

Memo

Date: 4/6/2016

Subject: ConnectOregon VI Application Packets

In the agenda packet you will find ConnectOregon VI Application topic reference materials for the April meeting as attachment E. The application packets with tier scoring sheets, modal ranking score sheets and ranking spreadsheets, and Regional Solutions Teams review sheets, have been placed on an FTP site for your use, found at this link (look for the Region 4 embedded link): <ftp://ftp.odot.state.or.us/outgoing/ConnectOregon/Applications%20by%20Region/>. Also the ConnectOregon VI Instructions to Reviewers can be found at this link <http://www.oregon.gov/ODOT/TD/TP/CO/COVI-ReviewerInstructions.pdf>.

We will have copies of the Region 4, COACT, and Modal Committee ConnectOregon VI Spreadsheets for the group, but only a few copies of the Instructions to Reviewers and only one copy each of application packets for each project, in case a reference is needed (bring your own copies of those if you like).

ATTACHMENT A

DRAFT Meeting Minutes

**Central Oregon Area Commission on Transportation
COACT
January 14, 2016**

Members:

Attendees: Alan Unger (Deschutes County), Mike McCabe (Crook County), Andrea Blum (Sisters), Kim Curley (Transportation Options), Bill Braly (BPAC), Charlie Every (Trucking Representative), Cheryl Howard (BPAC Alternate), Matt Wiederholt (Rail Representative), Gary Judd (Aviation Representative), Gus Burril (Madras), Jeff Hurd (Madras Alternate), George Endicott (Redmond), Jeff Monson (Transportation Options), Ken Mulenex (La Pine), Lonny Macy (Warm Springs), Mike Folkestad (Jefferson Co. Stakeholder Representative), Patrick Hanenkrat (Metolius), Andrew Spreadborough (Transit Alternate), Gary Farnsworth (ODOT), Wayne Fording (Jefferson County), Ron Cholin (Crook County), Zachary Bass (Aviation Alternate), Dennis Scott (La Pine Alternate), Nick Arnis (City of Bend)

Guests:

Bill Duerden (Redmond), Phil Stenbeck (Prineville), Joni Bramlett (ODOT), Chris Cheng (ODOT), Casey Burgh (OSU-Cascades), Marcos Romero (Deschutes National Forest Service), Matt Rogers (Century West Engineering)

Phone: Pat Fisher (ODOT)

Staff

Shelby Knight (COIC).

1. Call to Order and Introductions

Chair Alan Unger called the meeting to order at 3: 06 pm. Introductions were made. The newest board member, Crook County Stakeholder Representative Ron Cholin, was introduced. Ron Cholin runs Stinger Transport Trucking in Prineville.

2. Public Comments

There were no public comments.

3. COACT Business

- a) Approve January 14, 2016 Meeting Minutes

Ken Mulenex motioned to approve the January 14, 2016 minutes. Wayne Fording seconded the motion. Minutes were approved by consensus.

4. Governor's Vision Panel Debrief

Gary Farnsworth introduced documented community feedback for the Governor's Transportation Vision Panel that took place January 14, 2016. The handouts included notes taken by COIC staff and official notes received from the Governor's facilitator. Gary Farnsworth reminded the board that panel attendees covered, in detail, a range of modes and discussed mode interaction in the region. He informed the board that he has received positive feedback in regards to the discussion. Alan Unger added that attendees were asked what challenges the region faces in regards to transportation and discussed the vision for transportation in Central Oregon and the state for the future. Oregon's current vision includes the Oregon State Transportation plan. The purpose of the Vision Panel was to cover any topics that may not exist currently as a part of that plan.

Gary Farnsworth stated that he attended a similar forum earlier in the week for the LJACT area in which Karmen Fiore discussed, with transparency, the 2017 state legislative session and funding package.

ATTACHMENT A

Gary Farnsworth stated that for him, a highlight from the COACT GTVP was the amount of dialogue regarding airports and seismic resiliency.

Alan Unger added that he benefited from this discussion. He did not know that there would not commercial air traffic at Robert's Field Airport in the wake of a Cascades seismic event until it was brought up at the GTVP.

Ken Mullenex agreed that the vision panel session was informational. He added that representatives from a variety of modes were able to share their interests, needs, and discuss opportunities.

Gary Judd commented that conversation regarding the role of Central Oregon airports in the wake of a seismic event was engaging. He added that the region has become a hub of aviation in Oregon.

Pat Hanenkrat asked if the handout came from the Governor's office or was sent to them?

Gary Farnsworth responded they are from the facilitator. The Governor's office will compile the findings from each forum across the state into a final report.

Pat Hanenkrat added that the notes are a good summary of what was discussed.

Charlie Every provided feedback saying that discussion at the GTVP led to insight regarding how different modal industries tie in together such as trucking with airports. He asked for clarification on a point made in the facilitator's notes that states "The key driver of your region's economy is lumber and recreation."

Alan Unger responded that remanufacturing of lumber is still prevalent in the area, making it an obvious part of the Central Oregon economy. However, the region's economy is changing. He added that this should be reflected in the notes and that agriculture should be included.

Charlie Every responded that there is mention of agriculture as an economic driver for Jefferson County within the notes. He'd like to see rail and trucking included as well.

Gary Farnsworth stated he'd like to see the range of economies the region supports reflected in the notes. Examples being technology, tourism, and other industries the region serves. He will clarify this with the director's office.

Charlie Every responded that looking at new businesses and growth of existing businesses in the area, that economic drivers would be technical or industry rather than lumber.

Jeff Hurd responded lumber is a significant economic driver for Jefferson County, specifically because of Bright Wood.

Andrew Spreadborough provided feedback on the GTVP stating that having a higher level of legislative representation listening to the communities' needs was beneficial. He reviewed the key preliminary findings regarding transit needs throughout the state before the forum and hopes he made a strong point regarding the different needs surrounding transit for rural areas. This includes how rural transit is focused on *access* to jobs, healthcare, and amenities rather than congestion relief. He wonders how this information will be used in the next legislative session. He suspects it will be related to a legislative package centered around transportation funding.

Gary Farnsworth responded that at the recent forum he attended, Karmen Fiore discussed, in detail, how the information obtained will be translated into funding opportunities.

Jeff Monson stated that he was pleased with how the forum went and that representatives were able to provide feedback and watch the different modal needs blend.

Gary Farnsworth encouraged board members to review both the notes taken by COIC staff and the Governor's facilitator's notes and bring to his attention any additional comments, questions, and feedback.

ATTACHMENT A

Mike Folkestad asked for clarity regarding issues surrounding container size, double stacking, and tunnels.

Matt Weiderholt responded that the issue is that tunnels built in the early 1900's are short and prevent rail from double stacking containers. Other factors affecting rail's ability to compete within the state include the relatively small margins of a container for the BNSF or UP inbound and Central Oregon being more of a consumer than an exporter of goods. He also addressed issues he sees with the current model for container hub yards throughout the state. He worries that in the future, freight trains will be obsolete and focus will be on intermodal container systems and what affect it will have on smaller rail companies in Central Oregon competing with others located along the I-5 corridor. Our region does not have a container facility. If infrastructure issues such as short tunnels can be addressed, possibly through ConnectOregon funding, it will help Central Oregon compete in rail.

Alan Unger responded that he has heard the issue involves two short tunnels and a bridge and he doesn't think it will be an easy problem to solve. He would like to schedule a discussion on rail at a future meeting.

Matt Weiderholt responded that moving forward, Central Oregon communities will need to be able to compete in freight on a national level.

5. FAST Act - Federal Program Funding and Policies

Gary Farnsworth introduced the "FAST ACT Federal Program Funding and Policies" handout. The FAST Act or the Fixing America's Surface Transportation Act was passed by Congress in late 2015. It is a federal reauthorization of federal highway, transit, transportation safety, and rail programs for the next 5 years. The Act provides ODOT with additional funding to put towards projects in the Statewide Transportation Improvement Program (STIP). Gary Farnsworth briefly summarized the content of a letter from ODOT to the Oregon Transportation Commission (OTC) as containing recommendations regarding FAST Act funds. He added that COACT members will have the opportunity to provide feedback on ODOT's recommendations and will ultimately motion to give Chair Alan Unger authority to sign the final copy that was to be presented to the OTC the week of March 14th, 2016. Gary Farnsworth informed board members of a proposal to bump the non-highway Enhance funding target by 5 or 6 million dollars as well as a proposed increase in the Fix-It program funding through the FAST Act. The Act also emphasizes funding for freight and major freight highway-related improvements. He added there will be freight-specific grant funding programs as well.

Gary Farnsworth stated that the increase in funding through the FAST Act compels Oregon to leverage state for federal dollars by meeting match or overmatch requirements.

Ken Mullen asked about the Wickiup Junction project – is there any discussion associated with picking up from Sunriver and continue widening the area south to four lanes?

Gary Farnsworth responded yes. There is a project development effort to continue to expand lane capacity beyond Wickiup Junction with savings from that project.

Andrew Spreadborough asked if the competitive grant funding for freight will be for large, regional scale projects?

Gary Farnsworth responded that is something still to be learned. He hopes to have a better sense of what to expect in regards to the types of projects Central Oregon should leverage for those funds as the process continues. He added that over the course of the next year, there will be significant efforts at the state level to study freight bottlenecks, and to then identify priorities and associated projects. He will feed information back into the group as the process progresses and provide guidance on projects the region might put forward.

Charlie Every added that he is part of a Highway Bottleneck Committee that will be meeting the week of March 14th, 2016. This is a working group involved in the process described above. Alan Unger added he is a member of OFAC as well.

ATTACHMENT A

Gary Farnsworth noted a few more things that came out of the FAST Act. There will be an increase in percentages of funding going to Cities and Counties that will affect various modes. Oregon also received an increase in funding from the Federal Lands Access Program.

The ODOT recommendations were approved by consensus and the final document will be signed by Alan Unger as Chair of COACT.

6. Federal Lands Access Program Update

Pat Fisher, ODOT, called in from Salem to discuss the Federal Lands Access Program (FLAP) call for projects. FLAP is a formula funding program in which funding is awarded to states based upon the amount of federal agency land within the state and the amount of public access roads that cross through those lands. The program is administered by the Federal Highway Administration and the Western Federal Lands office therefore, ODOT is not in direct control of the funds. Instead, ODOT and counties and other road agencies are recipients of the funds. FLAP is the successor program of the Forest Highway program that supplied the National Forest Service with federal funds. Now, under FLAP, funding opportunities are open to roads that go to or through federal lands, expanding potential partnership opportunities to not only the National Forest Service but Parks and Recreation, the Bureau of Land Management, The Bureau of Reclamation, The Core of Engineers, and any other federal land management organizations.

The idea behind FLAP is to provide funding for roads that provide access to and from federal lands for resource users, commodity transport, and recreation/tourism. The funding is meant to help with costs associated with roads in which both a land agency and a road agency have interest.

Pat Fisher informed COACT members that there is likely to be a new call for projects due to excess FLAP funds coming out of the most recent process. The new call for projects will occur in April. Projects submitted can be for a highway, road, bridge, trail or transit system that are on, adjacent to or provide access to federal lands. Roads must be owned or maintained by state, county, tribal or municipal government. Eligibility does not include federally owned/maintained roads. Applications are jointly filed between the road agency and the federal land agency. She recommended that these groups work together from the early stages of project development. Applications are most successful when the priorities align for both the land and the road management agencies involved.

Proposals for FLAP are solicited all at once for all proposal types. Solicitation types fall under 6 categories. Projects compete against other projects within each category for funding. Capital improvement project solicitations range from \$500,000 up to \$10 million. Another category is for enhancement proposals, that being implementations of commodities such as kiosks, interpretive signs, and trail heads. This type of solicitation typically ranges from \$200,000 to \$1 million. Surface preservation project solicitations typically fall into the \$500,000 range. Types of projects that would apply to this would be preservation of roads, trails or adjacent vehicle parking areas. Projects that address a safety issue are given preference. The remaining categories are transit, planning and research. Projects within these three categories are typically less common but equally eligible.

Pat Fisher explained that match funds are required. The requirement is for the standard 10.2 7% match. Match must be local funds, state money or federal money that doesn't come from transportation agencies. The program can accommodate in-kind match, but if you are planning to use in kind match you should discuss this with the program contacts before proceeding. Credit may be awarded for the donation of services, property, etc. to meet a portion of the match.

Pat described the application process as a competitive process based on a point system. The scoring system used in the 2015 round of the call for projects can be found in the handout "FLAP example RFP". Pat Fisher stated that she expects the scoring system to be similar to that of the original. Any routes that are a scenic byway or bikeway will receive extra points. She went on to describe the review process, which includes a staff level technical review group comprised of a representative from ODOT, Western Federal Lands, AOC and a member from any federal agencies that express interest. Once it has been scored by the staff level technical group, the final selection decision is made by a three member decision committee comprised of a member from ODOT, the Federal Highway Agency and AOC.

Project delivery is delegated to the Federal Highway Administration - Western Federal Lands. However, if the ODOT region, district or county can provide a rationale for self-delivery, that case can be made on the application. For example,

ATTACHMENT A

delivery by a county on a project such as a preservation project that requires no new footprint has been allowed, so long as the county has the staff and resources to deliver.

Marcos Romero from the Forest Service commented that the Forest Service has successfully worked with ODOT, counties, cities, and COIC in securing FLAP funds. He emphasized exercising diligence regarding the application process and contacting a land management agency early on with project proposals.

Pat Fisher added that Marcos raised an important point, that there are certain portions of the application that need early attention from both the road and land management agencies involved.

Wayne Fording stated that Jefferson County has been working with BLM to get access to create another exit through BLM land in Crooked River Ranch. There has been discussion about applying for a FLAP grant because the project would involve access to trails. He stated that the issue they're facing is that the road is in an area that is considered Deschutes County but would benefit Jefferson County. He asked if there has ever been counties that work together on a FLAP grant?

Pat Fisher responded yes. The preference being that the county responsible for the majority of road should be the primary applicant. In this situation, Jefferson County could be co-applicant and negotiate with Deschutes County regarding matching funds. The applicants could then explain the agreement through attached letters.

Wayne Fording added that the project would need to include a third entity, the Crooked River Ranch Special Road District, who would be responsible for maintenance of the road.

Gary Farnsworth responded that an intergovernmental agreement that shows each entities roles and expectations could be recognized by Western Federal Lands as a single organization.

Gary Farnsworth stated that Bob Bryant, the region 4 manager for ODOT, will be serving on the FLAP committee. He also noted that having BLM at the table to communicate their role and intent for the project, will be beneficial.

Pat Fisher added that the intergovernmental agreement and specific terms of the agreement could come after the application, so long as the applicants include a letter of understanding of the intended agreement and duties to the application.

Gary Farnsworth gave an example of a similar scenario that received FLAP funding, the Millican road project. A proposal was drafted with the expectation that the specifics of an agreement would come later.

Mike Folkestad asked for clarification on how often FLAP puts out a call for projects?

Pat Fisher responded normally it is every other year. It is only because of excess money from the last call that it is being done two years in a row for 2015 and 2016.

Gary recommended that Jefferson County connect with the representative for BLM serving on the FLAP staff level technical scoring group and discuss further.

Mike Folkestad responded that unfortunately, the representative recently passed and BLM is in the process of filling the position.

Marcos Romero commented that the Forest Service has been successful in the past securing FLAP funding through a working agreement between the Forest Service, Western Federal Lands and Crook County.

Andrew Spreadborough mentioned that COIC has received FLAP grants for transit in the past and has partnered with the Forest Service and ODOT to much success. He asked if there are any changes to the 2016 solicitation as far as priorities from the last round?

ATTACHMENT A

Pat Fisher responded there will be no big changes in priorities from the 2015 round. The only significant change is the amount of funds available.

7. Connect OR VI/2018-2021 STIP Update Process & Rankings

Gary Farnsworth addressed the Region 4 ConnectOregon VI project matrix and the straw proposal packet for the 2018-21 STIP/Enhance process. He noted a change to the ConnectOregon project list. Unfortunately, the application from the City of Sisters did not qualify and was removed. Bike-ped projects had some eligibility issues due to policy regarding where those projects fit relative to public transportation and right of way. Otherwise, the project matrix contains a full list of ConnectOregon applications for Region 4. Gary informed the board that ODOT and partners are in the process of obtaining information that will populate a ranked scoring list. Clark Jackson and others from Business Oregon evaluated and rated applications based upon specific criteria. Modal committees have also been meeting and ranking projects. COACT will also review the applications and provide recommendations at the April 14th, 2016 board meeting. Gary will then be looking for nominations for 2 persons from the COACT Executive Committee to represent Central Oregon at the Super ACT meeting May 12th, 2016 where recommendations from all Area Commissions within Region 4 to date will be reviewed.

Gary Farnsworth noted he'd like the Technical Advisory committee to meet before the April 14th COACT board meeting.

Nick Arnis asked for clarification regarding the multiple rankings from multiple groups.

Gary Farnsworth responded that COACT will receive the recommendations from the modal committees as well as staff recommendations from ODOT and partners that, combined, will assign tiering and tiering categories. COACT will then use this information to prioritize projects and develop recommendations, mainly for the applications for the Central Oregon region. This information will go to regional review committee and they will give the final rankings for the projects for Region 4.

Gary Farnsworth went on to suggest that the executive committee and the technical advisory committee frame criteria for ranking and recommending projects at the April board meeting.

Mike McCabe asked if the "Economic Benefit for Oregon" column on the project list means jobs?

Gary responded yes, jobs and access to jobs.

Alan Unger added that Business Oregon provides that ranking.

Phil Stenbeck asked how much funds are given to region 4 in total?

Gary Farnsworth responded region 4 will receive roughly 10% of funds available through the program which has 45 million dollars in total. He added there is the potential for more, depending on the final rankings, but region 4 is guaranteed 4.5 million.

Alan Unger clarified that the project list present at the April COACT board meeting where ranking recommendations will take place, will include the rankings from the modal committees and Business Oregon?

Gary Farnsworth responded yes, along with the ranking criteria.

Pat Fisher commented it is helpful to look at the process as three parallel reviews working together. It includes ODOT working with the ConnectOregon ranking criteria, Modal committees working with ConnectOregon criteria and considering whether or not the projects are viable for their mode, and the ACTs looking at how projects fit into the goals and priorities for their area. Each committee has a varying enough criteria that one is not outranking the other. She added that the projects that float to the top are usually projects ranked highly for all three committees.

Gary Farnsworth moved on to the Enhance/STIP process update. He referred to the straw proposal packet for 2018-21 Enhance/STIP. The packet includes a table of projects, a summary of the evaluation criteria and a timeline. Gary

ATTACHMENT A

Farnsworth explained that the evaluation criteria for proposals for the 2018-21 Enhance/STIP proposals is different from that of the last round. This is due to significant differences in this rounds call for proposals and the amount of funding, which has been bumped to 3.5 or 3.6 million for the region.

Gary Farnsworth informed members that ODOT staff created a straw proposal for ranking projects across the region. They did so by using a review process that included scoring based on the project's benefit to the state system, benefit to the larger regional area, and leveraging/match. He pointed out the comments regarding these criteria on the project table. The staff group then ranked projects as high, medium, or low. Finally, the group organized the projects by priority through a consensus-focused approach. Gary added that the reviewers ranked projects individually and came up with similar conclusions and rankings.

The STIP/Enhance 150% list deadline is August 16th, 2016. The goal for the next COACT board meeting in April, where members will review and rank projects, is to finish a 150% list, which funding wise, translates to \$5.4 million dollars. Between April and August, COACT will have the opportunity to look at scoping, scaling and timing of projects with ODOT, local jurisdictions and other partners in order to best utilize funding.

Gary Farnsworth opened the floor for questions.

Mike Folkestad asked when the application for FLAP closes?

Gary Farnsworth responded it will close 3 months after the call for projects in April, which will be the end of June or early July. He added that FLAP funds are something to consider when ranking projects for Enhance/STIP.

With no further questions, Alan Unger asked the board for a motion to approve an April 14th, 2016 full Board meeting from 3:00-5:00pm at the Redmond Training Room. The meeting will be dedicated to reviewing ConnectOregon VI and Enhance/STIP projects and to work on the ACT ranking recommendations for them.

Bill Braly motioned to approve. Andrew Spreadborough seconded. The meeting was approved by consensus.

Alan Unger asked when members can expect to have the ranking materials to date?

Gary Farnsworth responded that it depends on whether or not the TAC committee would like to meet and weigh in on projects and how soon voting members provide feedback but that it will be at least a week in advance to the April 14th meeting.

Gary Farnsworth asked is there any input or feedback on work that can be done in preparation to the April 14th meeting? Meaning is there any follow up on input to date that needs to be done? Do members have any reactions to the straw ranking for the STIP/Enhance project list?

Andrew Spreadborough asked if process happening at the April 14th meeting is for ConnectOregon VI projects only?

Gary Farnsworth clarified that the meeting is for ranking and prioritizing projects for both ConnectOregon and Enhance/STIP processes. He expects that for ConnectOregon, members will be provided with packets that include all staff and committee rankings to date, any notes from those reviews, and the criteria used. COACT will then provide their ACT region rankings. COACT will have until the May 12th Super ACT meeting to finalize their recommendation.

For STIP/Enhance, Gary Farnsworth provided members with a number of process options. He suggested one approach would be to have each of the voting members of COACT provide their prioritization which will be used to create a final proposal. He proposed another option would be to schedule one on ones in person or via email where COACT members would share comments, concerns, and questions. The final method he suggested would be to provide members with scoring and ranking materials for the projects prior to the April 14th meeting and have members come to that meeting prepared with their rankings.

ATTACHMENT A

Gary Judd recommended that the Oregon Department of Aviation and other modal committee members be invited to the April 14th meeting in order to brief COACT on their process for ranking projects.

Gary Farnsworth agreed that that would be beneficial. He then asked members if they had any preference or recommendations on how to move forward with the STIP/Enhance recommendation process?

There were no preferences or recommendations by members and it was decided that Gary Farnsworth would decide how to move forward. He recommended that he set a timeline and identify voting membership representatives to whom he will provide the scoring used across each category for each project. The voting members will then send him their rankings for STIP/Enhance projects and the reasoning behind those rankings by a date set by him. He will compile those materials and create a recommendation from them.

Gary Farnsworth stated that the above process is not necessary for ConnectOregon due to the fact that staff and modal committee rankings will be provided.

It was asked if there will be an applicant presentation for ConnectOregon at the April board meeting?

Gary Farnsworth responded it would be best to have a targeted briefing time for applicants. He added that COACT will focus on Central Oregon projects, of which there are 8 in total.

8. Roundtable Project Updates

Bill Duerden reported that Robert's Field Redmond Airport construction areas are set to open May 2nd through May 21st for public review of the new additions thus far.

Alan Unger asked if there would be a chance for a group to do a tour and how to arrange that?

Bill Duerden responded yes, if there is a group of 5 or more persons interested in a tour, they should talk to Zach Bass.

It was mentioned that the construction happening at Robert's Field is impacting Prineville, Bend and Madras airports. For example, Prineville airport is booked for the month of May.

Gary Judd commented that Robert's Field is experiencing difficulty with this as well. The airport is booked out, making it difficult for people to find a place to land their aircraft in the coming months.

Alan Unger stated that Deschutes County is working on a roundabout on Powell Butte highway. There is a contractor on board that will be turning the worst intersection at Neff and Powell Butte into a roundabout. He is unsure of the exact timeline, but the project is set to begin sometime this spring.

Kim Curley informed members that the 25th birthday of Commute Options will be celebrated mid-June. She also discussed the first Bend Open Streets event in Central Oregon in which car access is limited at a section of roadway and is limited to alternative modes of commuting only, in order to promote commute options. This event is scheduled for September in Northeast Bend.

Gary Farnsworth discussed The Oregon Transportation Commission meeting at Eagle Crest April 20th and 21st. At the meeting, the OTC will be looking for a report out from COACT and RST members. Invites will go out to area commission members for a dinner the evening of the 20th. The OTC will also be looking to set up tours for different projects in the area. He stated that there will be more to come on this at the April 14th board meeting. He added that he'd like to look over the guidelines beforehand to make sure they're current.

Gus Burrell discussed the ground breaking for phase 1 of the Madras Airport expansion for the Daimler facility, which is an 87 acre development scheduled for Monday March 21st at 10:00 am near the Madras drag strip. All COACT members are invited and can contact Gus for more information or directions.

Alan Unger asked is Madras considering a Large Lot Industrial Application?

ATTACHMENT A

Gus Burril responded that a portion of the airport is within city limits but a majority of it is not. For purposes of permits and sustainability, the Large Lot Industrial program seems the most logical. He stated that they went through what the DLCD calls the Economic Employment Opportunity Analysis that concluded Madras did not need more industrial land. However, there was no parcel in that process. Therefore, they are unable to put Daimler in city limits. The Regional Lot program would help work around difficult and inflexible state regulations. He added that they're working through the process for phase 2 and 3.

Bill Duerden informed members that the City of Redmond voted for an annexation of property in South Redmond.

It was mentioned that the Bend gas tax failed.

Phil Stenbeck discussed a 160 acre UGB expansion on the west side of the Prineville airport based on a request from a land owner. He added that work has also begun on two new data centers. Prineville is seeing steady continued progress in development.

Ken Mullenex informed members that the overpass project for the city of La Pine is moving forward. They've begun to clear the land for the project. It is expected to be completed in the spring of 2017. He added that Gordy's Truck Stop is changing hands and the new owners have plans to expand. Ken stated that this is exciting because it will bring more jobs to the area. He mentioned that there are several plans to put a roundabout at the Finley Butte and Highway 97 intersection in La Pine as well.

Gary Farnsworth informed members that he is partnering with Rick Allen to work on ideas regarding how to continue leveraging work that the region is doing. There will be more to come on this most likely in April.

Ken Mullenex mentioned that corridor work in La Pine is set to begin next spring of 2017. This includes new lighting systems and work on sidewalks along highway 97. He credited Rick Allen, Deschutes County, and ODOT for moving this collaborative work for the City of La Pine forward.

Mike McCabe stated that at a recent Regional Solutions meeting he attended, Tony DeBone showed him La Pine's Industrial Park. He noted that he believes the area to be very attractive for potential businesses.

Ken Mullenex responded that La Pine has an Economic Development group that has been in business about a year along with a local EDCO representative who've worked hard on the area's industrial development plan. He stated that there is opportunity land wise and they are seeing interest in the industrial park.

Wayne Fording updated members on the Jefferson County courthouse project, which he reported is nearing completion on the inside portion. He mentioned there will be a tour Friday March 11th at 9:00am and encouraged members to attend. The project work is in partnership with the state and is set to be completed in August or early September.

Gary Judd informed the board of a pilot shortage that is having a big impact on the aviation industry. The shortage is pushing airline companies to pick up persons currently in training and expedite their program completion. He believes airports will see construction on fixed wing areas pick up as a result.

Ron Cholin added that the trucking industry is facing a similar shortage issue. He believes it is due to too much regulation.

9. Adjourn

The meeting adjourned at 5:05 pm.

ATTACHMENT B

DATE: April 6, 2016

TO: Oregon Transportation Commission

FROM: Matthew L. Garrett
Director

SUBJECT: **Workshop 4** - Participate in a panel discussion with Central Oregon Area Commission on Transportation (COACT) Representatives

Requested Action:

Participate in a panel discussion with members of the Central Oregon Area Commission on Transportation (COACT) and approve of its updated Operating Guidelines and biennial report.

Pursuant to Highway Division Directive HWY ORG 01-02, COACT is required to present a biennial report to the Oregon Transportation Commission (OTC) every two years. The report and COACT's Operating Guidelines are attached.

Background:

The Oregon Transportation Commission originally chartered COACT in 1998. The biennial report describes COACT's procedures and accomplishments over the past two years and demonstrates how it meets the OTC's "Policy on the Formation and Operation of Area Commissions on Transportation (ACTs)" and the Highway Division directive that implements the policy.

Discussion Topics:

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

1. As the OTC, we struggle with the balance between maintaining the transportation assets we have and expanding the transportation system. What does this balance look like in your area of the state?
2. What are the key Opportunities for transportation investments to help with economic development in this part of the state?
3. What is an appropriate and effective role for ACTs in an era of limited fund? What activities can the ACT engage in to help inform the department's work?

ATTACHMENT B

Attachments

- Attachment 1 – COACT Operating Guidelines
- Attachment 3 – COACT Biennial Report
- Attachment 4 – COACT Organizational Chart

Copies (w/Attachments) to:

Jerri Bohard	Travis Brouwer	Tom Fuller	Kurtis Danka
Paul Mather	Bob Bryant	Gary Farnsworth	Philip Kase

COACT
Central Oregon Area Commission on Transportation

Representing Counties:

Crook County
Deschutes County
Jefferson County

Representing Tribes:

Confederated Tribes of Warm Springs

Representing Cities:

Bend
Culver
La Pine
Metolius
Madras
Prineville
Redmond
Sisters

Representing Transit Districts:

Cascades East Transit

Representing ODOT:

Region 4 – Central Oregon

Representing Others:

Deschutes-Ochoco NF
Prineville BLM
Aviation
Bicycle and Pedestrian
Rail
Transportation Options
Trucking

Staffing Provided by:

Central Oregon
Intergovernmental Council
334 NE Hawthorne Ave.
Bend, OR 97701

Scott Aycock
Community and Economic
Development Manager
Ph: (541) 548-9523

2016-2017 Biennial Report
April 2016

Since its last report to OTC in 2014, COACT has continued its role as the key organization for addressing transportation issues in Crook, Deschutes, and Jefferson counties and the Confederated Tribes of Warm Springs (CTWS), with a view to broader regional and statewide needs as well. COACT provides an open forum for discussion and coordination of projects and planning involving common transportation issues and needs.

Geographic Boundaries

COACT serves the tri-county region of Crook, Deschutes, and Jefferson Counties and CTWS. These boundaries also line up with several other tri-county organizations, such as the Central Oregon Intergovernmental Council (which also serves as the administrative support for COACT and the region's Economic Development District), and the Central Oregon Regional Solutions Team. The Area is a regional economic whole and is linked by common transportation facilities including highway, road/street, bicycle/pedestrian/trails, rail, and air.

COACT Membership and Voting

Refer to COACT "Operating Guidelines" for detailed membership and decision making information. COACT uses a consensus based decision-making process which fosters a collaborative approach to problem solving. The consensus process is generally very effective and it is extremely rare that the COACT requires a vote to reach a decision.

Coordination with adjacent areas and state leaders

Refer to COACT "Operating Guidelines" for detailed principles on coordination. COACT actively engages and coordinates with statewide leaders on transportation initiatives and state and federal policy. COACT is proactive in seeking presentations and visits from statewide leaders in various transportation, advocacy, modal/stakeholder groups, and land use arenas; as well as attendance by OTC members at the formal COACT meetings. The commission also encourages all interested groups to attend meetings and share their opinions and concerns. COACT members participate in other regional ("super-ACT") and statewide teams and forums regarding transportation, such as Oregon's Freight Advisory Committee, Public Transit Advisory Committee, and Bike-Ped Advisory Committee.

Transportation Projects

In 2014, the Oregon Transportation Commission provided \$14 million in Enhance funding for *US 97@Wickiup Jct Rail Crossing* (La Pine) project. COACT has been instrumental in providing review and support for this significant project in the Area. The project is currently under construction with anticipated completion of Summer 2017.

2015-2018 STIP

Other projects that are currently under construction and/or scheduled for completion later this year include:

- US 97 Romaine Village Way – Lava Butte Safety/Preservation (Bend)
- George Millican Road Pavement Preservation (FLAP/Crook Co./ODOT)
- Hwy 380 Ochoco Creek Bridge Replacement (Prineville)
- S 3rd Street: Franklin-Murphy Rd (Bend)
- Tetherow Rd/Deschutes River Bridge Replacement (Deschutes Co.)

Over the past 19 years COACT has always played an active role in reviewing, coordinating on, making recommendations on, and providing strong support for the projects considered for each STIP update or proposed under the solicitations for various other funding sources. The following list includes some of the STIP construction projects that have been completed within the Central Oregon area since 2014:

- US 97/Murphy Road: Brookwood-Parrell (Phase 2) (2015)
- US 97 @ “J” Street Intersection (Madras South Y) (2015)
- US 20 @ 8th Street Signal (Bend) (2015)
- US 97 Parkway over 3rd and Division Bridge Decks (Bend) (2015)
- US 97 @ 1st Street (La Pine) (2015)
- 5th Street & 6th Street Evergreen to Jackpine (Redmond) (2015)
- US 97 L Street to Fairgrounds Rd (Madras) (2014)
- US 20: Cascade Improvements (Sisters) (2014)
- Sunriver to Lava Butte Multi-Use Path (USFS) (2014)
- OR 126: Grassy Butte-Rimrock Rd (Prineville Grade) (2014)
- Metolius River (Local project) (Camp Sherman Rd) Bridge (2014)
- Ochoco Creek Trail: Harwood St – Third St (Local Project) (2014)
- US 97@Cherry Lane & FFO-US26@Dover Lane (Madras) (2014)

Current Projects under development and planned for construction in 2016-17 include:

- Region 4 RWIS and Camera Upgrades (2016)
- US 26 Bike Path (Prineville) (2016)
- US 20 @ Barclay Roundabout (Sisters) (2017)
- US 26 Gumwood Lane – Earl Street (Madras) (2017)

2015-2018 STIP (Continued)

Other Projects of note under development for beyond 2017:

- OR 126 @ McCall Rd Roundabout (Prineville)
- US 97 Sunriver-OR 31 Preservation/La Pine Streetscape
- US 20 Empire – Greenwood Preservation/Signals/ITS/Bike-Ped (Bend)
- US 26 Warm Springs Safety Corridor
- US 97 Parkway/Powers Rd Overcrossing/Bike-Ped Safety (Bend)
- US 97 S Century Drive – USFS Boundary 4-lane (Sunriver)
- US 97 Lava Butte – Spring Creek Hill Variable Speed Zone/ITS
- US 97 Redmond South Corridor & 9th Street Hemlock-Veterans (Redmond)
- O’Neil Hwy @ BNSF/Prineville Jct Crossing & Transload

2018-2021 STIP

COACT is in process of developing a *150% list* for the Draft 2018-2021 STIP/*Enhance* Non-Highway program. The following Enhance projects are currently under consideration for the 2018-2021 STIP/Enhance program proposals:

- COIC – Cascades East Transit Regional Shuttle Stops
- City of Prineville – Prineville Rails to Trails
- City of Sisters – US 20/Cascade Ave. Non-Motorized Diverse Use Trail
- CTWS – Pedestrian/Bike Path: Campus area to Museum
- City of Madras – H Street Sidewalk: 2nd St. to Bike and Skate Park
- City of La Pine – US 97 East Side Ped Safety & Streetscape
- Crook County – Stillman/Riggs Road Bike Lane
- City of Bend – 3rd Street: Greenwood to Wilson (Bend) Multimodal
- City of Redmond – Dry Canyon, Maple Bridge Access
- Bend Parks & Rec – Deschutes River Trail – Galveston to Miller’s

ConnectOregon

ConnectOregon has provided much needed funding for projects serving the various non-highway modes of transportation around the state, and the Central Oregon Area has benefitted over the years from this Program. Several projects within the CO Area that have received Connect Oregon funds since 2014, including:

- City of Redmond Airport Runway 4-22 Rehabilitation
- City of Bend Airport – Helicopter Operations Area
- City of Madras Municipal Airport Improvement
- Sisters Airport Capital Improvements

ConnectOregon (Continued)

The following projects are now being considered for Connect Oregon VI funding:

- City of Bend – Bend Airport Helicopter Operations Area Phase 2
- Sunriver Resort – AWOS and Terminal Building
- Sunriver Resort – Airport Capital Improvements
- City of Prineville – Prineville Airbase Joint Use Facility
- City of Redmond – Homestead Canal Trail Phase II
- COIC – Central Oregon Inter-Community Multi-Modal Hub
- City of Redmond – Taxiway B Rehabilitation Project
- Sisters Eagle Airport Business Expansion

Work Activities and Initiatives

COACT views economic development, safety, and multi-modal transportation as the top priorities for the ACT, and emphasizes regional equity cost-benefit and benefit to the regional and statewide transportation system when making funding decisions. US 97 is the primary transportation corridor and economic engine for the region, and receives the majority of attention for its statewide significance. However, COACT works hard to maintain regional equity and fund projects on the east-west highways, US 20 (Sisters-Bend), US 26 (US97/Madras-Prineville) and OR 126 (Sisters-US97/Redmond-Prineville).

- Freight mobility, transit, and the proposed state legislative funding package have been frequent agenda items for the COACT.
- Continued engagement with state transportation priorities, including presentations from ODOT on legislative and policy updates, pilot and research programs (ex. Truck Parking research project), and state planning processes (ex. Governor’s Transportation Vision Panel, etc).
- Continued engagement with modal advisory committees, including presentations from the COACT Airport Group, Bicycle and Pedestrian committees, Cascades East Transit, Transportation Options, and the Rail representative.
- Formation of the COACT Airport Group that meets quarterly to maintain coordination between the Central Oregon airports.

Public Involvement

Refer to COACT “Operating Guidelines” for detailed public involvement processes, commitments, and expectations. COACT encourages members of the public to “sit at the table” during formal meetings. Agendas always begin with an open forum for public comment. COACT members believe that the opportunity provided by COACT meetings to address elected officials and stakeholders is a best practice way engage the public.

Staff Support

COACT is an integrated part of the Regional Solutions Team and regional Economic Development District (COEDD). ODOT maintains an Intergovernmental Agreement with COIC, which also serves as the regional Economic Development District, to provide the necessary staffing and administrative support for COACT.

ATTACHMENT C

FAST Act Funding Overview

March 2016

FAST Act provides five years of stable federal funding along with modest increases.

- Will benefit both ODOT and local governments.
- Will help invest in freight projects that are critical to Oregon's trade-dependent economy.
- OTC adding new funding to , allow ODOT to program additional projects that will preserve the system, reduce congestion, and improve freight mobility.

Funding to local governments will increase under this bill.

- Local Bridge Program and the STP Working Agreement that provides funding to cities, counties, and small MPOs will both increase.
- Funding increases for local governments will allow additional investments in bike/pedestrian projects....
- The Federal Lands Access Program (**FLAP**) increases \$14M per year (up to ` \$35M)..local government projects have won the majority of Oregon's FLAP funding recently.

Much of ODOT's funding will be for freight projects.

- Will program ~\$90 million in 2015-18 and 2018-21 for needs on a set of high volume, high priority freight corridors—primarily Interstates.
- Will identify and address major freight mobility challenges, and pick highest priority projects across the state.
- Will need updating of the Oregon Freight Plan, over 2016-17 developing a bottleneck list and investment strategy, and designating urban and rural freight corridors to expand spending of the freight funds.

2015-2018 STIP

- With gas tax revenues coming in stronger, and anticipated new FAST Act, in October 2015 OTC added \$120M *Fix-It* projects.
- ODOT added together a variety of funding sources, including leftover JTA funds from a project in Sherman County, extra funding from an Enhance project in Central Oregon, FAST Act freight money, and other FAST Act funds, to create a pool of about \$70M.
- In selecting projects, ODOT had a number of constraints and criteria set by the federal government, the Legislature, and the OTC.
- OTC approved the non-freight projects (not bolded) at its March meeting. It intends to approve the allocation of freight funds (bolded) no later than June.

ATTACHMENT C

2018-2021 STIP

- A total of \$196M in additional funding is projected for the 2018-21 STIP. In March OTC approved the following allocation of funds:
 - \$77M for Fix-It Programs for bridge, pavement and culvert backlog.
 - \$35M first phase of our Seismic resilience program on US 97 and OR 58.
 - \$5M in additional funding for ADA ramps, in addition to the current \$18M target.
 - \$5M in additional funding for Enhance Non-Highway, bring the total to \$35M.
 - \$49M for Freight projects.
 - \$25M for Strategic Investments.
- The Freight and Strategic Investment funds will be selected together through the freight bottleneck analysis.
- Freight and Strategic Investment programs will rest with the OTC, though ACTs and the Oregon Freight Advisory Committee will have input...will develop plans for ACT input later in 2016.
- Allocation of the additional funding from FAST Act leans more heavily toward Enhance—about 40%. Yet overall funding in the 2018-21 STIP still has a heavy lean toward Fix-It.

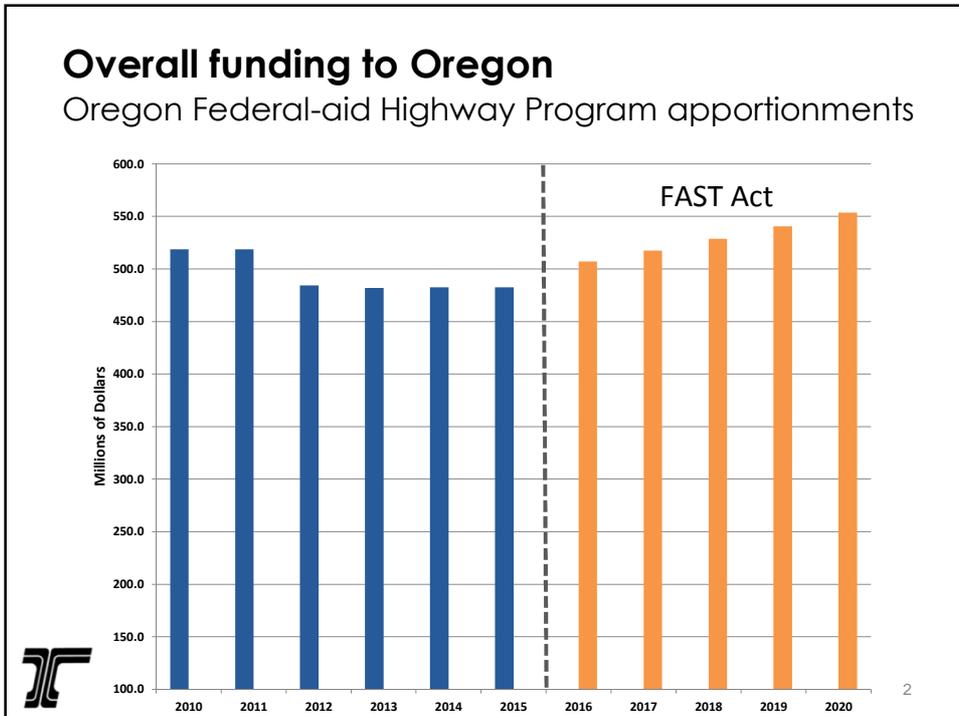
The small increase in funding under the FAST Act isn't adequate to meet the growing needs of Oregon's transportation system.

- While stability will be very helpful in developing a long term capital program, as our mountain chart shows it won't reverse the decline...it won't solve our congestion problems, much less make a significant dent in bridge or pavement needs on the aging state highway system, or address local government shortfalls.



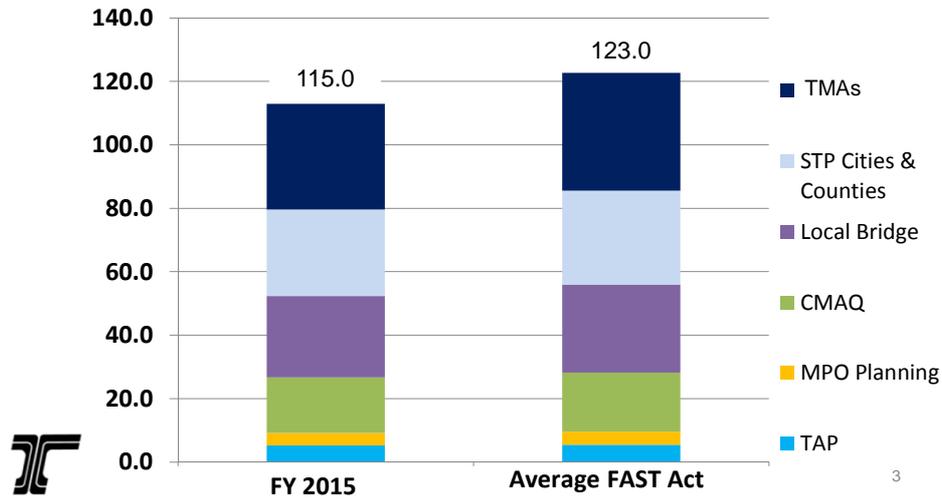
FAST Act Funding

Updating the 2015-2018 and 2018-2021 Statewide Transportation Improvement Programs



Funding to local governments

Annual highway funding made available to local jurisdictions



National Highway Freight Network



Updates to the STIP

2015-2018 STIP
Project
Amendments

2018-2021 STIP
Program Allocation



5

Proposed Projects for 2015-2018 STIP

Bold projects are freight funds

1	I-5 SB: 217 - I-205 auxiliary lane	\$13M
	I-205 Stafford - Oregon City (development)	\$2.5M*
	I-5 Rose Quarter (development)	\$2.5M*
2	I-5 NB third lane Commercial-Kuebler	\$14.5M*
	I-5 add third lane Salem-Albany (development)	\$3.0M*
3	I-5 NB climbing lane Roberts Mountain	\$7.0M
	Sutherlin jurisdictional transfer of HW 138	\$2.4M
4	Hwy 97 Seismic I-84 – Hwy 58	\$8.6M
	I-84 Cable Barrier	\$3.5M
	Hwy 97 Crescent Passing lanes	\$2.25M
5	I-84 Cable Barrier	\$10.7M
	I-84 Ladd Canyon EB climbing lane	\$7.4M*

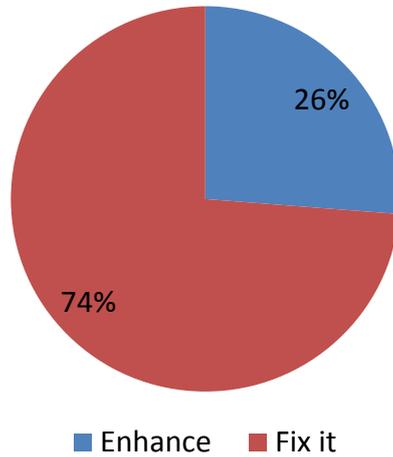


*Potential projects to apply for federal grants.

6

2015-2018 STIP

Fix It and Enhance Breakdown



Additional Allocations in the 2018-2021 STIP from FAST Act



FIX-IT

\$77m Fix It
 \$35m Seismic
 \$5m ADA ramps



ENHANCE

\$5m Enhance Non-Highway



FREIGHT

\$49m



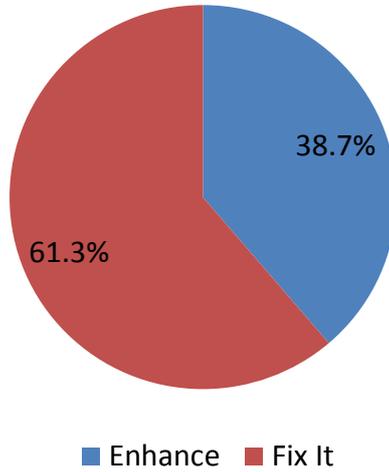
STRATEGIC INVESTMENT

\$25m



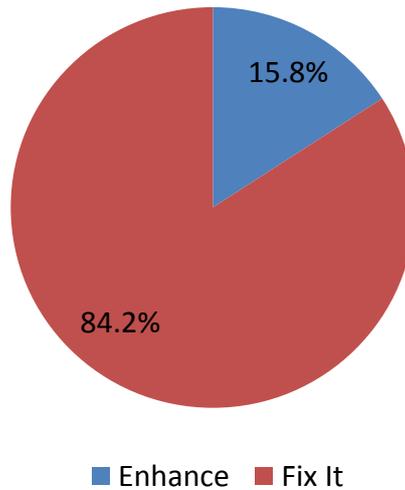
2018-2021 STIP

Breakdown of Additional FAST Act Funds Between Fix-It and Enhance

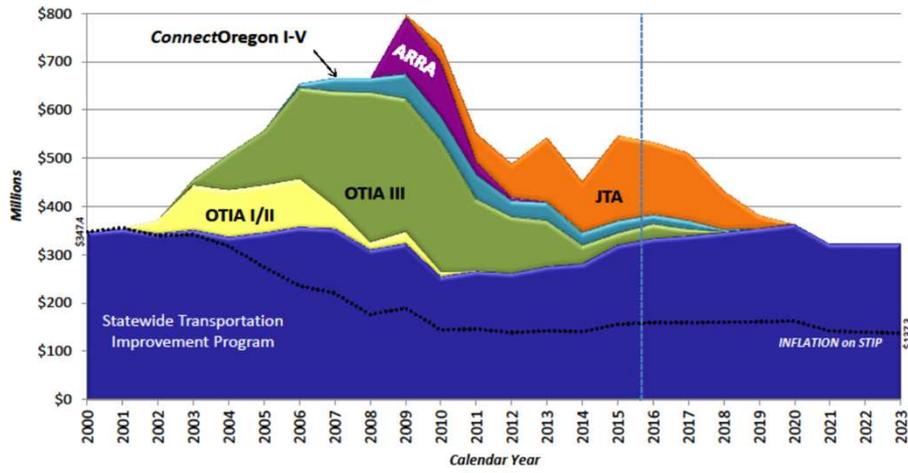


2018-2021 STIP

Final Breakdown of Funds Between Fix It and Enhance



ODOT Construction Programs



Highway Budget Office - Revised 10/21/15 (actuals through Sept 2015)



ATTACHMENT D

ENHANCE 2018-21 STIP UPDATE – DRAFT R4 to COACT RECOMMENDATIONS

April 2016

PROPSOAL RANKING

ODOT Region 4 staff has provided the attached spreadsheet recommendations of COACT Enhance proposal ranking, based on the following process and per direction provide by COACT membership at the March 2016 meeting:

At the March 2016 meeting, Region 4 staff provided a draft ranking given an initial effort at a consistent evaluation and ranking of the proposals based on the Enhance Proposal review process. This was considered a starting point for “High/Medium/Low” performance based scoring against all of the Modal Attributes and Cross Modal Criteria provided in the Enhance Review Guidance (handed out at the meeting, with reference made to this website for more detail: <https://www.oregon.gov/ODOT/TD/STIP/Pages/WhatsChanged.aspx>)

ODOT staff was clear during the meeting that, in extending the offer of making the “straw proposal”, was placing emphasis on relative value each proposed project might provide to the State System, and to relative “Leverage” in general (noting Safety is always an important and common denominator). Members subsequently discussed the process outline, and agreed that the Technical representative of each voting member would be given opportunity to provide input to the “straw proposal” rankings provided, and the outcome of the review would be presented at the April 14th COACT meeting by, including an updated ODOT staff recommendation (see attached March 16th email provided to initiate the review). The following input was received in response:

City of Madras - *...reviewed the scoring criteria and comments provided by Region 4 and agrees with the rankings as proposed.*

Deschutes County - *...fine with the rankings as presented.*

City of Prineville - *...reviewed the scoring criteria and comments provided by Region 4 and agrees with the rankings as proposed.*

City of Prineville Rail - *...agree with the rankings as presented.*

City of Sisters - *...fine with the rankings as proposed.*

City of Metolius - *After reviewing the ten listed jobs and the priorities...see nothing wrong with going forward with this list as is.*

City of Redmond - *...good with ODOT's ranking.*

Cascades East Transit - *...have reviewed the scoring criteria and comments provided by Region 4 and agree with the rankings as proposed.*

Bicycle-Pedestrian Advisory Committee - *...comfortable with the rankings as presented.*

Commute Options - *...do not see a reason to change the ranking at this time.*

Confederated Tribes of Warm Springs - *agree with the Region 4 rankings as listed.*

Crook County - *Although the Crook County project was not ranked as high as...would have liked...the process was fair to all and incorporated what the intention of the enhanced funds are all about...very fair with the rankings.*

US Forest Service - *...good with the rankings.*

City of La Pine - *...on board with ODOT's rankings.*

Every Trucking - *...support ranking as presented by ODOT [voice message]*

City of Bend Airport - *...agree with the rankings as proposed.*

City of Bend - *...not on board with the list in its present form. ...do not agree with the ODOT evaluation as it is presented. There are four issues with the current evaluation and ranking:*

1) The COACT STIP process.

The Central Oregon Area Commission (COACT) process and evaluation for enhance projects is not consistent and transparent. It is difficult to respond to the current ranking when we do not know or understand the weighting and criteria for the process. Additionally, FHWA is placing greater emphasis on performance-based approaches. Incorporating this approach in the future should be considered.

2) The 3rd Street benefits to the state highway.

The Highway 20 (ODOT) and the 3rd Street (City) facilities contain very similar land use and transportation patterns. Improvements to 3rd Street and Highway 20 (3rd or Greenwood) benefit the ODOT and City facilities. The City believes the proposed set of projects provides direct benefits to ODOT system. The location of the Highway 97 Parkway through the middle of Bend and the parallel 3rd Street facility easily within ¼ of each other link the two facilities into one indiscernible transportation system. The sidewalk and pedestrian crossing projects on Highway 20 from Empire to Greenwood Avenue that ODOT is planning to construct are almost identical and serve the same purposes and have the same benefits as what the City is proposing for 3rd Street. Additionally, the City application includes traffic signal upgrades which are necessary to make 3rd Street a viable alternative to the Parkway when a crash occurs or construction is scheduled on the Parkway.

3) Land use and Transportation Connection.

The City and the state, using Department of Land Conservation and Development Transportation Growth Management Grants, have spent a considerable amount of time and effort planning for the 3rd Street corridor. These projects include the Central Area Plan, the Central District Multi-Modal Mixed Use Plan, the current City and ODOT partnership on safety projects for 3rd Street, and the City Urban Growth Boundary Opportunity Area analysis. The 3rd Street sidewalk and safe crossings project is consistent with these Plans.

4) The 3rd Street Project is flexible and can be phased.

The ODOT ranking appears to understate the existing 3rd Street sidewalk project that ODOT is designing and constructing. This project was scaled back because of right of way and design cost constraints. The STIP funds the City requests would go directly into phases of the existing ODOT managed sidewalk project on 3rd Street. The request by the City for \$1.6 million is significant given the \$3.6 for the entire Region. Consequently, the City application proposes phasing the project by blocks or sections.

Specific feedback on City of Bend input:

Deschutes County - Regarding the plans mentioned by [Bend] City staff, how many of them have been formally adopted by the City Council into either the City's Transportation System Plan (TSP) and/or Comprehensive Plan? While not diminishing the work done or being done, an adopted plan has a legal status and carries more weight...whereas a plan that has not been formally adopted by a local jurisdiction is just a study and needn't be considered in the COACT rankings. ...look forward to what measureables will be used to determine performance-based criteria for bike/ped projects.

PROPOSAL/INPUT SUMMARY NOTES & RECOMMENDATIONS

Of the 17 responses received, 16 fully support the proposed ranking provided initially by ODOT Region 4.

The City of Bend (non-airport) responded *not on board with the list in its present form*, noting disagreement with the process, and emphasizing benefits of the City of Bend's proposal.

Although it appears the City of Bend was emphasizing points covered in their proposal, and appeared to share differences of opinion on the "straw" ranking scored provided by ODOT, the input was not directly specific to H/M/L score's against the Enhance Review Guide's *Modal Attributes* and *Cross Modal Criteria* draft H/M/L scoring provided by ODOT.

It appears the City was looking for a reconsideration of the "scoring and ranking" (and ODOT comments in the "straw" ranking spreadsheet) of the Bend proposal, though they did not explicitly offer changes to the ranking of proposals provided by ODOT "straw" recommendations. Also they did not provide similar feedback, in similar areas of emphasis, on the other 9 proposals.

It is important to note from the City of Bend's input that they propose phasing their project by blocks or sections with funding available. This is a good point, that COACT should carefully consider which proposals to follow-up on in conducting full evaluation and scoping in terms of their ability to be scaled and/or phased, relative to making a "150%" recommendation of Region 4 proposals along with LJDACT and SCOACT. It does imply, however, consideration of potential effects on ranking, given scaling and phasing a project can also affect the amount and timing of benefits it might provide.

In conclusion, no changes have been made by ODOT Region 4 to the original "straw" rankings provided for review, as proposed the attached spreadsheet for COACT. The recommendation is this ranking would be carried forward to the May 12th Super-ACT meeting in Bend.

[March 17th email to COACT TAC members] All,

Per direction at COACT last week, I need your assistance as essentially the TAC reps of each voting member. The attached Excel file is the expanded (and Central Oregon) version of the draft "straw" ranking provided by ODOT Region 4 staff to COACT last week (also attached PDF of handout at COACT). For the complete Enhance Proposal materials, also below you'll find an FTP link and instructions from our STIP Coordinator Katie Parlette (thanks Katie).

Please provide me with your feedback to this COACT spreadsheet by 5:00pm, Monday, March 28th. You can certainly take the approach of just comments and/or questions to the attached Excel spreadsheet...you are also welcome to provide me with your own rankings (1 thru 10), but if you do then please support with your rationale (by narrative explanation on each, and/or by scoring each proposal's modal attributes and cross modal criteria, similar to what Region 4 staff provided).

Note we will only be taking your response as "input" to an updated Region 4 Staff recommendation to the COACT Membership at their April 14th meeting (versus an average of everyone's rankings like we did for 2015-18) for a 150% List.

Here's who I'm assuming will be providing the responses, as "TAC" representatives of each of the voting members, but feel free to work within your org on who should best respond and just let me know (and let me know if you think I missed anyone):

Warm Springs - Lonny Macy
La Pine - Corey Miskey
Bend - Nick Arnis
Sisters - Paul Bertagna
Redmond - Bill Duerden
Deschutes Co. - Peter Russell
Prineville - Erik Klann
Crook Co. - Bob O'Neal
Crook Co. Citizen Rep - Ron Cholin
Metolius - Pat Hanenkrat
Culver - Donna McCormack
Madras - Jeff Hurd
Jefferson Co. - Mike McHaney
Jefferson Co. Citizen Rep - Mike Folkstead
Airports - Gary Judd
Rail - Matt Wiederholt
Bike/Ped - Bill Braly
Trucking - Charlie Every
Transit - Karen Friend
Transportation Options - Jeff Monson
Forest Service - Marcos Romero
BLM - TBD

Feel free to write back or give me a call if you have any questions.

Thanks, Gary [Farnsworth]

Instructions for access to the FTP site for Region 4 Enhance Proposals

1. ***Go to ODOT's ftp site at : <ftp://ftp.odot.state.or.us/>.***
2. ***Select the outgoing folder***
3. ***Find the folder titled, R4 Enhance***

Let me know if you have any questions. Thanks. ***Katie Parlette. (541) 388-6037***

2018-21 ENHANCE PROPOSALS - R4 RECOMMENDED RANKING TO COACT

DRAFT April 6, 2016

Sponsor	Project Name	Description	Total Project Cost	ENHANCE Request	Running Total Request	MODAL ATTRIBUTES								CROSS MODAL CRITERIA							Score	ACT Rank	R4 Rank	Comments
						Benefit State System	Transit System Efficiency	Bike/Ped System Efficiency	Supports Intermodal Connections	Address Safety*	Improve Public Health	Improve Accessibility	Remove a Barrier	Economic Devel.	Social Benefits	Environ. Stewardship	Project Readiness	Leverage						
COIC	Cascades East Transit Regional Shuttle Stops	Expansion of inter-community service on Community Connector Shuttle system	\$265,300	\$238,053	\$238,053	H	H	H	H	H	H	H	H	H	H	H	H	H	H	CO1	1	Benefits most communities in CO (Regional), Shuttles State Hwy System, Leverages CORST and ConnectOregon funding.		
City of Prineville	Prineville Rails to Trails	Trail that provides access to over 1500 homes to the city's trail system	\$390,000	\$349,000	\$587,053	H	M	H	H	H	H	H	H	H	H	H	H	H	H	CO2	3	Indirect though good benefit to State System. For leverage, part of multi-million \$ trail system investments.		
City of Sisters	US 20/Cascade Ave Non-Modorized Diverse Use Trail	Multi modal trail	\$134,500	\$134,500	\$721,553	H	L	H	M	H	H	H	H	H	H	H	H	H	CO3	5	Direct Benefit to State System. Can be added directly to Barclay Project as efficiency leverage.			
Conf Tribes of Warm Springs	Pedestrian/Bike Path: Campus area to Museum	Pedestrian/bike path parallel to hwy s. side connecting Hollywood Blvd/US 26 Intersection with the Meseum/US 26 Intersection	\$388,000	\$388,000	\$1,109,553	H	L	H	H	H	H	H	H	H	H	L	M	H	CO4	6	Direct Benefit to State System. Expected to be highly prioritized in the Transportation Safety Plan TBD, leverages \$1.5M Safety project.			
City of Madras	H Street Sidewalk: 2nd St to Bike and Skate Park	Pedestrian connection from 2nd St to the Madras Bike & Skate Park including curb/gutter, ADA crosswalks	\$541,900	\$388,900	\$1,498,453	M	L	H	M	H	H	H	M	H	H	H	H	M	CO5	7	Some indirect benefit to State System. For leverage, part of multi-million \$ trail system investments, Plus Over-Match.			
City of La Pine	La Pine US 97 East Side Ped Safety & Streetscape	Sidewalk & streetscape on E. side of US 97	\$1,750,000	\$1,500,000	\$2,998,453	H	L	H	H	H	H	L	H	H	H	L	M	M	CO6	8	Direct Benefit to State System. For leverage, next Phase of Enhance.			
Crook County	Stillman/Riggs Road Bike Lane	Widen road to allow for shoulder for bikes	\$1,559,958	\$500,000	\$3,498,453	M	L	H	L	H	H	L	M	H	H	H	H	M	CO7	10	Indirect though good benefit to State System. For Leverage, very high overmatch with-in and within larger project for efficiency.			
City of Bend	3rd Street: Greenwood to Wilson (Bend) Multimodal	Sidewalks, bike lanes, safe crossing and intersection improvements	\$1,771,664	\$1,589,714	\$5,088,167	M	M	H	H	H	H	H	M	L	H	H	M	M	CO8	11	Some indirect benefit to State System. For leverage, next Phase of Enhance.			
City of Redmond	Dry Canyon, Maple Bridge Access	Staircase at the Maple Bridge in the Dry Canyon Trail	\$298,404	\$267,757	\$5,355,924	L	L	H	M	H	H	H	M	L	M	H	H	M	CO9	12	Minimal benefit to State System. For leverage, part of multi-million \$ trail system investments.			
Bend Parks & Rec	Deschutes River Trail - Galveston to Miller's	Widen existing sidewalk, shared-use trail	\$1,317,599	\$1,054,079	\$6,410,003	L	L	H	M	H	H	H	L	L	H	H	M	H	CO10	14	Minimal/no clear benefit to State System. For leverage, part of multi-million \$ trail system investments.			

TOTALS \$8,417,325 \$6,410,003

*Covers both Modal Attributes and Cross Modal Criteria

ANTICIPATED AVAILABLE ALL REGION 4 FUNDING	\$3,600,000
ANTICIPATED ALL REGION 4 150%	\$5,400,000

DRAFT

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2018-21 ENHANCE PROPOSALS - REGION 4 Staff DRAFT STRAW RANK

DRAFT March 7, 2016

Sponsor	Project Name	Description	Total Project Cost	ENHANCE Request	Running Total Request	Score	ACT Rank	R4 Rank	Comments
COIC	Cascades East Transit Regional Shuttle Stops	Expansion of inter-community service on Community Connector Shuttle system	\$265,300	\$238,053	\$238,053	H	CO1	1	Benefits most communities in CO (Regional), Shuttles State Hwy System, Leverages CORST and ConnectOregon funding.
City of Condon	Condon Pedestrian Access Improvement Project (City Streets/OR 19)	Replace and construct new sidewalks, ADA ramps improved school crossing	\$545,000	\$445,000	\$683,053	H	LJD1	2	Direct Benefit to State System. For leverage, adds to previous Sidewalk Investments.
City of Prineville	Prineville Rails to Trails	Trail that provides access to over 1500 homes to the city's trail system	\$390,000	\$349,000	\$1,032,053	H	CO2	3	Indirect though good benefit to State System. For leverage, part of multi-million \$ trail system investments.
City of Mosier	Mosier Bike/Ped Streetscape Improvement Project (S & N sides of US 30 from I-84 Exit 69 offramp to HCRH Mosier Crk Br.)	Sidewalks, bike lanes, bulb-outs, trees, and street parking	\$555,500	\$495,500	\$1,527,553	H	LJD2	4	Direct benefit to State System. For leverage, tie to planned park-and-ride/amenities, ties into Gorge Tourism investments.
City of Sisters	US 20/Cascade Ave Non-Modorized Diverse Use Trail	Multi modal trail	\$134,500	\$134,500	\$1,662,053	H	CO3	5	Direct Benefit to State System. Can be added directly to Barclay Project as efficiency leverage.
Conf Tribes of Warm Springs	Pedestrian/Bike Path: Campus area to Museum	Pedestrian/bike path parallel to hwy s. side connecting Hollywood Blvd/US 26 Intersection with the Meseum/US 26 Intersection	\$388,000	\$388,000	\$2,050,053	H	CO4	6	Direct Benefit to State System. Expected to be highly prioritized in the Transportation Safety Plan TBD, leverages \$1.5M Safety project.
City of Madras	H Street Sidewalk: 2nd St to Bike and Skate Park	Pedestrian connection from 2nd St to the Madras Bike & Skate Park including curb/gutter, ADA crosswalks	\$541,900	\$388,900	\$2,438,953	M	CO5	7	Some indirect benefit to State System. For leverage, part of multi-million \$ trail system investments, Plus Over-Match.
City of La Pine	La Pine US 97 East Side Ped Safety & Streetscape	Sidewalk & streetscape on E. side of US 97	\$1,750,000	\$1,500,000	\$3,938,953	M	CO6	8	Direct Benefit to State System. For leverage, next Phase of Enhance.
Oregon Parks & Rec	OC&E Woods Line St Trails: Phase 2 Safety Cossing	Construct shared use path bridge & at grade crossings	\$1,052,343	\$877,343	\$4,816,296	M	SCO1	9	Development project in the 12-15 STIP. This project is phase 2 to construct.
Crook County	Stillman/Riggs Road Bike Lane	Widen road to allow for shoulder for bikes	\$1,559,958	\$500,000	\$5,316,296	M	CO7	10	Indirect though good benefit to State System. For Leverage, very high overmatch with-in and within larger project for efficiency.
City of Bend	3rd Street: Greenwood to Wilson (Bend) Multimodal	Sidewalks, bike lanes, safe crossing and intersection improvements	\$1,771,664	\$1,589,714	\$6,906,010	M	CO8	11	Some indirect benefit to State System. For leverage, next Phase of Enhance.
City of Redmond	Dry Canyon, Maple Bridge Access	Staircase at the Maple Bridge in the Dry Canyon Trail	\$298,404	\$267,757	\$7,173,767	M	CO9	12	Minimal benefit to State System. For leverage, part of multi-million \$ trail system investments.
MCCOG	Bus Covered Parking Shelters	Bus shelters at transit center	\$467,000	\$419,039	\$7,592,806	M	LJD3	13	Minimal benefit to State System. For leverage, is final Phase of Enhance and ConnectOregon Investments
Bend Parks & Rec	Deschutes River Trail - Galveston to Miller's	Widen existing sidewalk, shared-use trail	\$1,317,599	\$1,054,079	\$8,646,885	L	CO10	14	Minimal/no clear benefit to State System. For leverage, part of multi-million \$ trail system investments.

TOTALS \$11,037,168 \$8,646,885

ANTICIPATED AVAILABLE FUNDING \$3,600,000

ANTICIPATED 150% \$5,400,000

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