commissioner Jerry Brummer, Chair

3:05  **2. Public Comments**
A) General Comments
Commissioner Jerry Brummer, Chair

3:10  **3. COACT Business**
A) November 8, 2018 Meeting Minutes *(Action)*
B) COACT Officer discussion
C) Approve COACT 2019 meeting schedule *(Action)*
D) Outcomes of COAR Aviation Grant review
Commissioner Jerry Brummer, Chair

Attachment A
Attachment B
Attachment C

3:25  **4. ODOT Updates**
A) ODOT Transparency/Accountability requirements
Bob Townsend, ODOT

3:35  **5. ODOT Area Commission Harassment Training**
A) Overview
B) Video and quiz
Bob Townsend, ODOT

4:05  **6. ODOT Freight Plan Update**
A) Information update
Devin Hearing, ODOT

Attachment D

4:25  **7. Regional Roundtable**
A) Updates on issues and items around the region
COACT Members

5:00  **ADJOURN**
DRAFT Meeting Minutes

Central Oregon Area Commission on Transportation
COACT
November 8, 2018

Redmond Public Works Training Room
243 E. Antler Ave., Redmond, OR

Members:
Robert Townsend (ODOT), Jerry Brummer (Crook County), Jeff Monson (Commute Options), Wayne Fording (Jefferson County), George Endicott (City of Redmond), Dave Thomson (BPAC), Pat Hanenkrat (City of Metolius), Ron Cholin (Crook County), Gary Judd (Aviation), Tony DeBone (Deschutes County), Barb Campbell (City of Bend), Wendy Holzman (BPAC), Bill Duerden (City of Redmond), Charlie Every (Trucking), Jeff Hurd (City of Madras), Mike Folkestad (Jefferson County Stakeholder Rep.).

Guests:
Scott Smith (City of Prineville), David Amiton (ODOT), Tyler Deke (Bend MPO), Matt Powlison (Jefferson County), Bob O’Neal (Crook County), Fred LeLacheur (Redmond Airport), Paul Singer (ODOT).

Staff: Scott Aycock (COIC), Hailey Barth (COIC)

1. Call to Order and Introductions

Meeting called to order by COACT Chair Jerry Brummer at 3:04pm. Introductions were made.

2. Public Comments

A) General Comments
Commissioner Jerry Brummer, Chair

There were no public comments.

3. COACT Business

A) September 13, 2018 Meeting Minutes (ACTION)

Tony Debone motioned to approve the September 13, 2018 meeting minutes. Charlie Every seconded. Minutes were approved by consensus.

B) Election Debrief; implications for COACT membership
Commissioner Jerry Brummer, Chair

Scott Aycock mentioned that since the recent November 2018 mid-term elections, COACT membership may have changed. It was determined that the only change is the newly elected Mayor of La Pine will become a COACT alternate.

4. Oregon Transportation Commission Workshop

A) Debrief Outcomes of Discussion on the Role of ACTs
Commissioner Jerry Brummer, Chair

Jerry shared that he attended the recent Oregon Transportation Commission (OTC) Workshop and noted it was very interesting and focused on emerging transportation technology. Jerry said that the biggest issue discussed was funding, even with raising the gas tax. He added that when meeting attendees discussed their concerns, all ACT’s felt they would like to see their input being utilized more often in decision making, specifically in the passing of Bills. Jerry pointed out that all ACTs need to focus on making decisions locally to ensure their individual needs are met.

Jerry commented that an interesting topic of discussion from the OTC Workshop was there are now driverless buses in the metro area.

Bob Townsend said the feedback provided to ODOT during the workshop from the other ACTs was more positive than anticipated.

Bob Townsend shared some insights he heard during the OTC Workshop:

- Most thought the ACTs were valuable even when not making big decisions
- The ACTs should improve how projects are prioritized and their communication surrounding future goals
- Folks agreed that the ACTs have been providing a great voice to ODOT for the past 20 years

Jerry commented that many ODOT programs may be coming back within the next year including ConnectOregon. He added that projects will be slowing down for the time being, then pick back up next year. Tony DeBone commented that ODOT pre-loads projects for the future.

Bob Townsend reminded the group that ODOT has their project “wish list”, but there currently is not enough funding for everything being proposed. He added that Tyler Deke with Bend’s Metropolitan Planning Organization (MPO) is helping compile the project list.

Mike Folkestad asked if there is a prediction when the road will be restricted to only driverless vehicles. Jerry said he never heard anything about designations, but noted all of the technology is readily available but it’s the laws, government agencies, and people’s perceptions are slowing things down.

Ron Cholin commented that autonomous rigs are being put right into traffic and he is concerned that they will be using the same computer systems of today that have issues. He added that autonomous rigs will still need drivers in their vehicle.

Scott Aycock asked if there was any sense that the OTC is planning on developing new guidelines for the ACTs. He wondered if this would need to be formally adopted by COACT Members. Bob Townsend answered he thinks the OTC will adjust the guiding principles a bit as their goal is to take feedback and reevaluate the concerns of the chairs.

Scott Aycock asked if the Area Strategy concept was discussed at the OTC Workshop. Bob replied he thinks the group will hear a breakdown by January 2019 as it is too soon for guiding principles.

5. **COAR (Aviation) Grant Program**
A) Grant Program Overview and COACT Role

Jerry introduced Gary Judd from the Bend Municipal Airport. Gary presented to the group an overview of the Central Oregon Airport Relief (COAR) grant program and explained that COACT Members will need to rank and provide feedback on the different airport projects proposed around the region. Gary highlighted the following about the COAR program:

- The grant program is funded by aviation and jet fuel taxes
- The program funds projects in the following categories and priority order:
  - 1st priority – Assist with match requirements for FAA AIP grants
  - 2nd priority – Safety and infrastructure development
  - 3rd priority – Aviation-related economic benefits related to airports

Gary continued and discussed the COAR Grant Cycle 2018-2019 timeline. He noted that COACT Members will need to review and grade the regional airport project applications before the next COACT meeting in January 2019 as project lists are due to the Aviation Review Committee January 16, 2019. Scott Aycock pointed out that during the last grant cycle, COACT only included positive comments regarding the applications to ensure they were successful at the statewide level.

Gary moved on and discussed the ACT Review process.

B) Central Oregon COAR Applications

Gary continued his presentation and discussed a number of Frequently Asked Questions regarding the COAR project application process then shared examples of the following with the group:

- Application guidelines
- Examples of each project to be submitted on behalf of COACT
- Example project applications and how to interpret them
- Instructions for application reviewers

Gary then introduced Fred LeLacheur, an Airport Engineer with the Redmond Airport, to share more about this grant proposal. Fred highlighted the following:

- COAR funds are critical to ensure that FAA-funded projects around the region are complete and able to generate the required local match.
- Redmond Municipal Airport submitted projects that focus on building a snow removal equipment building
  - $12 million dollars
  - 30k square foot maintenance property
  - Much of the equipment at Robert’s Field is outside in the elements 24/7

Fred noted that this proposed project is eligible for Federal Aviation Administration (FAA) funding, but it is a low priority therefore only a small percentage of funds are available to Redmond. He said $150k is the maximum allowable amount of funding Redmond can ask for with the COAR Grant.
Gary commented that the FAA sets aside a pot of money for airports that have a hard time getting funding, but the conditions of utilizing funding is projects have to be ready to build. He said the big issue with this is smaller airports don’t even have the funding necessary to plan large projects that they truly need.

Scott Aycock asked if the Sisters Eagle Airport can apply for this FAA funding program, unlike the other FAA funding sources? Gary answered he thinks the pot of funding was available to all airports, and was especially geared toward smaller, rural airports.

C) Delegate Review to Subcommittee; COACT Ex. Comm. (Action)
   Gary Judd, Aviation Mode Rep
   Scott Aycock, COIC

Scott Aycock said the COACT Executive Committee is looking for volunteers to review and provide comments on the project applications being submitted by:

- The Madras Municipal Airport
- Roberts Field, Redmond Municipal Airport
- The Prineville Airport
- Sisters Eagle Airport

Scott Aycock said the COACT Executive Committee will take action at their December 6, 2018 meeting on which projects should move forward, and the subcommittee would prep everything for that meeting.

Tony DeBone and Wayne Fording volunteered to help with this review process.

George Endicott motioned to approve Tony and Wayne as COAR Application Reviewers as delegated. Wendy Holzman seconded. The motion was approved by consensus.

6. ODOT Updates
   A) Road and Bridge Reporting Guidelines – additional info

Bob Townsend introduced Paul Singer to the group and informed everyone that he is taking over as ODOT Region 4’s Local Government Liaison in place of Darrel Newton. He said that Paul will now be handling all local transportation issues.

Bob Townsend then presented to the group a PowerPoint titled “House Bill 2017 Transparency, Accountability, and Performance Reporting”.

Bob Townsend explained that ODOT is striving to be transparent and accountable with public funds. He said there will soon be an up and running ODOT webpage that will provide information about state and local infrastructure conditions, construction project performance, and other accountability metrics.

Bob Townsend highlighted the following:

- Requirements of HB 2017
  - ODOT
  - Jurisdictional
- How to submit pavement and bridge reports
Bob Townsend shared a draft project visualization graphic with the group and explained that readily available online information will be helpful to ODOT by improving transparency at public meetings, and noted ODOT is not hiding anything, even budget information.

Bob Townsend explained that he will be discussing this topic again at the January 2019 COACT meeting and noted web forms will be available for review in December 2018.

B) ConnectOR Update
Robert Townsend, ODOT

Bob Townsend shared with the group that he has been looking into the ConnectOregon program, which is an initiative to invest in air, rail, marine, and bicycle/pedestrian infrastructure to ensure Oregon’s transportation system is strong, diverse, and efficient. He said that this program is still on hold until after 2019 because available funds are being used for earmarked projects, but that we expect it to become available again for proposals in the next biennium.

7. Regional Roundtable
A) Updates on issues and items around the region
COACT Members

Jerry opened up the discussion and asked COACT Members if they had any updates from their community, specifically any new projects or issues.

Barb Campbell shared that she was re-elected as a Bend City Councilor. She shared that the Empire Corridor Improvements project is underway and will complete soon, and noted that the Murphy Corridor Improvements project is going through a progressive design build process. Barb said she is worried about funding for the Murphy project as the price of steel is going up. Barb added that Council approved reconstruction of a second section of Empire and also the expansion of the canal bridge over Purcell Blvd.

George Endicott shared that he is receiving grief in Redmond over South Canal Blvd being closed for so long, and noted this closure added about 3,000 extra trips a day to South Highway 97. Bill Duerden added that the city is also getting ready to open more access from Highway 97, specifically another area to enter the Safeway from the highway. Bill noted that Council recently received an award for the Homestead Canal Trail Project which has been a successful project for Redmond.

Charlie Every shared that the trucking world is experiencing a shortage of drivers – they are 60,000 drivers short. He said truckers are worried about autonomous trucks taking their jobs and said electronic logging devices are cutting driver’s wages. Charlie pointed out that because of the struggles truck drivers face, many are
retiring and they are having trouble finding replacements due to insurance restrictions on new, young drivers. He added that the economy is great, there is lots of freight to be moved, but no drivers.

Ron Cholin explained that the trucker shortage is a big deal. He said that some insurance companies are letting trucking companies take new students, but they have to be part of an approved training program which makes things problematic. Ron noted that he has had a job posting for a truck driver out for the past 3 months without a single applicant.

Barb asked if the State of Oregon has its own workers compensation program or union that could help with the trucking issues. Charlie said no, and they would be concerned with the government getting involved as parameters will change.

Bob Townsend said 2018 provided an example of the trucking shortage because paving costs were much higher; ODOT dollars did not go very far due to the shortage of trucks.

Matt Powlison introduced himself and shared he is the new Public Works Director for Jefferson County. He said he is busy doing grading around town, and they are getting ready to work on bridges and patching pot holes. Matt said Jefferson County does not have a lot of new projects, but a lot of maintenance.

Scott Smith said Prineville is prepping for winter and noted he just received a signed contract from ODOT regarding new roundabout features. He said this work is 2 years out from completion.

Bob O’Neal said Crook County is conducting a project on Johnson Creek Road and added that the city is also working on a new bridge project. Bob O’Neal asked if any COACT Members have heard about the outcome of the Federal Lands Access Program (FLAP) grant program review? Bob Townsend replied that ODOT met 2 weeks ago to go over the final list and were told decisions should be made within the next couple of weeks.

Jeff Hurd said the City of Madras completed a couple of large projects including the Bel Air Sewer Extension and a job in industrial park. He added that big developments are in the pipeline for the town including a new truck stop and a Dollar General.

Mike Folkestad shared the second exit in Crooked River Ranch, Quail Road, is open and usable.

Wendy shared that BPAC is currently focused on discussing goals for the future and ensuring they are covering all of their current tasks.

Pat Hanenkrat said the City of Metolius just finished a discussion on how not to have to pay BOLI wages in order to chip seal the city to save money.

Gary said that the airplane world is working on two new hangers in Bend that cost around $1 million each. He said $500k is being spent on the Bend Airport Master Plan and drones are now being utilized on their runways, which is a nuisance and potentially a safety hazard.

Scott Aycock shared that Cascades East Transit (CET) is about to conduct a complete rewrite of their Transit Master Plan. He said they are focused on community outreach and noted CET has to develop a proposal for transit service expansion due to new transit funding received from the State of Oregon associated with HB 2017. Scott Aycock also noted that Warm Springs is testing drones and are moving these efforts to the
Prineville airport. He said these test range drones are now proposed to be tied into the emergency management system and will be utilized in conjunction with a proposed regional incident command training center that would be near Roberts Field.

Wayne Fording shared that the alternative exit out of Crooked River Ranch was a huge success as there was not much faith in its completion due to it being on BLM land and involving two counties, a road district, etc. He said Jefferson and Deschutes County residents worked together on this project.

Bob Townsend shared that David Amiton was promoted to the interim Region 4 Planning Manager and said he will still be doing outreach to the community for the time being. He also shared that the roundabout at Tom McCall Rd in Prineville is nearly complete and added that the area has seen a huge influx of trucks due to the data centers. Bob also noted the following ODOT projects in the works:

- Phase 1 of the Roundabout in Sisters has completed
- Paving Sunriver to La Pine is finishing up
  - Landscaping work is still needed
- Terrebonne improvement project
- Removal of the remaining infrastructure from the Wickiup Junction project.
  - $2 million dollars remained in the budget that was put back into La Pine.

Jerry pointed out that the community of Juniper Canyon in Prineville only has one road in and out, posing a fire hazard. He added that 25% of Prineville’s population resides in this community and that they are trying to get a new road added in the area.

Jerry wrapped up the conversation and reminded the group that the main takeaway from the OTC Workshop was that the ACTs need to continue working together.

ADJOURN

Jerry Brummer adjourned the meeting at 4:45pm.
# Draft COACT Meeting Schedule – 2019

<table>
<thead>
<tr>
<th>Month</th>
<th>Type of Meeting</th>
<th>Meeting Date</th>
<th>Meeting Time</th>
</tr>
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<tbody>
<tr>
<td>January</td>
<td>COACT</td>
<td>January 10, 2019</td>
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<tr>
<td>February</td>
<td>Executive Committee</td>
<td>February 7, 2019</td>
<td>3:00 to 4:00 PM</td>
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<td>March</td>
<td>COACT</td>
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<td>COACT</td>
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<td>November 14, 2019</td>
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<td>December</td>
<td>Executive Committee</td>
<td>December 5, 2019</td>
<td>3:00 to 4:00 PM</td>
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Unless otherwise noticed, all COACT Board, Technical Advisory Committee and Executive Committee meetings will be held at the **Redmond Public Works Training Room, 243 E. Antler Avenue, Redmond**.

For more information:

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Revised 12/12/2018
Central Oregon Area Commission on Transportation (COACT)

Executive Committee Meeting

December 6, 2018, 3:00 – 4:00 PM
City of Redmond Public Works Training Room
243 E. Antler Ave., Redmond

DRAFT NOTES

Attendees: Robert Townsend (ODOT), Wayne Fording (Jefferson County), Gary Judd (Aviation), Jerry Brummer (Crook County), Tony DeBone (Deschutes County).

Staff: Hailey Barth (COIC), Scott Aycock (COIC)

1. Call to Order and Introductions
   Wayne Fording, COACT Chair

Meeting called to order by Wayne Fording at 3:05pm.

2. Public Comments
   Wayne Fording, COACT Chair

There were no public comments.

3. COACT Membership Questions
   a. Add Bend MPO?
   b. COACT Ex. Comm. Membership – add City Rep(s)?

Scott said he and Bob had whether or not it would make sense to have a Bend MPO seat as part of COACT membership. Tony mentioned that he is already on the Bend MPO and asked if the idea was for someone else to be on COACT. Scott answered that the idea was for it to be like a modal member and therefore be staff – Tyler Deke.

Scott said Tyler would be a good fit as a COACT Board Member because he:
   - Is very knowledgeable about transportation planning and infrastructure and participates on the COACT Technical Advisory Committee
   - Understands the funding resources and state and federal policy.

Scott referred to the membership section in the COACT Operating Guidelines and said they would need to be amended if anything was added.
Scott also brought up the question of adding City representation to the COACT Executive Committee. He said:
- The COIC Board made this change a few years ago
- It might be hard to determine which city rep should be a member

Bob said he is supportive of a City rep joining the Executive Committee and suggested waiting to see what comes from the OTC regarding new direction, and then if the full group wants to change overall membership, we can make all the Operating Guidelines changes at that time.

4. **COAR – Critical Airport Relief Program**
   A) Finalize COACT feedback to ODA

Gary Judd notified the Executive Committee that per ODA requirements, all official discussion regarding Critical Oregon Airport Relief (COAR) applications must be held as public meetings. Scott said that COIC did not post the day’s meeting publicly outside of the regular COACT meeting calendar and apologized for that oversight.

Gary called Matt Lawyer, the ODA Program Coordinator, to ask if the full COACT Board meeting in January 2019 can be utilized as the public meeting.

Matt asked if the expectation is that the Executive Committee will return the COAR findings to the full COACT group. Gary answered yes.

Matt said he does not expect any issues arising from missing the public meeting notice and added everything should be fine as long as the discussion from the day’s Executive Committee is taken back to the full COACT group in January 2019.

*Scott to add the COAR review process to the January 2019 COACT meeting agenda.*

Gary provided the group with an overview of the Critical Oregon Airport Relief (COAR) Grant Program, and highlighted the following:

- COAR projects are subject to review as per the following criteria, which are in priority order:
  - Assisting with match requirements for FAA AIP grants
  - Safety and infrastructure development
  - Aviation relation economic benefits related to airports.

The ACT’s role within the COAR grant program and the application process include:
- Reviewing the 7 applications COACT received
- Determine if the applications fulfill and thoroughly meet each of the three statutory criteria above.
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(COACT)

- Review the applications for each airport and complete one review sheet per project application
- Gary to upload the review sheet for each application to the ODA e-Grant website

Scott asked the reviewers to declare if they had any types of conflict of interest when ranking the applications. There were none.

Gary Judd provided an overview of each application with their average review scores:

Hailey Barth noted how the project averages were determined and explained that each answer was given a number, and calculated the mean based on each answer of the reviewers. For example, “Does not meet standards” = 0, “Somewhat meets standards” = 1, and “Meets standards” = 2. Each application was reviewed by the other applicants, and airports did not provide a review for their own applications.

The Executive Committee discussed each project. In summary, the Executive Committee determined that the Redmond, Prineville, Madras, and two of the Sisters projects each met the standards for all three criteria, and that the two remaining Sisters projects met some but not all of the standards. Final criteria determinations are included in the project descriptions below:

- Grant Request: $150,000.00
- Match: $12,850,000
- Total Cost: $13,000,000
- How much of the cost of the proposed transportation project can be borne by the applicant for the grant. – 51% - 75%
- Project’s readiness to start (in months) – 0 to 6 mo.
- Expected useful life (in years) - 16 to 20 yrs.

- Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor? – Meets Standards
- Does the proposed transportation project result in an economic benefit to the state? – Meets Standards
- Is the proposed transportation project a critical link connecting elements of Oregon’s transportation system that will measurably improve utilization and efficiency of the system – Meets Standards

- Grant Request: $150,000.00
- Match: $320,000.00
- Total Cost: $470,000.00
- How much of the cost of the proposed transportation project can be borne by the applicant for the grant. - 26% - 50%
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AREA COMMISSION ON TRANSPORTATION
(COACT)

- Project’s readiness to start (in months) – **0 to 6 mo.**
- Expected useful life (in years) – **6 to 10 yrs.**

- *Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor? – Meets Standards*
- *Does the proposed transportation project result in an economic benefit to the state? – Meets Standards*
- *Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system – Meets Standards*

Wayne commented that Madras does not have any current airport plan to work off of, so this master plan is a necessity. Tony asked what the daily operations are at the Madras Airport. Wayne said general aviation.


- Grant Request: $39,999.00
- Match: $364,445.00
- Total Cost: $404,444.00
- How much of the cost of the proposed transportation project can be borne by the applicant for the grant. - **51% - 75%**
- Project’s readiness to start (in months) – **0 to 6 mo.**
- Expected useful life (in years) - **Over 20 yrs.**

- *Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor? – Meets standards*
- *Does the proposed transportation project result in an economic benefit to the state? – Meets standards*
- *Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system – Meets standards*


- Grant Request: $150,000.00
- Match: $20,000.00
- Total Cost: $170,000.00
- How much of the cost of the proposed transportation project can be borne by the applicant for the grant. - **0% - 25%**
- Project’s readiness to start (in months) – **0 to 6 mo.**
- Expected useful life (in years) - **16 to 20 yrs.**
Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor? – Somewhat meets standards

Does the proposed transportation project result in an economic benefit to the state? - Somewhat meets standards

Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system – Somewhat meets standards


- Grant Request: $130,500.00
- Match: $205,000.00
- Total Cost: $355,000.00
- How much of the cost of the proposed transportation project can be borne by the applicant for the grant. – 51%-75%
- Project’s readiness to start (in months) – 0 to 6 mo.
- Expected useful life (in years) - 16 to 20 yrs.

Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor? – Somewhat meets standards

Does the proposed transportation project result in an economic benefit to the state? - Somewhat meets standards

Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system – Meets standards


- Grant Request: $150,000.00
- Match: $60,000.00
- Total Cost: $210,000.00
- How much of the cost of the proposed transportation project can be borne by the applicant for the grant. – 26% - 50%
- Project’s readiness to start (in months) – 0 to 6 mo.
- Expected useful life (in years) – 16 to 20 yrs.

Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor? – Meets Standards

Does the proposed transportation project result in an economic benefit to the state? – Meets Standards

Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system – Meets Standards
CENTRAL OREGON
AREA COMMISSION ON TRANSPORTATION
(COACT)


- Grant Request: $ 150,000.00
- Match: $ 1,200,000.00
- Total Cost: $1,350,000.00
- How much of the cost of the proposed transportation project can be borne by the applicant for the grant. – 51% - 75%
- Project’s readiness to start (in months) – 0 to 6 mo.
- Expected useful life (in years) – 16 to 20 yrs.

- **Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?** – **Meets Standards**
- **Does the proposed transportation project result in an economic benefit to the state?** – **Meets Standards**
- **Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system** – **Meets Standards**

Commissioner Fording motioned to move that the Redmond, Madras, and Prineville airport application meet the standards to all 3 questions, and the four Sisters airport applications will read as presented on the spreadsheet. Commissioner DeBone seconded. The motion carried.

5. **January 10 COACT Meeting Agenda**

Scott explained that the January 2018 COACT Agenda is expected to include the following items:

- COACT Officer discussion
- ODOT Transparency/Accountability requirements
  - Informational update
  - As per Bob’s comment in 11/8/2018 meeting notes
- Outcomes of the day’s COAR application review/discussion
- ODOT Harassment Training – 30 minutes
- ODOT Freight Plan – Update from Devin Hearing
  - Request received from Devin
- Regional Round table

Scott pointed out that Tony will be the new COACT Chair beginning February 2019 if he ends up staying as the Deschutes County primary appointee.

Bob said ODOT’s harassment training needs to be a future agenda item and all ACT members must complete the training.
Bob noted he would like to reach out to all newly elected public officials to encourage them to attend the second COACT meeting of the year to go through the ACT guidelines.

*Scott to work with Bob on coordinating the invitations*
US Highway 97 Freight Plan Phase 2 Fact Sheet

Background
Not only is US Highway 97 critical for freight, but it is also vital for rescue and recovery in case of an event such as a major earthquake. With growth in both general and freight traffic along the corridor, and increasing concerns about safety and delay, ODOT decided in 2016 to develop a freight plan specifically for the US Highway 97 corridor in Oregon.

Phase 1 of the Project established the US Highway 97 corridor existing conditions. Phase 2 builds on that previous work by identifying goals, objectives, and criteria, evaluating problems, prioritizing needs, and recommending specific investments in freight.

Survey Results
The Project team fielded surveys in-person and online in summer 2018 to obtain perceptions about US 97’s freight issues. The Project obtained 79 surveys from a variety of respondents, most of whom haul freight regularly on US 97. Key issues found via the survey included:
- Traffic volume
- Lack of pull outs or climbing lanes
- Safety issues
- Winter weather
- Delays in and near urban areas

Survey results were considered with the technical analysis to confirm needs and locations.

Evaluation of Existing and Future Needs
As part of this project Technical Memorandum 2: Existing and Future Conditions scored segments along the corridor using three basic criteria:
- Safety
- Mobility
- Economic competitiveness

Based on the total need score accumulated, each segment was given a “need rank” that indicated how the segment’s level of need compared to the rest the top 25 segments.

Scoring Matrix for Needs

<table>
<thead>
<tr>
<th>Metrics</th>
<th>Possible Points</th>
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<td>Safety</td>
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<td>Reliability</td>
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<td>Delay</td>
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<td>Resiliency</td>
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<td>Incidents</td>
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<td>Roadway closure duration</td>
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<td>Current Tonnage</td>
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<td>Current Value</td>
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<tr>
<td>Future Tonnage</td>
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<tr>
<td>Future Value</td>
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</tr>
</tbody>
</table>

US 97 Need Score Map

Legend
- Northbound segment
- Southbound segment
- Need score rank
- Study corridor
- Major highways
- Lower John Day ACT
- Central Oregon ACT
- South Central Oregon ACT
- Oregon counties
- Urban areas within study corridor
- Other urban areas
- Study area counties

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Solutions
The Project team compared the existing planned projects against the needs and problems identified through this analysis. Planned projects that are currently unfunded were included in the proposed solutions and prioritized alongside team suggestions. Additional projects were proposed depending on the degree to which planned projects addressed the need. Specific solutions primarily included the following types of safety and mobility improvements:

- Widening of paved shoulders
- Turn lane and other intersection improvements
- Dynamic speed feedback signs
- Lighting (intersection and segment)
- Flashing beacons
- Climbing or passing lane extensions
For more information on specific solutions by segment please refer to Technical Memorandum 3: Investment Strategy.

Investment Strategy
Proposed solutions were prioritized using need rank, benefits, and costs. Different prioritization approaches were considered, but the project team and the study Technical Advisory Committee settled on an approach that emphasizes the quantitative needs score followed by the qualitative benefits evaluation. Less emphasis was placed on costs because of the relatively narrow range of costs amongst the solutions proposed.

Contact information
For more information on the project, please visit the project website, or feel free to contact the ODOT Project Manager.

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