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DRAFT Meeting Minutes

Central Oregon Area Commission on Transportation
COACT
July 14, 2016

Members:

Attendees: Mike McCabe (Crook County), Lonny Macy (Warm Springs), Jeff Monson (Transportation Options), Jack Seley (City of Prineville), Melvin Ewing (Federal Agency Representative - BLM), Andrea Blum (City of Sisters), Gary Judd (Aviation), Ken Mulenex (City of La Pine), Mike Folkestad (Jefferson Co. Stakeholder), Bill Duerden (City of Redmond), Nick Arnis (City of Bend), Jeff Hurd (City of Madras), Zach Bass (Aviation alternate), Karen Friend (Transit), Gary Farnsworth (ODOT), Wayne Fording (Jefferson County), Marcos Romero (Federal Agency - US Forest Service), Charlie Every (Trucking/Freight).

Guests: David Amiton (ODOT), Della Mosier (ODOT), Corey Misley (City of La Pine), Phil Stenbeck (City of Prineville), Richard Ross (Cascades East Transit RPTAC), Matt Kittelson (Kittelson and Associates), Tom Headley (Century West Engineering); Scott Smith (City of Prineville), Chris Doty (Deschutes County).

Staff

Shelby Knight (COIC).

1. Call to Order and Introductions

The meeting was called to order at 3:03 pm. Introductions were made.

2. Public Comments

There were no public comments.

3. COACT Business

1. April 14, 2016 Meeting Minutes (Action)

Ken Mulenex motioned to approve the April 14, 2016 meeting minutes. Mike McCabe seconded. Minutes were approved by consensus.

4. Scenic Bikeways Discussion

A) Current Central Oregon Scenic Bikeways – status report, Discussion

Gary Farnsworth introduced David Amiton, the Active Transportation Liaison for ODOT. David Amiton discussed the Oregon Scenic Bikeways Program. The program was developed and is run by the State Parks and Recreation department. The purpose of the program is to showcase the best bicycle tours and routes in the State of Oregon. He emphasized the program's economic development benefit through tourism attraction. The program begins with a community identifying a route they're interested in adopting as a scenic bikeway. That route then goes through a community workshop process. Through this process, stakeholders and community members identify who will take on different tasks, build support within the community, and ensure the route is a good candidate for adoption. Routes that are adopted as scenic bikeways are re-evaluated every five years.

David Amiton stated that Central Oregon currently has two scenic bikeway routes up for evaluation, the Twin Bridges Scenic Bikeway in Bend and the Sisters to Smith Rock Scenic Bikeway. In August there will be a community ride of these routes organized in partnership by the State Parks and Recreation department and Travel Oregon. During this community ride, riders will identify what aspects of the routes are working well, what

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improvements have been done, and what improvements stakeholders and community members would like to see. David Amiton gave an example of improvements made as a result of this process on the Twin Bridges Scenic Bikeway in which ODOT widened a section of the shoulder on Highway 20.

David Amiton then asked members for ideas and feedback. He added that ODOT has 6 months to collect feedback to present to the State Parks and Recreation department and encouraged members to share materials and his contact information with constituents within their community. Della Mosier, Interim Area Manager for ODOT Region 4, added that feedback can include support for projects and amenities as well as potential infrastructure improvements or additions.

David Amiton stated that he is primarily looking for feedback on the two routes up for evaluation but will accept comments on proposed routes as well. For example, there is a new scenic bike route proposed that stretches from Prineville to Prineville Reservoir. Gary Farnsworth asked about the status of that proposal - David Amiton responded that the route is being considered for adoption and the next step is a community workshop as discussed earlier. He added that the timeline and process are driven by local stakeholders. Mike McCabe added that the Bureau of Recreation is playing a key role in the development of this new route. He noted further that the proposed route poses safety concerns that will need to be addressed.

Andrea Blum stated that she will contact local groups in Sisters that may be interested in taking part in the evaluation process. She added that the addition of showers along a scenic bike route in Sisters is an example of an outcome of this process and that those amenities are being taken advantage of.

Karen Friend asked does the process involve giving notice to the rural farm properties affected by scenic bikeways? Does this plan include outreach? David Amiton responded yes, there is outreach. He added that outreach is conducted as a local community process, meaning it will look different for different routes.

Ron Cholin asked are stakeholders that live along the routes involved in the process? David Amiton responded in his experience thus far, yes, the stakeholder groups have been well rounded and diverse.

5. Discuss FLAP

A) Overview of Central Oregon Projects

Gary Farnsworth asked members to refer to the Federal Lands Access Program (FLAP) draft letters of support provided in the meeting materials. He asked members to provide feedback on each project proposal before approving the Area Commission's endorsement of the letters.

Gary introduced the projects:

- HWY 372 Haul Trail Undercrossing project - there were no questions or concerns.
- Jefferson County Perry South Campground Connection project - the proposal is for the continuation of hard surface paving near Perry South Campground in Jefferson County. It was submitted during the last FLAP application cycle and just missed the funding cut off. This project would connect recreation cabins and will serve as a second exit in case of a fire. There were no questions or comments.
- US 97 Multi-Use Trail Planning Study proposal. This study would look at the feasibility of developing a corridor parallel to Highway 97 that would run from south Bend to Longview. There were no questions or comments.
- US 97 South Century Drive Forest Service Boundary project. The project would increase vehicle capacity and improve safety throughout the project area by constructing a four-lane divided highway with wildlife crossing improvements, upgraded signs and guardrails, rumble strips and durable striping and intersection improvements. There were no comments or concerns.
- City of Sisters US 20 Barclay Roundabout proposal. The project would reduce conflicts among vehicles, bicyclist and pedestrians while improving traffic flow for all users at the roundabout. It would also improve access to and from the Barclay/Locust alternate route and provide an aesthetically pleasing

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gateway feature for Central Oregon and for the McKenzie Pass - Santiam Pass. There were no comments or concerns.

- Cascade Lakes Highway Bicycle Facilities Study proposal. The study would evaluate the entire Cascade Lakes Highway route for safety improvements and potential facility placements, etc. It would include looking at short term adjustments as well as long term planning to enhance bicycle accessibility to the highway. There were no questions or comments.
- Cascade Lakes Chip Seal project and the George Millican Road Chip Seal project. Chris Doty explained that the projects include the application of chip seal to the roads. He noted that the George Millikan Road Chip Seal project is in partnership with Crook County and BLM. There were no questions or comments.

Gary Farnsworth asked if there were other FLAP applications that members would like be considered for COACT's endorsement?

Marcos Romero informed members that Bend Parks and Recreation submitted a Bend Haul Road Trail Improvements project application in partnership with the Forest Service. The Bend Haul Road Trail Improvement project would not only improve and update the original 2-mile segment of the Haul Road Trail, but would also extend the paved portion of the path from its current terminus out to the Bend City Limits where it would seamlessly connect with the new 3.4-mile paved trail extension being constructed by the USFS on federal land outside of the Bend City Limits. The completed path would provide direct non-motorized access to the Deschutes National Forest including the new Welcome Station (opened 2016), Cascade Lakes Scenic Byway, Phil's Trail Complex and various Deschutes River recreational sites. Gary Farnsworth asked if a letter of support is needed for this project? Marcos Romero responded he believes Bend Parks and Rec would agree to that. Gary suggested Marcos Romero ask them to develop a draft letter and send it to him. Della Mosier added that this project is part of the regional trail system concept that she was discussing and recommended a letter of support from COACT.

Wayne Fording informed the COACT of the Willow Creek Trail project application submitted by Jefferson County in partnership with the City of Madras and BLM. Jeff Hurd explained that the project would include construction of a pedestrian bridge, the addition of gravel to trails, debris removal, and trail maintenance. Gary asked members if there were any concerns with adding and endorsing letters of support for the Bend Haul Road Trail Improvements project and the Willow Creek Trail project. There were no objections.

B) Approve Letters of Support for Projects (ACTION)

Michael Folkestad motioned to approve all letters of support be signed by COACT Chair Alan Unger. Jeff Monson seconded. The motion was approved by consensus.

6. Draft Enhance 100% List

A) Provide Recommendation to Regon 4/Other 2 ACTS (ACTION)

Gary Farnsworth presented members with a draft 100% list of projects for the STIP/Enhance 2018-21 program. He stated that the 100% list is reflective of the 150% list endorsed by the SuperACT committee, the scoping process, input from the Technical Advisory Committee, and ODOT notes and scoring. He noted that they will not continue to pursue the Stillman/Riggs bike lane project. He also informed members that the South Central Rails to Trails project is dependent upon development of an overcrossing which made the project difficult to scale. Therefore, the State Parks, who submitted the application, were willing to increase their contribution and accept less funding which allowed ODOT to consider the US97 East Side Pedestrian Safety & Streetscape project in La Pine. Gary Farnsworth stated that after looking at scalability of the Bend Third Street project, it will not make the project list at this point. He informed members that there is opportunity for additional funding for this project and other projects through the FAST Act and the potential revenue package from the State legislature.

Gary Farnsworth stated that STIP/Enhance is different from ConnectOregon in that it is managed by the region. This means that Region 4 must ensure delivery on the projects selected for the region. There is also flexibility within the Enhance process for [what?](#). He reminded members that the 100% list will be included in the draft STIP/Enhance 2018-21 proposal and will not be finalized for another year. He finished by commending cities, counties, ODOT and partners on their efforts through this process.

Comment [c1]: Gary to clarify

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Ken Mulenex motioned to support the presented 100% STIP/Enhance 2018-21 priority project list. Charlie Every seconded. The motion was approved by consensus.

7. Proposed 2017 State Legislative Funding Package

A) Debrief April 20 OTC/COACT Panel

Gary Farnsworth informed members that Chair Alan Unger had planned on sharing his observations regarding the OTC's recent visit to the region in April. He noted that several OTC Commissioners commented that they were impressed with the process and the work being done in the region. He asked members that participated in the visit for feedback.

Gary Judd responded that he noticed OTC members were surprised to learn about the important role aviation plays in Cascadia preparedness and the need for funding that it presents.

Ken Mulenex stated that the panel covered a broad array of subjects. He added that it was interesting to hear that there were things happening in the region that OTC members were not aware of and added that it was a great opportunity to expand on those subjects.

Charlie Every stated that Wendie Every attended the panel and the dinner. She felt that OTC members were not aware of all that is happening in the region and showed great interest.

Judge McCabe commended Karen Friend on her ability to answer specific questions Commissioners posed.

B) Debrief ConnectOR VI

Jeff Monson debriefed members on the ConnectOregon VI Final Review Committee process. He felt the event was well organized and added that Central Oregon did well. He stated that he and Alan Unger were able to advocate for the merits of Central Oregon projects rather successfully. He noted that the Redmond Airport Taxiway B project fell just below the funding cut off line and that Alan Unger will address the OTC in a letter of support of funding that project. Jeff Monson stated that overall he felt the process went well and that there was little to no contention. He added that in his observation, endorsement from the State modal committees often resulted in higher rankings of projects and is something to keep in mind in the future. Mike McCabe commented that he would have liked them to provide hard copies of the documents projected on the overhead to the audience as they were difficult to see.

Wayne Fording asked how many Central Oregon projects made the funding cut? Gary Farnsworth responded that the following projects made the cut, the COIC Central Station, the Prineville Airbase Joint Use Facility, the Homestead Trail, the Bend Airport Helicopter Operations, and at the funding cutoff is the Redmond Airport Taxiway B project. Gary Farnsworth stated that if the Redmond Airport project is accepted for funding, this will be the most funding Central Oregon has ever received from ConnectOregon. He added that this is reflective of the collaboration between members, the Area Commissions, and project proponents throughout the application and ranking process.

Zach Bass informed attendees that he received a call informing the Redmond Airport that there may be additional ConnectOregon VI funds, resulting in the funding of the Redmond Airport Taxiway B project. He asked that the Commission endorse the letter of support of funding provided by Chair Alan Unger for the project.

Mike McCabe motioned to approve the letter in support of the Redmond Airport Taxiway B project be signed by Chair Alan Unger and submitted to the OTC. Gary Judd seconded. The motion was approved by consensus.

C) Existing Efforts: OR Transportation Forum, AOC, Governor's Transportation Vision Panel

Wayne Fording opened the floor for discussion of the Governor's Transportation Vision Panel findings and process.

Chris Doty stated that he read the final report and was glad to see that maintaining infrastructure was reported as the highest need in the state. He discussed how the report covered maintenance, capacity issues, transit, and

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preparation for disaster events such as Cascadia. He believes this will serve the region well when the transportation funding package is discussed.

Gary Judd felt that the final report did not emphasize the importance of aviation well enough. He informed members that the Oregon Department of Aviation is no longer a part of ODOT. Gary Farnsworth asked if this will have an impact on potential funding specific to aviation, what should we be doing in terms of course correcting and is there an opportunity to emphasize aviation within the report? Gary Judd responded yes, the goal is not to have aviation stand-alone but rather to integrate it into the greater picture of transportation in a way that reflects the important relationship between aviation and ground modes. Gary Farnsworth responded that our Central Oregon airport group is a collaborative model and sees an opportunity to make that case to the Oregon Transportation Commission members. Gary Farnsworth emphasized the importance of prioritizing Cascadia preparedness and championing funding a response plan, the resolution of port fuel issues, and infrastructure improvements in the region.

Prep for August 18 Joint Legislative Committee visit

Gary Farnsworth informed attendees that the Joint Transportation Committee is touring the State to view and discuss state and local transportation needs with community leaders and the public across Oregon. They will stop in Central Oregon August 18th. The Committee will start their visit in Bend and tour the north corridor of highway 97, the Murphy Road project, the Wickiup Junction project, and a potential transit site in La Pine. Gary Farnsworth stated that the Committee is stopping for lunch at the High Desert Museum and is interested in inviting Area Commission members and receiving a briefing of the work COACT has been doing. However, he is uncertain if the invitation is an open one. He added that he will let members know as that becomes clear and may follow up with individuals for input. The Joint Transportation Committee will hold a public hearing at 5:30 p.m. at Willie Hall at Central Oregon Community College's Coats Campus Center. Gary Farnsworth is working with COIC to line up speakers for that event and invited Area Commission members to speak. He advised that members that present at the lunch should not present at the public hearing.

Mike Folkestad asked who are the Joint Transportation Committee members? Gary Farnsworth responded that he will provide a list of members to the Area Commission along with a map.

Karen Friend asked are they going beyond invited testimony? Gary Farnsworth responded he will look into that.

Gary Farnsworth stated that the Area Commissions and other partners have been preparing for this visit for over a year. He stressed the importance of articulating the region's priorities in the context of the specific community impacts and benefits of those priorities. Karen Friend added that as she understands it, at the hearing the Committee is discouraging discussion of projects they've toured and would rather discuss the breadth of need within the community as well as hear about possible solutions.

8. Community Updates

Wayne Fording informed attendees of a recent press tour of the new Jefferson County Courthouse. The project was completed on time and under budget. The County will begin court in the new building Monday, July 18th.

Zach Bass reported that June was the busiest month the Redmond Airport has ever had with a total of 30,000 people flying out. Mike Folkestad asked how the Phoenix flight is doing? Zach Bass responded that it is doing well and performing as good as the Eugene flight. Gary Farnsworth commented that the increase in airport traffic is reflected in the increase in traffic on the ground.

Wayne Fording reported that as a result of a recent fatal car accident in Jefferson County, the speed limit has been lowered in the area to 55 mph. He thanked Gary and ODOT for their quick response.

Mike McCabe reported that work on the Millican Road project will begin soon. The project will be a complete road reconstruction and is set to be complete this summer.

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Ken Mulenex reported that La Pine is seeing a lot of change and growth. He informed attendees that along with the construction happening on the eastside discussed earlier, construction of a new BNSF overpass is under way as well.

The meeting adjourned at 4: 23 pm.

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