

Date: January 10, 2008

To: Central Lane Metropolitan Policy Committee

From: Sonny Chickering, ODOT Area 5 Manager

Re: ODOT Monthly 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 42<sup>nd</sup> 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 52<sup>nd</sup> St. and Hwy. 126 Business (Main St.).

The second issue concerned the visibility along Hwy. 126 Business, east of 42<sup>nd</sup> 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, under “Additional Links” at:

[www.oregon.gov/ODOT/HWY/Region2PD/Area5\\_Information.shtml](http://www.oregon.gov/ODOT/HWY/Region2PD/Area5_Information.shtml) .

*<please note that the draft document will not be posted to this web page until January 8 when the document is released to the public>.*

## **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<sup>th</sup> 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 is available at [www.oregon.gov/ODOT/COMM](http://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](http://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.