

DRAFT



Lower John Day Area Commission on Transportation

Central Oregon Area Commission on Transportation

South Central Oregon Area Commission on Transportation

March 7, 2016

OTC Chair Tammy Baney and Fellow Commissioners:

Commissioner Baney, we want to start by thanking you for taking the time to facilitate the discussion between our Area Commissions on Transportation and members of the Governor’s Transportation Vision Panel. We are confident that this process will validate the long term vision that the Oregon Transportation Commission has for Oregon’s Transportation System. We appreciate the opportunity to be part of the process for determining strategies that guide how to make investments in the transportation system to achieve this vision.

To that end, we have had an opportunity to review the proposals that ODOT has presented to the Transportation Commission for allocation of available FAST Act funding. Together, we support the recommendation to continue investments that preserve the existing infrastructure. The new FAST Act provides sustained funding but no real increase in dollars. We need to think One Oregon and take care of the public investments we’ve made in our existing transportation system, and continue to make small strategic safety and operational improvements where possible. We support the recommended funding for cable barrier on I-84 and also the project on US97 in the Biggs Junction area to provide climbing lanes.

We also support the ODOT Region 4 strategy for making incremental investments in passing lanes for US 97 to address safety and operational needs as traffic volume and freight demands continue to increase within the corridor. We support ODOT’s recommendation for funding a passing lane just north of Crescent. We also request the OTC to continue supporting this strategy by considering additional funding to begin extending the existing one mile passing to two mile passing lanes. With the increase of speeds to 65 mph for cars and 60 for trucks, we see this as a high priority to making sure freight and other traffic can move safely and efficiently along the US 97 corridor – until the full 4 lane section can be constructed.

Our Area Commissions also understand the importance of Oregon’s Resiliency Plan, and the need to make transportation investments in preparation of a catastrophic event such as a Cascadia Earthquake. We also agree that while US 97 serves as an important corridor, both regionally and statewide, we also realize that it will be a vital route in seismic recovery efforts. We support the recommendation for funding seismic bridge work on north US 97, and would request that the OTC consider the additional funding to enable seismic resiliency work started between OR 58 Junction and the California border. As we know, the airports in Central Oregon will be critical to Oregon’s Cascadia recovery efforts, and having a viable highway corridor that links our airports and public resources that will coordinate in the recovery is equally important.

Sincerely,

Brad Winters
Lake County Commissioner
SCO ACT Chair

Alan Unger
Deschutes County Commissioner
COACT Chair

Gary Thompson
Sherman County Commissioner
LJDACT Chair

cc: Bob Bryant
Butch Hansen
Gary Farnsworth

DRAFT

Proposed Projects for 2015-2018 STIP

Projects in bold funded through FAST Act freight formula funds

Region	Project	Notes	Allocation
1	I-5 SB: Hwy 217 - I-205 auxiliary lane	Leverage with existing auxiliary lane project	\$13M*
	I-205 Stafford - Oregon City (development)		\$2.5M*
	I-5 Rose Quarter (development)		\$2.5M
2	I-5 NB third lane Commercial-Kuebler	Leverage interstate paving project	\$14.5M*
	I-5 add third lane Salem-Albany (development)		\$3.0M
3	I-5 NB climbing lane Roberts Mountain	Leverage interstate paving project	\$7.0M
	Sutherlin jurisdictional transfer of Hwy 138		\$2.4M
4	Hwy 97 Seismic I-84 – Hwy 58 (Bundles 1 and 2)	Leverage JTA savings at Biggs Junction; design funded	\$8.6M
	I-84 cable barrier	Comply with SB 921	\$3.5M
	Hwy 97 Crescent passing lanes	Savings from Hwy 97 Wickiup Junction project (2015-2018 Enhance Discretionary)	\$2.25M
5	I-84 cable barrier	Comply with SB 921	\$10.7M
	I-84 Ladd Canyon EB climbing lane	Leverage various Fix-It projects	\$7.4M*

*Project or phase not fully funded at this level; will seek additional funding from other sources.

Freight Projects Considered but not Selected

- I-205 Stafford to Oregon City PE/Design \$13M
 - I-5 Rose Quarter PE/Design \$12M
 - I-205 NB auxiliary lane at Sunnybrook \$15M
 - I-5 Widening Salem – Albany PE/Design \$15M
 - I-5 NB auxiliary lane I-205 – Nyberg \$5M
 - I-5 SB third lane Kuebler – Commercial \$25M
 - I-5 Southern OR climbing lanes \$10M
- Design for 11 climbing lanes



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

Date: March 3, 2016

To: Oregon Transportation Commission

[Original signature on file]

From: Matthew L. Garrett
Director

Subject: Agenda E – Allocation of additional federal funds from FAST Act

Requested Action:

Request approval to allocate additional federal funds from FAST Act programs in the 2018-2021 Statewide Transportation Improvement Program (STIP) and receive feedback on projects proposed to be amended into the 2015-2018 STIP.

Background:

The FAST Act authorizes federal highway, transit and safety programs through 2020, with small annual funding increases over the course of the bill. The funding levels in the FAST Act provide additional funding above the levels assumed when ODOT developed the 2015-2018 STIP and the 2018-2021 STIP. As a result, the Commission has the opportunity to program additional funding in both STIPs. Much of the additional funding coming to the Oregon Department of Transportation (ODOT) must be allocated to freight-related projects on high-volume, high-priority truck freight routes, primarily the Interstate.

2015-2018 STIP

ODOT proposed a list of projects to be amended into the 2015-2018 STIP, including both projects to be funded out of the state's allocation of National Highway Freight Program funds as well as projects funded from other sources (see attachment).

ODOT Region 4 and Region 5 managers have sought feedback from their respective Area Commissions on Transportation (ACTs) on the non-freight projects included on this list and will provide that information to the Commission; these projects are included on the consent calendar for this meeting.

ODOT intends to provide the entire list of projects to the ACTs and the Oregon Freight Advisory Committee (OFAC) to explain the decision-making process that led to selecting these projects and address questions and concerns. In order to meet federal requirements for obligating these funds the Oregon Transportation Commission (OTC) will be asked to amend the freight projects into the STIP no later than June 2016.

2018-2021 STIP

ODOT has proposed allocating \$196 million in additional unanticipated FAST Act funding as follows:

- \$77 million Fix-It Programs
- \$35 million Seismic Phase 1
- \$5 million ADA Ramps
- \$5 million Enhance Non-Highway
- \$49 million Freight
- \$25 million Strategic Investments

The allocations to Fix-It programs, ADA ramps, and Enhance Non-Highway add to existing allocations already approved by the commission in July 2015. Approval of this proposal in March will allow for project selection in Enhance Non-Highway and Fix-It programs to move forward on the existing timeline.

Projects in the Freight and Strategic Investment categories will be selected by the commission over the course of the next year in a process that seeks inputs on priorities from the ACTs and OFAC. The freight projects, which will be selected in conjunction with the Strategic Investment category, will come back to the commission as part of the update to the Oregon Freight Plan that is required before obligation of these funds. ODOT anticipates bringing the commission a draft of the proposed changes to the plan, including the investment strategy, no later than October.

In the near term, ODOT intends to use the Freight and Strategic Investment funds as match for an application under the federal Nationally Significant Freight and Highway Projects program, which will allocate \$800 million nationally this year to major projects through a competitive grant process. At this meeting ODOT will discuss potential opportunities to leverage significant federal funding through this program, which is currently soliciting applications.

Attachments:

- Attachment 1 – Proposed Projects for 2015-2018 STIP
- Attachment 2 – Proposed 2018-2021 STIP allocations

Overall funding to Oregon

Oregon Federal-aid Highway Program apportionments

