



**Molalla City Council –Meeting Agenda**  
**Meeting located at: Molalla Adult Center**  
**315 Kennel Ave, Molalla, OR 97038**  
**October 14, 2015**

**Business meeting will begin at 7:00PM.** The Council has adopted Public Participation Rules. Public comment cards are available at the entry desk. Request to speak must be turned into to the Mayor prior to the start of the regular Council meeting.

**Executive Session** : N/A

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1. **CALL TO ORDER – 1,066<sup>th</sup> Regular Meeting**
  - A. Call the meeting to order
  - B. Flag Salute and Roll Call
2. **COMMUNICATIONS AND PUBLIC COMMENT**
  - A. Minutes: September 10, 2015
  - B. Library Minutes
  - C. TAC Minutes
3. **AWARDS, RECOGNITIONS & PRESENTATIONS**
4. **PROCLAMATIONS**
  - A. Domestic Violence Awareness Month
5. **PUBLIC HEARINGS**
6. **NEW BUSINESS**
  - A. Library Advisory Board – Discussion Huff and Nelsen
  - B. C800 Bond Measure – Huff
  - C. CCTV Bids – Cline
  - D. Aquatic Center Discussion – Riggs, Pottle and Thompson
7. **CONTINUING BUSINESS**
  - A. Utility Fee Increases and Possible Town Hall Meeting – Discussion Huff and Cline
  - B. STIP Funding – Cline and Huff
8. **RESOLUTION**
  - A. Fee Increase for Fix It Ticket Program – Penni and Cramer
9. **ORDINANCES**
  - A. 2015-05: An Ordinance Adding Chapter 9.16 To Title Nine Of The Molalla Municipal Code Prohibiting The Establishment Of Marijuana Facilities Within The City And Declaring An Emergency. – Huff (Tentatively set for 10/28/15)
10. **REPORTS AND ANNOUNCEMENTS**
  - A. City Manager/Staff Reports – Dan Huff
11. **EXECUTIVE SESSIONS**
12. **ADJOURNMENT**

Minutes of the Molalla City Council Regular Meeting  
Molalla City Hall  
117 N. Molalla Ave., Molalla, OR 97038  
**Wednesday, September 9, 2015**

**ATTENDANCE:** Mayor Rogge, Present; Councilor Pottle, Absent; Councilor Thompson, Present; Councilor Griswold, Present; Councilor Satter, Present; Councilor Riggs, Present. Councilor Clark, Absent.

**STAFF IN ATTENDANCE:** City Manager Dan Huff, Present; City Recorder, Sadie Cramer, Present. Jen Cline, Present.

**ATTENDANCE:** Mayor Rogge, Present; Councilor Pottle, Absent; Councilor Thompson, Present; Councilor Griswold, Present; Councilor Satter, Present; Councilor Riggs, Present. Councilor Clark, Absent.

**STAFF IN ATTENDANCE:** City Manager Dan Huff, Present; City Recorder, Sadie Cramer, Present.

**MINUTES**

Councilor Thompson motioned to approve the minutes of August 12<sup>th</sup> and August 26<sup>th</sup> with minor changes. Griswold seconded. Motion carried 5-0.

**PROCLAMATION**

Mayor Rogge read the 9/11 Proclamation as presented in the agenda packet. Recognizing 9/11 as Remembrance Day in the City of Molalla.

**NEW BUSINESS**

**Electrical Information for Aeration at WWTP**

PWD Cline informed the council that 3 quotes were received. The City is seeking approval for providing power to the Lagoons at the Wastewater Treatment Plant for lagoon aeration and biosolids removal required by the NPDES permit and condition of the consent decree. The cost to complete will include work done to supply power from OR 211 by PGE, and trench conduits from OR 211 and install 200 amp, 480 volt service for lagoon pump and aeration equipment by a commercial electrical contractor. The required PGE Service Fee is estimated at \$13,739.83

The following electrical contractor quotes received are as follows:

- Portland Electrical Construction, Inc. (RECI) - \$37,840.00
- GPEC Electrical Contractors - \$22,180.64
- Right Way Electric (RWE) – Quote yet to be received
- ABC Electric – Declined to submit quote due to trenching requirement
- Boones Ferry Electric – Declined to submit quote due to current workload

The low quote is GPEC at this time, and including PGE Service Costs the total fiscal impact is estimated at \$35,920.47. Estimated 5% Contingencies - \$1,796.02. Thompson made a motion to approve and award GPEC who is the low bid the contract. Griswold seconded. Motion carried 5-0.

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**Utility Fee Increases and Transportation Fee**

Huff updated the Council that staff is taking a hard look at what fees are essential and staff will bring back data at a future meeting in October so discussions can continue. Thompson asked about a town hall meeting so options can be presented with explanation regarding why the increases need to take place. This request will be further discussed at the next regular session.

**ORDINANCES**

**2015-05: An Ordinance Adding Chapter 9.16 To Title Nine Of The Molalla Municipal Code Prohibiting The Establishment Of Marijuana Facilities Within The City And Declaring An Emergency.**

Huff provided a map that was an overlay to the council entered in as Exhibit A in addition to his staff report. Huff reviewed the map with the Council and explained that the map demonstrates what areas can accommodate a dispensary.

Rogge stated that the map meets state law and protects the citizens and the development code will be key in assisting with the proposed ordinance. It shows containment, yet a compromise.

Thompson addressed the development code being restrictive in the M1 and M2 zones and Council should seriously consider revising that to allow wholesalers, growers and dispensaries.

After brief discussion regarding how many facilities are allowed in the corridors and other areas on the map and that the west side needs to be developed, Thompson made the motion to instruct staff to bring back an ordinance to enact what the staff report and map proposed that will allow both retail and residential facilities and to repeal the old ordinance previously passed. Satter seconded. Motion passed 4-1 with Griswold as a nay.

**REPORTS AND ANNOUNCEMENTS**

Huff stated there will be no meeting on September 23 due to the League of Oregon's Cities Conference.

Cramer announced there will be a planning commission hearing regarding the current Stone Place Development on September 16 at 6:30pm at Molalla City Hall.

Cline informed the Council that Molalla's STIP grant project was listed in ODOT recommendations and is waiting to hear how that can effect funding. There will be a TAC meeting on October 14<sup>th</sup> and the packet will be posted to the city website in the next few weeks.

Satter stated the bridge project is almost complete and fundraising efforts are taking place for the path way as part 2 of the Bearcreek Byway Project.

Riggs completed the new roof on the Adult Center and the funding efforts it took to accomplish it.

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Griswold invited everyone to the 9/11 ceremonies that will be taking place in town at the Molalla Fire Hall at 9am.

Mayor Rogge read the executive session disclosure. Thompson motioned to exit out of regular session and enter into executive session. Griswold seconded. Motion carried 5-0 at 7:50pm.

**EXECUTIVE SESSIONS**

ORS 192.660 (2)(d) to conduct deliberations with persons designated by the governing body to carry on labor negotiations.

**ATTENDANCE:** Mayor Rogge, Present; Councilor Pottle, Absent; Councilor Thompson, Present; Councilor Griswold, Present; Councilor Satter, Present; Councilor Riggs, Present. Councilor Clark, Absent.

**STAFF IN ATTENDANCE:** City Manager Dan Huff, Present; City Recorder, Sadie Cramer, Present.

After discussion took place between staff and council regarding the current union negotiations Griswold motioned to exit out of executive session and enter back into regular session. Satter seconded. Motion carried 5-0 at 8:17pm.

**ADJOURNMENT**

The council gathered back in the commons area with no public present. Thompson made the motion to adjourn. Riggs seconded. Motion carried 5-0 at 8:20pm.



## Molalla Transportation Advisory Committee

Meeting located at: Molalla City Hall  
117 N. Molalla Avenue Molalla, OR 97038

**September 1, 2015**

### **Regular Meeting Agenda**

**Business meeting:** The meeting will begin at 6:30 p.m. The TAC has adopted Public Participation Rules. Copies of these rules and public comment cards are available at the entry desk. Public comment cards must be turned in prior to the start of the Committee meeting. The City will endeavor to provide a qualified bilingual interpreter, at no cost, if requested at least 48 hours prior to the meeting. To obtain services call the City Recorder at (503) 829-6855.

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#### **1. CALL TO ORDER**

A. Flag salute and roll call

#### **2. COMMUNICATIONS AND PUBLIC COMMENT**

A. Public Comment

#### **3. AWARDS & RECOGNITIONS**

#### **4. PUBLIC HEARINGS**

#### **5. CONTINUING BUSINESS**

#### **6. ORDINANCES**

#### **7. OLD BUSINESS**

A. Introductions/Review Roles of the Committee

B. ODOT Region 1

a) ACT updates (Bill) – Update deferred to next meeting

b) ODOT funding updates – Toliver/OR 213 Intersection made the ARTS Hotspot 150% list for safety improvements, 2018-2022 STIP enhancement applications due November 20<sup>th</sup>. Funding is available for Non-Highway Infrastructure (Ped, Bike or transit features or connections). City to focus on OR 211 & OR 213 Bike and Ped connectivity.

C. Street Maintenance Funding Options

a) Updates – Council’s involvement – City Council has begun discussions for additional maintenance funding either by a utility fee or gas tax. Discussions are on hold for further discovery and development.

D. Transportation System Plan

a) TGM Grant application update – ODOT TGM Grant was not received. City will re-apply in 2016.

E. Astro Market & Gas – Updates – Onsite meeting with Astro General Manager to discuss moving ground “arrow” sign and propain tank for sight improvement at west entrance. Astro is exploring options to relocated both obstructions and follow up with City on findings.

#### **8. NEW BUSINESS**

A. Street Project updates - Heintz Street Urban Renewal project midway through construction. Molalla Ave. Urban Renewal Project is at 90% in design. Clackamas to prepare an IGA for the

CDGB project that will consist of street, storm and sidewalk improvements for Lola Ave – 3rd St. to 5<sup>th</sup> St.

- B. Main Street Sidewalk Improvements – City to continue “Walk of Fame” to Center St.
- C. Main Street Sidewalks funding opportunities – TAC to research additional funding or grant opportunities for sidewalk improvements on Main Street in the Downtown corridor.

9. RESOLUTIONS

10. PROCLAMATIONS

11. REPORTS AND ANNOUNCEMENTS

- A. Staff Communications
- B. Next Committee Meeting – September 22, 2015 @ 6:30pm  
Open to all

12. ADJOURNMENT

Molalla Library Advisory Board

Meeting Date: 8-19-2015

Meeting brought to order by Sandy Nelson at 6:30 P.M.

Members Present: Paula Beck, Mary Gilson, Kelly Andrews, Sandy Nelson

City Council Liaison:

Staff Present: Diana Hadley

The minutes from the July meeting were approved as read.

- Director's Report: (See Diana if you didn't receive one.)
  1. Even though the Summer Programs were a success, they will discuss the timing of the various activities and perhaps make some changes to attract more participants.
  2. They are considering applying for a grant for the Winter Reading Program of \$7500.
  3. Peter will soon return and he has some ideas for Young Adult and Adult presentations, like available scholarships. Also, they may do something with the Star Wars series due to the new Star Wars movie coming out in December.
  
- Old Business:
  1. We discussed our Job Description for the Library Advisory Board members. Sandy will send out a list of our suggestions for us to consider at our September meeting.
  
- New Business:
  1. We are inviting Mayor Debbie Rogge to our September meeting. We want to share what we are doing as a Board and get her input. One question for her is about how frequently she would like reports, e.g., monthly, quarterly or annually. We will ask her if she feels we are utilizing the assets we have.

The next meeting will be on Thursday, September 17th at the Molalla Public Library.

The meeting was adjourned at 7:50 P.M.

Submitted by Mary Gilson, Secretary.

STATE OF OREGON  
**PROCLAMATION**  
OFFICE OF THE GOVERNOR

- WHEREAS:** The crime of domestic violence violates an individual's privacy and dignity, security and humanity, due to systematic use of physical, emotional, sexual, psychological and financial control and/or abuse; and
- WHEREAS:** Domestic violence affects all social groups, but people who are women, transgender, LGBTQ, poor or working class, Native, of color, immigrant, non-English speaking, disabled, young, elderly, or otherwise marginalized not only shoulder the burdens of oppression but also experience high rates of domestic violence; and
- WHEREAS:** Intimate partner relationships are a significant social determinant of health, resulting in negative health outcomes for survivors of domestic violence that must be addressed with trauma-informed care; and
- WHEREAS:** Preventing domestic violence is not only possible but is our collective responsibility, and prevention requires significant changes to our social norms regarding gender roles, strength, sexuality, relationships, and the normalization of violence; and
- WHEREAS:** Programs across Oregon provided vital community-based services such as hospital accompaniment and support groups to over 20,000 adults, 1500 teens and 4000 children – and emergency shelter to 2,500 adults, 300 teens and nearly 2000 children – in 2014; and
- WHEREAS:** It is survivors of violence themselves who have been in the forefront of efforts to bring peace and equality to the home.

**NOW,  
THEREFORE:** I, Kate Brown, Governor of the State of Oregon, hereby proclaim **October 2015** to be

**DOMESTIC VIOLENCE AWARENESS MONTH**

in Oregon and encourage all Oregonians to join in this observance.

IN WITNESS WHEREOF, I hereunto set my hand and cause the Great Seal of the State of Oregon to be affixed. Done at the Capitol in the City of Salem in the State of Oregon on this day, August 24, 2015.



  
Kate Brown, Governor

  
Jeanne P. Atkins, Secretary of State

I'm Sandy Nelson, 12012 S Wildcat Rd., Molalla, and currently hold the office of President of the Library Advisory Board. I've been a member of the board since 2005, a member of the Friends of the Library since 2002 and I've been a reader since before many of you were born.

I've been asked to give the council an overview of the relationship between the Molalla Public Library and the Clackamas County Library District. In 2009 the voters brought into being the Library District, established to provide permanent operational funding for the libraries within the county. While these libraries, except 2 county libraries, are city libraries, the majority of the operational funds come from the library district. Some cities virtually fund their libraries themselves, while a few smaller cities depend entirely on district funds, Molalla being one of those few.

Before the voters established the district, 10 individual cities "bought in" with an initial investment of \$10k. After the measure passed, the city administrators and the county commissioners jointly created the Intergovernmental Agreement (IGA) which set down the guidelines of how the district would operate. As part of that IGA the Library District Advisory Committee was established (LDAC). Each city has a representative to the LDAC, and I represent Molalla. LDAC has been charged with oversight of the libraries and report to the Board of Commissioners.

The funds come to the cities for their disbursement to the library. While the employees of the library are city employees, under the guidelines of city personnel policies, the programs and collections of the library are connected to the district, working with the district network to share with other libraries in the county. It allows our small town library to be much more than our local collection of books and media, it opens up the entire district system to our patrons. If a book is not on our shelf, it's sure to be on another library's shelf, and it will be here in a day or 2 with a simple request. The possibilities are unlimited, and we all benefit within the consortium. The network also supports all our computer systems, and do a wonderful job. Their techies are amazing and work with our local computers whenever needed, so the library does not need to staff a computer tech.

For cities who were previously funded by their governing bodies, the district funding was important but not as important as for our smaller libraries. That funding was life giving and allows us to prosper and grow. Our service area is very large, and the patronage grows continually. We listen to our patrons to know what is needed and wanted in our library to keep us vital, as a community center as well as an information center. Our goal, as established by the IGA, is to strive to meet the Oregon Library Association (OLA) standards, and we continue to work towards those.

Make no mistake, we worked very hard to get the vote which passed the District, and we're proud and delighted with our library. The Library Advisory Board consists of task-oriented members who will keep working to make our library even better.

Are there any questions?



**Administration – City Manager’s Office**

117 N Molalla Avenue, PO Box 248, Molalla, Oregon 97038

Phone: (503) 829-6855 Fax: (503) 829-3676

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October 1, 2015

Chair John Ludlow  
Commissioner Jim Bernard  
Commissioner Paul Savas  
Commissioner Martha Schrader  
Commissioner Tootie Smith

Dear Commissioners:

On behalf of the City of Molalla and Molalla Fire District, I join my colleagues in requesting that the Clackamas Board of Commissioners place a bond measure on the May 2016 primary ballot to fund a major upgrade to our emergency communications system.

Having a reliable and resilient public safety radio system is as critical to our civic infrastructure as roads, bridges, and water systems. The current Clackamas County emergency radio system is outdated and prone to failure. The proposed bond-funded project will update the system and improve coverage in all parts of the county.

The core components of the system—radio towers and dispatch consoles—have relatively long lives and clearly meet the definition of a capital improvement. Our police department and fire district continually face challenges covering operating costs, and can't absorb the cost of this critical capital project. The proposed bond measure and its associated tax rate is reasonable, and a good investment in the capacity of our public safety agencies to respond to both emergencies and the increasing demand of calls for service.

If you need clarification or have questions. You may reach me at 503-829-6855, Ext. 224 or by e-mail at [dhuff@cityofmolalla.com](mailto:dhuff@cityofmolalla.com).

Sincerely,

Dan Huff  
City Manager



# City Of Molalla

## City Council Meeting

### Agenda Category: New Business

**Subject:** RFP – CCTV Inspection Services for Sanitary Sewer System

**Recommendation:** Council Approval

**Date of Meeting to be Presented:** October 14, 2015

**Fiscal Impact:** Not to exceed \$90,000.00

**Background:** The City is seeking approval for contracting CCTV (video) Inspection Services for the existing sanitary sewer system in Molalla. This work is in effort to identify Inflow and Infiltration (I/I) locations in the sanitary sewer collection system as part of the Reduction in I/I Plan and required by the City's current National Pollution Discharge Elimination System (NPDES) permit.

The Request for Proposal (RFP) estimates to inspect approximately 69,972 LF this fiscal year. Additionally the RFP estimates to inspection approximately 1,084 LF of storm lines at the wastewater treatment plant. The services requested will include CCTV Inspection, traffic control and provide a report with video in accordance with the National Association of Sanitary Sewer Companies' (NASSCO) Pipeline Assessment Certification Program (PACP).

The following CCTV contractors submitted proposals:

- TBD

SUBMITTED BY: Jennifer Cline, Public Works Director  
APPROVED BY: Dan Huff, City Manager

Current Water and Wastewater Utility Rates  
 Single Family Dwellings  
 2015

City	Source	Base Rate	Water Usage Rate	Base Rate	Sewer Usage Rate	Notes
Gladstone 503-557-2771	Website	Fixed \$23.66 includes 600 CF water usage	Rate above 600 CF, \$2.75 per 100 CF			Tri-City Service District for Wastewater Treatment
Sandy 503-668-7449	Phone (Heidi)	\$6.51	\$2.46 per CCF	\$8.99	\$2.31 per CCF	
<b>Molalla</b>	<b>Peggy</b>	<b>\$11.13</b>	<b>\$2.30 per 1,000 CF</b>	<b>\$24.69</b>	<b>\$2.44 per 100 CF</b>	
Silverton	Website	\$15.87	\$2.27 per 100 CF water	\$22.67	\$6.45 per 100 CF of water consumption	1" or smaller meter
Fairview	Website	\$16.92	\$1.96 per 100 CF water	\$31.98	None	
Stayton	Website	\$23.46	\$1.15 per 1,000 gallons water	\$56.99	None	¾ in meter
Hood River	Website	\$28.75 includes 5,000 gal/mo	\$1.78 per 1,000 gallons water	\$48.00	None	¾ in meter
Scappoose	Website	\$25.70 (increasing 11/21/15 to \$30.70)	\$.38 per 100 gal used up to 7,500 gallons	\$43.305	\$.05 per 100 gal water used in excess of 4,000 gal, up to \$10,000 gal	¾ or 1" meters
Canby	Website	\$19.81	\$1.36 per 100 CF up to 7 CF	\$43.99 thru 06/30/15; \$46.20 effective 07/01/15	None	5/8 and ¾ in meters

Estacada	Website	\$19.10	\$3.57 per 1,000 gallons water	\$35.20	None	¾ in meter
Woodburn	Website	\$12.81	\$1.55 per 100 CF up to 700 CF; \$2.00 per 100 CF of 700-1800 CF used	\$44.64 includes 500 CF	\$8.65 per 100 CF over 500 CF	¾ in meter
Oregon City	Website	\$14.70	\$.8666 per 100 CF water treatment + \$1.6267 per 100 CF water used	\$28.63 ww collection + \$20.76 ww treatment	None	
Newberg	Website	\$9.55 (¾ in) \$16.24 (1 in)	\$3.73 per 100 CF	\$19.43	\$7.77 per 100 CF	¾ and 1 in rates listed



# Oregon

Kate Brown, Governor

## Oregon Transportation Commission

Office of the Director, MS 11  
355 Capitol St NE  
Salem, OR 97301-3871

**DATE:** July 2, 2015  
**TO:** Oregon Transportation Commission

*[Original signature on file]*

**FROM:** Matthew L. Garrett  
Director

**SUBJECT:** **Agenda D** – 2018-2021 STIP Funding Allocation Recommendation

### Requested Action:

Request approval of the funding allocations for the 2018-2021 Statewide Transportation Improvement Program (STIP).

### Background:

Beginning in February, 2015, the Oregon Transportation Commission (OTC) engaged in discussions on potential funding scenarios for the 2018-2021 STIP. In the first discussion, the Commission discussed nine scenarios with the range based on whether to assume flat federal funding or a 10 or 20 percent federal reduction with different percentages that might go to Fix-It and Enhance. Both the OTC and the Area Commission on Transportation (ACT) chairs who participated in the February discussion recognized the priority of maintaining and preserving the existing system. The majority of the ACT chairs also recognized that with less Enhance funding, streamlining the project selection process should also be considered.

The OTC then spent additional commission meetings discussing the remaining alternatives. One of the key decisions was whether to dedicate all funding beyond the required non-highway set asides (which is anticipated to be \$57 million for 2019-2021) to Fix-It, or allocate approximately 12 percent of the funds to Enhance, or approximately \$106 million over three years.

### April OTC Meeting

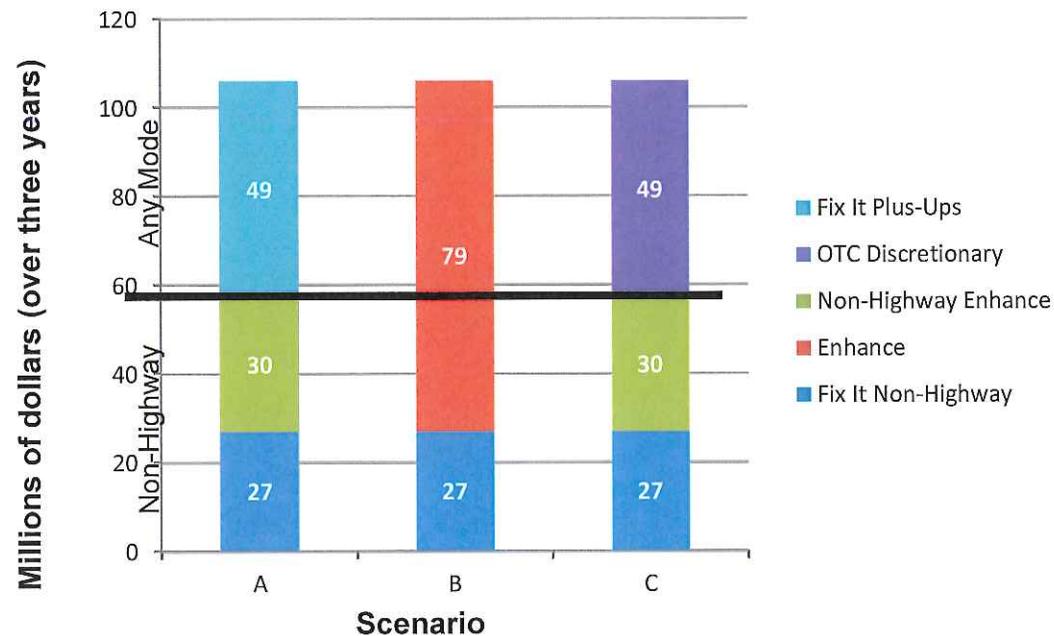
At its April meeting, the OTC gave ODOT feedback on a number of points providing assumptions going into the next discussion.

- Most of the funding available for Fix-It and Enhance will go into the Fix-It programs to preserve the state transportation system.
- With the emphasis on Fix-It, assuming a 10 percent federal reduction to mitigate risk is reasonable because it would be much easier to defer Fix-It projects to a later date if the need to do so arose.

- Up to \$106 million over three years—12.5 percent of available funds— will be provided for Enhance or similar programs. Of this, approximately \$57 million must be spent on non-highway projects (bicycle, pedestrian, transit, transportation options) to meet federal and state requirements.
- ACTs should play a role in project selection under any Enhance-type program.

**May OTC Meeting**

At the May OTC meeting, ODOT developed three funding scenarios based on direction from the Commission. The OTC focused discussion around Scenarios A and C. The Commission direction was to reframe the proposed OTC Discretionary funds to be region selected projects, allowing both Fix-It projects and Enhance-type projects to be selected depending on region needs.



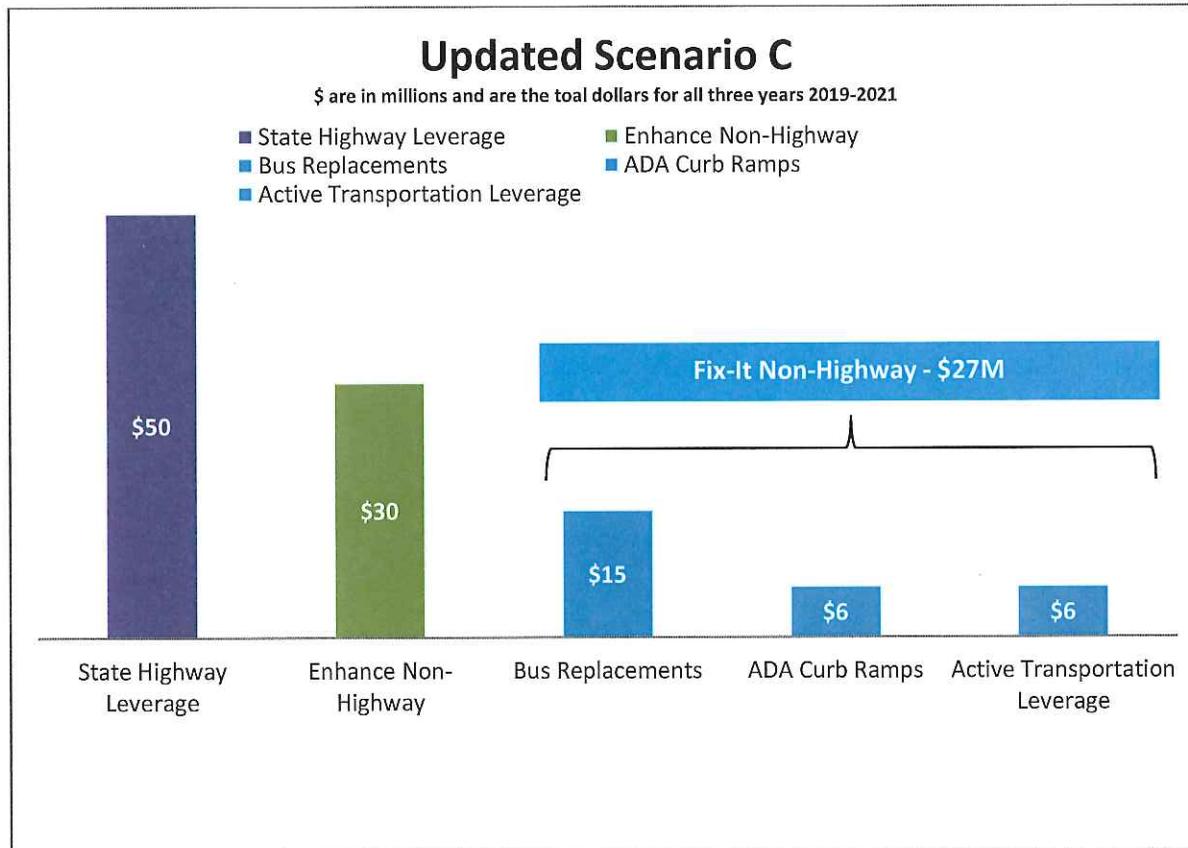
**July OTC Meeting**

Based on the direction provided at the May meeting, an updated Scenario C has been developed and is illustrated below. For ease of discussion, the \$49 million of OTC Discretionary becomes \$50 million. Based on discussions with staff there was a need for some wording changes to provide additional clarification and to also recognize the difference between this scenario and the previous Enhance program.

**Definitions**

**Non-Highway** = Infrastructure for non-auto, non-truck modes of travel (both within and outside of highway right-of-way). May be on state or local system depending on the parameters of the program.  
**Active Transportation** = Bicycle, pedestrian or transit features or connections

**State Highway System** = Public roads, facilities and right of way owned and/or operated by ODOT



The key aspects of each of these elements of the scenario are described below.

**\$50M – State Highway System Leverage Funds (Formerly OTC Discretionary)**

1. For state highway system only.
2. Not for active transportation or non-highway enhancements.
3. Intended to leverage other funds/efforts. Adding priority enhancements or additions to Fix-It projects intended to be included in the 2018-2021 STIP.
4. Allocated to Regions using modernization equity split formula.
5. Fix-It projects not intended to be included in the 2018-2021 STIP are also eligible as standalone projects.

**Process**

- Each region will work with their ACTs by first identifying a 150% list of projects and then work with their ACT to finalize the 100% project list.

**\$30M Enhance Non-Highway Funds**

1. Projects may be on or off the state system.
2. Projects competing for these funds may or may not be “leverage” projects (such as Fix-It non-highway projects, American with Disabilities Act (ADA) ramps, bus purchases, etc.).
3. Projects need to be consistent with state and local plans.
4. The \$30M will be allocated to the Regions using the modernization equity split formula.
5. Applicants will be required to provide matching funds.

**Process**

- Projects will compete for these funds via a simplified proposal process that will use the existing Enhance proposal form released in January 2015.
- ODOT and local agencies will complete proposals and compete for these funds.

**\$27M Fix-It Non-Highway Funds**

Bus Replacements	ADA Curb Ramps	Active Transportation Leverage Opportunities
<b>\$15M</b>	<b>\$6M</b>	<b>\$6M</b>

**\$15M – Bus/Transit Vehicle Replacements**

- Will be allocated to ODOT Public Transit for distribution.
- These funds are for buses in which ODOT holds title.

**\$6M – ADA Curb Ramps**

- The process for allocating these funds is not yet determined but it will be in support of strategic improvement (not regional equity).

**\$6M – Active Transportation Leverage Opportunities**

- Will be allocated to Regions using the modernization equity split formula.
- To leverage Fix-It projects.
- Project must be on the state system.
- Could be used for additions to a 2018 Fix-It project already in the STIP.

The table below highlights the amount of funds each region would be allocated using the modernization equity formula for this scenario.

<b>Modernization Equity Splits for Scenario C</b> <i>All \$ in millions</i>	\$50M State Highway Leverage	\$30M Enhance Non-Highway	\$6M Active Transportation Leverage	Totals
Region 1 = 35.60%	\$18	\$11	\$2	\$31
Region 2 = 30.91%	\$15	\$9	\$2	\$27
Region 3 = 14.77%	\$7	\$4	\$1	\$13
Region 4 = 10.36%	\$5	\$3	\$1	\$9
Region 5 = 8.35%	\$4	\$3	\$1	\$7
	\$50	\$30	\$6	\$86

### Summary

The following table is the recommended STIP Program Funding Allocations for the three years (2019-2021) of the 2018-2021 program. This includes both the STIP program levels and the Off-the-Top Allocations. As part of the final 2018-2021 STIP funding allocation, the OTC also discussed those programs in which they have discretion to modify the allocations. Based on the May discussions there were no recommendations to change the funding levels identified below.

### 2018-2021 STIP Allocations

<b>Program</b>	<b>2019-2021 Total</b>
<b>Off the Top Programs</b>	<b>\$ 419,985,237</b>
Immediate Opportunity Fund	\$ 10,500,000
Transportation Growth Management	\$ 12,825,000
Public Transit	\$ 31,500,000
Safe Routes to School Education	\$ 1,500,000
Active Transportation Discretionary	\$ 4,200,000
State Planning and Research	\$ 58,500,000
MPO Planning (includes state match)	\$ 10,556,951
Surface Transportation Program to large MPOs	\$ 85,417,662
Transportation Alternatives Program to large MPOs	\$ 4,937,873
Recreational Trails (to State Parks)	\$ 4,124,825
Congestion Mitigation and Air Quality Improvement	\$ 47,718,339
Local Bridge	\$ 69,271,208
STP Allocation to Cities, MPOs & Counties	\$ 73,683,378
Workforce Development/On Job Training	\$ 3,150,000
Rail-Highway Crossings-State	\$ 2,100,000
<b>State Highway System Leverage Funds</b>	<b>\$ 50,000,000</b>
<b>Enhance Non-Highway</b>	<b>\$ 30,000,000</b>

<b>Bus Replacements</b>	<b>\$ 15,000,000</b>
<b>Active Transportation Leverage Opportunities</b>	<b>\$ 6,000,000</b>
<b>ADA Curb Ramps</b>	<b>\$ 6,000,000</b>
<b>Fix It</b>	<b>\$ 738,461,953</b>
<b>Total</b>	<b>\$ 1,265,447,190</b>

### Next Steps Regarding Processes and Schedule

Only the \$30 million Enhance Non-Highway program will require applicants to submit a formal proposal. The original STIP process assumed that Enhance proposals would be submitted August 3. Based on discussions with the Commission, ODOT staff sent out a notice that proposals were not due in August and noting that upon approval of the STIP program levels by the OTC a new schedule would be developed and sent out to interested parties.

The new proposed schedule, based on the updated Scenario C, would have proposals submitted in November 2015. This would align with the anticipated application deadline for *ConnectOregon*. It is important to note that *ConnectOregon* funding will be available in 2016, but Enhance Non-Highway funding will not be available until 2019. However, coordinating these two programs will allow applicants to think about their project needs more holistically and likely for the ACTs to also see the long term vision for many of the proposed non-highway projects.

The current schedule has the OTC making a decision on the *ConnectOregon* projects in August 2016. A draft of the proposed project lists for the STIP would also be available at that time, providing the OTC an opportunity to review any connections across the two programs.

Upon approval of the STIP Program levels, staff will develop more detailed guidance and schedule information that is needed both for internally focused programs as well as those in which ACTs and other externals will engage.

#### Copies (w/attachments) to:

Jerri Bohard	Travis Brouwer	Tom Fuller	Clyde Saiki
Paul Mather	Rian Windsheimer	Sonny Chickering	Frank Reading
Bob Bryant	Monte Grove		

ARTS Hot Spot 150% Region 1 Final Draft

Order	Location ID	Jurisdiction	Location Description	Benefit	Cumulative Cost	B/C Ratio	Countermeasures
1	50	City of Portland	SE Division St @ SE 162nd Ave	\$2,105,740	\$12,500	168.5	H34 - Provide a Raised Median, Urban Multi-Lane Road
2	10	City of Portland	NE Gilsan St @ NE 122nd Ave	\$4,734,800	\$48,000	133.4	H25 - Install Lighting at Intersection H34 - Provide a Raised Median, Urban Multi-Lane Road
3	20	City of Portland	NE Halsey St @ NE 122nd Ave	\$2,766,120	\$77,000	95.4	H25 - Install Lighting at Intersection H34 - Provide a Raised Median, Urban Multi-Lane Road
4	255	Clackamas County	Springwater Rd @ Harding Rd	\$2,671,120	\$115,000	70.3	H19 - Convert to All-Way Stop Control (From Rural 2-Way or Yield Control) I13 - Provide Flashing Beacons at All-Way Stop Controlled Intersections
5	34	City of Portland	SE Stark St @ SE 148th Ave	\$2,080,820	\$145,000	69.4	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number H34 - Provide a Raised Median, Urban Multi-Lane Road
6	178	ODOT	SE Powell Blvd (US26) @ SE 36th Ave	\$5,612,640	\$353,000	27.0	BP10 - Install Rectangular Rapid Flashing Beacon with Median (3-Lane or More Roadway) BP2 - Provide Intersection Illumination (Bike & Ped) I10 - Increase Triangle Sight Distance
7	38	City of Gresham	SE Stark St @ SE 162nd Ave	\$4,074,420	\$570,000	18.8	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number H25 - Install Lighting at Intersection RD1 - Increase Distance to Rural Roadside Obstacle from 3 ft. (1 m) to 16 ft. (5 m)
8	135	City of Gresham	SE Powell Valley Rd @ SE Kane Dr / SE 257th Dr	\$1,071,560	\$631,000	17.6	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number
9	111	City of Gresham	SE Stark St @ SE 223rd Ave	\$1,071,560	\$692,000	17.6	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number
10	148	Clackamas County	SE Sunnyside Rd @ SE 122nd Ave	\$1,059,100	\$753,000	17.4	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number
11	175	City of Portland	SW Beaverton Hillsdale Hwy @ SW 30th Ave	\$2,480,460	\$908,000	16.0	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number I4 - Replace Urban Permissive or Protected/Permissive Left Turns to Protected Only I8 - Install Flashing Beacons as Advance Warning at Intersections (Not Coordinated with Signal Timing)
12	112	City of Beaverton	SW Hall Blvd @ SW Cedar Hills Blvd	\$2,217,880	\$1,058,000	14.8	H25 - Install Lighting at Intersection I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number
13	44	ODOT	N Lombard St @ N Interstate Ave (US 30B)	\$9,369,920	\$1,765,000	13.3	H25 - Install Lighting at Intersection H34 - Provide Raised Median, Urban Multi-Lane Road BP1 - Install Pedestrian Countdown Timer(s)
14	33	City of Portland	NE Broadway @ NE Martin Luther King Jr Blvd	\$2,516,940	\$1,980,000	11.7	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number I6 - Install coordination or adaptive signal timing of Urban traffic Signals
15	41	City of Portland	SE Foster Rd @ SE 92nd Ave	\$3,463,880	\$2,282,500	11.5	BP4 - Install No Pedestrian Phase Feature with Flashing Yellow Arrow I2 - Improve Signal Hardware I3 - Replace Doghouse with Flashing Yellow Arrow Signal Heads H25 - Install Lighting at Intersection
16	254	Clackamas County	SE Jennings Ave @ SE Addie Rd	\$1,968,680	\$2,470,500	10.5	H33 - Install Raised Median - Urban 2-Lane Road
17	161	City of Gresham	NE Gilsan St @ NE 162nd Ave	\$1,495,200	\$2,619,500	10.0	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number H25 - Install Lighting at Intersection
18	7	City of Portland	SE Stark St @ SE 103rd Dr	\$3,350,140	\$2,969,500	9.6	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number I6 - Install coordination or adaptive signal timing of Urban traffic Signals
19	225	City of Beaverton	SW Hall Blvd @ SW Nimbus Ave	\$2,579,220	\$3,249,500	9.2	H25 - Install Lighting at Intersection I5 - Replace Urban Permissive Left Turns to Protected/Permissive BP4 - Install No Pedestrian Phase Feature with Flashing Yellow Arrow
20	83	ODOT	SW Baseline St @ S 1st Ave (OR 8)	\$5,856,200	\$3,899,500	9.0	H25 - Install Lighting at Intersection I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number H50 - Install Guide Signs
21	47	City of Gresham	SE Stark St @ SE 242nd Dr / Hogan Drive	\$2,068,360	\$4,130,500	9.0	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number H34 - Provide a Raised Median, Urban Multi-Lane Road

ARTS Hot Spot 150% Region 1 Final Draft

Order	Location ID	Jurisdiction	Location Description	Benefit	Cumulative Cost	B/C Ratio	Countermeasures
22	13	City of Portland	SE Division St @ SE 112th Ave	\$4,111,800	\$4,638,000	8.1	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number H34 - Provide a Raised Median, Urban Multi-Lane Road
23	166	City of Portland	SE Holgate Blvd @ SE Milwaukie Ave	\$4,410,840	\$5,188,000	8.0	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number I4 - Replace Urban Permissive or Protected/Permissive Left Turns to Protected Only
24	198	Washington County	NW Cornell Rd @ NW 185th Ave	\$3,476,340	\$5,632,000	7.8	H6 - Channelized Right Turn Lane with Raised Median I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number
25	96	City of Gresham	NE Division St @ SE 242nd Dr/SE Hogan Dr	\$3,513,720	\$6,122,000	7.2	H34 - Provide a Raised Median, Urban Multi-Lane Road
26	21	ODOT	SE Powell Blvd (US26) @ SE 39th Ave	\$6,778,240	\$7,122,000	6.8	BP1 - Install Pedestrian Countdown Timer(s) BP2 - Provide Intersection Illumination (Bike & Ped) H26 - Install Lighting on a Roadway Segment I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number
27	222	City of Gresham	E Powell Blvd @ NE Hogan Dr / NE 242nd Dr / SE Hogan Rd	\$2,242,800	\$7,466,000	6.5	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number H25 - Install Lighting at Intersection H34 - Provide a Raised Median, Urban Multi-Lane Road
28	183	Washington County	NW Heritage Pkwy @ NW 185th Ave	1383060	\$7,680,000	6.5	H25 - Install Lighting at Intersection I5 - Replace Urban Permissive Left Turns to Protected/Permissive
29	182	City of Portland	SE Washington St @ SE 99th Ave	\$1,515,120	\$7,919,000	6.3	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number I5 - Replace Urban Permissive Left Turns to Protected/Permissive I6 - Install Coordination or Adaptive Signal Timing of Urban Traffic Signals
30	205	ODOT	NW Yeon Ave (US30) @ NW Nicolai St	\$1,965,180	\$8,231,000	6.3	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number I7 - Install Actuated Advance Warning Dilemma Zone Protection System at High Speed Signals (Microwave Detection) I9 - Install Actuated/Coordinated Flashing Beacons as Advance Warning for Signalized Intersections
31	17	City of Portland	SE Hawthorne Blvd @ SE Grand Ave	\$1,831,620	\$8,531,000	6.1	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number
32	152	Washington County	SW Scholls Ferry Rd @ SW 121st Ave	\$1,121,400	\$8,731,000	5.6	H25 - Install Lighting at Intersection I5 - Replace Urban Permissive Left Turns to Protected/Permissive
33	223	City of Gresham	NE Halsey St @ NE 162nd Ave	3314360	\$9,362,000	5.3	H34 - Provide a Raised Median, Urban Multi-Lane Road I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number
34	1	ODOT	SE Powell Blvd (US26) @ SE 82nd Ave (OR213)	\$10,042,760	\$11,362,000	5.0	H34 - Provide a Raised Median, Urban Multi-Lane Road
35	179	City of Portland	SE Holgate Blvd @ SE 112th Ave	\$2,742,160	\$11,912,000	5.0	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number I5 - Replace Urban Permissive Left Turns to Protected/Permissive BP3 - Install Urban Leading Pedestrian or Bicycle Interval at Signalized Intersection
36	162	ODOT	TV Highway at Minter Bridge/Cypress	\$1,432,900	\$12,212,000	4.8	H25 - Install Lighting at Intersection I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number
37	40	City of Gresham	NE Halsey St @ NE 181st Ave	\$849,200	\$12,399,000	4.5	I9 - Install Actuated/Coordinated Flashing Beacons as Advance Warning for Signalized Intersections
38	134	ODOT	SE Powell Blvd (US26) @ SE 71st Ave	\$3,214,680	\$13,149,000	4.3	H25 - Install Lighting at Intersection I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number
39	217	Washington County	SW Farmington Rd @ SW 170th Ave	\$3,551,100	\$13,999,000	4.2	H6 - Channelized Right Turn Lane with Raised Median I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number
40	45	ODOT	SW Barbur Blvd @ SW Capitol Hwy (OR 99W)	\$4,099,340	\$14,999,000	4.1	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number H50 - Install Guide Signs
41	131	ODOT	N Lombard St (US30B) @ N Atlantic Ave	\$4,585,280	\$16,199,000	3.8	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number H48 - Convert 4-Lane Roadway to 3-Lane Roadway with Center Turn Lane (Road Diet)
42	76	ODOT	I-5 from MP 303.27-308.63	\$14,953,640	\$20,199,000	3.7	H45A - Install Urban Variable Speed Limit Signs with Queue/Weather Warning System

ARTS Hot Spot 150% Region 1 Final Draft

Order	Local ID	Jurisdiction	Location Description	Benefit	Cumulative Cost	B/C Ratio	Countermeasures
43	81	City of Gresham	W Powell Blvd @ SE 182nd Ave / SW Highland Drive	\$2,068,360	\$20,759,000	3.7	H4 - Right Turn Lane on Single Major Road Approaches: Signalized Intersection (3- or 4-leg) I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number H25 - Install Lighting at Intersection
44	219	Multnomah County	SE Circle Ave @ SE 174th Ave / SE Jenne Rd	\$2,226,740	\$21,384,000	3.6	H25 - Install Lighting at Intersection I12 - Improve Intersection Warning I9 - Install Actuated/Coordinated Flashing Beacons as Advance Warning for Signalized Intersections I16 - Install Transverse Rumble Strips on Approaches H25 - Install Lighting at Intersection
45	157	ODOT	SE 82nd Ave (OR213) @ SE Woodward St	\$3,700,620	\$22,549,000	3.2	H12 - Left Turn Lane on Single Major Road Approach: Urban, Signalized Intersection (4-leg) I2 - Improve Signal Hardware: Lenses, BP4 - Install No Pedestrian Phase Feature with Flashing Yellow Arrow Reflectorized Back plates, Size, and Number H25 - Install Lighting at Intersection
46	168	City of Portland	NW Glisan St @ NW Broadway	\$1,731,940	\$23,099,000	3.1	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number H25 - Install Lighting at Intersection
47	97	ODOT	NE Lombard St (US30B) @ NE Martin Luther King Jr Blvd (OR 99E)	\$2,404,780	\$23,893,000	3.0	H34 - Provide a Raised Median, Urban Multi-Lane Road
48	77	ODOT	NB I-5 ramp @ NE Weidler St	\$2,903,180	\$24,893,000	2.9	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number H50 - Install Guide Signs
49	138	Washington County	NW Evergreen Pkwy @ NW 185th Ave	\$1,146,320	\$25,293,000	2.9	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number
50	28	ODOT	WB Sunset Hwy exit ramp (US26) @ NW 185th Ave	\$2,579,220	\$26,193,000	2.9	H4 - Right Turn Lane on Single Major Road Approaches: Signalized Intersection (3- or 4-leg) I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number
51	163	ODOT	SW Pacific Hwy (OR99W) @ SW 72nd Ave	\$2,367,400	\$27,093,000	2.6	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number H6 - Channelized Right Turn Lane with Raised Median H25 - Install Lighting at Intersection
52	144	ODOT	Beaverton Tigard Hwy (OR217) @ Kruse Way	\$1,038,380	\$27,493,000	2.6	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number I9 - Install Actuated/Coordinated Flashing Beacons as Advance Warning for Signalized Intersections
53	66	ODOT	NB I-205 exit ramp @ SE Division St	\$6,005,720	\$30,028,000	2.4	H6 - Channelized Right Turn Lane with Raised Median I2 - Improve Signal Hardware: Lenses, Reflectorized Back Plates, Size and Number H25 - Install Lighting at Intersection
54	253	ODOT	OR-213 @ Toliver Rd (MP 15.70)	\$3,837,680	\$31,788,720	2.2	H2 - Right Turn Lane on Single Major Road Approach: Unsignalized Intersection (3- or 4-leg) H10 - Left Turn Lane on Both Major Road Approaches: Rural Unsignalized Intersection (4-leg)  ALTERNATIVE: H 16 - install roundabout from Minor Road Stop Control
55	107	Washington County	SE Washington St @ SE 10th Ave	\$635,460	\$32,088,720	2.1	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number
56	197	City of Portland	NE Halsey St @ NE 47th Ave	\$1,121,400	\$32,638,720	2.0	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number
57	139	City of Portland	SE Foster Rd @ SE 110th Dr/111th Ave.	\$461,020	\$32,868,720	2.0	I5 - Replace Urban Permissive Left Turns to Protected/Permissive
58	60	ODOT	SW Tualatin Valley Hwy (OR8) @ SW Murray Blvd	\$1,881,460	\$33,868,720	1.9	I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number H34 - Provide a Raised Median, Urban Multi-Lane Road
59	125	City of Gresham	NE Glisan St @ NE 242nd Dr/NE 238th Dr/SW Cherry Park Rd	\$1,619,800	\$34,807,720	1.7	H5 - Right Turn Lane on Both Major Road Approaches: Signalized Intersection (3- or 4-leg) I2 - Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number
60	141	ODOT	SE Powell Blvd (US26) @ SE Foster Rd/SE 50th Ave	\$1,445,360	\$35,707,720	1.6	H25 - Install Lighting at Intersection H34 - Provide a Raised Median, Urban Multi-Lane Road H 30 - Reduce Urban Driveways from 48 to 26 - 48 per mile

ARTS Hot Spot 150% Region 1 Final Draft

Order	Location ID	Jurisdiction	Location Description	Benefit	Cumulative Cost	B/C Ratio	Countermeasures
61	207	ODOT	SE McLoughlin Blvd (OR99E) @ SE Tenino St exit	\$2,080,820	\$37,207,720	1.4	H53A - Right Turn Acceleration Lane
62	52	ODOT	SE Powell Blvd (US26) @ SE 136th Ave	\$2,965,480	\$39,665,720	1.2	H4 - Replace Urban Permissive or Protected/Permissive Left Turns to Protected Only H33 - Provide a Raised Median, Urban 2-Lane Road H25 - Install Lighting at Intersection
63	80	City of Gresham	NE Division St @ NE Kane Dr / NE 257th Dr	\$1,881,460	\$41,321,720	1.1	H34 - Provide a Raised Median, Urban Multi-Lane Road H25 - Install Lighting at Intersection H4 - Right Turn Lane on Single Major Road Approaches: Signalized Intersection (3- or 4-leg)

# ARTS- All Roads Transportation Safety for 2017-2021

Oregon averages 1700 Fatal and Serious Injury crashes each year  
50% of these crashes are on local agency roads

## Purpose and Goals

1. Reduce Fatal and Serious Injury crashes in Oregon
2. Federal HSIP funding available for all public roads
3. Data driven process
4. Blind to jurisdiction
5. Both traditional HOT SPOT and SYSTEMIC safety improvement programs
6. Prioritize to maximize investment to reduce Fatal and Serious Injury

## Systemic

### Purpose and Goals

1. Highway Safety Manual approach
  - a. Select low cost countermeasures to address dominate crashes
  - b. Scan road network to identify high priority location
  - c. Implement countermeasures throughout appropriate corridor
2. Focused on the 3 statewide priorities-
  - a. Road Departure (Region 1 – 30% of crashes)
  - b. Rural and Urban Intersection (Region 1 – 49% of crashes)
  - c. Bike/Ped (Region 1- 21% of crashes)
3. No significant Right of Way needed
4. ODOT suggests project corridors are from the final 300% list

### Process

- Applications to be submitted to ODOT by March 27, 2015
- Kittelson and Assoc (KAI) developing a Region 1 prioritized list
- Three application development workshops (Feb 26<sup>th</sup>, March 5<sup>th</sup>, TBD)
- Application screening process
  - Pass/fail on completeness
  - KAI QC proposed countermeasures and B/C calculations
  - Draft 150% list selection based on B/C and project feasibility

For more information – <http://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/Pages/ARTS.aspx>  
Contact – [ARTS-HSIPAppRegion1@odot.state.or.us](mailto:ARTS-HSIPAppRegion1@odot.state.or.us)  
Sue D’Agnese- 503-731-3427

## Process

- Statewide program implemented by ODOT Regions
- Funds split evenly between HOT SPOTS and SYSTEMIC
- Not to bring roads up to “standards”
- Proven countermeasures with significant and measurable reductions in F & A’s
- 5 years of ODOT crash data
- Utilize benefit/cost ratio to prioritize and select projects
- A hard match of 7.78%
- Document to support projects on the 100% list

## Hot Spots

### Purpose and Goals

1. Traditional Safety Project selection approach
  - a. Prioritize high crash locations
  - b. Develop countermeasures to mitigate crash types
2. A SPIS type ranking of sites with F & A’s
3. Apply appropriate countermeasure(s) from the list
4. Sites must come from the final 300% list

### Process

- DKS is currently synthesizing data to develop a draft 300% list
- Kick Off meeting in March to share draft 300% list
- ODOT finalize 300% list engaging with each local agency with a locations to:
  - Confirm appropriate countermeasures
  - Confirm B/C assumptions
  - Project feasibility
- Desk scope locations and gather additional information as needed such as:
  - Crash diagrams
  - AADT and Site specific count information
  - Countermeasure site specific feasibility
- ODOT develop draft 150% list based on B/C, engage with each local agency
  - Confirm countermeasures, crash types, B/C
  - Confirm site specific constraints and project feasibility
- ODOT finalize 150% list



**RESOLUTION 2015-10**

**A RESOLUTION INCREASING FEE FOR THE MOLALLA MUNICIPAL  
COURT FIX IT TICKET PROGRAM**

The City Council of Molalla finds that:

Whereas, the Molalla Municipal Code specifies that the City Council shall establish fees for city services and programs by resolution; and

Whereas, the Oregon Administrative Rules states that fees may be charged to reimburse the public entity of incurred expenses by furnishing administrative services; and

Whereas, after administrative review the Molalla Municipal Court and City of Molalla incurs expenses that exceed the current \$25 fee in affected administrative areas, the Fix It Ticket Program costs the City of Molalla more to provide then it receives per citation has placed a burden on the administrative budget; and

Whereas, for administrative efficiencies the fee is to be imposed by the City of Molalla in the amount of \$75 per cited violation and shall be collectively established.

Now, therefore, based upon the above findings, be it resolved by the City Council of the City of Molalla, the fees listed for City Hall, City of Molalla, are hereby established as listed effective this 14th day of October, 2015.

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Mayor Rogge

ATTEST this 14th day of October, 2015:

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Sadie Cramer  
City Recorder