

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

**February 1, 2021 BY TELECONFERENCE**

**1. Call to Order**

10:00AM

**2. Introductions and Agenda Review**

**Chair**

Lynn Morley-Wheeler County Judge  
Tami Stockton-Wheeler County Court Secretary  
Bob Townsend-ODOT Area Manager  
Brad DeHart-ODOT  
Dave Amiton-ODOT  
Peter Mitchell- Port of Arlington  
Joe Dabulskis-Sherman County Judge  
Pat Shannon-Gilliam County Commissioner  
Gabe Wilkins-City of Condon  
Kathy Fitzpatrick-MCCED  
Kim Curley-Commute Options  
Bert Perisho-ODOT  
Arthur Smith-Wasco County  
David Anderson-City of the Dalles

**3. Approve November 2, 2020 Meeting Minutes**

**Chair**

Motion made by Joe Dabulskis to approve the meeting minutes from November 2, 2020, seconded by Bob Townsend. Vote passed unanimously.

**4. LJDACT Representatives and Chair/Vice Chair Election**

**All**

Kathy Fitzpatrick is listed as a transportation rep and she should be the transit rep. Motion made by Bob to move Kathy into the Transit rep, seconded by Joe. Vote passed unanimously.  
Motion made by Bob to have Kim Curley as the transportation options rep, seconded by Kathy. Vote passed unanimously.  
Bob said Matthew took a different role and needs to reach out to see if Matthew would like to stay as the bike and ped rep. Bob will follow up with David Rasmussen about aviation rep. Pat Shannon will take over Leslie Wetherell as the Gilliam County rep. Dave Anderson said no changes for City of The Dalles (Wasco County City rep)  
Judge Morley opened the nomination for the Chair position: David Anderson nominated Judge Morley to continue as chair, seconded by Joe Dabulskis. Vote

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passed unanimously.

Judge Morley opened the nominations for the Vice-Chair:

Bob nominated Sherman County reps as the Vice Chair.

Motion made by Dave Anderson to have the Sherman County reps as the Vice-Chair, seconded by Gibb Wilkins. Vote passed unanimously.

**5. 24-27 STIP Update**

**Bob Townsend**

This topic has been discussed at the last few meetings. This is ODOT 's capital improvement program. They are also ahead of the cycle. They are starting into the 24-27 portfolio. There were a couple of presentation around feed back and what the ACT's wanted to recommend to the Oregon Transportation Commission. The LJDACT had some suggestions submitted around wanting to see more enhanced dollars. By enhanced they meant dollars that could be used for anything. Most of the narrative this time around was to support no highway funding programs. The priority being for those to address issues around equity, climate, and mobility. There was still support for maintaining the current infrastructure. Making sure the pavements were up to date and the bridges were not load rated. There were discussions from the ACT's about supporting enhanced highway investments. Based on the feedback the Oregon Transportation Commission approved the breakdown for funding for 21-24 STIP. The ADA program is part of the lawsuit settlement where ODOT is required to bring all ramps up to current ADA standards by 2030. Under the settlement they have bench marks they have to meet. Bob highlighted that because the one hundred seventy million is not usually funded as part of the STIP allocation. It would go into the fix it funds which would be towards pavement preservation and bridge. There are some of the programs that have went down because of the ADA lawsuit.

**6. ODOT Strategic Plan Update**

**Bob Townsend**

Bob emailed a worksheet to the ACT members on the ODOT strategic action plan. He gave an overview of what the plan was. "The OTC-ODOT 2021-2023 Strategic Action Plan is a three-year roadmap designed to accelerate change toward specific outcomes that address Oregon's most significant transportation changes. It represents the joint vision of the Oregon Transportation Commission and our department to provide Oregonians with a safe, equitable, modern, and well-funded transportation system. The plan revolves around three priorities-equity, modern transportation system, sufficient and reliable funding." Bob went over the 10

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outcomes and metrics from the worksheet and gave a short explanation of each.

**7. 2021 ODOT Projects**

**Brad DeHart**

- US 97 Spanish Hollow Trout Creek bridge between Biggs and Wasco interchange has completed
- The VMS project has completed. There has been a sign installed on 97 south of Biggs Junction, installed a new sign on I 84 eastbound, and the sign on I84 westbound at Rufus has been replaced.
- There are some projects that have just begun:
  - The US 97 rock fall project. ODOT will be removing rock fall hazards at four locations, south of Biggs Junction. The bids opened on that project November 5, 2020. The project was awarded to a construction company out of Medford and the construction began early January. The construction is scheduled to be completed the middle of May 2021. There will be lane closures Monday thru Thursday.
  - The US 26 Bridge Creek bridge replacement. That is the bridge between Mitchell and the ODOT maintenance yard. The bid opened in December and was awarded to a construction company out of Redmond. They are scheduled to have a preconstruction conference February 11, 2021. On-site work will start in March and scheduled to be completed in October 2021. The contractor will build a small detour route with a temporary bridge adjacent to the existing bridge. That will be controlled by a temporary signal.
  - The bid opening for the US 197 Columbia River Bridge deck replacement project in The Dalles was November 12, 2021 and was awarded to a construction company out of Springfield. ODOT will be having a preconstruction conference of February 16, 2021. On-site work is scheduled to begin late February to early March. The project is scheduled to be completed June 2022. The contractor will do nighttime single lane closures from 8pm-6am. They will be doing the deck replacement from Labor Day of 2021-Memorial Day 2022. That is when there will be full time around the clock bridge deck closure. The closure will start Thursday nights at 8pm until Monday mornings at 6am. That will most likely be every weekend during that time frame.  
(September 2021-May 2022) The detour to get around the construction

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will be the Big Rapids Bridge on US 97, the Biggs Junction area. The contractor will be providing a pedestrian and bicycle transport to bring them across during the closures. ODOT has worked with the Corp of Engineers to use the Dalles Dam for emergency service vehicles during the closures.

- The last active project is out of the region but could affect the region is the I84 east and west bound bridge deck replacement. It has been under construction for about a year. The project is in stage three which is full deck replacement in the eastbound I84 direction. There should be minimal delays. The project is scheduled to be completed the end of June of this year.
- There are a couple projects that is still under development. One is on US 26 Clearwood Road to Northwest Dogwood Lane. Bid openings are scheduled for April 2021. The project will replace the bridge at Clear creek and repair or replace several culverts. Construction should begin in June and complete in the fall.
- There are several different projects that will be coming up and can be discussed at future meetings.

**8. Projects Roundtable**

**All**

Bert said they are going to be doing a chip seal between Rufus and Biggs in June. They are looking at partnering with Sherman County for some projects. Currently partnering with Gilliam County for a project. They are still in the process of the ADA upgrades in Arlington. Kathy Fitzpatrick gave a transit update. There is a nationwide mobilization of transit to get people to vaccination events. In this region the transit agency pulled together to get the Native Americans who live along the Columbia River to vaccination events.

**9. Set Next Meeting:** Next meeting is scheduled for Monday May 3<sup>rd</sup> at 10 am by teleconference.

**10. Adjourn:** 11:07am