

OREGON TRANSPORTATION COMMISSION
ANNUAL WORKSHOP AND FORMAL MEETING AGENDA
October 13-14, 2016
Silverton, Oregon

Thursday, October 13

OTC Annual Workshop

*The Oregon Gardens, Main Lodge
895 West Main Street, Orchid Room
Silverton, Oregon 97381
(503) 874-2500*

- 9:00 AM** Agenda review and briefing session with ODOT staff in Lotus Room.
- 10:00 AM** *The OTC Workshop begins in Orchid Room.*
- 10:00 AM** **Workshop #1** – Joint Interim Committee on Transportation Preservation and Modernization Discussion (**60 mins.**, *JICTPM Co-Chairs Oregon State Representative **Caddy McKeown** and Oregon State Senator **Lee Beyer**; and Co-Vice-Chair Oregon State Senator **Brian Boquist***)
The leaders of the Joint Interim Committee on Transportation Preservation and Modernization will address the Oregon Transportation Commission (OTC) to summarize their committee’s work and plans for developing a funding package, as well as discuss what they need from the OTC. The OTC will provide its feedback and perspective about the funding package.
- 11:00 AM** **Workshop #2** – Multimodal Transportation Needs Dialogue (**30 mins.**, *Former Governor’s Transportation Vision Panel Co-chair **Gregg Kantor**, ODOT Region 1 Manager **Rian Windsheimer**, ODOT Highway Division Administrator **Paul Mather**, and ODOT Transportation Development Division Administrator **Jerri Bohard***)
The Oregon Transportation Commission will receive a series of presentations on multimodal transportation investments needed to maintain, improve and grow the multimodal transportation system, based on the priorities identified by the Governor’s Transportation Vision Panel. Topics will include Portland area congestion, the needs assessments undertaken for the Oregon Bicycle and Pedestrian Plan and the Oregon Public Transportation Plan, seismic and *Fix-It* needs. The presentations will set the stage for a discussion among the OTC on priorities.
- 11:30 AM** **Lunch – informal discussion (60 mins.)**
The Oregon Transportation Commission, the Oregon Department of Transportation staff, and invited attendees will pick up boxed lunch from Lotus Room and return to Orchid Room for an informal discussion with participants.
- 12:30 PM** **Workshop #2 continued** – Multimodal Transportation Needs Dialogue (**90 mins.**)
Continue to receive multimodal transportation needs presentations.

OREGON TRANSPORTATION COMMISSION
ANNUAL WORKSHOP AND FORMAL MEETING AGENDA
October 13-14, 2016
Silverton, Oregon

Thursday, October 13, (continued)

2:00 PM *Break (15 mins.)*

2:15 PM **Workshop #3** – Area Commission on Transportation (ACT) and Modal Advisory Committee Dialogue on Transportation Need (**90 mins.**, *ACT and Modal Chairs*)
The Area Commission on Transportation and Modal Advisory Committee chairs will provide their perspective about need in their region or mode in response to the presentations and comments from the Oregon Transportation Commission and Joint Interim Committee on Transportation Preservation and Modernization members.

3:45 PM **Workshop #4** - Area Commission on Transportation (ACT) and Modal Advisory Committee Dialogue on *ConnectOregon VI* project selection process. (**60 mins.**, *ODOT Transportation Development Division Administrator Jerri Bohard, ACT and Modal Chairs*)
The ACTs and Modal Advisory Committee chairs will provide feedback on the project selection process in *ConnectOregon VI* to identify potential areas of improvement, including legislative modifications and process improvements for the Oregon Transportation Commission to consider.

4:45 PM *Recess for the day*

Executive Leadership Dinner

*The Oregon Gardens, Main Lodge
895 West Main Street, Lotus Room
Silverton, Oregon 97381
(503) 874-2500*

5:30 PM The Oregon Transportation Commission and ODOT's senior executives will engage in a discussion about key opportunities and barriers for the agency.

- ***To achieve our goals as a state over the next 30 years, what actions do we need to take in the area of transportation?***

Fix It (maintain what we have) - Ensure the majority of state's roadways, bridges, and culverts remain in fair or better condition, and free of weight restrictions.

Freight Mobility - Ensure continued development of diverse and interlinked freight network of trucking, rail, air, marine examples:

- US 97 / UPRR / BNSF Corridor Investments along with the short lines... can Benefit I-5 & I-84 Corridors, also Bottlenecks/First & Last Mile, etc.
- Barging on Columbia for LIDACT
- Rapid Growth of Air transportation

Seismic Upgrades/Preparedness/Resilience – Region 4 examples - secured US 97 as Life-Line Route, Airport Capacity

Improve Travel Safety for All Users – Example for US 97/US 197, address Speed Limit Increase

Technologies – Adequately Prepare for Key Innovations (ITS) – Applies to all of the above, just as important for Rural as for Urban.

Active Transportation – Support Healthy Communities, Recreation, Tourism, Commute Options, etc. – All importation Values to our 3 ACTs in Region 4

Oregon's central region extends from the arid side of the Columbia River Gorge to the Klamath Basin along the California border. Here in the rain shadow of the Cascade Mountains, landscapes are vast and the sun shines over 300 days a year. The open and varied landscape makes the region a great area for ranching, outdoor recreation, forestry, and a growing tech industry.

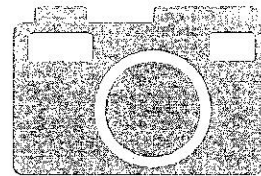
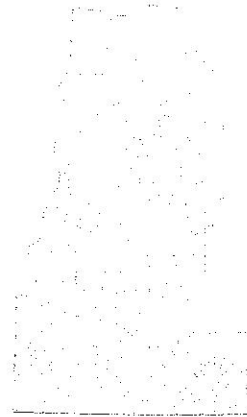
Central Oregon and the Columbia River Gorge are two of Oregon's biggest tourist destinations. Each year, tourism in the greater Bend area brings in over \$700 million and supports over 8,000 local jobs. The region as a whole is experiencing the state's fastest growth in tourism, with a 17.5% increase in overnight lodging in the Columbia Gorge region and a 10% increase in the greater Bend area over the past year. Visitors come to enjoy the region's abundance of skiing, biking, hiking, hunting, fishing, windsurfing, and natural history. They also come to visit its nationally renowned breweries. As of 2015, Central Oregon boasted over 31 breweries, and this number is expected to grow.

Along with booming tourism and service industries, the central region enjoys strong high-technology business clusters, with large companies such as Google and Facebook opening and expanding data centers in the region, and small companies taking advantage of the region's educated and entrepreneurial workforce.

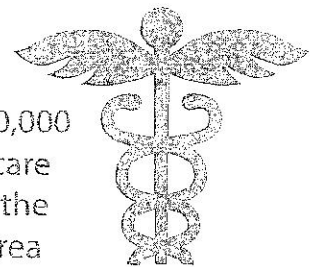
From the Columbia River to the border of California, healthcare and medical services are a growing part of the area economy. Healthcare employs over 10,000 people in the central part of the region, and St. Charles Medical Center is the largest private employer in the Bend area. Hospitals such as Mid-Columbia Medical Center in The Dalles and Sky Lakes Medical Center in Klamath Falls are also major employers in their communities and serve as regional medical hubs.

Manufacturing, lumber, and agriculture continue to be important industries for the region. In Klamath County, JELD-WEN Windows and Doors employs over 1,000 county residents and over 2,000 Oregonians statewide. In the central part of the region, Les Schwab Tire Center employs over 880 people. To the north of the region, Wasco County is a leader in agriculture and is the second biggest producer of cherries in the nation.

Wind energy



17.5% INCREASE
in overnight lodging in the
Columbia Gorge region



Over 10,000
healthcare
jobs in the
Bend area



Central Oregon

Each year, tourism in the greater Bend area brings in over **\$700 million** and supports over **8,000 local jobs**

42% of state roads in Central Oregon have **pavement** that is in **fair or poor condition**

Challenges

A major challenge for the region is the ability of Highway 97 to serve central Oregon communities and growing freight demand. In 2014, the highway saw a 25 percent increase in freight traffic coming from California. This increase in freight traffic is coupled with a booming population in the Bend area that is straining the corridor's capacity and creating safety and maintenance challenges.

Central Oregon and its transportation infrastructure will be important for the state's seismic resiliency. The region will be the staging ground for the state's emergency response and economic recovery efforts in the wake of a Cascadia Subduction Zone event. Highway 97 will likely serve as the primary corridor to move commodities as Oregon's economy gets back on its feet. At the same time, the Redmond Airport will be the staging ground for emergency response and supplies flown into the Willamette Valley and the Oregon Coast. However, the region's current infrastructure is not stout enough to support this level of response.

Rockfall Areas on US 97

The road system is also stressed by the region's harsh weather and growing population, both of which accelerate wear and tear on roads and bridges.

Much of Central Oregon is growing rapidly without the resources needed to meet demand for transit. Transit providers such as Cascades East Transit serve a growing senior population across a large geographic area with a lower population density. In order for the central region to continue to attract a talented labor pool, support livable communities, and promote its thriving tourism economy, a reliable and integrated transit, bicycle, and pedestrian network is necessary.



Priorities

Energy

Central Oregon communities from Klamath Falls to Biggs Junction recognize the need for a safe, reliable, and resilient Highway 97 that is adequate to move freight and support recovery efforts in the wake of a Cascadia Subduction Zone event.

Aviation

Rural airport enhancements are vital to Central Oregon's economies. These airports are critical to respond to forest fires and to support industries such as OHSU's rural campus in Klamath Falls. Additionally, investment in Redmond Airport is an essential part of Oregon's seismic preparedness efforts.

Recreation and transportation facilities

From the Historic Columbia River Highway State Trail in the Columbia Gorge to the OE & C Woods Line State Trail in Klamath Falls, Central Oregon community members recognize the value that bicycle and hiking tourism brings to the region. Investments should aim to improve safety and reduce roadway conflicts through better separation. They should also support walkable urban centers like Bend's central business district.

Transit

Central Oregon has a low population density but a significant need for transit across a large service area. As the region grows, workers, students, seniors, and people with disabilities increasingly rely on intercity transit service that connects bedroom communities to cities, medical facilities, colleges, and major employment centers.

Inland ports

The potential establishment of an inland port in Central Oregon is seen as economically beneficial for businesses that move freight.

Columbia Gorge river, road, and rail corridor

The multimodal transportation corridor that connects the east end of the Columbia Gorge with major population centers in the Willamette Valley is a critical asset to the region. Investments must be made to ensure that this corridor's river, road, and rail transportation system is resilient to a seismic event.

Bicycle tourism

Transportation and tourism are natural partners. Many visitors travel through Oregon to enjoy its natural beauty. One of the best ways to experience Oregon's scenery and rural communities is by bike. Whether you're into road biking, mountain biking or in-town cruising, Central Oregon has the trails and bike paths to suit your cycling.

Oregon has the only Scenic Bikeways program in the nation. To date, 12 Oregon Scenic Bikeways have been designated, totaling over 860 miles. Central Oregon is home to five of these designated Oregon Scenic Bikeways, totaling over 286 miles.

“Bicycle recreation spending supports approximately 270 full and part-time jobs, with earnings of \$5.7 million, and generating over \$900,000 in state and local tax receipts.”

- Columbia River Gorge Bicycle Recreation Economic Impact Forecast, 2014

LJDACT DRAFT 2018-21 NEW PROJECTS

WORK TYPE	PROJECT NAME	COUNTY	STIP Description/Comments	COST \$
BRIDGE PRES	US 197: THE DALLES BRIDGE #06635Q	WASCO	Bridge Deck Replacement, WSDOT share is 50%	\$ 36,905,000
BRIDGE PRES	US 26: OVER BRIDGE CREEK #07486	WHEELER	Design shelf ready plans for bridge replacement	\$ 255,000
BRIDGE PRES	US 26: OVER CLEAR CREEK #02204	WASCO	Design shelf ready plans for bridge replacement	\$ 255,000
CULVERT PRES	US 26: WARM SPRINGS HIGHWAY	JEFFERSON WASCO	Repair or replace critical and poor culverts on the route	\$ 755,000
CULVERT PRES	I-84: COLUMBIA RIVER HIGHWAY	HOOD RIVER WASCO SHERMAN GILLIAM	Repair or replace critical and poor culverts on the route	\$ 697,000
OPERATIONS	REGION 4 TRANSIT SUPPORT	VARIOUS	To Transportation Options and Transit	\$ 1,031,837
OPERATIONS	US 97/OR 58 ROCKFALL	WASCO JEFFERSON DESCHUTES	Unstable slopes and rockfall remediation Preparing corridor for <u>Seismic Resilience</u> - Lifeline route	\$ 4,975,444
OPERATIONS	LOWER JOHN DAY ITS PRIORITIES • Shaniko RWIS (\$120k) • Rufus VMS (\$988k) • US 97 SB @ Biggs (\$900k) • Hood River VMS (\$990k)	VARIOUS	ITS upgrades including variable message signs and remote weather info system install	\$ 2,008,000
OPERATIONS	REGION 4 ROCKFALL	VARIOUS	R4 rockfall and slide mitigation	\$ 300,000
OPERATIONS	REGION 4 MATERIAL SOURCE	VARIOUS	R4 material source development	\$ 500,000
OPERATIONS	R4 SIGNAL UPGRADES	VARIOUS	Install ADA compliant curb ramps and push buttons at traffic signal intersections. Transition signal controllers to the ATC (Advanced Traffic Controller) standard.	\$ 1,000,000
PRES/SAFETY/ROCKFALL/ENHANCE	US26: WARM SPRINGS CORRIDOR	JEFFERSON	Pavement Preservation/Safety/Rockfall/Multi-use Trail/Signing	\$ 7,686,000
PAVEMENT PRES	US 97: SHANIKO - US 97/197 JCT	WASCO	Pavement preservation	\$ 5,995,000
PAVEMENT PRES	I-84: SWANSON CANYON - ARLINGTON	GILLIAM	Pavement preservation	\$ 14,000,000
SAFETY - HOT SPOT	STATE HWY ARTS (US 97)	VARIOUS	Safety improvements including: curve signs, delineators, intersection signs, systemic signal upgrades, illumination, median barrier, high friction surface, clear zone, Right turn lanes and rumble strips	\$ 2,219,000
SAFETY - HOT SPOT	ARTS PROJECTS IN WASCO COUNTY (US 197, US 97, Local)	WASCO	Including The Dalles: 6TH St - Hostetler Way Including Wasco County: Wamic Market Rd: Tygh Valley, OR-Wamic, OR & Seven Mile Hill Rd: Dry Creek Rd - Chenoweth Rd Curve signs, delineation, striping and intersection signs	\$ 855,000
SAFETY	R4 SAFETY 18-21	VARIOUS	Pooled funds to cover overruns and ADA compliance	\$ 521,037
ENHANCE BIKE-PED	CONDON PEDESTRIAN ACCESS	GILLIAM	Replace and construct new sidewalks and crosswalks including ADA compliant curb ramps	\$ 545,000
ENHANCE BIKE-PED	MOSIER BIKE/PED STREETScape	WASCO	Construct Bike lanes, sidewalks and crosswalks	\$ 555,500
				\$ 81,058,818