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Memorandum Date: December 28, 2007

Meeting Date: January 16, 2008

TO: Board of County Commissioners

DEPARTMENT: Public Works

PRESENTED BY: Celia Barry, Transportation Planning, and
Sonny Chickering, ODOT Region 2, Area 5 Manager

AGENDA ITEM TITLE: ODOT Highway 126W Projects Update

I. MOTION

Information only.

II. AGENDA ITEM SUMMARY

ODOT's Area 5 Manager, Sonny Chickering, will update the Board on topical issues for Lane County. His 3 page report is attached.

III. BACKGROUND/IMPLICATIONS OF ACTION

A. Board Action and Other History

The Board of Commissioners received a report from Mr. Chickering on October 31, on ODOT's Highway 126 West projects. At that time, in an effort to increase and improve ODOT-Lane County communication, Mr. Chickering agreed to provide regular reports on ODOT activities in or of interest to Lane County. This is the second report from Mr. Chickering.

B. Policy Issues

No action is requested at this time, so there are no policy implications that must be considered.

C. Board Goals

No action is requested at this time, so there are no Board Goal implications that must be considered.

D. Financial and/or Resource Considerations

No action is requested so there are no county financial or resource considerations.

E. Analysis

Not applicable.

f. Alternatives/Options

Not applicable.

V. TIMING/IMPLEMENTATION

No alternative actions are requested.

VI. RECOMMENDATION

Staff is making no recommendation on the informational report.

VII. FOLLOW-UP

Not applicable.

VII. ATTACHMENTS

ODOT Region 2, Area 5 Manager's report dated January 16, 2008.

Date: January 16, 2008

To: Lane County Board of Commissioners

From: Sonny Chickering, ODOT Area 5 Manager

Re: ODOT Periodic Update

Response to Public Inquiry

MPO staff provided us a copy of a citizen concern regarding various highway visibility issues along Hwy. 126 from the Mohawk Interchange to the intersection with Hwy. 126 Business (Main St.), and along Hwy. 126 Business east of 42nd St. in Springfield. Our office investigated the issues, and responded to the citizen prior to the end of November 2007.

The first issue was determined to be related to the age of the existing methyl methacrylate striping material (approx. 5 years old), and the lack of street lighting between the interchange and subsequent intersections. Fortunately, this portion of Hwy. 126 is scheduled for re-striping in 2008. There is currently no plan, nor does ODOT policy support, installation of street lighting along this rural divided portion of state highway. Overhead lighting is provided at the interchanges, and at the intersections with 52nd St. and Hwy. 126 Business (Main St.).

The second issue concerned the visibility along Hwy. 126 Business, east of 42nd St. in Springfield. Although the striping in this section was replaced within the last 2 years, the citizen was concerned about the perceived ineffectiveness of the striping, when considered in combination with the "yellow" low pressure sodium streetlights used by the City of Springfield. Our office explained that the City has begun a program of converting the overhead lighting to high pressure sodium "white" lighting, and referred her to the City for additional information.

Update of OTC and ODOT "Public Involvement Policy for Transportation Planning" (adopted 1994).

The ODOT Long Range Planning Unit is asking for stakeholder review and comment on their latest draft document. This updated policy is intended to be the overarching OTC and ODOT Public Involvement Policy and does not cover specific public involvement procedures related to projects. This early input process will be used to refine the draft, expected to be taken to the OTC in April of 2008. The OTC will then hold an official comment period between the middle of April and the end of May. A list of stakeholders, a copy of the draft policy, and a schedule for the policy review, comment and adoption can be found on our Area 5 website as of January 8, under "Additional Links" at:

www.oregon.gov/ODOT/HWY/Region2PD/Area5_Information.shtml .

FY 2008 Federal Omnibus Appropriations Bill - Earmarks

Congress has released the final FY 2008 omnibus appropriations bill, which wrapped together funding for US DOT and virtually all other federal agencies. It now appears the bill will pass Congress and be signed into law by President Bush. The bill contains earmarks for 8 highway projects in Oregon, four requested by ODOT and four requested by local agencies.

ODOT Earmarks

- | | |
|-------------------------------------|-------------|
| • Columbia River Crossing, | \$ 750,000 |
| • I-84 Exit 18 (Sandy River Delta), | \$1,000,000 |
| • I-5 Wilsonville Interchange, | \$ 500,000 |
| • I-84 Burnt River Canyon, | \$1,340,000 |

Local Agency Requests

- | | |
|---|------------|
| • Hwy. 217, | \$ 750,000 |
| • 19 th St. Extension at Deschutes Junction, | \$ 500,000 |
| • I-5 North Macadam, | \$ 375,000 |
| • Hwy. 30 / Brewery Grade Intersection, | \$ 670,000 |

The following ODOT earmark requests were not funded:

- Newberg-Dundee Bypass
- US 101 in Lincoln City
- OR 34 in Linn County
- I-5 Ashland Interchanges
- I-5 Exit 129 (Winchester Interchange)

Road User Fee Report

After completion of a one-year pilot study conducted in the Portland area, ODOT has reported that a mileage fee could feasibly replace the gas tax as the principal revenue source for road funding. The study found that all of the major areas of concern could be properly addressed, including the requirement that the program be as seamless as possible for consumers. Specific findings include:

- A mileage fee could be phased in gradually, alongside the gas tax;
- Congestion pricing could be implemented, using different pricing zones;
- Privacy can be protected by not storing or transmitting specific travel data;
- Minimal burden would be placed upon businesses to conform to the program;
- Potential for evasion is minimal;
- Cost for implementing and administering the program would be low.

Prior to statewide adoption, a second phase of the study must be undertaken to refine the technology so that it is commercially viable, and to develop cost estimates for implementing the full program, which could occur within the next 10 years.

The final report will be available as of January 8 at www.oregon.gov/ODOT/COMM .

Cambridge Systematics Inc. Completes Report for ODOT - "Tolling in Oregon, How Objectives Relate to Potential Applications."

The report was developed to assist ODOT in understanding tolling and its full range of potential uses and applications. The report describes a number of issues which must be considered to achieve the level of understanding necessary for assessing the potential utility of tolling in Oregon. ODOT will next initiate a variety of analytical studies intended to focus the discussion on the most appropriate objectives and most promising applications. Additionally, methodologies will be developed to insure the public and decision makers are provided with the best information possible for evaluating potential tolling projects. This effort will result in a set of state policies regarding the potential use of tolling. The report can be found on our Area 5 website, under "Additional Links" at:

www.oregon.gov/ODOT/HWY/Region2PD/Area5_Information.shtml .

An internal group including staff from the Highway and Transportation Development Divisions will be working on this issue. As the work moves forward, ODOT will keep you informed.