



MEDFORD CITY COUNCIL STUDY SESSION
Strategic Plan Review/Goal Setting

February 12, 2015
Noon

Medford Room, City Hall
411 W. 8th Street, Medford

AGENDA

1. RVACT Transportation Goals – Mike Montero
2. ODOT Projects Update – Art Anderson & Mike Baker

9.1 Construction STIP Eligibility Criteria and Prioritization Factors for the Modernization, Preservation, and State Bridge Programs

Eligibility Criteria for Modernization, Preservation, and State Bridge
<p>A project may be eligible for funding if it:</p> <ul style="list-style-type: none">• Is identified as a need in a management system, where applicable.⁸• Is consistent with the applicable acknowledged transportation system plan (TSP) or, in the absence of an applicable acknowledged TSP, the applicable acknowledged comprehensive plan and any applicable adopted TSP.⁹

Prioritization Factors for Modernization, Preservation, and State Bridge
<p>Priority shall be given in the Construction STIP to projects that:</p> <ul style="list-style-type: none">• Implement the Oregon Highway Plan Major Improvements Policy (Policy 1G, Action 1.G.1).¹⁰• Implement Oregon Highway Plan Policy 1B: Land Use and Transportation including support for applicable land use plans and support for sustainable urban development.¹¹• Support state and local economic development plans and goals.¹²• Support freight mobility.¹³• Improve the safety of the transportation system.¹⁴• Support environmental goals and greenhouse gas reduction targets.¹⁵• Leverage other funds and public benefits.¹⁶• Are ready to go to construction within the four years of the STIP.¹⁷



EXECUTIVE SUMMARY
OREGON
TRANSPORTATION OPTIONS PLAN
Oregon Department of Transportation





The complete Draft Transportation Options Plan and supporting materials can be found at the project website:

<http://www.oregon.gov/odot/td/tp/pages/toplan.aspx>

EXECUTIVE SUMMARY

The Oregon Transportation Options Plan provides a vision for Oregon residents, employees, and visitors to access a safe, affordable, and efficient transportation system.

Oregon ranks among the top states to walk, bike, ride transit, telecommute, and share rides. Today, people are choosing to use these transportation options to improve their health and wellness, promote environmental benefits, reduce costs of living and travel cost, and make more productive use of travel time. Oregon recognizes that the economic vitality and well-being of residents, businesses, and visitors are enhanced by a balanced and complete transportation system. The Oregon Transportation Options Plan is a step toward ensuring that Oregon communities are prosperous, enjoyable, and healthy places to live; places where people of all ages and abilities benefit from active, shared transportation options.

VISION FOR THE OREGON TRANSPORTATION OPTIONS PLAN



Oregon's state, regional, and local transportation systems provide travelers of all ages and abilities with transportation options to access goods, services, and opportunities needed across the state. Public and private investments in a range of transportation options strategies, programs, and services provide travel choice for Oregonians and improve the efficiency with which people and goods move through the transportation system. People in Oregon have greater opportunities to travel and can readily access information to choose the options that best meet their transportation needs, budget, and preferences. By using efficient transportation options, people improve the economic, human, community, and environmental health in their communities.



WHAT ARE TRANSPORTATION OPTIONS?

Transportation options strategies, programs, and investments create choice in our state and local transportation systems, allowing people to bike, walk, take transit, drive, share rides, and telecommute.

WHAT IS THE TRANSPORTATION OPTIONS PLAN?

The Oregon Transportation Options Plan provides policy guidance for state and local partners to enhance and expand transportation access for all Oregonians while ensuring that transportation investments are efficient and support broader community goals such as growing the economy and improving personal and environmental health. The Oregon Transportation Options Plan:

- Identifies opportunities to expand transportation choices
- Looks to increase funding opportunities for transportation options programs and investments
- Provides information to better integrate transportation options into local, regional, and state transportation planning

Policies, strategies, and programs described in the Oregon Transportation Options Plan promote efficient use of existing transportation system investments, reducing reliance on the single-occupancy vehicle and facilitating use of walking, biking, transit, and rideshare. While transportation infrastructure and operations are critical to the success of a balanced transportation system, this Plan focuses on the programs, strategies, and investments that support the efficient use of transportation infrastructure.

WHAT ARE THE BENEFITS OF TRANSPORTATION OPTIONS?

The Oregon Transportation Options Plan promotes an efficient, reliable, and affordable transportation system to support Oregon's growing population and economy. Historically, the purpose of transportation options programs and strategies (also referred to as "transportation demand management") has been to reduce reliance on single-occupancy vehicle travel during the busiest times of day through strategies such as carpooling, high-occupancy vehicle (HOV) lanes, and other congestion mitigation strategies. This Plan recognizes that the benefits of transportation options extend beyond the traditional definitions of "managing transportation system demand" or "reducing peak period traffic congestion." Transportation options programs, strategies, and investments affect how Oregonians in all regions of the state travel, where they choose to live, and their overall health. Providing transportation choices to residents, employees, and visitors contribute to the outcomes listed below.

- **Efficiency:** Maximize transportation system efficiency by increasing capacity of existing infrastructure
- **Reliability:** Manage system congestion and improve the reliability of transportation for people and goods

- **Reduced cost:** Reduce transportation costs for system providers, operators, travelers, and the general public
- **Access:** Provide travel opportunities for those who may not otherwise be able to access needed information, goods, and services
- **Other community goals:** Support state, regional, and local goals related to economy, environment, community, and public health by providing transportation choices

Example Transportation Options Programs and Investments

Transportation options programs and investments facilitate the use of biking, walking, taking transit, sharing rides, and telecommuting. Example programs and investments are provided below.

- Individualized marketing campaigns expand awareness of transportation options by targeting neighborhood, corridor, or employment sites with individualized marketing materials to encourage people to use alternative modes.
- Statewide campaigns improve awareness and use of transportation options through a promotional mix of paid media, educational information, and on-the-ground outreach.
- Rideshare requires both in-person and online resources to coordinate carpool and vanpool ride matches.
- Soft infrastructure includes investments outside of the street right-of-way that help travelers take transit, bike, and walk. Examples include bicycle parking, bicycle racks on buses, onsite showers at the workplace, and transit stop amenities including benches, lighting, and real-time information.
- Incentive programs provide a subsidy or added benefit for program participants to encourage the use of alternative transportation modes. In exchange for logging their trips, which provides useful data for planners and government officials, program participants are eligible for incentives.
- Safe Routes to School programs involve parents, school districts, planners, and health officials to improve health, reduce childhood obesity, decrease traffic congestion, improve air quality, and enhance neighborhood safety.
- Community events such as Sunday Streets allow residents to try a new mode of transportation in a safe, supportive environment.
- Print and web resources provide tools to access transportation options information and understand transportation costs.

A critical component of successful transportation options programs is the trained staff working hands-on in communities to disseminate information and educate travelers.



The Portland SmartTrips program provides individualized marketing materials to residents in targeted neighborhoods.

Source: City of Portland



The Bend Commute Options Rewards Program works with employers to expand the number of employees walking, biking, taking transit, and sharing rides.

Source: Bend Commute Options Program



Using the statewide Drive Less. Connect. tool, Community Connection of Northeast Oregon promotes rideshare in Baker, Union, and Wallowa counties.

Source: Nelson\Nygaard

Note: Chapter 2 of the Transportation Options Plan provides detailed documentation of transportation options programs in Oregon.



WHAT IS THE POLICY FRAMEWORK?

State transportation policies, programs, and investments are guided by the Oregon Transportation Plan (OTP), last updated in 2006.¹ The OTP is a 25-year plan required by Oregon and federal statutes. It provides a multimodal policy framework for prioritizing transportation programs, improvements, and funding. The OTP is complemented by several statewide transportation modal and topic plans that further define and implement the OTP.

The need for an additional topic plan – the Oregon Transportation Options Plan – was identified in response to increasingly diverse transportation needs of Oregon residents and the need to plan for a multiplicity of new transportation modes and programs being introduced by public and private sector providers. This Oregon Transportation Options Plan has been developed under the policy foundation provided by the OTP.

WHO PARTICIPATED IN THE PLAN PROCESS?

The Transportation Options Plan solicited input from a diverse mix of Oregon stakeholders through a variety of methods:

- **Policy Advisory Committee (PAC):** The PAC represents a broad range of community interests statewide and served as a key conduit of stakeholder input. The PAC was comprised of 16 people representing a diverse set of perspectives, including: the Public Transit Advisory Committee, Transportation Options Group of Oregon, MPO/local jurisdictions, freight, public health, active transportation, development community, human services/medical ride brokerages, technology, Area Commissions on Transportation (ACT), and ODOT Rail and Public Transit Division, among others.
- **Stakeholder Interviews:** Early on in the process, the project team met with more than 50 ODOT internal agency and external stakeholders to document existing conditions information and current and future opportunities and challenges for transportation options.
- **Focus Groups:** Seven focus groups were conducted to tap the insight and knowledge of issue-based experts on the Plan’s proposed policies and strategies. Focus group topics included: human services, safety, technology, return on investment, car/ride/bikesharing, outreach and education, and health.
- **Website:** The Oregon Transportation Options Plan project website provides key project information, an overview of the planning process, meeting dates, public involvement opportunities, a library of technical memos, the mechanism to sign up for project updates, and opportunities to directly email project staff.

WHY DO WE NEED THIS PLAN?

During the next 25 years, Oregon's population is expected to increase by nearly 30 percent – more than one million additional people will be using Oregon's transportation system. The purchasing power of each dollar raised to fund transportation is diminishing. At the same time, operating, maintenance, and replacement costs of aging infrastructure is placing pressure on transportation budgets.



Source: State of Oregon Office of Economic Analysis Long-Term Oregon State's County Population Forecast, 2010-2050

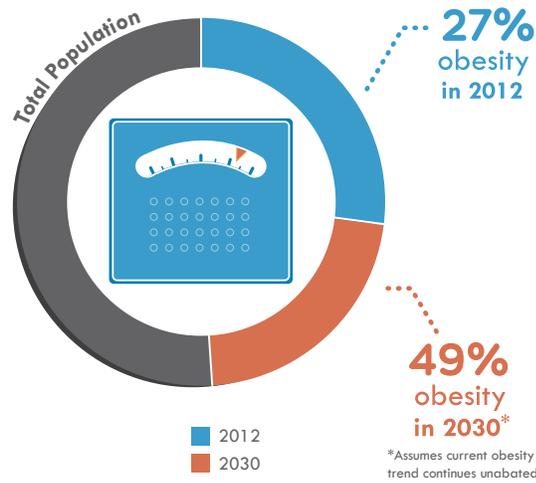
Transportation options strategies can provide critical mobility and access for more people with less per capita transportation spending. A number of other trends emphasize the importance of the Oregon Transportation Options Plan, including:

- **Growing economy:** With a growing population and economy, Oregon depends on an efficient, reliable, and affordable transportation system. Expanded transportation options are needed particularly during times of peak travel to maintain competitive commute times, retain and attract businesses, and support efficient movement of freight.
- **Doing more with less:** Oregon's ability to invest in significant new capacity is challenged both by the lack of space to expand roadways and the reduced buying power of transportation funding, requiring jurisdictions to think more broadly about moving people and goods efficiently. The Oregon Department of Transportation and its local partners face long-term funding challenges that will limit their ability to preserve and improve the transportation system in the coming years. The Transportation Options Plan provides guidance for cost-effective strategies to improve the efficiency and use of the existing transportation system.
- **Aging Baby Boomer population:** By 2035, nearly one-quarter of Oregonians will be over the age of 65. As Baby Boomers reach retirement, there is a renewed need for expanded transportation options for older adults. While many Baby Boomers will continue to drive, research suggests that many will rely on new and diverse opportunities to travel without having to drive alone.
- **Changing transportation preferences:** Transportation preferences among younger generations are changing – young adults are driving less and many show a clear preference for options to bike, walk, and take transit.

The millennial generation² is the first generation in decades that drives less than their parents and the number of young people with a driver's license is declining.³ Mobile technologies have changed how this generation connects with their peers, how and where they choose to live, how they work, and consequently how they travel.

- **Increasing public health concerns:** The obesity epidemic is a rising concern both nationally and at the state level. Obesity in Oregon has been increasing for decades. Today, 27 percent⁴ of the Oregon population is obese; by 2030, if current trends continue, this is projected to nearly double to 49 percent. Awareness of public health and its relationship to active transportation is increasing. Nationwide and in Oregon, efforts are on the rise to increase the use of active transportation to help curtail this trend. Public health is also directly related to transportation safety; reducing crashes and incidents contributes to public health.

Oregon's Rapidly Rising Obesity Rate



Between 2012 and 2030, the percent of obese adults in Oregon is projected to increase from 27 percent to 49 percent.

Source: (1) 2012 data: Centers for Disease Control and Prevention. Prevalence of Self-Reported Obesity Among U.S. Adults, 2012, and Trust for America's Health. (2) 2030 projection: Trust for America's Health. *F as in Fat: How Obesity Threatens America's Future.*

- **Supporting state environmental goals:** Transportation is inextricably linked to the state's goal of reducing greenhouse gas emissions to levels that are at least 75 percent below 1990 levels by 2050.⁵ The *Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Reduction* points to transportation options programs and investments as one of the key activities that will achieve the state emissions reduction goal. Transportation sources make up more than 30 percent of Oregon's greenhouse gas emissions⁶ and are expected to increase to more than 40 percent by 2025 without action.
- **Growth in personal technology:** Reliance on technology is increasing at an unprecedented pace and provides an opportunity to expand the availability and use of transportation options.

WHAT ARE THE GOALS?

The Oregon Transportation Options Plan includes a vision and set of goals, policies, and strategies to guide state, regional, and local partner investment and policy direction for transportation options programs. The Oregon Transportation Options Plan goals include:



Goal 1: Safety

To provide a safe transportation system through investments in education and training for roadway designers, operators, and users of all modes.

This goal includes policies and strategies that support safety education, training, and programs for users of all modes.



Goal 2: Funding

To establish an optimized transportation system with funding for transportation options equally considered with other programs at the state, regional, and local levels, with strategic partnerships that support jurisdictional collaboration, and with public and private sector transportation investment.

This goal includes policies and strategies that support equal consideration of transportation options through reliable and responsive funding.



Goal 3: Accessibility

Expand the availability, information, and ease of use of transportation options, improving access to employment, daily needs, services, education, and travel to social and recreational opportunities.

This goal includes policies and strategies that support the availability of information and ease of using transportation options.



Goal 4: Mobility and System Efficiency

To improve the mobility of people and goods and the efficiency of the transportation system by managing congestion, enhancing transportation system reliability, and optimizing transportation investment through transportation options.

This goal includes policies and strategies that support the role of transportation options in managing congestion, improving reliability, and optimizing investment.



OPPORTUNITIES TO GROW TRANSPORTATION OPTIONS FUNDING

Reliable and responsive transportation options funding is needed to develop robust transportation options programs at the state, regional, and local levels. Funding opportunities include:

- Incorporate transportation options in capital project development
- Develop transportation options criteria in project selection
- Incorporate transportation options programs and investments into the construction phase of large capital projects
- Integrate transportation options into the development review process
- Partner with the private sector including employers, the health sector, and human service agencies to leverage funding

“Transportation options should be viewed as an all-encompassing set of strategies to be incorporated into all levels of transportation planning and investment instead of being an afterthought.”

-Phil Warnock, Cascades West Council of Governments



Goal 5: Economy

To enhance economic vitality by supporting job creation and retention, decreasing household spending on transportation, supporting vibrant local businesses, and helping goods move reliably.

This goal includes policies and strategies that support transportation cost savings, system reliability, and employer programs.



Goal 6: Health and Environment

To support healthier natural and built environments by developing and promoting transportation options that reduce the environmental impacts of motorized travel and allow more people to incorporate physical activity in their daily lives.

This goal includes policies and strategies that support the reduction of environmental impacts and improvement of health through transportation options programs.



Goal 7: Land Use and Transportation

To ensure land use planners, developers, and decision makers have transportation options tools and strategies to implement livable development patterns by supporting the availability, access, and co-location of transportation options.

This goal includes policies and strategies that support land use and transportation integration.



Goal 8: Coordination

To work collaboratively with public and private partners to integrate transportation options into local, regional, and state planning processes, operations and management, and investment decisions.

This goal includes policies and strategies that expand partnerships to implement transportation options programs.



Goal 9: Equity

To support the diverse transportation needs of people of all ages, abilities, income levels, and ethnicities throughout Oregon.

This goal includes policies and strategies that support diverse transportation needs.



Goal 10: Knowledge and Information

To provide Oregonians and visitors with easily accessible information about the full range of transportation options available to them, to improve the customer experience through increased human capital, and to help customers match options with individual travel needs.

This goal includes policies and strategies that support accessible information and staff resources to effectively implement transportation options programs.

“**Transportation Options programs are inherently people-oriented, whether it’s teaching a child how to be a safer pedestrian or helping an elder learn how to ride the bus for the first time. The experience of trying a new form of transportation matters. We have to think about how the mode will be perceived and provide the best customer service possible.**”

-Paige Townsend, Rogue Valley Transportation District



PERFORMANCE MEASURES

Performance measures serve as a way to report back to stakeholders and the general public on the results of policy and investment choices. Draft performance measures include:

- Number of transportation options staff per capita⁷
- Motor vehicle miles traveled per capita⁸
- Percent of trips that use a mode other than driving alone during the peak hour⁹

HOW DO WE MOVE THE PLAN FORWARD?

Implementing the Oregon Transportation Options Plan will require a concerted and sustained effort by state, regional, and local agencies, and the private sector.

Investment Principles

The Transportation Options Plan process identifies a critical need to establish responsive and reliable funding for transportation options programs at the state, regional, and local levels. A number of opportunities exist to expand funding by integrating transportation options into existing transportation planning processes and identifying and leveraging new sources of funding. The investment principles listed below help identify opportunities to expand funding and guide investment in transportation options programs and policies at the state, regional, and local levels.

- Provide transportation options strategies and programs equal opportunity in state, regional, and local funding processes.
- Promote transportation options as a solution to transportation problems.
- Support research efforts to justify continued and increased investment in transportation options.
- Integrate transportation options into transportation project planning, development, design, and implementation.
- Create reliable and responsive funding for transportation options.
- Grow funding through public, private, and institutional partnerships.
- Investigate opportunities for advancement of transportation options through new technologies.
- Recognize the importance of investing in staff resources to conduct direct outreach to transportation system users.
- Recognize that the level and type of transportation options investment will vary in different regions of the state.

IMPLEMENTATION PARTNERS

The success of the Oregon Transportation Options Plan requires strong partnerships across State of Oregon agencies and regional and local partners and the private sector. The figure below provides an overview of who the partners are and what their role is in implementing the Plan.

IMPLEMENTATION PARTNER	KEY ROLE
Oregon Department of Transportation (ODOT)	Promote and implement transportation options programs, explore funding opportunities, coordinate technical information, convene local providers, communicate the benefits of transportation options, evaluate and justify investment, monitor statewide performance, coordinate internal transportation options at ODOT, and collaborate with external partners to advance implementation of programs, investments and strategies.
Other State agencies (Departments of Environmental Quality, Human Services, Land Conservation and Development, Public Health, Veterans Affairs, and State Lands)	Coordinate to create supportive transportation options policies and programs.
Local and regional policy makers	Support transportation options in local and regional planning efforts (including Transportation System Plans, Comprehensive Plans, etc.) to help prioritize transportation options programs.
Street designers, traffic engineers, land use planners	Develop safe multimodal transportation systems and communities that support all modes of transportation.
Local transportation options providers	Offer direct connections to local transportation markets and services across the state.
School districts	Promote transportation options through education and outreach campaigns at schools.

IMPLEMENTATION PARTNER	KEY ROLE
Technology sector	Foster partnerships with developers to create cutting-edge applications that deliver real-time information, multimodal trip planning for web and mobile devices, and ridesharing tools.
Health sector	Research the connection between health and transportation to justify investments in active transportation; advocate for and fund transportation options programs and investments.
Employers	Explore direct outreach, vanpool or transit pass subsidies, and supportive infrastructure to increase travel options to and from the worksite.
Developers	Encourage the use of transportation options through design including how the building is oriented to the street, where the building is located in terms of proximity to other services, and the availability of sidewalks, bicycle connections, safe access to transit, and preferential parking for carpools or vanpools; provide amenities on site, such as secure and covered bicycle parking.
Private vendors	Ensure that transportation options products are continually evolving and marketed to the appropriate audiences.
Freight stakeholders	Support the use of transportation options recognizing that it will take auto trips off major freight routes and can benefit the bottom line for freight haulers, ensuring manufacturers, retailers, grocers, and other businesses have the goods they need to keep the economy moving.

CONCLUSION

The Oregon Transportation Options Plan provides a vision for Oregon residents, employees, and visitors to access a safe, affordable, and efficient transportation system. Whether in downtown Portland or in the small coastal community of Yachats, transportation choices to access jobs, goods, services, and recreation are a necessity. This Plan sets the stage for the State and its public and private and regional and local partners to respond to changing transportation needs, a strained funding environment, and the opportunity for transportation options to support economic, environmental, and community health in Oregon.

ENDNOTES

1. The Oregon Transportation Plan, adopted by the Oregon Transportation Commission, is the statewide policy document guiding transportation decisions and investments. The OTP is the umbrella policy plan that fulfills the statutory planning requirement for the Oregon Transportation Commission.
2. The “millennial generation” is defined as people born between 1977 and 2003.
3. According to the Federal Highway Administration, from 2000 to 2010, the share of 14 to 34-year-olds without a driver’s license increased from 21 percent to 26 percent. Federal Highway Administration, Highway Statistics 2010—Table DL-20, September 2011.
4. Center for Disease Control. Prevalence of Self-Reported Obesity Among U.S. Adults. 2012.
5. Oregon Revised Statute 468A.205.
6. Oregon Department of Transportation. Oregon Statewide Transportation Strategy. 2012.
7. A transportation options staff person is defined as a staff person who promotes the use of transportation options and provides transportation options information and education to the community. Staff may be located in local or regional governments (city, council of governments, or metropolitan planning organizations), transit agencies, or non-profit organizations.
8. Vehicle miles traveled is an effective indicator of a host of important transportation options outcomes, including system efficiency, household transportation cost, and vehicle source emissions.
9. It has been noted that members of the Transportation Options Plan Policy Advisory Committee desire to track the percent of trips that use a mode other than driving alone for all types of trips (not just those during the peak hour). The Implementation Phase of the Plan will explore this concept further.

Oregon 62 Corridor Expressway

What's the Problem?

Increasing traffic in the corridor is causing safety and congestion problems on the highway. Through traffic - about 45% of all traffic - is hindered, especially in the commercial/business area. Several intersections have crash rates far above the average.

What does ODOT plan to do?

Improve the corridor for all transportation modes, including building an expressway from Poplar Drive, diverging north along the old Medco Haul Road, over Vilas Road, ending at a signal near Corey Road. Traffic bound for the commercial areas would continue as it does today.

This project, officially known as the Oregon 62: I-5 to Dutton Road project has two funded phases - the first is from near Poplar Drive to south of Vilas Road, the second phase continues on over Vilas Road and ends at Corey Road, and the third will include multimodal components such as Park and Rides, signal prioritization and sidewalks.

The Environmental Impact Statement examined the entire corridor from I-5 to north of White City. The Final EIS and Record of Decision were released in May 2013. Between the Draft EIS and FEIS, the project team conducted a value engineering study which kept the anticipated project cost within budget.

Key Features - Jobs and Transportation Act phases

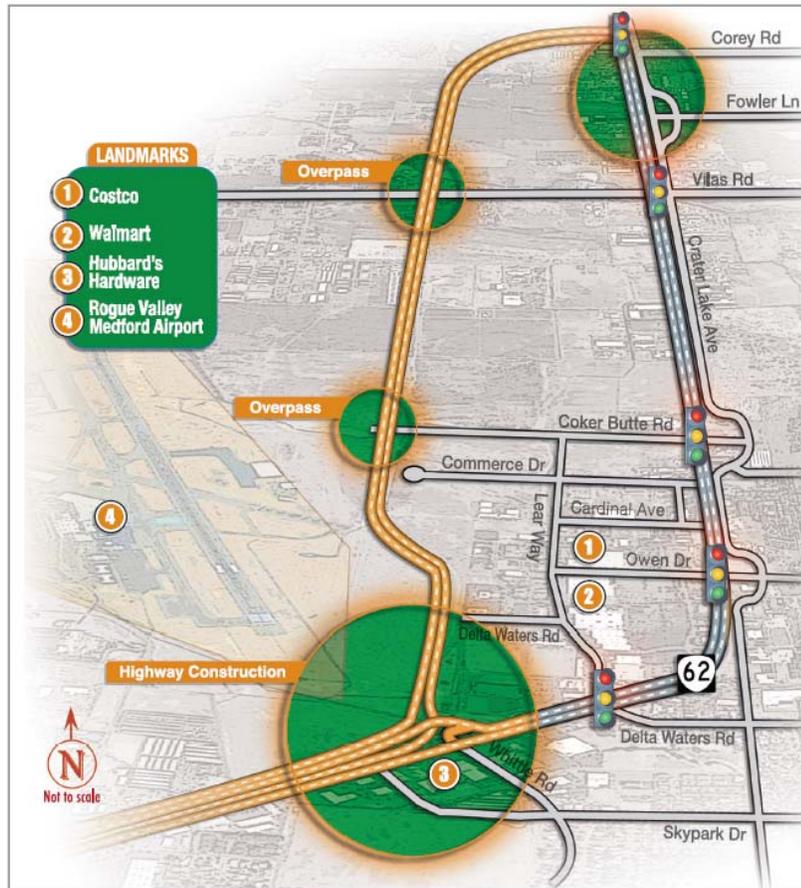
- Four lane expressway with a directional interchange at the south end, a bridge over Vilas Road (no ramps), and end with a signal near Corey Rd.
- A multi-modal component is planned concurrent with Phase II which may include possible park and ride facilities, express bus lane, signal prioritization for transit, etc.
- Neighboring property owners are offering right of way so east airport access will be built at Coker Butte Road instead of Commerce Drive.
- Bike and Pedestrian improvements will be accommodated in the corridor.



Southwest Oregon Region Current Projects

Building Oregon's Economy through Transportation Investment

Oregon 62 Corridor Expressway



Funding:

The 2009 Oregon Legislature approved the Jobs and Transportation Act providing \$100 million of the approximate \$120 million for the first two phases. Entire corridor project cost is estimated at more than \$400 million.

Timeline

- Phase 1 bids in March 2015, with construction beginning this summer.
- Phase 2 bids in February 2016, with construction beginning later that spring.
- Improvements are expected to be finished by 2018
- A Phase 3 is anticipated to bid concurrent with Phase 2 and will include multimodal items.

Complete corridor funding, both the north and south ends, as denoted in the FEIS, is uncertain.

Need More Information

Gary Leaming
Project Information Specialist
541-774-6388
Gary.W.Leaming@odot.state.or.us

Richard Randleman
Project Leader
541-864-8828
Richard.Randleman@odot.state.or.us

Project Website: [-http://www.oregon.gov/ODOT/HWY/REGION3/hwy62_index.shtml](http://www.oregon.gov/ODOT/HWY/REGION3/hwy62_index.shtml)

I-5 Siskiyou Rest Area-Welcome Center

Project Budget
\$11.8 million

Project Location
I-5 MP 12.5-13.3
Northbound

Bid Let:
June 2015

Construction:
Summer 2015- Fall 2016

What's ODOT going to do?

This project will be built in two phases and will be managed and bid as separate projects.

- Phase 1 will construct the ramps, roadway, parking area and other infrastructure.
- Phase 2 will include the rest area and welcome center facilities.



Late last fall, the agency let a small contract to extend the irrigation/drainage pipes from the west side of the interstate across ODOT property to the east. A right of way fence is also being built.

The facility will feature 'Cascadia'-themed buildings, and includes the latest in sustainable features, such as 'low flow' restrooms, native trees and 'Dark Sky' lighting. The Welcome Center will be staffed much of the day.

When complete, trucks will be prohibited at this site; by law, they will be required to use the Port of Entry as a rest stop five miles to the north. Rest rooms have been completed at the POE just for this purpose. Oregon State Police will also have a worksite in the Welcome Center.

The new facility would tie in with the investments of the enhanced I-5 entryway into Oregon from California, beginning with the new 'Welcome to Oregon' sign, Siskiyou Rest Area/Welcome Center, and the aesthetic features and landscaping completed at Exit 14, the first urban interchange on Interstate 5 in Oregon.

I-5 Siskiyou Rest Area-Welcome Center

Background

The old rest area closed in 1996 due to safety problems. FHWA required a new site be established. Sites along the corridor were scoped for suitability. In 2004, ODOT, Tourism and the Travel Information Council solicited requests for a public/private partnership. A site near Exit 19 was selected for consideration. ODOT abandoned the partnership when it determined the private sector planning issues were insurmountable.

Planning Challenges Overcome

The current proposal was unanimously approved by the Jackson County Planning Commission and Jackson County Commissioners. It was appealed by neighbors and that process is over, affirming ODOT's position and site for the Rest Area/Welcome Center.

ODOT received approval from Ashland for city water with the stipulation that ODOT find non-city water for site landscaping. ODOT has an agreement to use Talent Irrigation District water for irrigation. Ashland also stipulated the project be completed by 2015. ODOT is back before that city to request additional time.

Project Costs

ODOT sought a financial commitment from Travel Oregon to pay for the Welcome Center portion of the project. The City of Medford and ODOT entered into a fund transfer agreement, which will be used to loan Travel Oregon their portion of funds to finance the project.



Project Fast Facts

Location - Interstate 5/Northbound MP 12-13

Overall budget - \$11.8 million

Construction timeline - Summer 2015- Fall 2016

Need More Information

Art Anderson

Area Manager

541-774-6353

Arthur.H.Anderson@odot.state.or.us