

CENTRAL OREGON AREA COMMISSION ON TRANSPORTATION (COACT)

***January 12, 2017 3:00 – 5:00 PM
Cascades Conference Room
High Desert Education Service District
2804 SW 6th St, #101 Redmond, OR 97756***

AGENDA

3:00 1. Call to Order and Introductions

Wayne Fording, Jefferson County

3:05 2. Public Comments

A) Opportunity to Provide Comments on 2018-2021 Statewide
Transportation Improvement Program (STIP) found here:
<http://www.oregon.gov/ODOT/HWY/REGION4/Pages/Roadworkimprovements.aspx>

B) General Comments

Wayne Fording, Jefferson County

3:10 3. COACT Business

A) November 10, 2016 Meeting Minutes **(Action)**

Attachment A

B) COACT 2017 Meeting Schedule

Attachment B

C) COACT Exec Board Appt's / Review Guidelines **(Action)**

Attachment C

D) "ACT 101" Workshop – February 9th

3:25 4. Region 4 Active Transportation Needs Inventory

A) Summary and Discussion

David Amiton, Region 4 Active Transportation Liaison

3:50 5. ODOT Freight Plan Update

Attachment D

A) Summary and Discussion

Gary Farnsworth, Region 4 Area Manager/Other ODOT Staff

4:10 6. 2017 Transportation Investment Strategy Topics

A) Oregon Transportation Forum Strategy

Attachments E and F

B) Transportation Investment Strategy

Oregon Transportation Commission (OTC) Chair Tammy Baney

C) COACT Investment Priorities

Gary Farnsworth, ODOT

4:50 7. Area Roundtable (as time allows)

A) Discussion of Issues, Needs, Projects, etc. around the region
COACT Members

5:00 Adjourn

ATTACHMENT A

DRAFT Meeting Minutes

Central Oregon Area Commission on Transportation COACT November 10, 2016

Members: Alan Unger (Deschutes County), Mike McCabe (Crook County), Lonny Macy (Confederated Tribes of Warm Springs), Gary Farnsworth (ODOT), Marcos Romero (Federal Agency-US Forest Service), Ron Cholin (Crook County Stakeholder), Patrick Hanenkrat (City of Metolius), Karen Friend (Transit), George Endicott (City of Redmond), Jeff Monson (Transportation Options), Ken Mulenex (City of La Pine), Dennis Scott (City of La Pine Alternate), Gary Judd (Aviation), Bill Braly (Bicycle/Pedestrian), Gus Burril (City of Madras), Mike Folkestad (Jefferson County Stakeholder), Andrea Blum (City of Sisters), Barb Campbell (City of Bend), Bob Bryant (ODOT),

Guests: Scott Smith (City of Prineville), Jim Pax (Century West Engineering), Tom Headley (Century West Engineering), Della Mosier (ODOT), Chris Doty (Deschutes County), David Campbell (Sisters Eagle Airport), Kelly Coffelt (City of Prineville Airport), Mike Caccavano (City of Redmond City Engineer), Caprielle Lewis (EDCO-Sisters), Jackson Lester (Cascades East Transit), Zachary Bass (Redmond Airport).

Staff

Shelby Knight (COIC), Scott Aycock (COIC)

1. Call to Order and Introductions

The meeting was called to order at 3:05 pm. Introductions were made.

2. Public Comments

There were no public comments.

3. COACT Business

A) September 14, 2016 Meeting Minutes (Action)

Ken Mulenex motioned to approve the September 14, 2016 meeting minutes. George Endicott seconded. Minutes were approved by consensus.

4. COAR – Critical Airport Relief Program

A) Aviation Program Overview

B) ACT Role and Review Form

C) Central Oregon Application Summaries

Gary Judd explained that COACT is to review applications for the Critical Oregon Airport Relief (COAR) grant program. The recently developed program is the result of a tax on aviation fuel. The tax provides funding for multiple buckets through the Aviation Systems Action Program (ASAP), organized and run by the Oregon Department of Aviation. One of which buckets is COAR, providing grant funding for local airports.

Gary Judd introduced Heather Peck, the Statewide Programs Division Manager for the Oregon Department of Aviation. Heather Peck referred to the PowerPoint presentation “Aviation System Action Program” (which can be found on the website here: <https://coic2.org/community-development/central-oregon-area-commission-on-transportation/>). The presentation covered; 1) priority project categories; 2) COAR minimum match requirements; 3) FAA and COAR grant

ATTACHMENT A

cycles; 4) the COAR grant cycle timeline for 2016; 5) a summary of COAR applications; 6) ACT review and COACT applications summary; and 7) next steps.

Heather Peck explained that projects were placed into one of three priority categories. She described each priority category as follows:

- 1st priority - assist with match for FAA AIP grants
- 2nd priority - safety and infrastructure development
- 3rd priority - aviation-related economic benefit

The Oregon Department of Aviation received 61 applications for a total ask of \$4.5 M, with an estimated total \$1.3 M - \$1.5 M to award, up to \$150,000 maximum for each grant. Heather Peck noted that five total applications were rejected based on the ODA application review process and requirements, none of which were for the Central Oregon area. The Central Oregon area received 13 applications for a total ask of \$1,353,290. Four applications – from Redmond, Madras, and two in Prineville – were deemed priority 1. One application from Redmond was deemed priority 2. Eight applications for Lake Billy Chinook, Sunriver, Redmond, and five in Sisters were deemed priority 3.

Heather Peck described the ACT review process. As per Statutory Considerations in ORS 367.084(3), the reviewing ACTs must consider; 1) whether a proposed transportation project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor; 2) whether a proposed transportation project results in an economic benefit to the state; 3) whether a proposed transportation project is a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system; 4) how much of the cost of a proposed transportation project can be borne by the applicant; 5) whether a proposed transportation project is ready for construction; and 6) whether a proposed transportation project has a useful life expectancy that offers maximum benefit to the state. Based on the application materials, ACTs shall determine whether a project thoroughly meets each consideration by designating a rating of agree, somewhat agree, or disagree. ACTs are to complete one statutory review form per project application, based upon the applicant's responses. ACTs will not rank projects, rather the Aviation Review Committee will rank projects using feedback collected from all 12 ACTs. Heather Peck noted that one representative from each ACT will participate on the Aviation Review Committee to advocate and answer questions for their region's projects and input.

George Endicott asked if each ACT should look at and review the statewide list of applications. Heather Peck clarified that each ACT will only review applications for their respective region.

Heather further explained that projects are to be reviewed by the ACTs from October 24th through the end of December. The ACT subcommittee will then review the project lists for all of region 4 in order to break ties and finalize the region 4 list for each priority bucket. Project lists from all 12 ACTs will then be collected and reviewed by the Aviation Review Committee (ARC) in February, with grants being issued in March. Heather Peck stated that a draft agreement for the reimbursement structure of COAR can be found on the ODA website. She added that reimbursement will be tailored to each project that is awarded a grant.

Heather Peck stated that ODA staff will be available to answer any questions throughout the ACT review process and will send a representative to the ACT review committee meeting.

Zach Bass asked if priority 1 projects will always take precedent over others when it comes to funding. Heather Peck responded yes, priority 1 projects must be funded before priority 2 and so forth. She added that it is too late to address this for this round, but ODA has been brainstorming ideas on how to address it in the future.

Zach Bass asked where on the Central Oregon project list does it show what priority is assigned to each project? Heather Peck responded that the project IDs are marked with FAA (priority 1), ORP (priority 2), or ED (priority 3).

ATTACHMENT A

Alan Unger stated that small airports, which do not receive FAA AIP funding and therefore cannot be Priority 1, are critical and need funding sources to support them. He asked how COACT can assist ODA in changing the legislation regarding priority funding so that the program can be fair to all airports. Heather Peck responded that the intent of the program was to fund airports that were not receiving funds through other mechanisms. She stated that the need is to advocate for legislative changes that would untie the priorities so that ODA would not have to fund projects through the existing structure.

D) COACT Discussion of Projects

Gary Farnsworth asked for project comments and input. There were none.

E) Delegate ACT Review Form to COACT Exec. Comm. (Action)

Scott Aycok recommended that the Board delegate the review process to the Executive Committee, set to meet in December. Additionally, Gary Farnsworth recommended the ACT Aviation rep reach out to the Central Oregon Airport Group for discussion and feedback on projects. He added that Gary Judd would collect the airport group feedback and present it to the Executive Committee at their December 1 meeting. Gary Judd responded that there is the potential for conflict of interest through this method as the airports represented in the airport group have submitted projects to the program. Gary Farnsworth responded that the conflict of interest is neutralized when multiple applicants collaborate on the process. He added that trust built within the airport group and their ability to build consensus contributes to a fair and equitable process of review. Additionally, the Executive Committee would be the deciding body, eliminating any conflict of interest concerns. Heather Peck responded that use of the airport group outlined above is fair and reasonable. She added that ODA is allowing, within the guidelines of the program, each ACT to decide the process with which they will review projects.

Alan Unger asked for any Board member input at this time. Additionally, he added that member input may be submitted through November via email to Gary Judd.

George Endicott asked 1) is safety included in prioritization; and 2) if the ACT will review the prioritization of projects. Heather Peck responded that safety is included in priority 2 and reviewing prioritization is not within an ACT's duties.

Gary Judd motioned to appoint Scott Aycok, Gary Judd, and the Central Oregon Airport Group to develop recommendations for the Central Oregon COAR project list to be presented to the COACT Executive Board meeting in December. Gary Judd further motioned that the COACT Board delegate final authority over the ACT review process to the COACT Executive Committee. George Endicott seconded. The motion was approved by consensus. .

5. Oregon Transportation Commission Annual Workshop Meeting (October 13-14, 2016) Debrief

Alan Unger stated that he and Bob Bryant attended the OTC annual workshop meeting in October as the COACT representative and the Region 4 representative.

Bob Bryant summarized his experience at the workshop. He stated that representatives from all Area Commissions around the state attended the workshop and familiarized new commissioners with the services that they provide their region. The group identified preserving existing infrastructure and resiliency planning as transportation priorities. He noted that the distinction between rural and urban area needs is disappearing as the challenges that face each Area are more consistent across the state. He stated that the OTC spoke to the need for a transportation funding package; as seen by the results of the recent efforts of both the Governor's Transportation Vision Panel and the Joint Committee on Transportation Preservation and Modernization. The OTC recognized the variety of need across the state and stressed the importance of developing a package that encompasses all transportation and that generates a significant amount of new revenue in order to meet the significant needs.

Alan Unger summarized the discussion with legislators He stated that four legislators – Senator Beyer, Senator Boquist, Representative McKeown, and Representative Bentz – attended the workshop. In summary, they discussed silos in transit

ATTACHMENT A

versus bicycle/pedestrian modes, indexing and tolling, the potential for a bike tax, parking challenges, challenges in trucking, outreach strategies, and ways to gain public and legislative support for a transportation funding package. He added that the message was clear that the OTC is to focus on the need and the development of a transportation package while the legislature will pair it down and make decisions. Alan Unger stated that local players will follow the OTC's lead on development of the package and offer support where needed. Additionally, the ACT and modal committee chairs had the opportunity to discuss ACT roles and the importance of programs like ConnectOregon. Bob Bryant added that legislators discussed common transportation needs and priorities from all over the state. Those being; transit improvements for both rural and urban areas, development of a transit funding package to help provide better service, freight movement and congestion, and seismic resiliency. This discussion translated the need for the OTC to develop an investment strategy for transportation in Oregon to be presented at the next legislative session. ODOT is working with the Commission in developing an investment strategy framework and will present a recommendation and/or concept at the next OTC meeting in November.

Alan Unger noted the \$1.5 Billion deficit in the Oregon budget and wondered how legislators will address it, specifically in regards to a funding package for transportation.

George Endicott commented that the republican view is to hold firm regarding clean fuels relief before considering a statewide transportation funding package. He added that funding packages require a super majority vote, which the Democrats lost in the Oregon Senate in the recent election. He noted that compromise will be key. Alan Unger added that it is important to engage in discussion with local legislators around local transportation needs and to support them in that discussion at the state level.

Alan Unger stated that there was a discussion regarding the Governor's Transportation Vision Panel that traveled throughout the state earlier in the year. The main findings were around congestion, transit and the underlying concern of how to fund it, seismic preparedness, historic concerns, and generational alignment.

Bob Bryant stated that it is not clear yet what legislators will be asking for from ODOT or the Area Commissions in regards to a funding package. He added that they may look to the ACTs to provide input on a list of state needs. He asked how that process should be structured, especially with a short turn around and timeline. He stated that the target for COACT input and recommendations will likely be early next year. Additionally, ODOT maintains a list of priority needs compiled from input received from the Community Transportation System Plans and the ACTs. He can make the list available to the ACT if needed. Gary Farnsworth responded that there is an opportunity to start this conversation at the Executive Board meeting in December and potentially engage the Technical Advisory Committee in order to develop straw recommendations to bring to the January COACT meeting. Gary Farnsworth will look for input from Area Commission members in the meantime. Bob Bryant hopes to get more direction on this in the coming weeks.

6. Transportation Funding Program Recap

A. Federal Lands Access Program (FLAP) Update

Bob Bryant informed those in attendance that the FLAP decision committee met yesterday. He stated that a Technical Advisory Committee, consisting of representatives from each federal land management agency, has been working on recommendations for the 52 applications received through the call for projects. The call for projects was to allocate funding for 2019-21, for which period a total of \$100 M is available to be allocated through the program. Bob Bryant reported that most of the 52 total applications were approved for funding by the decision committee. Central Oregon projects that were funded are:

- Cascade Lakes Highway Bicycle Master Plan
- US 97 Bend to Lava Butte Multi-Use Trail Project
- Jefferson County Perry Campground Project
- Vandervert/US 97 Intersection Improvements

ATTACHMENT A

- US 20 and Barclay Scenic Bikeway
- Cascade Lakes Chip Seal
- Millican Road Chip Seal
- Haul Road Undercrossing
- Century Drive Cascade Lakes Trail Improvement – This project did not receive full funding and was recommended to be funded at half the ask

Bob reported on three transit projects that were funded through FLAP. The first was for operational funding for the Mt Hood Express, the second was a proposed transit service in the Columbia River Gorge, and the third was for a new service from Hood River to Ski Bowl on Mt Hood Highway.

Bob stated that those who submitted projects should be hearing officially from Western Federal Lands within the next few weeks. Bob also informed those in attendance that the decision committee discussed planning projects, specifically those that did not receive funding. He stated that as planning projects take form, there may be an opportunity to fund them through the 2019-21 FLAP, as the program is flexible and set out to 2019.

Marcos Romero stated that the future of project proposals, potentially in light of the recent election as well, will be shelf and shovel ready projects. Bob Bryant added that another important aspect will be partnerships and leveraging funds.

Bob Bryant stated that there will be another call for projects in two years. It was asked if the next call for projects will be for fiscal year 2022. Bob Bryant responded generally, yes, but he noted that it will depend on if the current projects utilize all of the moneys or if they generate a balance. If this happens, there may be an opportunity to fund additional projects in between the biennial schedule. Gary Farnsworth added that there is opportunity to work out cash flow earlier with partners such as ODOT and Western Federal Lands, as has been done in the past.

Scott Aycock asked what is the total amount for Central Oregon projects that was awarded for the 2019-21 cycle? Bob Bryant responded \$9.5 M dollars of FLAP funds.

Alan Unger asked if the Crooked River Ranch Secondary Access project submitted an application. Bob Bryant replied no. Alan Unger recommended following the project and ensuring that it is project ready for potential funding opportunities in the future.

B. 2018-21 STIP Program Update

Gary Farnsworth addressed two handouts, the “COACT 100% List – Draft 2018-21 STIP Update” spreadsheet and the “State Funded Local Projects (SFLP)” overview. He noted the small print and asked Shelby Knight to send both forms out to the ACT list.

Gary Farnsworth explained that ODOT is in the process of updating the 2018-21 STIP, wrapping up FIX-It project lists, and working on the current announcement on priorities for the Local Bridge Program. The “COACT 100% List” spreadsheet for STIP summarizes projects and funding amounts recommended by Region 4. The recommendations will be presented to the OTC in December and will be up for public review by fall of 2017. He asked attendees to review the list and provide any comments either in person or via email to Gary Farnsworth.

Della Mosier introduced a new ODOT program; the State Funded Local Projects initiative (SFLP). The SFLP is a new process for the 2015-18 STIP to provide state funds for federal projects selected under ODOT or Transportation Management Area (TMA) funding programs. Essentially, ODOT scopes a project as if it is federal and provides 94 cents to the dollar for the project. If the project is delivered under budget, ODOT does not request match. She explained that the program is meant to give ownership of local projects back to local agencies and municipalities. Additionally, local public dollars are stretched further by delivering non-federal projects for half of the cost. Eligible projects are selected through All Roads Transportation Safety (ARTS), Local Bridge, Enhance, and Active Transportation Discretionary and must not

ATTACHMENT A

be on the state system. Della Mosier reported ODOT has scoped the 2018-21 STIP projects using the SFLP initiative and has identified one local project from the list as eligible for the program thus far.

Gary Farnsworth noted that the program would tie into a state revenue stream provided by a transportation funding package, if passed.

Gary Farnsworth clarified that STIP projects reported on the 100% list are within the allocation of funds. However, with programs such as the State Funded Local Project initiative and the Local Bridge Program, there are opportunities to convert those dollars from federal to state. Additionally, the SFLP process does not exempt ODOT from going through vetting of projects.

Alan Unger asked why only one Central Oregon project was identified as eligible. Gary Farnsworth responded that is because the 15-18 Enhance/STIP local projects were already too far along. Della Mosier added that the H Street Sidewalk project listed was originally an 18-21 Enhance/STIP project but was advanced to the current STIP.

Barb Campbell felt that relief for right of way costs for local projects will be beneficial. For example, the City of Bend is working on a sideway project that is federally funded and therefore subject to federal requirements. The federal status of the project is driving up the cost. Gary Farnsworth noted that state requirements for right of way will still apply to SFLP projects.

C. ConnectOR VI Project Status

Zach Bass informed the COACT that the RDM Taxiway B project received the grant paperwork and the city council approved it. They will be submitting the notice to proceed, and work on the project should begin in early spring of 2017. Gary Farnsworth asked what the total project dollar amount was. Zach Bass responded \$4.1 M.

Gary Judd stated that the Bend Airport Helicopter Operations Area Phase 2 project offered their notice to proceed, it was accepted, and the project is scheduled to be completed August 1st, 2017. The total project cost was \$7.5 M.

Kelly Coffelt reported that the Prineville Airbase Joint Use Facility project is in process. He stated that because of the size of the project (\$8 M total project cost), the airport had to define where funds are to be allocated more accurately. Additionally, the project is being subject to the NEPA review process. He hopes to see infrastructure work begin in late summer of 2017.

Mike Caccavano stated that the Redmond Homestead Canal Trail project is waiting on the grant paperwork. The project design is mostly complete and the city plans to bid out later this winter. Gary Farnsworth asked what the total project cost was. Mike Caccavano responded \$1 M. Gary Farnsworth asked what is the total investment in the trail thus far. Mike Caccavano responded \$150,000 for the 1st phase and \$1 M for phase 2. He added that the project will require around \$500,000 more before it is completed.

Karen Friend reported that COIC has signed and returned the grant for the Central Station project, pre award expenditures were approved for match requirements, and the property went into closing today. She stated that COIC is currently working with the state on the Regional Solutions match and hopes to begin construction in the summer of 2017.

Alan Unger commented that the ConnectOregon VI process has been great for transit and airport growth in the region.

7. Regional Roundtable

Alan Unger informed the COACT that McKenzie Group Consulting are conducting an audit for ODOT for the state legislature. He stated that he and the chairs of the Lane and Lower John Day ACT, as well as George Endicott and Jeff Monson met to discuss the following; 1) the ACT process, 2) the quality of the relationship between ACT members and

ATTACHMENT A

ODOT staff; 3) how input is incorporated; 4) prioritization process; 5) roles and structures between ODOT and the ACTs; 6) structure of interactions and timing of meetings; and 7) helpfulness and relevance of materials.

George Endicott explained that the audit was for a management review of ODOT. The ACTs were asked to provide their perspective regarding the ACTs relationship with ODOT. George Endicott reported out that collectively, the group felt that relationships are strengthened between local entities through ACT participation. Additionally, ACTs provide for regional cooperation and decision making, allow for local communities to benefit from statewide programs such as ConnectOregon, and provide an opportunity for relationship building between local ODOT staff and local municipalities to address local priority needs and concerns. George Endicott concluded that ODOT's work with the ACTs has been successful and beneficial, especially within the last few years. Alan Unger agreed that ODOT has successfully integrated with local communities. George Endicott added that ODOT can and has advocated for local needs at the state level, specifically due to the agency's role in the Regional Solutions team.

Alan Unger stated that he received his "termination notice" as Deschutes County Commissioner. He stated that he has been the champion and the voice of COACT and is looking to someone else to be that voice to work with and develop relationships with ODOT and fight for the Central Oregon area's transportation needs as a rural community.

Zach Bass reported that Robert's Field Redmond Municipal Airport is having the best year it's ever had. Additionally, the airport is in the middle of a Management Plan update. The update is required every 10 years and uses data to project future growth of the airport. He noted that he may look to other airports in the area for feedback on the future growth of the Redmond Airport.

Gary Judd stated that a representative from the Bend Airport is sitting in on the master plan update for the Redmond Airport. He felt that relationships built through the Central Oregon Airport Group are critical in helping address the needs of the region. Additionally, he reported that all hangers are full in the Bend airport. The airport is trying to adapt and address a few zoning barriers in order to accommodate the demand.

Kelly Coffelt reported that the Prineville Airport hangers are 99% full. The airport is seeing increased business interest and hopes to grow through the ConnectOregon project.

Ken Mullenex stated that the City of La Pine has started the realignment of the Burgess interchange to the overpass in La Pine. Additionally, the La Pine City Council voted to approve the acquisition of all properties for the COIC transit project. Ken Mullenex introduced Dennis Scott, his successor as La Pine Mayor.

Gary Farnsworth stated that ODOT would like to do an ACT orientation/workshop for members in January or February of 2017. He added that he plans to coordinate with Karen Friend who will be holding an orientation for the COIC Board in early 2017 as well.

George Endicott informed attendees that he is the President-elect of the Oregon Mayors Association. In terms of transportation projects, he stated that he has been advocating for a left turn lane at the 126th and 35th street intersection in Redmond.

Ken Mullenex thanked ODOT and local representatives for the relationships and cooperation he's experienced with the ACT over the past six years. He attributed successes in the region and in La Pine specifically to work done through the ACT.

Barb Campbell thanked Alan Unger for his leadership within the region and the ACT. Additionally, she stated that she was happy to see that ODOT settled a lawsuit recently regarding accessibility. She wondered if anyone applied for STIP funding for pedestrian bridges over canals. Gary Farnsworth responded no. However, there has been an ongoing dialogue about improving pedestrian access in certain areas.

ATTACHMENT A

Andrea Blum reported that Sisters will begin work on a new roundabout in February. Additionally, the city is initiating its Transportation Plan update.

Karen Friend reported that the COIC Board lost many key position holders in the recent election. COIC will be hosting a Board orientation in early 2017. Additionally, CET is seeing an increase in ridership by over 12% and is working on a community connector expansion. The expansion is set to be implemented in February of 2017. Gary Farnsworth suggested that there will need to be a COACT orientation for new members as well.

Alan Unger urged local governments to continue to support COIC, specifically through the changes in leadership of the COIC Board.

Marcos Romero stated that the Forest Service hopes to continue engaging in local collaborative processes and partnerships in order to strengthen access to local forests and funding.

Lonny Macy reported that Warm Springs is partnering with ODOT on the development of a corridor safety plan on highway 26.

Gus Burrill thanked ODOT for developing the State Funded Local Projects initiative. He reported that the City of Madras is currently updating its Transportation Systems Plan. Additionally, he encouraged members to hold strong with a unified voice regarding support for a state transportation funding package.

Mike Folkestad asked if the park and ride at the Thriftway in Terrebonne has been closed. Gary Farnsworth responded that the business reported issues and abuse of business directly related to the park and ride and requested that that stop be discontinued.

Scott Smith reported that the Combs Flat bridge replacement is in its final stages.

Chris Doty reported that the Tetherow Bridge project west of Redmond is about to open.

Bob Bryant thanked members and partners for their support and time investment. He recognized the benefits of the collaborative partnerships between ODOT and the area commission.

Mike McCabe echoed Ken Mulenex in commending ACT members and ODOT on the work they have done together and wished well to those he's worked closely with for years.

Gary Farnsworth commended Alan Unger for his leadership at the COACT table.

The meeting adjourned at 5:01 pm.

ATTACHMENT B

Draft COACT Meeting Schedule – 2017

Month	Type of Meeting	Meeting Date	Meeting Time
January	COACT	January 12, 2017	3:00 to 5:00 PM
February	Executive Committee	February 2, 2017	3:00 to 4:00 PM
March	COACT	March 9, 2017	3:00 to 5:00 PM
April	Executive Committee	April 6, 2017	3:00 to 4:00PM
May	COACT	May 11, 2017	3:00 to 5:00 PM
June	Executive Committee	June 1, 2017	3:00 to 4:00 PM
July	COACT	July 13, 2017	3:00 to 5:00 PM
August	Executive Committee	August 3, 2017	3:00 to 4:00 PM
September	COACT	September 14, 2017	3:00 to 5:00 PM
October	Executive Committee	October 5, 2017	3:00 to 4:00 PM
November	COACT	November 9, 2017	3:00 to 5:00 PM
December	Executive Committee	December 7, 2017	3:00 to 4:00 PM

Unless otherwise noticed, all COACT Board, Technical Advisory Committee and Executive Committee meetings will be held at the **Redmond Public Works Training Room, 243 E. Antler Avenue, Redmond.**

For more information:

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ATTACHMENT C

CENTRAL OREGON AREA COMMISSION ON TRANSPORTATION (COACT)

OPERATING GUIDELINES

Adopted March 17, 1999

Revised January 12, 2012

Adopted April 20, 2016

CENTRAL OREGON AREA COMMISSION ON TRANSPORTATION (COACT)

OPERATING GUIDELINES

The jurisdictions representing Crook, Deschutes and Jefferson counties, the Confederated Tribes of the Warm Springs reservation and the respective cities of Bend, Culver, La Pine, Metolius, Madras, Prineville, Redmond and Sisters have been granted a charter establishing an Area Commission on Transportation for the Central Oregon Region by the Oregon Transportation Commission (OTC) as of November 17, 1998.

Purpose

- To provide a forum for the discussion, understanding and coordination of transportation issues affecting the Central Oregon region.
- To review the process for determining transportation infrastructure, capital investments and project prioritization in the Central Oregon region.
- To advocate Central Oregon transportation issues to neighboring regions, area legislators and other interested organizations.
- To advise the Oregon Transportation Commission on state and regional policies affecting Central Oregon's transportation system.

Operating Philosophy

COACT meetings will be scheduled every two months as a means to achieve the above mentioned goals. Additional meetings will be scheduled upon the request of the OTC, the ODOT Regional Manager, or by the desire of COACT. All meetings and committee functions will comply with the requirements of the Oregon Public Meetings Law, ORS 192.610 to 192.690, and every attempt will be made to involve the broadest spectrum of regional transportation stakeholders.

Structure and Membership

The voting membership of COACT will consist of a member and alternate representing each of the following:

Crook County	(designated and/or elected official)
Deschutes County	(designated and/or elected official)
Jefferson County	(designated and/or elected official)
City of Bend	(designated and/or elected official)
City of Culver	(designated and/or elected official)
City of La Pine	(designated and/or elected official)
City of Madras	(designated and/or elected official)
City of Metolius	(designated and/or elected official)
City of Prineville	(designated and/or elected official)

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City of Redmond	(designated and/or elected official)
City of Sisters	(designated and/or elected official)
The Confederated Tribes of Warm Springs	(designated and/or elected official)
ODOT Representative	(ODOT Region 4 Manager appointment)
Jefferson County Stakeholder Representative	(non-elected official)*
Crook County Stakeholder Representative	(non-elected official)**
Bureau of Land Management Representative	(BLM appointment)
US Forest Service Representative	(USFS appointment)
Aviation Mode Representative	(COACT Executive Committee appointment)
Bicycle and Pedestrian Mode Rep.	(COACT Executive Committee appointment)
Rail Mode Representative	(COACT Executive Committee appointment)
Transit Mode Representative	(COACT Executive Committee appointment)
Trucking Representative	(COACT Executive Committee appointment)
Transportation Options Representative	(COACT Executive Committee appointment)

*Jefferson County (in consultation with the Cities of Culver, Madras, and Metolius) will appoint one additional voting member from interested stakeholders which may represent, but are not limited to: public interest advocacy groups, environmental, land use, local citizens, business, education, public safety providers, non-profit organizations, etc.

**Crook County (in consultation with the City of Prineville) will appoint one additional voting member from interested stakeholders which may represent, but are not limited to: public interest advocacy groups, environmental, land use, local citizens, business, education, public safety providers, non-profit organizations, etc.

Ex-Official Representation (non-voting) will consist of the following:

Local State Legislators	All Crook, Deschutes & Jefferson
Congressional Local Aides	3 Members
All OTC Commissioners	5 Members

The Bend Metropolitan Planning Organization will be represented on COACT through the City of Bend and Deschutes County COACT members.

COACT may choose to establish technical advisory committees to assist in the consideration of technical aspects of policy matters and/or to prepare alternatives and recommendations to be forwarded to the OTC.

Staffing Support

Staff support will be provided by ODOT and/or the Central Oregon Intergovernmental Council or in any matter acceptable to COACT and ODOT.

Quorum

At least 50% of the current voting members constitutes a quorum. Any vacant or unfilled voting member seats will not count toward the quorum.

Decision Making

COACT will use a consensus decision-making process and will foster a collaborative approach to problem solving. Consensus means that all members agree to support the decision. Members may choose not to block the consensus even though they do not fully agree with the decision. Members are encouraged to voice and have recorded all views. Once a consensus decision has been reached, all members agree to support that decision.

Sufficient time will be provided for the members to seek advice from constituents, agencies, or other experts, when desired, before a decision is adopted. All members present at the meeting are included in the consensus process. Any member may abstain from the consensus and may request to be acknowledged as abstaining in any publication of the consensus. Abstaining is a choice not to block or to support the decision.

If any member feels the need to stand in the way of consensus on a decision, he/she will explain his/her concern with the proposed decision to the group, and the group will make every attempt to understand the concern and the underlying interests. The group may decide to delegate the issue to a working group for further exploration, development or recommendation for the full group.

If the group is unable to reach consensus with any of the approaches above, and if a majority of the group feels it is important to reach a decision on the issue in controversy, the group will vote and record the majority and minority views. It is the intent of COACT to use the voting system infrequently so as not to turn the work of COACT into one of garnering votes rather than working collaboratively to find solutions.

The group may delegate decisions on administrative matters to a smaller group, such as the executive committee

Coordination

Coordination with stakeholder groups, residents, and other regions and ACTs is a primary obligation of COACT. COACT will consider local, regional and statewide perspectives.

Officers

A Chairperson and Vice-Chairperson shall rotate annually between the three County representatives. The Chair shall preside at all meetings he/she attends and shall be responsible for helping the group adhere to the operating guidelines. The Chairperson will conduct all meetings in a productive manner, respectful of the need for all interests and

concerns to be raised. The Vice-Chairperson shall assume the duties of the Chair in his/her absence.

Executive Committee

The Executive Committee will consist of the three appointed representatives from each County Government, Tribal Government, and a Region 4 ODOT Representative. The Executive Committee will guide the work of COACT by establishing agendas and meeting dates. All members may suggest agenda items.

Media Relations

All members are free to speak to the press or to various groups on issues before COACT. Members should not represent COACT views unless the group has reached a decision on an item. Members should not characterize the views or comments made by other individual members. Specific media inquiries about COACT will be directed to the Chair, Executive Committee, and/or staff.

Meeting Conduct

Members will treat each other with respect and in a manner that provides opportunity for group decision making. Conflict will also be addressed in keeping with the operating guidelines.

Subcommittee Formation

COACT members or the Executive Committee can form any subcommittee, such as a technical advisory committee, on the basis of need. Members will be asked to submit names of resource persons in their communities. Subcommittees will form and/or disband per ongoing needs of COACT.

Public Outreach Process

All COACT meetings will be open to public attendance and any member of the public may attend any meeting. The public is encouraged to participate at the appropriate time on the meeting agenda.

Meeting Notice

Advanced meeting notice will be submitted to news media, adjacent ACTs, and to interested persons and stakeholder groups which have requested notice. Meeting notices will also be posted at local public institutions, and on the ACT website. Notices will include the time, place, agenda subjects, and the name of the person and telephone number (including TTY

number) to contact to make a request for an interpreter for the hearing impaired or for other communication aids. Meeting notices will be distributed one week prior to the meeting.

A paid meeting advertisement will be considered when COACT meets to develop project priorities for the STIP, for Draft STIP public hearings, and for all electronic meetings.

Meeting Materials

Advance agendas will be posted on the ACT web site one week prior to the meeting. For decision items, every effort will be made to post meeting materials on the ACT web site one week prior to the meeting.

Meeting materials will be made available to everyone in attendance at COACT meetings. Time will be provided on all meeting agendas for public comment.

Meeting Schedule

COACT meets every two months at a regular, established meeting time.

Meeting Location

COACT meetings will be held only in facilities that meet the accessibility requirements of the Americans with Disabilities Act (ADA). No meeting will be held in buildings where discrimination (race, sex, age, national origin, color, creed, disability) is practiced.

Meeting Minutes

Minutes shall be prepared for all COACT board meetings. Minutes shall be distributed to COACT members prior to the next meeting, and shall be posted on the ACT web site.

Designating Critical Rural and Critical Urban Freight Corridors

Critical Rural Freight Corridors (CRFC) and Critical Urban Freight Corridors (CUFC) provide important connections to the National Highway Freight Network (NHFN). States and MPOs designate corridors to add mileage to the National Highway Freight Network and strategically direct federal resources towards improved system performance and efficient freight movement. Adding mileage for CRFCs and CUFCs to the state's NHFN allows expanded use of National Highway Freight Program formula funds and FASTLANE Grant Program funds for eligible projects that support the national highway and multimodal freight system goals.

ODOT considered two approaches to conduct system definition and critical freight corridor designation. One approach would identify segments of the broader multimodal freight network for designation. The preferred approach focuses strategically on qualifying segments in which improvement projects in need of federal funding are being developed or are anticipated in the next five to twenty years. This effort will not impact current roadway designations, such as freight routes from the Oregon Highway Plan and strategic corridors from the Oregon Freight Plan. Table 1 below lists the eligibility requirements to designate corridors.

Table 1: Eligibility Requirements

Critical Rural Freight Corridors	Critical Urban Freight Corridors
<p>Must be a public road within the borders of the state and <i>not in an urbanized area</i></p> <p>Meet one or more of the following:</p> <ol style="list-style-type: none"> 1. Rural principal arterial roadway with minimum 25% of annual average daily traffic (measured in passenger vehicle equivalent units) from trucks (FHWA vehicle class 8-13) (A) 2. Provides access to energy exploration, development, installation, or production areas (B) 3. Connects the PHFS or the Interstate System to facilities that handle more than 50k TEUs per year or 500k tons per year of bulk commodities (C) 4. Provides access to grain elevators, agricultural, mining, forestry, or intermodal facilities (D) 5. Connects to an international port of entry (E) 6. Provides access to significant air, rail, water, or other freight facilities in the state (F) 7. Determined by the State to be vital to improving the efficient movement of freight of importance to the economy of the State (G) <p>FHWA encourages states to consider first and last mile connector routes from high-volume freight corridors to key rural freight facilities, such as manufacturing centers, agricultural processing centers, farms, intermodal and military facilities</p> <p>State may designate Critical Rural Freight Corridors</p>	<p>Must be a public road <i>in an urbanized area</i></p> <p>Meet one or more of the following:</p> <ol style="list-style-type: none"> 1. Connects an intermodal facility to the Primary Highway Freight System (PHFS), the Interstate System, or an intermodal freight facility (H) 2. Located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement (I) 3. Serves a major freight generator, logistic center, or manufacturing and warehouse industrial land (J) 4. Important to the movement of freight within the region, as determined by the MPO or the State (K) <p>FHWA encourages States, when making CUFC designations, to consider first or last mile connector routes from high-volume freight corridors to freight-intensive land and key urban freight facilities, including ports, rail terminals, and other industrial-zoned land</p> <p>Note: <i>MPOs in urbanized areas with population of 500,000 or more may designate Critical Urban Freight Corridors in coordination with the State. In urbanized areas with population under 500,000, the State, in consultation with MPOs, may designate CUFCs.</i></p>

FHWA code for each eligibility item is noted in parentheses and bold italics

Designating Critical Rural and Critical Urban Freight Corridors

According to FAST Act requirements, the State is responsible for designating Critical Urban Freight Corridors, in coordination with MPOs, for urbanized areas with population under 500,000. MPOs may designate CUFCs, in coordination with the State, in urbanized areas with population 500,000 or more.

ODOT is facilitating a discussion with MPOs in Oregon to identify candidates for CUFC designations. The discussion will take place on January 13, 2017 during the regularly scheduled MPO Transit Districts meeting. MPO directors are expected to attend and are invited to bring planning staff or additional MPO staff as desired. To prepare for the discussion, ODOT requests each MPO to develop a refined list of locations or road segments within your metropolitan planning area as candidates for CUFC designation.

Please consider the following as you develop your list:

- ⇒ **Use the eligibility requirements for CUFCs listed in Table 1**
- ⇒ **Develop location/segment list noting the road name, mile points, segment length, and applicable FHWA code(s) to indicate applicable criteria for each facility**
- ⇒ **Describe each location/segment's importance to freight mobility**
- ⇒ **Consider anticipated need for improvements on the eligible road network in your metropolitan planning area**
- ⇒ **Focus on portions of corridors that provide critical links or road segments where an improvement project is being developed rather than an entire highway corridor**

In addition, the State is responsible for designating Critical Rural Freight Corridors and miles to be added to the National Multimodal Freight Network in Oregon. ODOT is developing a working group to discuss designation candidates in the winter and spring of 2017. The working group will include representatives of freight transportation modes, shippers and carriers, and jurisdictions involved in rural and regional freight transportation system planning.



Figure 1: Illustration of National Highway Freight Network (blue) and Oregon Highway Plan Freight Routes (red)

Key Facts and Resources

USDOT allotted the following additional mileage for Oregon freight corridor designations:

- ⇒ 155 miles for Critical Rural Freight Corridors
- ⇒ 77 miles for Critical Urban Freight Corridors

FHWA Guidance on Designations:

www.ops.fhwa.dot.gov/fastact/crfc/sec_1116_gdnce.htm

Oregon Freight Plan:

www.oregon.gov/ODOT/TD/TP/pages/ofp.aspx

For more information on Critical Urban Freight Corridors and Critical Rural Freight Corridors, or for information on the Oregon Freight Plan amendment work currently underway, please contact the ODOT Freight Planning Unit.

Contacts

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ATTACHMENT E

OTC Investment Strategy Background

December 2016

- In October the leadership of the Legislature's Joint Committee on Transportation Preservation and Modernization came to the Oregon Transportation Commission's annual workshop to request assistance from the Commission in laying out funding needs across Oregon's multimodal transportation system and develop strategies to address these needs.
- In response to this request the Oregon Department of Transportation presented the Commission a draft investment strategy at its December 2016 meeting. The investment strategy focuses on highway preservation and maintenance, safety, congestion and mobility, multimodal freight, bicycle and pedestrian, and public transportation.
- Within these areas, the investment strategy lays out why Oregon needs to invest, outlines a strategy for prioritizing investment of limited resources, and explains the outcomes achieved by these investments.
- With limited resources, the highway investment strategies focus on preserving and improving the movement of goods and people on high priority corridors that move high volumes of traffic and connect most of the state's population.
- The overall strategy and strategies within each area are based on the policy direction provided in the Oregon Transportation Plan and its modal and topic plans.
- Given the need for long-term transportation investment, the strategy lays out strategies for the next decade but focuses on the long-term need, out 20 years and beyond.
- In December the Commission approved the first iteration of the investment strategy. The Commission acknowledged that need for funding in each area far outstrips available funding and endorsed a scenario designed to meet a portion of that need by making high-priority investments in each area.
- The Commission asked ODOT to refine the strategy in three areas.
 - Adding language laying out the Commission's commitment to ensure efficient program delivery, including implementation of findings of the management review and other suggestions from the Commission.
 - Adding an appendix on potential revenue streams.
 - Adding an appendix listing 10 years of projects.
- ODOT will present the revised iteration for Commission review in January.
- The Legislature will likely use the investment strategy as a starting point for discussion on needs across the transportation system as they begin developing a transportation funding package.

A Strategic Investment in Transportation

Oregon Transportation Commission

December 2016

DRAFT



EXECUTIVE SUMMARY

Today's funding levels are inadequate to preserve transportation infrastructure and services at current levels.

A strong multimodal transportation system is fundamental to many of the things Oregonians value: a vibrant economy with good jobs, a clean environment, safe and livable communities, and healthy people. A highly functional multimodal transportation system helps workers get to their jobs, moves goods to market, shoppers to stores, people to their family and friends, and allows Oregonians and visitors alike to enjoy the state's scenic and recreational opportunities.

However, limited funding is causing significant challenges across the entire multimodal transportation system. Potholes and weight-restricted bridges are becoming increasingly commonplace as our infrastructure ages. A Cascadia Subduction Zone earthquake threatens to devastate our transportation system and impede response and recovery. Freeways and buses strain to meet demand with available capacity. Gaps in our walkways and bikeways make connections to public transportation difficult and leave kids disconnected from schools. Today's funding levels are inadequate to preserve transportation infrastructure and services at current levels. Over time the decline of the system will have significant consequences for Oregonians, limiting our ability to get around safely and efficiently, and impacting our economy and quality of life.

Investment Scenarios

This *Strategic Investment in Transportation* document was prepared by the Oregon Transportation Commission to highlight needs across the transportation system

and present a menu of options for strategic investment in Oregon to protect our existing highway assets and investments, make our system more seismically resilient and safer overall, mitigate congestion, and provide public transportation as well as transportation options for the movement of freight and people. The consequences of different levels of investment are described for today's spending (status quo), a moderate increase in investment (Investment Scenario I), and the full need (Investment Scenario II). The narrative describes all scenarios, with more focus on priorities and strategies for spending with a moderate increase in investment. Information presented here is intended to represent a menu of options for addressing today's transportation issues. Strategies are designed to maximize transportation efficiencies, including multimodal mobility and access improvements that would benefit all users of the system, improving equity and benefiting the economy. Strategies would also result in co-benefits such as better health and a cleaner environment.

Preserve and Maintain Existing Highways

Because three quarters of all trips are made by car, maintaining our roadway infrastructure is essential. Current resources are inadequate to preserve Oregon's multi-billion dollar investment in its highway system, leading to system decay that will impact mobility and the economy. Targeted investments focused on high priority corridors would keep our bridges, pavements, and culverts in a state of good repair and keep pace with maintenance needs such as clearing crashes and removing snow. While the total need for these assets is double existing resources, this document lays

out an investment option (\$275 million) that could help keep our highways from deteriorating further and replace deteriorating infrastructure to avoid more costly repairs later.

Seismic Resiliency and Safety

Making infrastructure resilient to a major earthquake would require \$5 billion total to shore up bridges and help protect against landslides. A moderate investment scenario of \$20 million per year, combined with investments in replacing aging bridges, could address landslide concerns on priority routes, pre-position maintenance supplies, and ensure accessibility in key areas.

For safety, Oregon has a goal of zero transportation-related fatalities or serious injuries by 2035. Aggressive actions covering engineering, education, enforcement, emergency response, and evaluation are needed. Doubling investment in the data-driven All Roads Traffic Safety program would focus additional resources on the most cost-effective projects to reduce fatalities and serious injuries across modes on the state and local system. For many, safety issues are a barrier to using certain modes, where the lack of a sidewalk means a child is driven to school instead of allowed to walk. Investments across modes are needed to ensure all users can get where they need to go without fear of serious injury or worse.

Congestion Relief

Congestion is a serious and growing problem, particularly in urban areas of the state like Portland. Congestion in Portland also impacts the flow of goods throughout the state, threatening Oregon's trade-dependent economy. Addressing congestion and enhancing mobility to keep freight and people moving is a key system investment, but it will cost several billion dollars. An additional \$100 million per year could help improve mobility by targeting resources to bottlenecks on high priority corridors and in urban areas and in technology that helps keep traffic flowing. Other investment is needed in transportation options (public transportation, biking and walking) and multi-modal freight projects to spread demand across modes.

Public Transportation and Transportation Options

Oregonians need travel choices beyond driving. Driving is too costly for many families and is not an option for those who are too young or are mobility challenged or cannot drive. For these people, biking, walking, or using public transportation are necessary modes of travel, not discretionary options. Many parts of our state are disconnected or under-served by transportation and lack options other than driving. Low-cost travel options like public transportation, biking, and walking should be made equally available to all Oregonians to remove the significant barrier of access to a safe, reliable multimodal transportation system.

While needs for public transportation services, bikeways and walkways total several billion dollars, \$26 million per year for biking and walking could be focused on ensuring access to transit and creating safe routes to school. Modest enhancements to public transportation funding by just over \$100 million can help connect communities, enhance services in urban areas, serve our growing senior population, and provide much needed support to our smallest transit providers. Public transportation, biking and walking not only improve Oregonians' access to the transportation system but have positive impacts on public health and the environment. Oregon's *Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Emission Reduction* found that reducing transportation-related emissions in the state requires a multifaceted approach, including investments across modes. Investing in public transportation is one of the most impactful ways to reduce emissions.

Investing in public transportation is one of the most impactful ways to reduce emissions.

INVESTMENT STRATEGY TIMELINE



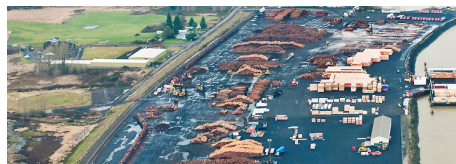
SHORT TERM (0-10 YEARS)

MEDIUM TERM (10-20 YEARS)

LONG TERM (20 + YEARS)

Bridges	Undertake a major bridge repair and replacement program on priority corridors		Use debt repayment dividend from OTIA and JTA to increase bridge investment
Seismic	Complete Seismic Plus Phase I bridge component		Complete all phases of Seismic Plus bridge work
	Address Southern Oregon Lifeline Routes, local lifelines on state highways, and ready coastal maintenance stations	Complete Seismic Plus work on landslides	
Safety	Make data-driven investments in reducing crashes on state and local roads, working to achieve zero fatalities or serious injuries by 2035		
Congestion	Integrate investments across all modes to relieve congestion		
	Focus on bottlenecks on priority corridors and urban areas	Build additional projects by leveraging federal funding opportunities and other funding sources	
	Develop additional projects to build with future funding		
Pavements	Look for opportunities for jurisdictional transfer		
	Hold current pavement condition on priority corridors		
	Address ADA accessibility issues on walkways		
Culverts	Address culverts in poor condition on priority routes		
Maintenance	Increase winter maintenance in priority corridors		
	Clear incidents/crashes faster		

INVESTMENT STRATEGY TIMELINE



SHORT TERM (0-10 YEARS)

MEDIUM TERM (10-20 YEARS)

LONG TERM (20 + YEARS)

Biking and Walking

Complete gaps 1/4 mile around schools and transit

Complete gaps in larger radius around schools and transit

Start to complete other critical connections to downtowns, shopping, major employers, etc.

Reach all elementary schools with Safe Routes to School (SR2S) education and outreach

Expand SR2S to middle and high schools

Multimodal Freight

Continue *ConnectOregon* investments in rail, air, and marine modes with focus on multimodal investments like transload facilities

Public Transportation

Develop new intercity routes

Sustain intercity routes

Provide more frequent service and better connections in urban areas

Try to keep pace with rising operation costs

Meet growing demand for service for seniors and individuals with disabilities

Keep vehicle fleet in a state of good repair

Provide pooled resources for small providers

Pursue technological innovations to support efficiencies

Highway

For highways, Investment Scenario I focuses roadway funding on priority corridors to limit impacts to these routes. Some enhancements to the system will be evident through improved safety and reduced congestion. With the exception of safety, the information presented on highway needs is for the state highway system; local governments have significant needs as well.

PAVEMENTS



STATUS QUO

Today's annual investment level

\$85 MILLION

Thirteen percent of highways are in poor or worse condition today, which will rise to 35 percent by 2035.

Deteriorating pavement will increase road maintenance costs, degrade safety, and cause rougher roads that increase vehicle repair costs by 20 percent.

INVESTMENT SCENARIO I

Moderate additional annual increase in investment

\$100 MILLION (\$185 M TOTAL)

Keep pavement condition on priority corridors from degrading through repaving and resurfacing:

Save millions of dollars in pavement maintenance and rehabilitation costs.

Reduce transportation costs for households due to wear and tear on vehicles associated with rough roads.

Improve the ability of trucks to maintain speed because of smoother roads on Oregon's major freight routes.

Fill sidewalk gaps and build ADA accessible curb ramps for walkways touching repaving projects to improve access of all users, including people with disabilities.

INVESTMENT SCENARIO II

Additional annual increase in investment to meet total need

\$115 MILLION (\$200 M TOTAL)

Improve pavement condition to meet state performance targets for pavement in fair or better condition across all highways.

Rehabilitate lower volume and urban highways that are in poor or very poor condition.

Save millions of dollars in maintenance and rehabilitation costs.

BRIDGES

**STATUS QUO**

Today's annual investment level

\$85 MILLION

By 2035, 65 percent of Oregon's state highway bridges will be in distressed condition.

At today's current investment levels, it will take 900 years for ODOT to replace all of its bridges.

INVESTMENT SCENARIO I

Moderate additional annual increase in investment

\$100 MILLION (\$185 M TOTAL)

Replace and address structurally deficient bridges to prevent weight restricting bridges on key freight routes, which will save billions in economic production.

Complete Phase I of the bridge component of ODOT's Seismic Plus Plan, replacing and retrofitting bridges to be resilient to a Cascadia Subduction Zone Earthquake:

Ensure critical transportation lifeline routes (I-5 from Portland to Eugene, I-84 to U.S. 97, down the length of U.S. 97, and connecting U.S. 97 and I-5 at Eugene) can remain operational after an earthquake. Provide access to Oregon's FEMA Incident Supply Base in Redmond, critical to getting needed supplies to other parts of the state. Help emergency vehicles to respond; and facilitate quicker economic recovery by ensuring goods and services can be brought into and across the state.

INVESTMENT SCENARIO II

Additional annual increase in investment to meet total need

\$350 MILLION (\$435 M TOTAL)

Address the backlog of deferred work and the Interstate Era bridges due for replacement over the next 25 years.

CULVERTS



STATUS QUO

Today's annual investment level

\$15 MILLION

Thirty percent of culverts today are in poor or critical condition.

Storms cause culverts to fail, closing highways, blocking truck traffic, and isolating communities.

SEISMIC



\$35 MILLION ONE-TIME INFUSION

Bridges across western Oregon that have not been replaced or retrofitted would fail and landslides would block highways.

INVESTMENT SCENARIO I

Moderate additional annual increase in investment

\$35 MILLION (\$50 M TOTAL)

Address culverts on priority routes to prevent collapse of roadways from culvert failure and facilitate fish passage.

\$20 MILLION

Address the most critical landslides on priority routes.

Implement the southern Oregon Triage to provide minimal passable routes into and out of the region.

Position maintenance supplies at strategic, safe coastal locations to ensure supplies needed to reopen roads are available quickly.

Address key state highway bridges on local lifeline routes, helping to aid emergency response services in getting through.

INVESTMENT SCENARIO II

Additional annual increase in investment to meet total need

\$80 MILLION (\$95 M TOTAL)

Keep culverts on highways to 85 percent fair or better condition.

Avoid highway closures from culvert failure.

\$250 MILLION

Execute all phases of work identified in the Seismic Plus Report, completing the backbone system of Lifeline Routes within 20 years (at cost of \$5 billion total) in order to recover Lifeline Routes quickly, facilitating emergency response and economic recovery.

MAINTENANCE



STATUS QUO

Today's annual investment level

\$200 MILLION

There is a backlog of signals, guardrails, sign repair and other overall maintenance needs, particularly outside of priority corridors.

Lack of staff coverage for major storm events to help keep routes passable.

INVESTMENT SCENARIO I

Moderate additional annual increase in investment

\$50 MILLION (\$250 M TOTAL)

Offset increasing maintenance costs, preventing loss in the buying power of existing funds.

Increase winter maintenance staff, materials, and equipment in typical heavy winter storm areas:

Keeps mountain passes at Mt Hood, U.S. 97, and I-84 in eastern Oregon open more, allowing trucks and people to get where they need to go. Reduces crashes due to inclement weather. Provides 24/7 winter storm coverage on I-84 in eastern Oregon.

Expand dedicated Incident Responders in high traffic areas to reduce traffic congestion and intermittent delay in Portland, Bend, and Medford, and improve safety by helping to prevent secondary crashes.

INVESTMENT SCENARIO II

Continual investment as the system ages, addressing issues early to prevent more costly fixes to the system, and keep pace with rising maintenance costs.

CONGESTION / MOBILITY



STATUS QUO

Today's annual investment level

\$42 MILLION

Oregon's transportation system causes an estimated 36.9 million annual hours in delay, resulting in a loss of \$928 million in annual economic output/sales.

INVESTMENT SCENARIO I

Moderate additional annual increase in investment

\$100 MILLION (\$142 M TOTAL)

Focusing on priority corridors, bottlenecks, and the Portland Metro region, implement ITS strategies, add auxiliary lanes and truck climbing lanes, and address safety and roadway geometry issues:

Boost economic output by millions of dollars.

Enhance travel time reliability and reduce delay for trucks, helping shippers have more predictable times to get goods to market and spend less money paying truck drivers to sit in traffic.

Help workers get to jobs on time.

Reduce starting and stopping, which means fewer rear-end crashes and reduced greenhouse gas emissions.

SAFETY

**STATUS QUO**

Today's annual investment level

\$35 MILLION

Only a limited number of the most severe safety issues can be addressed each year.

INVESTMENT SCENARIO I

Moderate additional annual increase in investment

\$35 MILLION (\$70 M TOTAL)

Enhance the All Roads Transportation Safety (ARTS) program, addressing the most severe safety issues across modes on all roadways (state and local) focusing on projects with the highest return on investment and on roadway departure crashes:

Reduces total fatalities and serious injuries, bringing total number of these crashes closer to zero.

By avoiding crashes, saves Oregon households the cost of medical bills, property damage, lost work productivity, and other impacts.

INVESTMENT SCENARIO II

Continue investments until we meet the goal of zero fatalities and serious injuries.

Biking and Walking

For biking and walking, Investment Scenario I focuses on safe routes to school for Oregon's children through a combination of infrastructure investments around schools and programmatic investments in education. Gaps will still remain in the biking and walking system, but critical connections to school and public transportation will be made.

BIKEWAYS AND WALKWAYS ON ROADWAYS



STATUS QUO

Today's annual investment level

**\$20 MILLION STATE
\$20 MILLION LOCAL**

Thirty percent of urban roadways lack sidewalks and bike lanes.

Many kids do not have safe biking or walking routes to get to school, such as sidewalks, bike lanes, marked crossings, signs and signals.

It will take over 50 years to fill gaps and complete the biking and walking system.

INVESTMENT SCENARIO I

Moderate additional annual increase in investment

**\$20 MILLION STATE/LOCAL
(\$60 M TOTAL)**

Fill bikeway and walkway gaps around schools and transit stops on the state and local system, completing the biking and walking system within ¼ mile of schools and transit stops in the first 10 years:

Provides children with safe routes to school, focusing on Title I schools to ensuring kids who cannot afford other means of travel can get to school.

Reduces peak hour school traffic by making it feasible and safe for kids to walk to school.

Increases access to public transportation, enhancing Oregonians modal options, and providing alternatives to driving.

INVESTMENT SCENARIO II

Additional annual increase in investment to meet total need

**\$105 MILLION STATE/LOCAL
(\$145 M TOTAL)**

Complete critical connections beyond schools and transit, including to downtowns, shopping, businesses, and medical services.

Complete the entire biking and walking system within 20 years.

Bring about a safe and comfortable system.

OUTREACH AND EDUCATION



STATUS QUO

Today's annual investment level

\$500,000 STATE

Less than 5 percent of students get traffic safety education.

INVESTMENT SCENARIO I

Moderate additional annual increase in investment

\$6 MILLION (\$6.5 M TOTAL)

Enhance the Safe Routes to School program, providing traffic safety education to all graduating elementary school students:

Protects children through proper training on safely using the transportation system.

Increases the comfort level of kids biking or walking, impacting travel choices today and into the future.

INVESTMENT SCENARIO II

Expand the Safe Routes to School program to middle schools and high schools to influence travel choices during formative years and foster safe behavior.

Multimodal Freight

Within this document, multimodal freight refers to non-highway modes including rail, marine and air, consistent with the ConnectOregon funding program. The shipment of goods by truck is covered in the Highway section, under Congestion/Mobility. ConnectOregon is a lottery-backed bond program that has been used to fund improvements in Oregon's freight network over the last decade. Investment Scenario I would restore ConnectOregon funding to original levels of \$100 million per biennium.

CONNECT OREGON



STATUS QUO

Today's annual investment level

\$21 MILLION (ANNUAL AVERAGE OF CONNECTOREGON 4-6)

ConnectOregon has funded freight projects that help get Oregon goods to market.

Requests for projects outpace available funding 2:1, showing significant unmet need.

INVESTMENT SCENARIO I

Moderate additional annual increase in investment

\$29 MILLION (\$50 M TOTAL)

Restore ConnectOregon to historic funding levels, helping to fund projects such as:

Improvements to shortline rail track, bridges, and tunnels, which would allow heavier and taller trains to be used and increase the speed of the rail system.

Transload facilities that allow bulk goods and containers to be transferred between modes, like truck to rail.

Other projects that improve freight transportation system reliability, efficiency, mobility, access to markets and connections between modes that provide lasting economic benefit to Oregon.

INVESTMENT SCENARIO II

Additional annual increase in investment to meet total need

\$129 MILLION (\$150 M TOTAL)

Match funding levels with demand for program dollars:

Improves non-highway freight modes, making shipping by rail, air, or marine more viable, taking trucks off the roadway and helping to reduce congestion.

Public Transportation

The public transportation system is primarily operated by local providers, with limited statewide intercity service and state funding for elderly and disabled. Federal and local sources fund the vast majority of today's investments, but fall far short of total need. Merely maintaining today's service levels through 2035 would take an additional \$380 million per year given population increases. Total need (Scenario II), far exceeds that at over a billion dollars. Investment Scenario I is based on the need reported by the Governor's Transportation Vision Panel. At \$108 million total, it is only one third of the base level need for public transportation, but should nonetheless help to sustain and improve key services in the near term, focused on intercity service, urban transit, elderly and disabled, vehicle repair, and support for small providers.

STATUS QUO

Today's annual investment level

\$756 MILLION TOTAL FOR PUBLIC TRANSIT

Over 150 public transportation providers offer service using local, federal, and state funds, making it difficult to split out funds by category.

Regional & Intercity Service

Public transportation providers lack the resources or authority to make connections to neighboring communities.

Urban Transit

Weekend and night service has been cut in many areas.

Elderly and Disabled

Paratransit and dial-a-ride services often cannot keep up with demand; a Portland area provider reported turning down 35,000 rides in 2015.

Vehicle Replacement

Many buses are past their replacement age, increasing maintenance costs and impacting rider comfort.

Pooled Resources

Many small transit agencies lack staff capacity.

INVESTMENT SCENARIO I

Moderate additional annual increase in investment

\$108 MILLION

Regional & Intercity Service (\$40 M)

Provide new intercity service linking people to jobs, health care and services.

Sustain passenger rail in the I-5 corridor, providing alternatives to congested highways in the Willamette Valley.

Enhance existing intercity service, adding morning and evening service for connections like La Grande to Pendleton.

Urban Transit (\$40 M)

Enhance service for existing routes, increasing frequency and service hours, and making access to jobs, shopping, and essential services easier.

Elderly and Disabled (\$15 M)

Expand demand-response services across the state, improving access to critical medical and human services.

Vehicle Replacement (\$5 M)

Replace buses, bringing up the transit fleet to a state of good repair.

Pooled Resources (\$8 M)

Create statewide pooled resources to support small local providers who lack capacity or expertise to make their services more effective and efficient.

Pursue technology to save providers money, or provide benefits to riders.

INVESTMENT SCENARIO II

Additional annual increase in investment to meet total need

\$1.2 BILLION (\$2 B TOTAL)

Implement the Statewide Transportation Strategy and Portland Metro's Climate Smart Scenarios transit service level increases needed to help achieve Oregon GHG reduction goals.

Bring service up to higher levels in both urban and rural areas.

A Strategic Investment in Transportation

Oregon Transportation Commission

December 2016

TABLE OF CONTENTS

03

Investment Areas

- 03** Highways
- 13** Biking and Walking
- 16** Multimodal Freight
- 18** Public Transportation

22

Bibliography

23

Endnotes

Several key issues for Oregon's transportation system have been identified in state-wide transportation plans and confirmed through recent efforts by the Governor's Transportation Vision Panel and the Legislature's Joint Interim Committee on Transportation Preservation and Modernization, including the inability to preserve and maintain existing highways, seismic resiliency and safety, severe congestion and underfunded public transportation and the need for transportation options.

Existing funding levels have proved insufficient to address these issues, impacting Oregon's economy and quality of life. Structurally deficient bridges can restrict freight movement. Oregon's rough roads are estimated to cost drivers statewide hundreds of millions more in vehicle operating costs than smooth roads.¹ Infrastructure remains vulnerable to a Cascadia Subduction Zone earthquake, threatening bridge stability and posing landslide hazards. In addition, bottlenecks in Portland not only inhibit traffic in the metro area but affect the rest of the state, which relies on the shipment of goods to or through Portland. Beyond the highway system, underfunded public transportation affects people's ability to get to jobs or reach medical and other critical services, especially for those who cannot drive. Also, gaps in the biking and walking system impact the ability of people to make connections between modes, access jobs and businesses, and get children safely to school.

This document lays out the funding needed (in 2016 dollars) to start to address these issues and a strategic approach for investing to maximize beneficial outcomes. Three investment scenarios are presented including the status quo, a moderate increase in investment, and the total need. The narrative focuses on priorities and strategies for a moderate increase in investment. Priorities and strategies presented in this document are longstanding principles identified in the Oregon Transportation Plan and subsequent mode and topic plans. They were developed recognizing the need to balance multiple goals and maximize beneficial outcomes Oregonians care about such as a thriving economy, improved mobility and accessibility, enhanced safety, better health, and a cleaner environment. All of the plans have been developed and adopted using a public process with extensive public and stakeholder engagement, assuring statewide support and buy-in for policies and priorities.

ODOT's statewide transportation plans strategically focus on preserving the existing system first, ensuring that infrastructure continues to function into the future. The next priority is incremental improvements to the existing system, including adding auxiliary lanes, connecting streets, and addressing gaps in sidewalks and bike lanes, with larger capacity improvements favored last. These principles and ODOT's overall approach are further articulated in this document.

Existing funding levels have proved insufficient to address key transportation issues, impacting Oregon's economy and quality of life.



PRESERVATION AND MAINTENANCE

Maintaining Oregon's roads, bridges, and assets to a state of good repair.



SEISMIC RESILIENCY & SAFETY

Preparing roadway infrastructure for a Cascadia Subduction Zone earthquake and making the multimodal transportation system safe.



SEVERE CONGESTION

Addressing bottlenecks for people and freight movement.



TRANSPORTATION OPTIONS

Meeting transit mobility needs and closing gaps in the biking and walking system.

INVESTMENT AREAS

Oregon's transportation system is a network of interconnected and interdependent modes. Although the system is multimodal, the following discussion will show needs, priorities, strategies, and outcomes by individual mode, which generally align with allowable uses of certain funding streams.

Highways

Oregon's highways carry people and goods across and through the state. Today, crashes, severe congestion, deteriorating roads, weight restricted bridges, failing culverts, and reduced winter maintenance cost the state millions in delay and other impacts. Looking ahead, these conditions are likely to worsen as Oregon's population increases and the system ages. Meanwhile construction costs continue to rise, reducing the buying power of the resources we have today. We also must prepare for natural disasters that threaten the system including landslides and impacts from an earthquake. It is critical to ensure our transportation system is safe. ODOT has recently adopted the goal of zero deaths, requiring continuing and increased commitment to making safety improvements.

To fully address all these issues would require nearly three times current funding levels, plus an additional \$5 billion for seismic resilience. Since such an increase is highly unlikely, the Oregon Transportation Commission and ODOT have estimated a more feasible need with associated strategic approaches to investment in the following areas:

- Maintenance and preservation.
- Safety.
- Mobility and congestion management.

With limited resources, investment will be focused on statewide priority corridors that form the backbone of the state highway system. The location of the routes is shown on the map on the following page. The routes include lifeline and freight routes, such as U.S. 97, U.S. 26, Interstate 5, and Interstate 84, as well as select

high-volume locations and corridors that connect communities across the state. Investing in priority corridors will result in increased mobility, improved safety, and better reliability across the entire system for both people and goods. In contrast, spreading investment across all highways would result in spot improvements with little impact to the overall system and an inability to ensure that bridges on freight and economic routes do not become weight restricted, for example. The investments discussed here cover the need on state highways, with the exception of safety, which could include both state and local roads. Local governments have significant additional road needs and under the traditional allocation of the State Highway Fund would receive half of new revenues to work to address those needs.

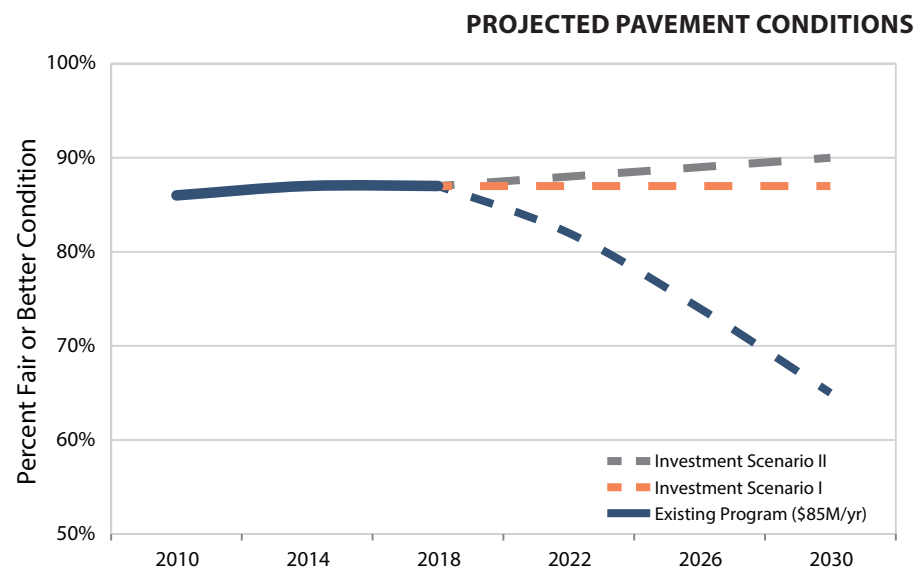
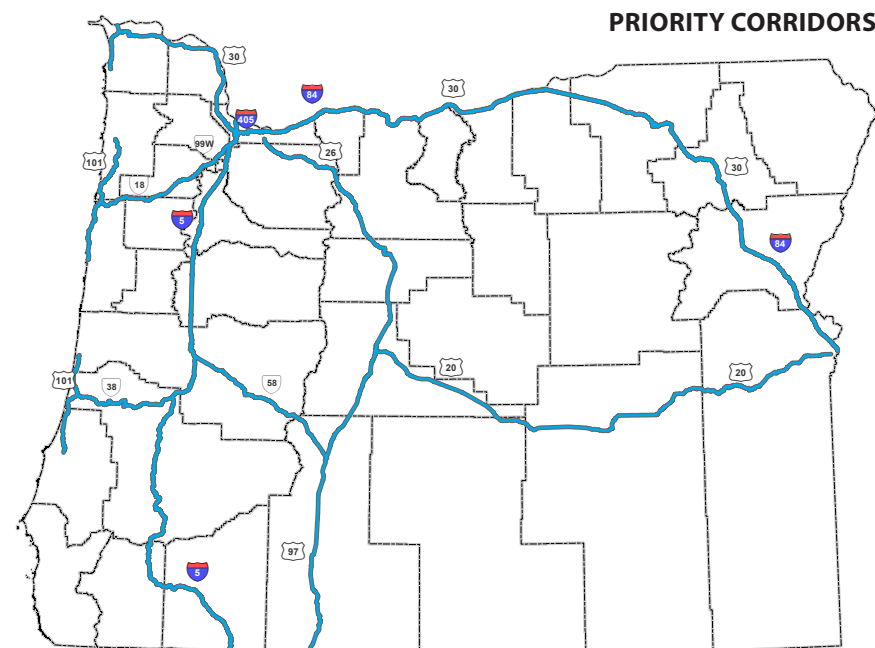
Maintenance and Preservation

Oregon's roads and bridges are not one time investments, but rather a lifetime commitment to invest in those assets to preserve and maintain them so they remain functional. ODOT's Major Improvement Policy - Policy 1G.1 - of the Oregon Highway Plan established the priority of maintenance and preservation nearly 20 years ago and has been the foundation for investments made in the Statewide Transportation Improvement Program. The "Fix-It" program aligns with the top investment criterion of protecting the existing system. This includes maintaining pavements, bridges, and culverts, as well as ensuring the functionality of Lifeline Routes (Oregon Highway Plan, Policy 1E) to facilitate emergency service response and support rapid economic recovery after a disaster, such as a seismic event.

Pavements

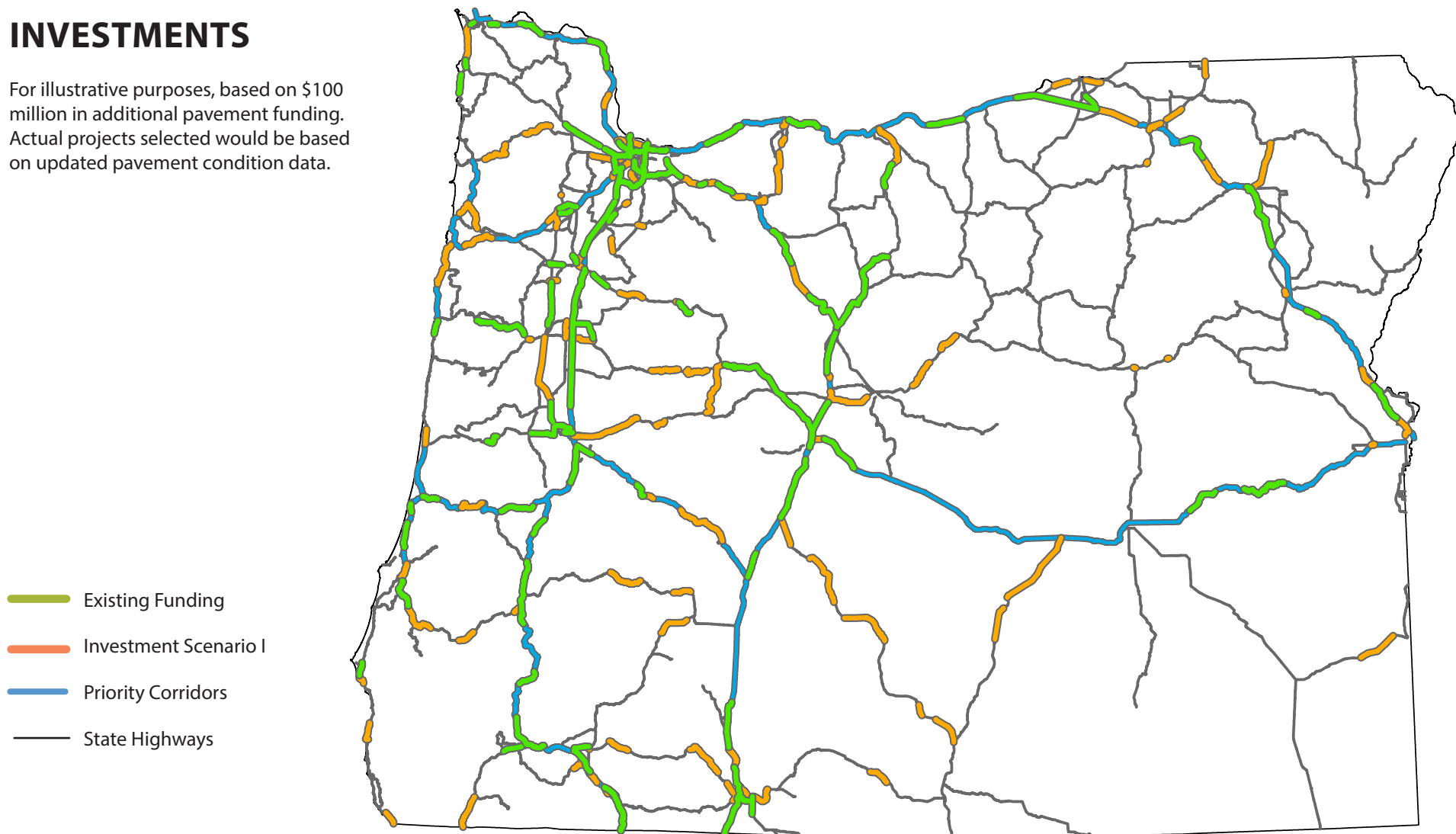
Failure to keep roads in a state of good repair has exponentially greater costs than maintaining the system properly over time. The typical cost to reconstruct a single lane mile in very poor condition can be as much as \$1.5 million, while earlier intervention with preservation techniques is around \$200,000 for the same lane mile. Timely maintenance and preservation are by far the most efficient way to preserve our investment. Under current funding levels of \$85 million per year, ODOT estimates that by 2035 the proportion of roads in poor or worse condition will triple to 35 percent of all highways, resulting in diminished safety and higher vehicle repair costs. In order to begin to improve poor pavements, ODOT would need to spend a total of \$200 million per year—a \$115 million increase.

An additional investment of **\$100 million per year** over the next 20 years would maintain pavement condition at 85 percent fair or better on priority corridors. This money would be focused on continued investment on priority corridors, with the ability to address some needs on lower volume and urban highways, which are often critical roads for our local communities. Consideration could be given to jurisdictional transfer for those roadways that serve a local purpose. In addition to improving pavement condition, this money would help address mobility and accessibility needs for people who use walkways, as sidewalks abutting repaving projects would be addressed to ensure compliance with the Americans with Disabilities Act (ADA).



10 YEAR PAVEMENT INVESTMENTS

For illustrative purposes, based on \$100 million in additional pavement funding. Actual projects selected would be based on updated pavement condition data.



Bridges

Despite significant investments made possible by the Oregon Transportation Investment Act (OTIA) program, about half of the 2,700 bridges on Oregon's state highways are at the end of their design life and will need to be replaced to ensure the continued use of the highway system. With current funding levels of \$85 million per year, it would take 900 years to replace all of the bridges. By 2035, it is estimated that two in three bridges will be in poor condition and at risk of being weight restricted, forcing heavy trucks to detour and increasing the cost of moving the products of Oregon's farms, forests, and factories to market. ODOT's statewide transportation model estimates this will cost Oregon 100,000 jobs and \$94 billion in economic production by 2035.² Fully addressing the backlog of unmet bridge maintenance, preservation, and replacement needs would cost \$435 million a year for the next 20 years on bridge repair and replacement—an increase of \$350 million over current funding levels for bridges.

An additional investment of **\$100 million per year** for the next two decades targeted in priority corridors would allow ODOT to address bridge needs in these critical corridors, ensuring important freight routes remain open to economic activity. This level of investment would preserve current conditions on priority corridors, though bridges on other corridors would continue to deteriorate. This additional funding would allow ODOT to complete Phase 1 of the bridge component of ODOT's Seismic Plus Plan over the next 20 years by replacing and retrofitting bridges along key parts of I-5 and U.S. 97 and select connections between to make them resilient to a Cascadia Subduction Zone earthquake. In the long term, the revenue made available after ODOT pays off OTIA and Jobs and Transportation Act (JTA) bonds, beginning in 2035, can be reinvested in bridges to return them to a state of good repair and complete the remaining phases of the seismic program.

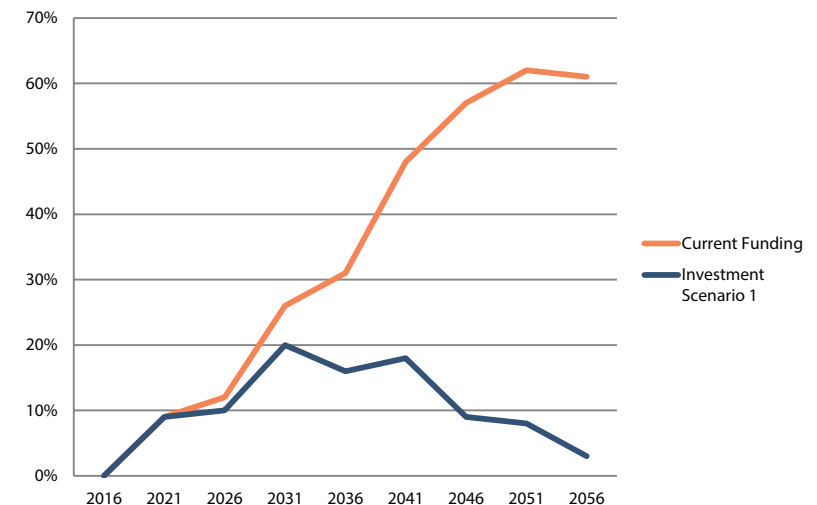
Culverts

Some 35,000 culverts carry water under Oregon's highways, supporting drainage and stream flow. Nearly one in three of these culverts are in poor condition and are vulnerable to failure, which can close highways, impede truck traffic, isolate communities, and block fish passage. An additional investment of **\$35 million per year** would address 5,000-10,000 culverts over the next 20 years, focusing on priority corridors first. In areas of fish habitat, ODOT and the Oregon Department of Fish and Wildlife would work to extend a pilot program that saves the department 50-90 percent of typical culvert replacement costs while improving fish passage and habitat.

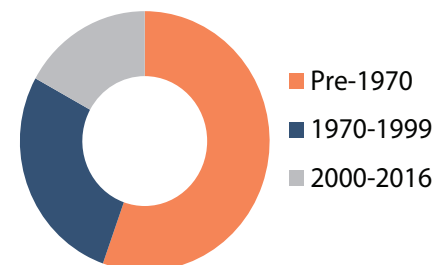
Seismic

Seismic resilience is paramount for a state that must have a functioning transportation system to recover after a Cascadia Subduction Zone earthquake. Because most bridges were built decades before modern seismic standards, many bridges in western Oregon would collapse or be unusable, and landslides would block highways. Roads would be closed for weeks to months, isolating communities, making disaster response difficult, and hindering the state's long-term economic recovery. An addi-

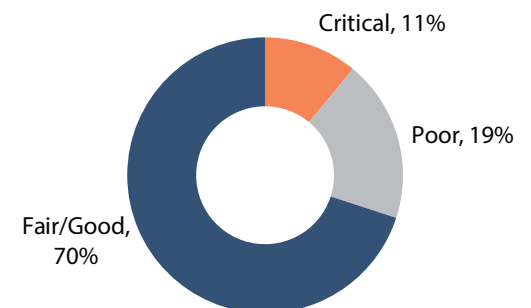
PERCENT OF BRIDGES IN POOR CONDITIONS ON FIX-IT PRIORITY CORRIDORS



AGE OF OREGON'S BRIDGES

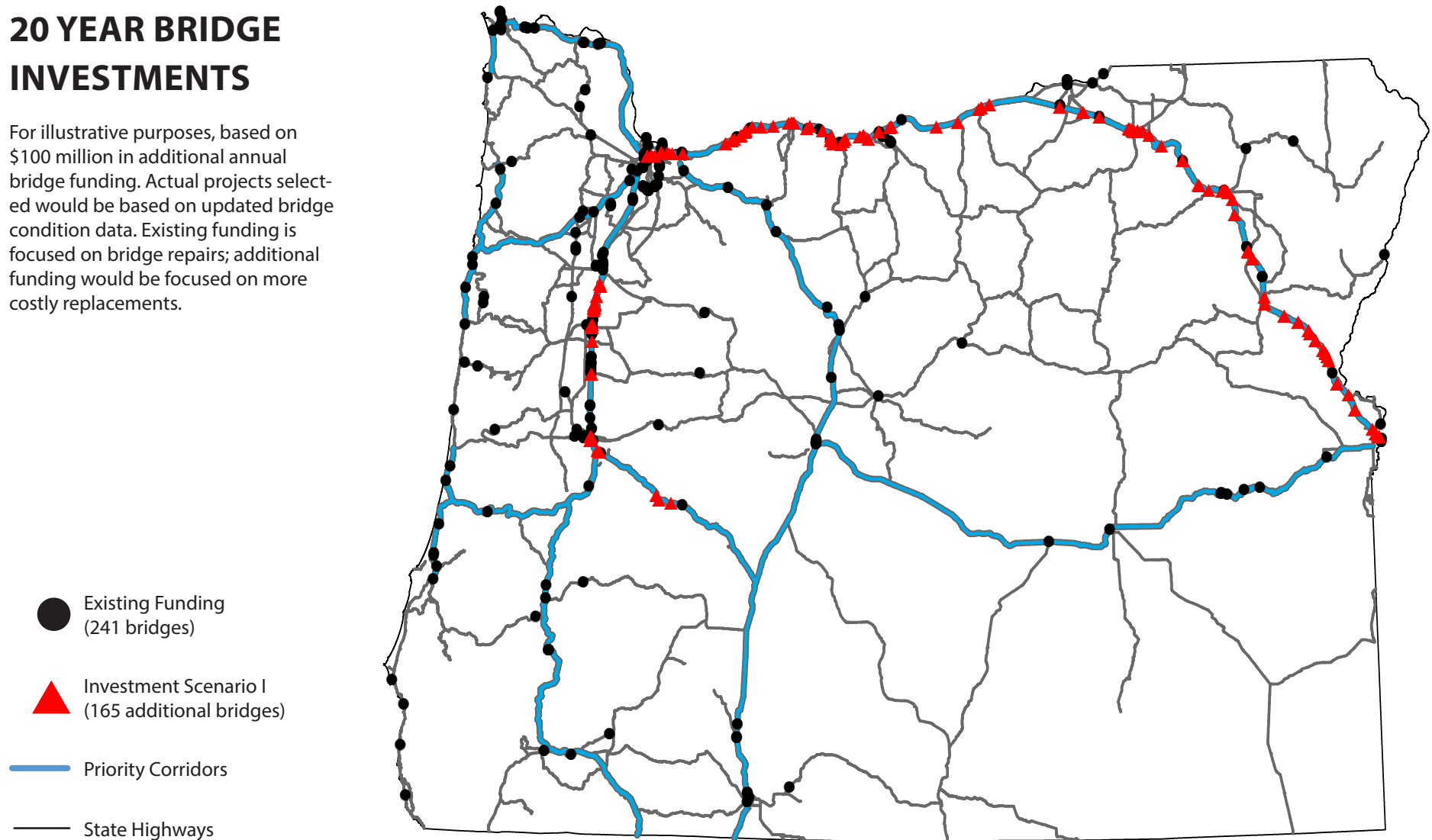


CULVERT CONDITIONS



20 YEAR BRIDGE INVESTMENTS

For illustrative purposes, based on \$100 million in additional annual bridge funding. Actual projects selected would be based on updated bridge condition data. Existing funding is focused on bridge repairs; additional funding would be focused on more costly replacements.



tional investment of **\$20 million per year** for the next 5-10 years would allow ODOT to triage needs in three critical areas: focusing on southern Oregon Lifeline Routes to provide minimal passable routes into and out of the region; enhancing maintenance stations for coastal communities to address roadway issues in affected areas; and addressing key local Lifeline Routes on state highways. Beyond that timeframe, \$20 million per year would address the most critical landslides identified in ODOT's Seismic Plus plan. Combined with the investments described above for bridges, this funding would help Oregon prepare for a Cascadia Subduction Zone earthquake by stabilizing landslides, shoring up bridges, and improving ODOT's ability to recover the transportation system more quickly after a disaster.

Maintenance

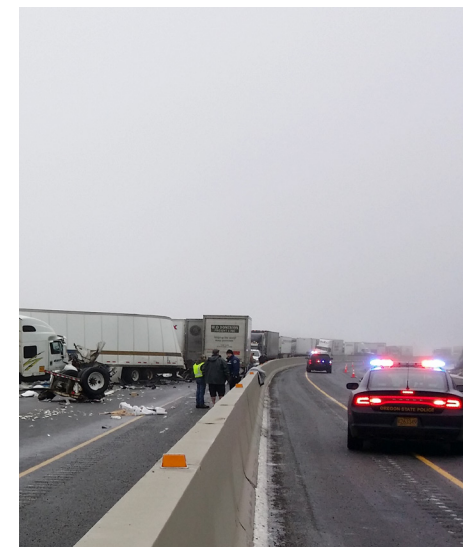
ODOT's maintenance forces restripe roads, plow snow, and respond to crashes to keep Oregon's highways open and safe. Existing resources no longer keep pace with the maintenance needs of an aging system, responding to more extreme weather events, and dealing with increasing traffic volumes. For example, the I-84 corridor in eastern Oregon has seen an increase in truck volumes as well as an increase in frequency of freezing fog and ice events. The result has been multi-vehicle crashes and lengthy closures that delay people and goods. With current resources ODOT cannot provide 24/7 coverage on the I-84 corridor. In addition, maintenance requirements for the upkeep of traffic signs, retaining walls, tunnels, variable message signs, and other infrastructure are growing. An additional investment of **\$50 million per year** and 30 full time employees would address maintenance needs in freeway corridors and across key highway assets, preserving our multibillion dollar highway system and keeping our highways more reliable and safe during the winter months.

Safety

Fatalities and serious injuries are devastating to affected individuals, families, and friends; they also cost Oregonians over \$2 billion per year in hospital bills, property damage, and other impacts.³ Safety is a factor in every transportation project and an investment priority for all modes. But more could be done to reduce traffic fatalities and serious injuries, which have been on the rise in recent years.

Doubling today's spending with an additional investment of **\$35 million per year** for the All Roads Transportation Safety (ARTS) program would address a backlog of safety needs across the state. This program uses a data-driven prioritization process to focus on the most cost effective ways to save the most lives and avoid the worst injuries, regardless of whether they are on state or local roads, for all modes of travel. Focus would be on roadway departure crashes (55 percent of fatalities in Oregon) utilizing proven solutions with a high return on investment like rumble strips, curve warning signs, and cable barriers. For example, rumble strips along the shoulder are known to reduce all run-off-the-road crashes by 22 percent.⁴ Since the funds are used on both state and local roads, this additional investment could be taken 'off the top' of the highway fund, allowing local governments to use state funding for safety projects and avoiding the red tape associated with federal funding. Alternatively, if

Thirty percent of culverts today are in poor or critical condition. Storms cause culverts to fail, closing highways, blocking truck traffic, and isolating communities.

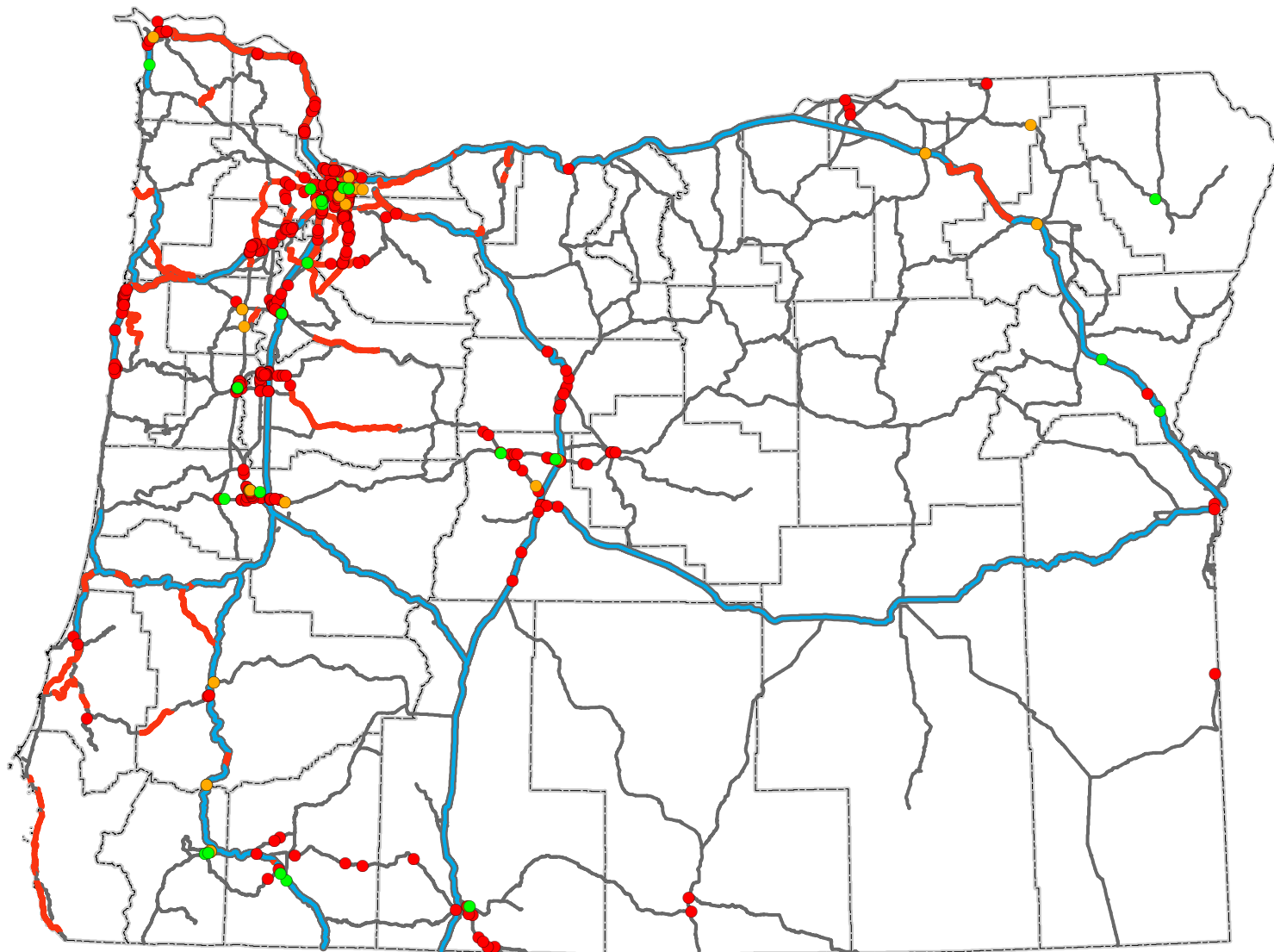


Safety is a factor in every transportation project and an investment priority for all modes. But more could be done to reduce traffic fatalities and serious injuries, which have been on the rise in recent years.

SAFETY INVESTMENTS

For illustrative purposes, based on \$35 million in additional annual safety funding. Actual projects selected would be based on updated crash data to determine highest-priority projects.

- Existing Funding (2017 - 2021)
- Existing Funding (2017 - 2021)
- Investment Scenario I (2017-2021)
- Investment Scenario I (2022-2026)
- Priority Corridors
- State Highways



funding comes from ODOT's share of the State Highway Fund, spending would be directed toward safety projects on state highways.

Mobility and Congestion Management

The majority of goods traveling through, to, or within Oregon are shipped by truck and utilize Oregon's highways to get to market. Congested highways cost businesses millions of dollars in delay, create unreliable travel times, cause safety problems, and reduce the competitiveness of Oregon's trade-based economy. Congestion also impacts the traveling public who must use our roadways to get to work, school, daycare, and home and who also experience financial costs and reduced quality of life due to congestion.

Congestion, delay, and unreliability occur on Oregon's urban and rural highways when the volume of cars exceeds capacity, at busy interchanges, around sharp curves, and on steep hills, as well as due to bad weather and crashes. Portland experiences the most pronounced congestion in the state and has one of the highest rates of congestion in the nation; congestion has worsened in recent years as more people move to the region and the economy grows. While incremental investments have been made to help relieve area bottlenecks, they are not enough to address the issue of limited roadway capacity and growing population. Over the next 25 years an additional one million people are expected to move into the state, putting additional stress on our already crowded roadways, making congestion relief even more critical.

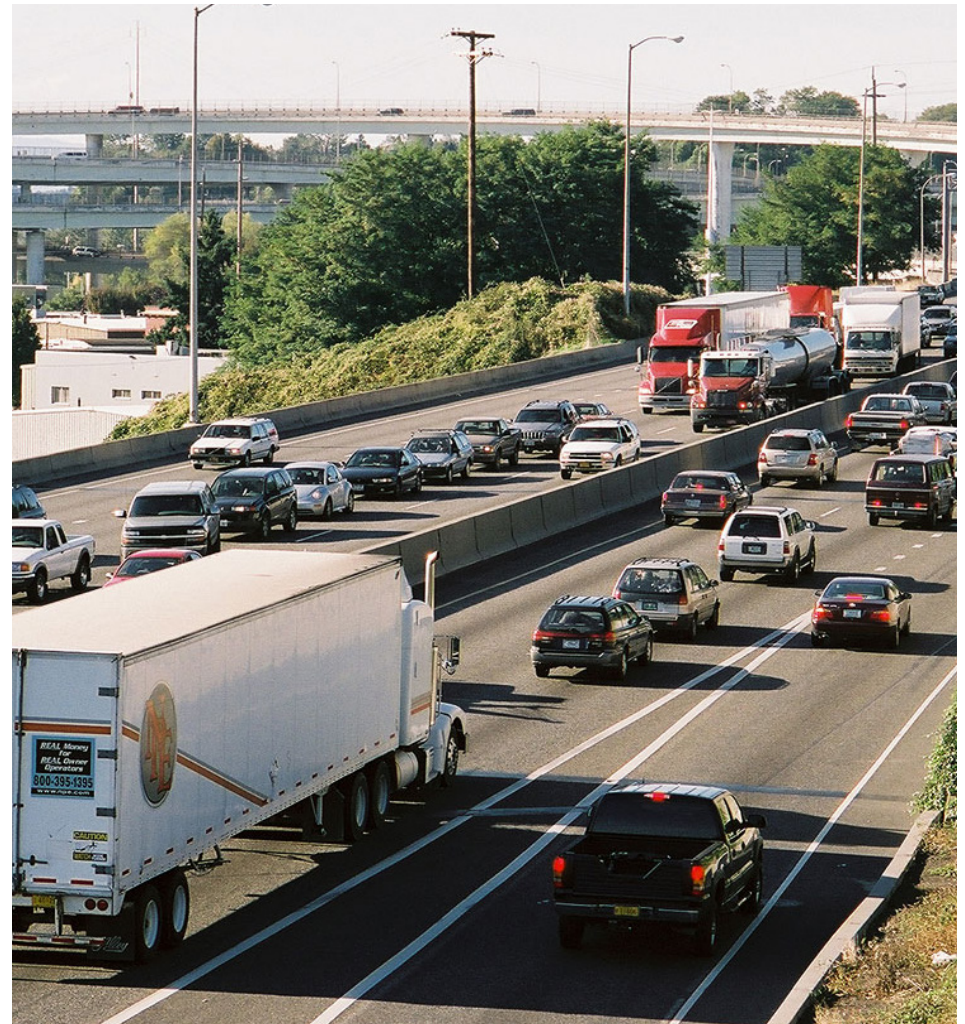
In Portland alone, adequately addressing congestion and mobility issues would require an investment of over \$1 billion in highway projects, as well as additional investments in other modes that relieve pressure on the roads. Statewide, additional investments would be needed to improve mobility, such as addressing non-recurrent delay from safety issues, roadway geometry impacting speeds, and capacity issues causing congestion. An estimated 36.9 million annual hours of delay could be avoided by investing in congestion-relieving projects, generating an additional \$928 million in annual economic output/sales.⁵

An additional investment of **\$100 million per year** focused on priority corridors and congested areas would start to reduce delay and improve safety for some of Oregon's worst bottlenecks. Consistent with the Oregon Highway Plan, investments would be directed first at protecting the existing system, improving traffic operations through intelligent transportation systems (ITS), such as Real Time improvements (e.g. variable speed limits and ramp metering). Next, ODOT would implement efficiency and capacity improvements to the existing system, for example adding auxiliary lanes between interchanges that help traffic efficiently get on and off the freeway. Only after such capacity maximization measures have been employed or deemed insufficient, would priority shift towards major roadway improvements such as the addition of new lanes or building new roads.

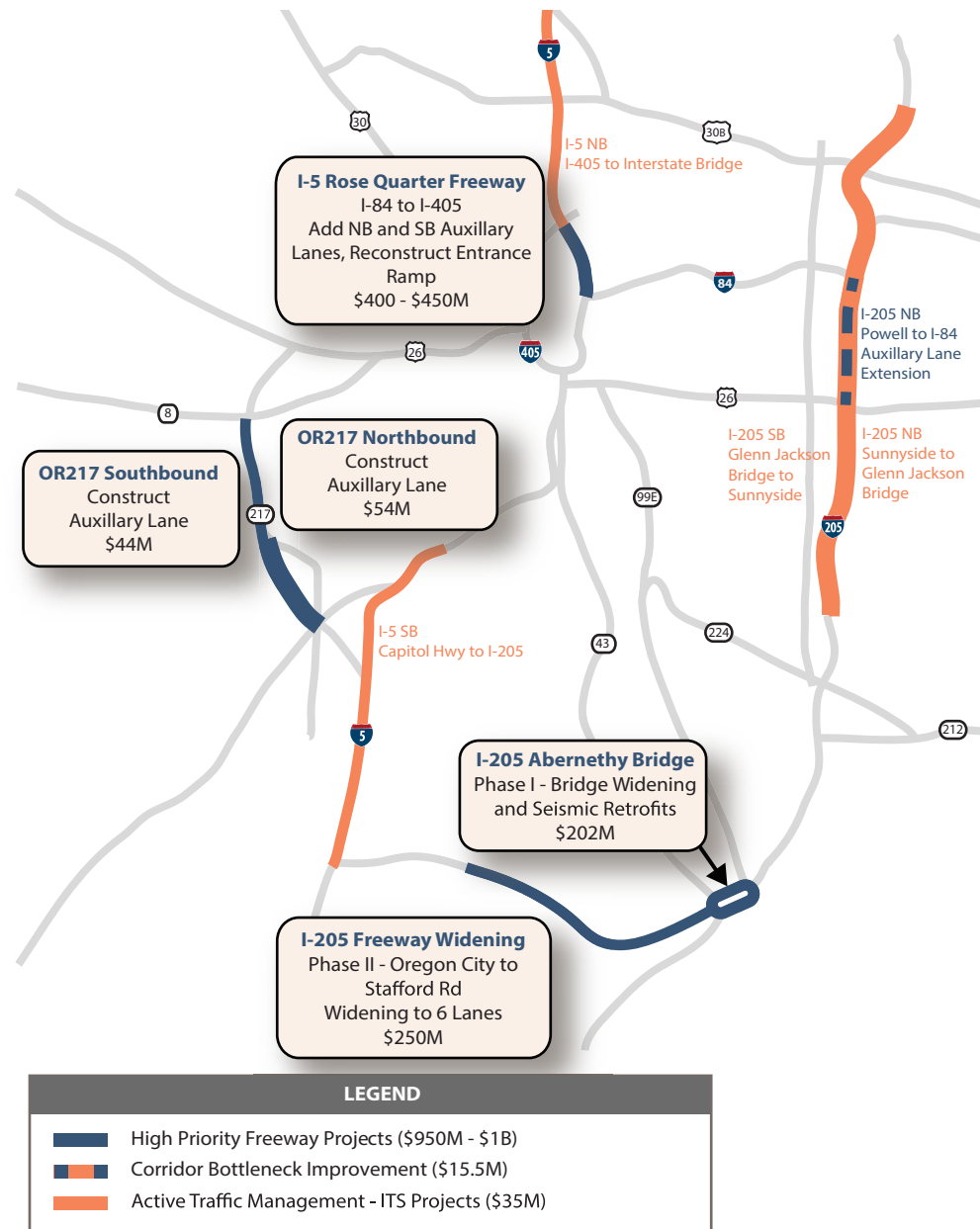
Investments would be focused on high priority corridors across the state, on projects

Oregon Transportation Commission: A Strategic Investment in Transportation

Congested highways cost businesses millions of dollars in delay, create unreliable travel times, cause safety problems, and reduce the competitiveness of Oregon's trade-based economy.



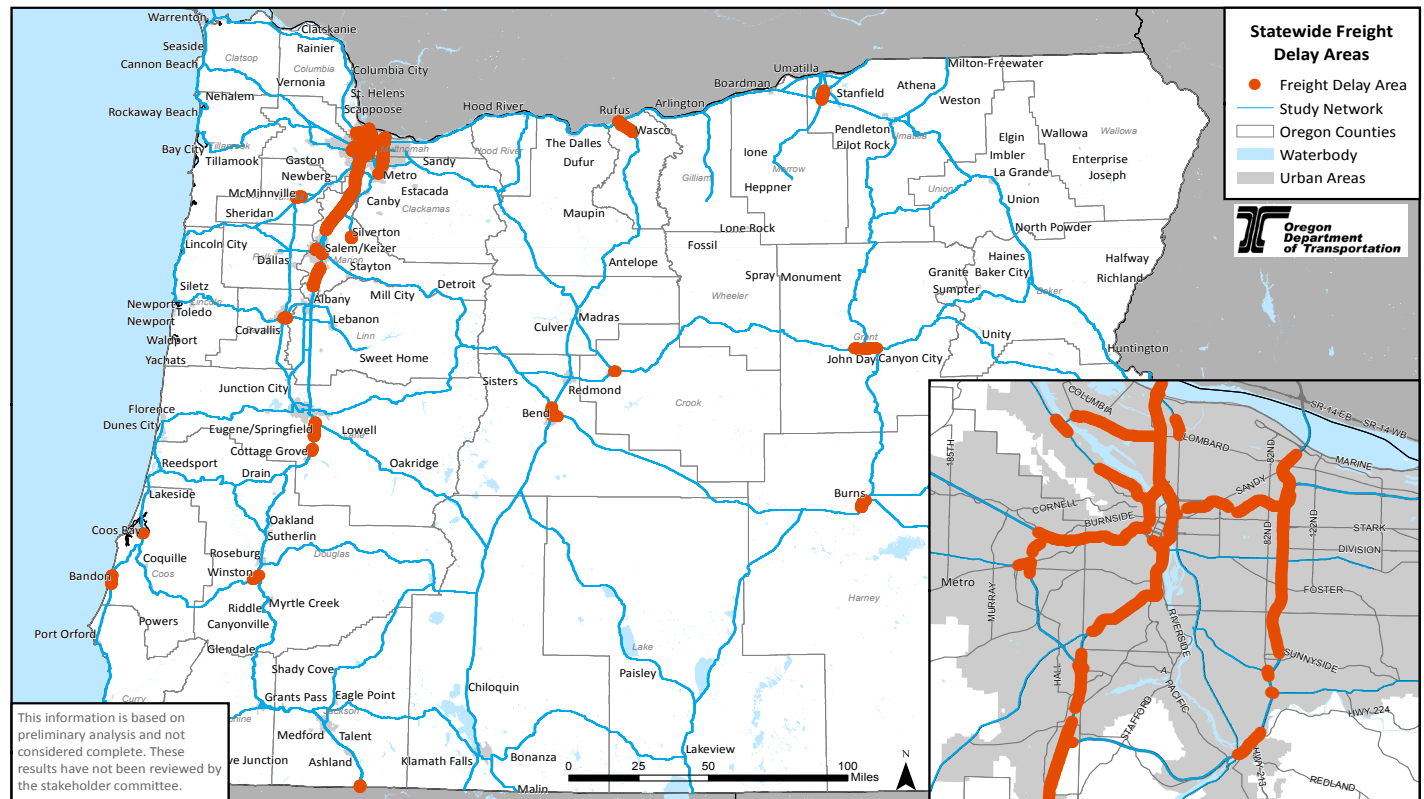
PORTLAND AREA FREEWAY PRIORITY IMPROVEMENT PROJECTS



AREAS OF FREIGHT DELAY

PRELIMINARY DATA RESULTS (DECEMBER 2016)

As it updates the Oregon Freight Plan, ODOT has generated a preliminary map of state highway segments that experience delay and unreliability for trucks.





REAL RESULTS OF REAL TIME IMPROVEMENTS

"Real Time" refers to a toolbox of ITS strategies that improve safety and operations.

Real time investments were made on Oregon 217 in the Portland metro area, including variable message signs, advisory speeds, and curve warnings. A before and after analysis found such improvements resulted in fewer injuries, more people getting through and a higher degree in certainty of travel time.

Specific results show:

- 21 percent reduction in crashes
- Up to 5 percent more throughput
- 10 percent better travel time reliability

ODOT is looking to deploy these cost-effective technologies in additional corridors.

such as:

Major bottlenecks on I-5, Interstate 205, and Oregon 217 in Portland, or for congested areas like U.S. 97 in Central Oregon.

Safety issues and congestion at interchanges such as the Beltline/Delta Highway in Eugene.

Traveler information and warning systems for inclement weather along I-84 in eastern Oregon.

Truck climbing lanes on I-5 and passing lanes on freight routes.

Investments would be targeted to projects that relieve congestion and improve reliability for both freight and passenger vehicles and that have high returns on investment.

Congestion will not be solved by highway investment alone. Spreading demand across modes will help to relieve overcrowding on our roadways. Additional investments are needed in public transportation, biking, and walking to make them more accessible, convenient, and safe, so more people can choose these options. Investments in moving goods by rail or water can also free up capacity on highways.

Biking and Walking

Everyone is a pedestrian, whether walking or using a mobility device for their entire trip or just to and from their car or bus stop. Businesses depend on well-connected walkways or bike-ways to get workers to their jobs and consumers to their stores, and school age children often rely on these travel modes to get to class, especially where school bus service is not available.

The Oregon Bicycle and Pedestrian Plan identifies schools, transit stops, and businesses as critical connections and a top investment priority and recognizes they are not well-served by today's fragmented and disconnected biking and walking infrastructure. On the state system alone, around 30 percent of urban roads are missing walkway and bikeways. Similar issues exist on local road networks, which represent the majority of

Businesses depend on well-connected walkways or bike-ways to get workers to their jobs and consumers to their stores, and school age children often rely on these travel modes to get to class.

roadway miles needing walkways and bikeways. Total needs to fill gaps across state and local roadways are estimated at more than \$2 billion. At current funding levels, it will take over 50 years to fill the gaps and complete the biking and walking system, leaving residents under-served and disconnected in the meantime. As a result, many Oregonians cannot or feel they cannot walk or bike safely in their communities, forcing people to turn to cars for most trips. Filling gaps is also necessary to ensure accessibility for all users, including people with disabilities. Investments in biking and walking will be targeted to fill gaps and improve safety, especially for our kids.

Bikeways and Walkways on Roadways

Many of the most direct, convenient, and cost-effective biking and walking connections are within the right of way of Oregon's roadways. The same streets where people drive need to also connect people who walk, use a mobility device, or ride a bicycle. Oregon law requires that walkways and bikeways be constructed any time a road, street, or highway is built, rebuilt, or relocated, and directs that at least one percent of the State Highway Fund dollars be invested in projects that support biking and walking within the right of way of public roads, streets or highways.⁶ Because of this, increased funding to address pavement condition will address accessibility issues and add more miles of bike lanes and sidewalks. However, a more targeted and strategic approach is essential, focused on making critical connections.

Priority will be given to adding bikeways and walkways near public transportation stops and around schools, focusing on Title I schools first in order to help close disparity gaps and make sure that kids who cannot afford other means of travel can still get to school. With an additional investment of **\$20 million per year** for state and local roads, approximately 60 miles of walkways and bikeways could be added annually, and after 10 years, gaps would be closed within a quarter-mile radius of schools and public transportation stops. School traffic is estimated to represent 10-14 percent of all automobile trips made during rush hour.⁷ More kids walking or biking instead of being dropped off means fewer cars on the road at the most congested times, benefiting all modes. Likewise, connecting to public transportation means more people can access alternatives to driving, reducing congestion and providing Oregonians cheaper travel options.

In the long term, once gaps around schools and transit are filled, funding should be focused on addressing other critical biking and walking connections, such as to downtowns, shopping, and to major employers.

Safe Routes to School, Outreach, and Education

Safe Routes to School is a popular and successful program that educates children about biking, walking, and other transportation options and teaches them about safety. Funding from ODOT and other sources provides in-classroom pedestrian and bicycle safety curriculum and local field grants but reaches less than 5 percent of Oregon students.⁸ An additional investment of **\$6 million per year** would provide traffic safety education for all graduating elementary school students, complement-

SAFE ROUTES TO SCHOOL

Assuring that bikeways and walkways connect schools on safe and accessible routes is a top priority for the state. The Oregon Bicycle and Pedestrian Plan identifies schools as "critical connection" points. Investments are needed in both infrastructure and education to support our children's needs.

Today there are known gaps around schools, leaving kids with little option in how to get where they need to go. Targeted investment is key to supporting a safe and connected system.



Bikeway and walkway facilities within 1/4 mile of transit stops and schools

(Sample: Hood River)

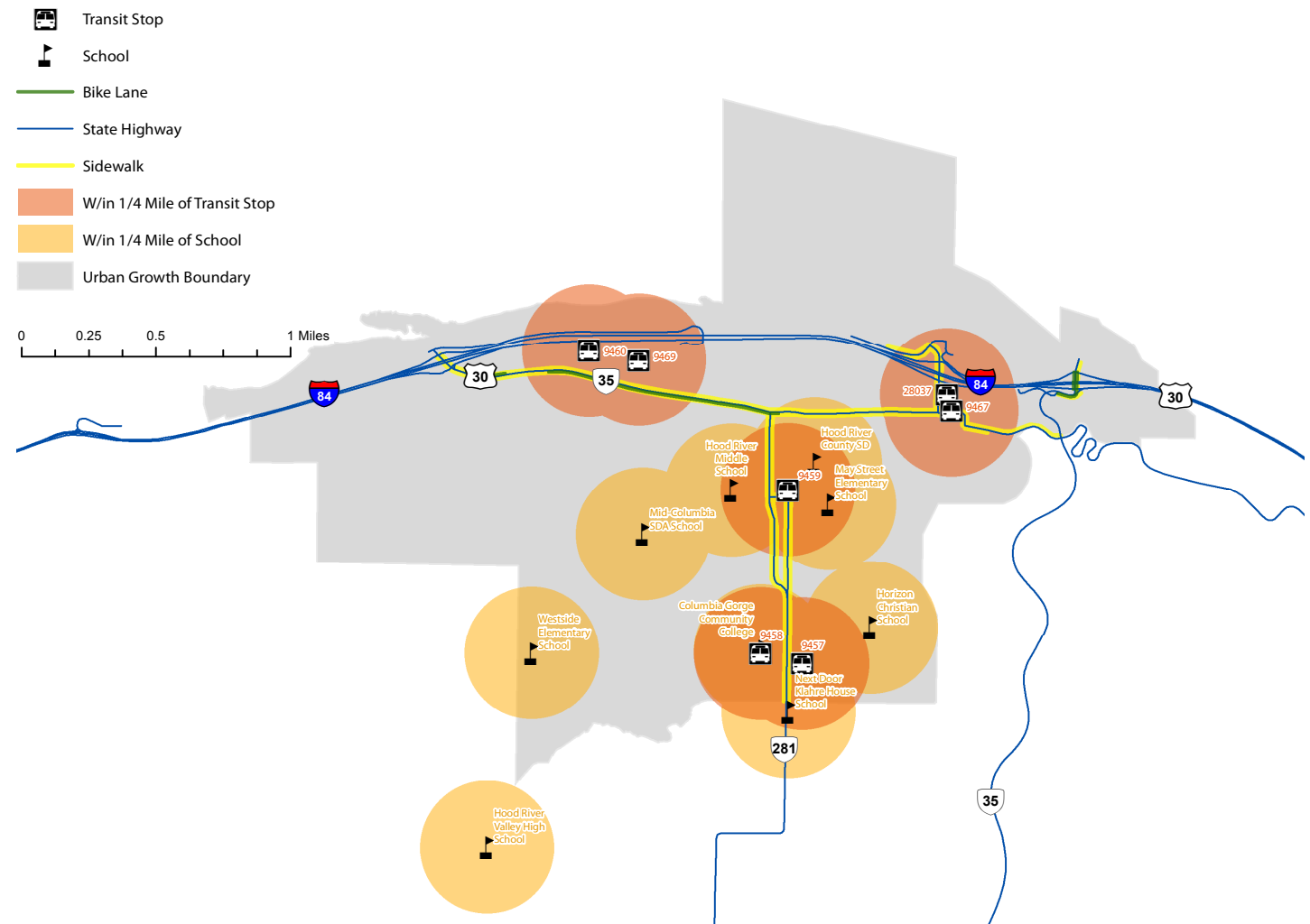
Priority would be given to filling in missing sidewalks and bike lanes within 1/4 mile of schools and transit stops, as shown in this example of Hood River.

Miles of Gaps

Miles of highway within 1/4 mile of transit stop or school: 7.60

Miles of sidewalk gaps within 1.4 mile of transit stop or school: 1.46

Miles of bike lane gaps within 1.4 mile of transit stop or school: 7.03



ing investment in infrastructure.

Off-Road Bikeways and Walkways

Regional paths that provide options for cyclists and pedestrians off the road system are important in connecting people to jobs, services and recreational opportunities. By separating those on foot or on bike from automobile traffic, these paths provide a level of comfort and safety that is important to encouraging more people to walk and bike. These paths are also important for recreation and tourism, contributing \$400 million in annual economic activity from the cycle tourism industry.⁹

While State Highway Fund resources cannot be used to construct bikeways and walkways outside of the road right of way, federal surface transportation funds and *ConnectOregon* have helped construct a number of off-system bikeways and walkways across the state such as the Bear Creek Greenway that links the cities of Ashland, Medford, Central Point, and other locations. Ensuring a continued flow of funding from federal funds and *ConnectOregon* would allow these networks to grow and connect. Priority would go towards facilities that can be used for transportation and recreation, meeting the Regional Path designation in the Oregon Bicycle and Pedestrian Plan Strategy 2.5 D, including criteria such as a continuous path connecting two or more communities that is endorsed by elected bodies along its alignment.

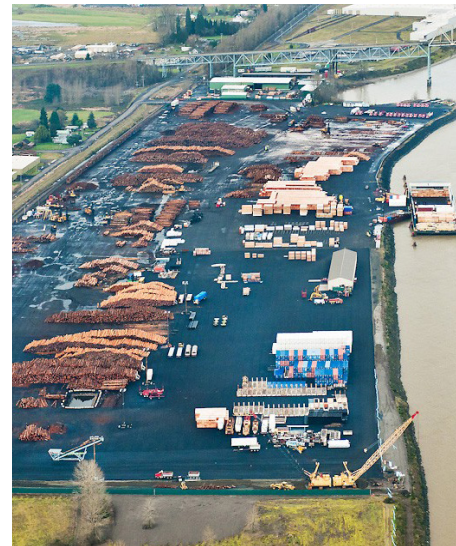
Multimodal Freight

As one of the most trade-dependent states in the nation, Oregon relies on freight movement, with around 350 million tons of freight, valued at more than \$350 billion flowing through the state each year.¹⁰ Strategic investments in Oregon's multimodal freight transportation network (rail, aviation, and marine) are important to meet access and mobility needs for key multimodal transportation corridors and industries. Oregon's freight system consists of crucial infrastructure and equipment that is privately owned (such as trucks, trains, containers, tracks, and marine terminals) in addition to the elements owned by the state and other public jurisdictions. However, all elements provide public benefits and thus can result in a good return on investment from state dollars.

Rail

Industry experts have estimated annual average need to be \$32-120 million for Oregon's rail system.¹¹ Rail is essential for moving goods in the state and represents over \$15 billion annually in commodity flow by weight. Improving the rail system results in efficiencies for the goods moved on it today but would also result in shipping more by train, helping to free capacity on Oregon's congested roadways. Failure to invest in rail can result in deteriorated infrastructure that can no longer support train service, as happened on the line to Coos Bay; service disruptions like this can force shippers to shift to higher-cost modes and leave communities isolated from economic activity.

Improvements to Oregon's freight transportation network over the past decade have been primarily funded through the ConnectOregon program, a lottery-backed bond program.



As one of the most trade-dependent states in the nation, freight moves the Oregon economy, with around 350 million tons of freight, valued at more than \$350 billion flowing through the state each year.



PUBLIC BENEFITS OF FREIGHT INVESTMENTS

Oregon's lottery-backed bond program, ConnectOregon, has invested nearly half a billion in the state's freight network. One such investment was made at the Port of Morrow, which was awarded \$22 million in ConnectOregon dollars, leveraging another \$14 million in matching funds.

This investment yielded measurable benefits to Oregon's economy. A 2013 Economic Impact Analysis of the Port found that it employs around 4,000 workers, and provides an annual economic output of over \$1.6 billion.

The Oregon State Rail Plan identifies system reliability, capacity, frequency and travel times as the primary focus for investments, preserving and enhancing rail assets and infrastructure. Investment priorities include partnering with private railroads to eliminate choke points, addressing network fluidity, and maintaining a state of good repair for the rail system. Rail investments should be targeted to specific efforts including:

Improvements to shortline track, bridges, and tunnels, which would allow heavier and taller trains to be used and increase the overall speed of the system.

New facilities, such as bulk commodity aggregation facilities, which would enable increased utilization of rail services in the state.

Marine and Aviation

The Oregon Transportation Plan estimates the needs for ports and waterways to be around \$56 million annually. The needs for air are not split out between freight and air, thus the freight need is some proportion of \$177 million per year for airports overall. Marine and air projects that have successfully received funding in Oregon in the past include such efforts as airport taxiway and runway improvements, air cargo storage facilities, marine mooring facilities, dock and pier improvements, and marine cargo staging facilities. Development of a state marine plan would help further understand and prioritize investment needs across the state.

Multimodal (Transload) Facilities

Across marine, aviation, and rail, transload facilities are a key component of the multimodal freight system. These connection points allow bulk goods and containers alike to be transferred between one or more modes, such as from truck to rail. Transload facilities support a variety of industries moving goods into, within, and out of Oregon. Rural parts of the state benefit from transload facilities, such as the Prineville Freight Depot, which used ConnectOregon dollars to convert an abandoned sawmill into a facility serving truck and rail shipments in Central and Eastern Oregon.

ConnectOregon

Improvements to Oregon's freight transportation network over the past decade have been primarily funded through the

Across marine, aviation, and rail, transload facilities are a key component of the multimodal freight system.

ConnectOregon program, a lottery-backed bond program. Since 2005, the Legislature has approved six rounds of *ConnectOregon* totaling \$427 million, enabling significant state investments in non-highway multimodal freight transportation. Requests for *ConnectOregon* funding typically run about two dollars for every dollar of available funding, showing significant demand and unmet need.

A continuation of *ConnectOregon* funding would address strategic investment demands across the multimodal freight system. Local governments and businesses often lack sufficient capital and technical capacity to undertake multimodal transportation projects, and public financial assistance can help support these long-term economic growth and job creation projects. An additional investment of **\$29 million per year** (for a total investment of \$100 million per biennium) would be targeted at the investments described above, further improving freight transportation system reliability, efficiency, mobility, access to markets, and connections between modes that provide lasting economic benefit to Oregon.

Public Transportation

Public transportation is critical for connecting workers to their jobs, people with essential services in urban and rural areas, and communities to one another. Oregon receives many benefits from public transportation, including:

Reduced transportation costs for residents – Those who take the bus and do not own a car save nearly \$10,000 a year.¹²

Improved transportation safety – Nationwide, buses account for only one percent of all transportation injuries.¹³

Relieving growing demand – Providing options for people to travel other than driving help keep more cars off our crowded roadways.

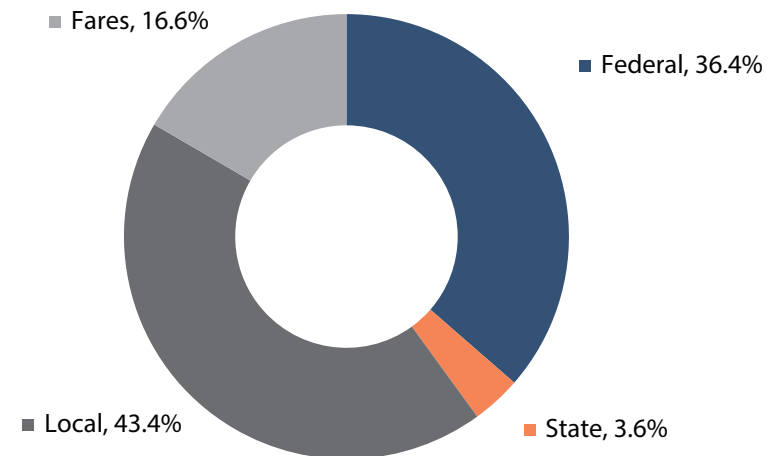
Increased access to services - Public transportation is a travel option for all people, including those with disabilities, low-income households, seniors, and children.

Reduced air pollution and greenhouse gas emissions – Transit is essential for reducing air pollution and GHG emissions.¹⁴

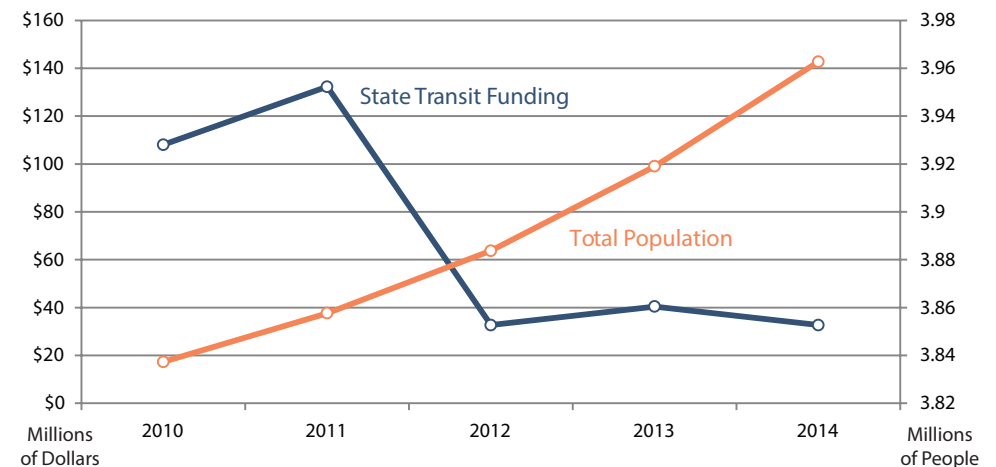
A wide variety of local agencies, non-profits, and the private sector operate most of Oregon's vans, buses, and passenger rail systems, while the state plays a role in some intercity services. Local public transportation providers rely heavily on federal resources and what they can generate at the local level, which is often limited. State funding represents less than five percent of today's transit investments, and is focused on service for the elderly and disabled. Since 2010, state per capita funding for transit has decreased more in Oregon than in any other state.¹⁵

Oregon Transportation Commission: A Strategic Investment in Transportation

ESTIMATED PERCENT OF OREGON PUBLIC TRANSPORTATION FUNDS BY SOURCE (2014)



OREGON'S STATE TRANSIT FUNDING VS POPULATION GROWTH



December 2016

Reduced state funds in addition to reduced or flat local funding have been compounded by increased operational expenses (primarily driver wages, which represent 60-70 percent of provider budgets). Rising labor costs have forced many providers to reduce days and hours of service, and discontinue routes.

At the same time, demand for public transportation is rising. Over the past decade, ridership has increased significantly, growing twice as fast as Oregon's population.¹⁶ Given projected population influxes and demographic trends, unmet demands on the public transportation system are likely to grow. Older adults ride at higher rates than the rest of the population, and by 2035, a quarter of Oregon's population is expected to be age 65 or older.

To sustain even today's reduced service levels given projected population growth will require a 50 percent increase in funding levels, equating to around \$380 million in additional funding per year.¹⁷ With no increase in funding, by 2035 providers could only meet one third of public transportation trips that would otherwise be taken. Beyond the base need, enhancements to the system to provide improved levels of service appropriate to the size and characteristics of each provider would cost over \$1 billion more annually.

An additional investment of \$108 million per year, as called for in the Governor's Transportation Vision Panel report, would start to chip away at the enormous needs for public transportation. While this is only one third of what is needed keep pace with population growth for the long term, in the near term, this amount could help to add new service to connect communities, support rides for the elderly and disabled, enhance service in urban areas, and provide technical support for rural and small providers.

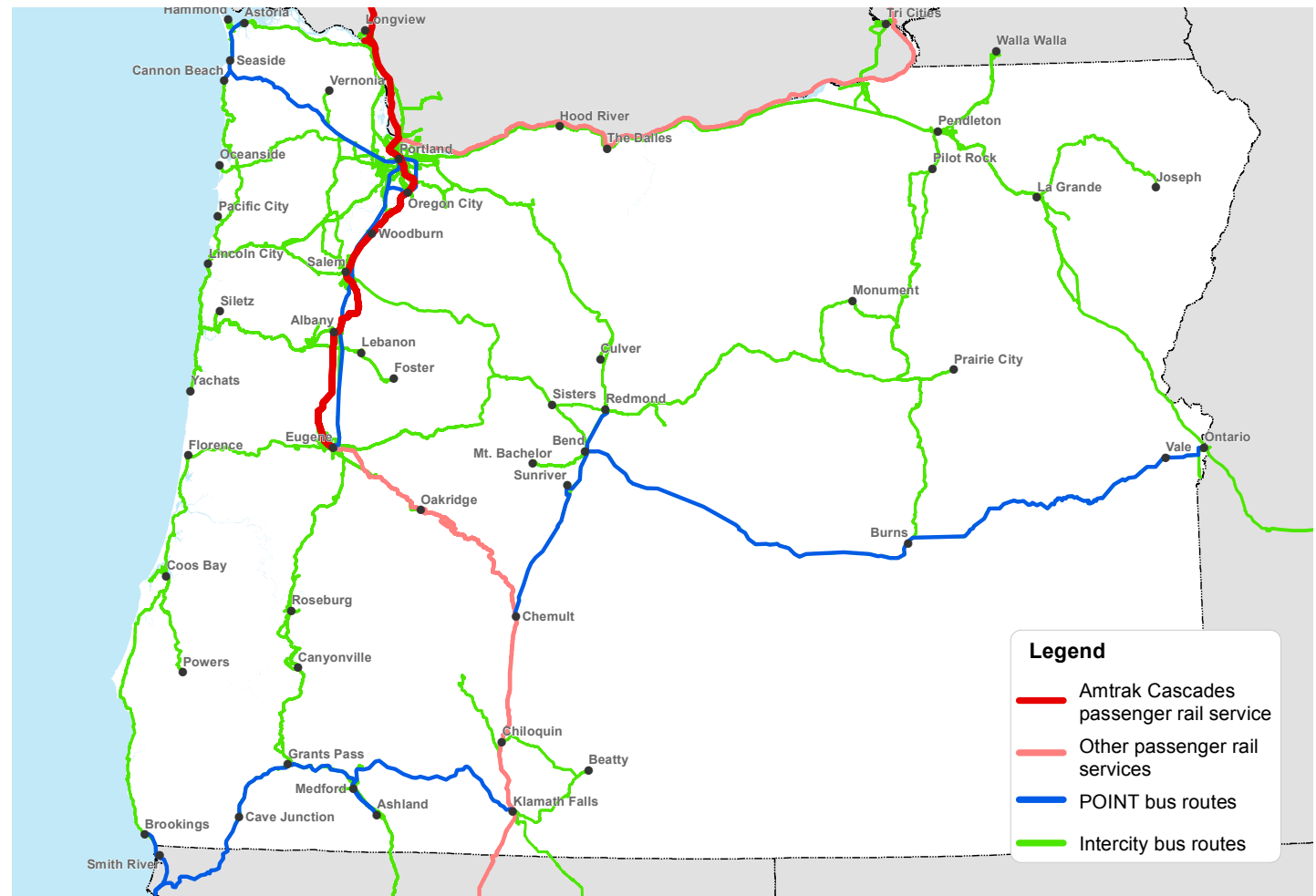
Regional and Intercity Service

While public transportation often serves people within communities, links between communities are often missing. Closing these gaps with regional and intercity service would benefit the many Oregonians who must travel long distances to their jobs due to a lack of affordable housing. Improved connections between communities could also serve the growing share of older adults who are choosing to age in place and rely on regional and intercity transit connections as critical lifelines to medical services, groceries, and other essential services. New connections between communities could reduce the need for costly demand-response service. An additional investment of **\$40 million per year** would make new regional and intercity connections between communities like Sisters and Bend, Tillamook and Pacific City, as well as add new morning and evening service between places like La Grande and Pendleton. Such an investment could sustain existing state passenger rail and bus service in the Willamette Valley corridor, also adding more convenient trips to serve additional riders. Overall, focus would be placed on closing gaps between communities in under-served corridors and to population clusters in rural areas.

**Demand for public transportation is rising.
Over the past decade, ridership has
increased significantly, growing twice as
fast as Oregon's population.**

INTERCITY PUBLIC TRANSPORTATION ROUTES (2016)

A variety of types of intercity public transportation services connect Oregon communities, but significant gaps remain.



Enhance Urban Public Transportation

Given today's funding, many public transportation providers operate limited routes, with infrequent service, mostly during weekdays. Because of these constraints, public transportation is available to a small section of a community's population. An additional state investment of **\$40 million per year** would increase frequency, add routes and service hours, in order to reduce wait times for riders, provide better coverage, and make access to jobs, shopping, and essential services easier.

Elderly and Disabled Service

Public transit services for older adults and persons with disabilities are frequently provided thorough paratransit and dial-a-ride services that pick people up and drop them off door-to-door. While the state contributes funding for these services through the Special Transportation Fund (STF), transit providers are unable to meet the current demand in both urban and rural areas. For example, Ride Connection Inc., who serves the greater Portland area, turned down 35,000 ride requests in 2015.

More than doubling today's STF funding with an additional investment of **\$15 million per year**, would expand services across the state, improving access to critical medical and human services by increasing frequency of service and adding new destinations.

Keep Vehicles in a State of Good Repair

About 2,000 transit vehicles provide service across Oregon. Around half of these were purchased using funds that flow through ODOT, primarily for rural providers. Keeping buses in a state of good repair helps ensure safe and comfortable service and avoids large repair costs. Nearly half of ODOT-purchased buses have reached replacement age, and urban providers face similar needs as well. An additional **\$5 million per year** would bring the public transportation vehicle fleet up to a state of good repair.

Pooled Resources for Small Transit Providers

Small public transportation providers have limited staff, sometimes only including an executive director, a support person and a handful of drivers, some of whom are volunteers. Staff often have to wear multiple hats and may not have the expertise or time required to ensure compliance with state and federal requirements, schedule routes, identify gaps or implement technological enhancements. Some technologies can be applicable on the statewide level, and resources and funding to support their implementation are needed. An additional investment of **\$8 million per year** would be targeted to the creation of pooled resources for small public transportation providers including staff or consultant support to plan and schedule routes, assess safety, create and communicate travel information, and provide training. Funding would also be used to identify and pursue technology enhancements, such as a single statewide fare collection system, and trip planning software.

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