OREGON TRANSPORTATION COMMISSION

Minutes of the Regular Monthly Meeting
February 17, 2010
Salem

On Wednesday, February 17, 2010, at 8:00 a.m., the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff held a briefing session and reviewed the agenda in Room 135 of the Transportation Building, 335 Capitol Street N.E., Salem, Oregon. The regular monthly meeting began at 9:00 a.m. in room 122.

Notice of these meetings was made by press release of local and statewide media circulation throughout the state. Those attending part or all of the meetings included:

Chair Gail Achterman
Vice-Chair Michael Nelson
Commissioner Alan Brown
Commissioner David Lohman
Director Matthew Garrett
Chief of Staff Joan Plank
Deputy Director for Highways Doug Tindall
Trans. Development Administrator Jerri Bohard
Public Transit Administrator Michael Ward
Communications Division Admin. Patrick Cooney
Region 1 Manager Jason Tell
Commission Assistant Amy Merckling
Rail Division Administrator Kelly Taylor

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Chair Achterman called the meeting to order at 9:00 a.m.

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Director's Report:

-- Two ODOT projects have been selected to receive the 2010 American Council of Engineering Companies of Oregon 2010 Engineering Excellence Honor Award. The Interstate 5/Beltline Interchange, in partnership with OBEC Consulting Engineers, Foundation Engineering Inc., and Jiri Strasky, received the award for structural systems. The Interstate 84/Chenoweth IAMP, in partnership with Kittleson & Associates Inc., Angelo Planning Group, and CH2M HILL received the award for Studies, Research and Consulting Engineering Services.

--Facial recognition technology is now being used in all 64 DMV field offices for driver license and ID card issuance. The new photo is compared immediately against the photo already on file when customers renew or replace their license. Then, an overnight batch process compares the new photo against the entire DMV database of photos to see if the person previously received a license or ID card under a different

identity. The system has strengthened the DMV issuance process by detecting potential identity theft and identity fraud.

--The Motor Carrier Division recently launched a pilot program to show that the state can automate the collection of the truck weight-mile tax. The Office of Innovative Partnerships is coordinating the pilot project, with implementation by Central Services Division's Information Systems Branch and the Motor Carrier Division.

Through April, Motor Carrier will work with an Oregon trucking company to test a global positioning system device called Truck Road Use Electronics (TRUE.) This device can track the miles a truck travels in Oregon, and send the data to ODOT to produce the company's weight-mile tax report. The automated process is designed to replace record keeping paperwork while ensuring the greatest accuracy for road-use reporting.

ODOT staff recently met with truck drivers at the Portland arm of Haney Truck Line and handed off five TRUE devices to launch the pilot. Haney is a general commodity carrier providing service in Oregon, Washington, Idaho, California, Montana, Wyoming, Utah, Nevada, British Columbia, and Alberta. Haney placed TRUE in four of its long-haul trucks and one in its Portland delivery vehicle.

The pilot runs through the end of April. Director Garrett will share the results of that pilot when they are made available.

-- Director Garrett shared some highlights about the OTIA III State Bridge Program as 2010 begins:

- 82% percent of the bridges on the program have completed the design phase.
- Only 38 bridges on the program have yet to start construction.
- At the start of 2009, 87% of the bridges had been completed both on time and on budget.
- In terms of economic stimulus, through the end of 2009 the program has sustained 13,350 total jobs (2,670 annually) including indirect and induced jobs, since 2005.
- In terms of jobs directly related to the program, 6,640 (1,328 annually) have been sustained since 2005.
- Over 80% of all dollars spent on the program to date have gone to Oregon firms.
- Based on a recent study, the use of Programmatic Permitting saved the agency in excess of $73 million over the life of the program.
- In design, the program is on target to meet its goal of 15% (of expenditures) to DMWESB firms.
- In construction, the program has seen a significant amount of DBE participation without any hard goals (9.5%), and total dollars flowing to DBE firms ($127.7 million) has increased every year of the program.
- Currently, about 80 DBE firms have participated in program construction work.
- At the start of 2010 only 7 bridges remained in the program with load restrictions.
- The program has obtained in excess of $5.1 million in additional funding through grants and other programs.

- The program has received more than 20 national, state, and local awards.

--Director Garrett recognized the efforts of departing Commissioner Janice Wilson and introduced incoming Commissioner Mary Olson.

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Public Comments: None

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The Commission received a presentation on the Economic Evaluation Methodologies for congestion pricing applications from Region 1 Manager Jason Tell, Glen Weisbrod of Economic Development Research Group, and David Williams, ODOT. *(Background material in General Files, Salem)*

The Jobs and Transportation Act requires ODOT to conduct congestion pricing pilots in the Portland Metro area. Jason Tell said the focus of tolling is often on how to generate revenue and manage demand. But critically important, especially in terms of implementation, is the economic impacts, both for the direct users, and for the broader economic impacts. He said the presentation will explain some of the methods that can be used to apply those factors to a pilot, and that tools like this will help in selecting a successful pilot, or pilots.

Dave Williams said the presentation will report on a benefit cost analysis tool used for single project comparisons, and an economic assessment methodology for broader application of pricing. He noted three concerns to be considered when discussing congestion pricing. One, understanding of the economic effects of congestion pricing is limited with the public, business, and government decision makers. Second, the issue is complex, and long-term and short-term effects may change over time. Third, Glen Weisbrod developed the methodology in a way that identifies the potential key issues and consequences of the pricing, in a step-by-step fashion, that will expose the issues and promote public discussion and understanding.

Glen Weisbrod gave the presentation on the pilot process and what we hope to learn. The Economic Impact Analysis (EIA) consists of seven steps, conducted in two phases. Phase 1 is the initial screening to identify issues or problems. Phase 2 looks at the overall regional consequences for the economy for those projects selected as potentials to advance.

The Policy Steering Group, consisting of local agencies identified in House Bill 2001, has met twice and has formed a Technical Advisory Committee and an Outreach Sub-committee. The Technical Advisory Committee is defining the initial project proposal and will recommend projects to move to the first level of assessment. The final recommendation should be done by the end of this calendar year, if not sooner.

Commissioner Lohman noted the need for clear and comprehensive thinking to avoid jumping to conclusions based on assumptions. There is a tendency to over simplify. One group is interested in implementing policy, and ignores impacts. The group at the other end of the spectrum is so interested in avoiding having government doing anything that might impact local economies, they don't want to do anything. The challenge is to get a conversation between those two groups and avoid shallow conversation just to satisfy legislative time frames.

Jason Tell said a list of initial project proposals should be out in the next couple weeks, after the next Technical Advisory Committee meeting. The Commission requested reporting on a regular basis, and suggested the economic assessment/cost benefit tools, and technical papers, be put out on the appropriate Web sites to get feedback from proponents and skeptics alike. The Commission said it's important to present the information to the public in a manner that tells a story to the community, through graphs and charts, which clearly portray the impacts.

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The Commission considered approval of an update to federal authorization earmark requests presented to Oregon's congressional delegation. *(Background material in General Files, Salem)*

ODOT Federal Affairs Advisor Travis Brouwer said many of the projects on the Commission's authorized earmark list received Jobs and Transportation Act (JTA) funding, but need additional funding to complete them. An earmark would be an excellent source for the additional funding. The only project fully funded by JTA funds was a project on OR 140, put forward by the South Central Area Commission on Transportation (ACT.) In order to preserve geographical distribution, particularly east of the Cascades, and to ensure there are projects throughout the state, the recommendation is to add the ACT's next priority project, the US 97 passing lanes project. In addition, ODOT recommends adding a series of Intelligent Transportation System improvements on the Beltline Highway and Delta Highway to improve the safety and efficiency of these corridors. These modifications are requested now because it's possible the Senate will call for projects soon, and we want to be ready to go if it does.

Vice-Chair Nelson moved to approve the update to the federal authorization earmark requests. The Commission members unanimously approved the motion.

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The Commission received a briefing on the Oregon Department of Transportation's Structural Health Monitoring (SHM) program. *(Background material in General Files, Salem)*

Deputy Director for Highways Doug Tindall introduced Senior Mechanical Engineer Steven Lovejoy who gave the presentation on how the department monitors the health of bridges.

Steven Lovejoy explained the SHM program, which applies instruments to a structure that monitors and evaluates the on-line or in-services performance of that structure. SHM will detect sudden or progressive damage to the structure, monitor performance under normal and extreme load events, provide real-time evaluation of the effects of damage, and evaluate the current serviceability of the structure. This monitoring allows ODOT to extend the service life, performance, and reliability of its bridge inventory.

The program is invisible to most people because the equipment is not visible to drivers, so the Commission appreciated hearing how the department conducts this aspect of bridge maintenance.

Chair Achterman said this is important in terms of ODOT's sustainability commitments and asset management commitments. As we go into the budget process, we need to look at funding allocations. Early diagnosis has proved to show a very high rate of return on investments, and consideration should be given to more aggressive investment in prevention steps.

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Communications Division Administrator Patrick Cooney and Chief Information Officer Ben Berry presented the Commission an update on ODOT's communications strategy. *(Background material in General Files, Salem)*

Patrick Cooney said Communications and IT staff have worked closely for more than a year on how to employ new social media tools into ODOT's ability to reach various audiences. Traditional media methods such as television, radio, newspaper and magazines have shown a dramatic audience decline, while use of social media methods such as YouTube, Facebook, Twitter, etc., have risen dramatically. This means there is no longer a mass-communication tool ODOT can use to reach a majority of the people. Audiences are fragmented.

ODOT is exploring how to adapt the new communication tools to serve our objectives wherever we can. Unlike the private sector, ODOT has several constraints to deal with for the new technology, like DAS guidelines for the use of social media and retention requirements. Message consistency is another concern. The more portals there are, the more risk there is to speaking with one voice as an agency. Security is another main concern.

Ben Berry discussed the work IT is doing with the Communications Division to establish an ODOT presence in social media. Strategies are being developed outside of the network firewall that will protect the state's network and ODOT's information assets from the malware sometimes associated with social media technology.

Commissioner Nelson asked how ODOT plans to take the complicated issue of tolling and communicate it to the public. What media would be used? Patrick Cooney

explained that all media tools would be considered, but tailored to the objectives to be accomplished and the audience to be reached.

In response to a question from Commissioner Lohman on how Facebook benefits ODOT, Patrick explained that Facebook targets a younger audience. Ben Berry added that three interns coming to ODOT were recruited from the Federal Highway Internship Program through Facebook.

Chair Achterman noted that social media affects our business, not just in terms of how we communicate, but in terms of how society functions in the role of transportation services in society. She said she was a little concerned about the usability and user interface on the front page of the ODOT Web site because, while she knows the agency well, at times she has a hard time finding items she knows are on the Web site. Consideration might be given to have a consultant do a user interface usability analysis. Ben Berry said he would take this information back to his staff, especially the chair's comments about having to click on 'division' to access much of the material.

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The Commission considered approval of a request to amend the 2008-2011 Statewide Transportation Improvement Program to add Federal Surface Transportation Program (STP) funds for non-highway Projects. *(Background material in General Files, Salem)*

Doug Tindall said this agenda item was a follow-up to the last meeting at which the Commission approved $2 million State Highway Funds to be used for preliminary engineering and preparation for highway projects, in the event ODOT gets more stimulus funds. The Commission had asked why the projects that could be ready were always highway projects. Doug explained that other agencies did not necessarily have the latitude to front that money to prepare those projects. The request before the Commission would set aside $2 million of flex funds to make funds available, through a competitive process, for non-highway prep work on a set of projects for which we could use those Surface Transportation Program funds.

Local governments and transit districts would compete for the funds to prepare projects. Then, should more stimulus funds become available, ODOT could come to the Commission with a list of options that contained more than just highway projects to select from. The Public Transit Advisory Committee and the Transportation Enhancement Committee will screen projects and bring back a list of recommended projects.

The Commission asked who would set the priority criteria. Doug Tindall explained the basic criteria would be adherence to STP fund use, and then to look at projects that would be done in the future, even if no stimulus funds were available.

Commissioner Lohman moved to approve the request to amend the 2008-2011 STIP to add $2 million Federal Surface Transportation Program funds for work necessary to

prepare non-highway projects to take advantage of potential new stimulus funding. He moved to approve a competitive process for the $2 million of planning funds, and that applications would be reviewed by the existing Public Transit Advisory Committee and the existing Transportation Enhancement Committee to prioritize the projects and make funding recommendations to the Commission based on: eligibility for federal funds; the likelihood of construction within five years, whether the stimulus funds are available or not; and the standard criteria typically applied in Public Transit and TE programs for bike-ped facilities. In addition, the Public Transit and Transportation Enhancement committees would be asked to meet together to agree on a combined list of recommendations, prioritized, for the $2 million in funding, with a priority given to projects that are complimentary bike-ped. The Commission unanimously approved the motion.

Commissioner Lohman moved to approve the request with the revisions noted. Commission members unanimously approved the motion.

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The Commission considered approval of the Consent Calendar. *(Background material in General Files, Salem)*

1. Approve the minutes of the January 14, 2010, meeting in Salem.
2. Confirm the next commission meeting dates.
   - Wednesday, March 10, 2010, in Salem
   - Tuesday and Wednesday, April 20-21, in Florence.
3. Adopt a resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
4. Approve the following rules:
   a. Amendment of 735-024-0015 and 0025 relating to vehicle title brands.
   b. Amendment of 735-032-0010 relating to registration plate fees.
   c. Amendment of 735-150-0005 relating to Oregon Dealer Advisory Committee notification.
   d. Adoption of 737-010-0000, 0010 and 0020 relating to low and medium speed vehicle safety standards.
   e. Temporary amendment of 737-015-0020 through 0110 relating to driver education courses.
5. Approve a request for redistribution of $341,635 industrial rail spur funds to Rick Franklin Corporation in Lebanon, Oregon. These funds will be used to upgrade about 2, 400 feet of track to Federal Railroad Administration Class 2 rail classification.
6. Approve a request to increase the Construction Authorization in the amount of $800,881 on the Oregon 99E: Aurora – Salem Paving project. This will change the Construction Authorization from $4,688,170 to $5,489,051.
7. Approve a request to amend the 2008-2011 Statewide Transportation Improvement Program to add $1,000,000 in Transportation Enhancement funds to construct a

shared use path on the north side of U.S. 199 in conjunction with the U.S. 199: Dowell Road – Rogue Community College project in Josephine County.

8. Approve a request to amend the 2008-2011 Statewide Transportation Improvement Program to advance the Dollarhide Bridge project and combine with the Steinman Bridge project in Jackson County. Total estimated project cost is $955,000.
9. Approve a request to amend the 2008-2011 Statewide Transportation Improvement Program to advance the Preliminary Engineering and Construction phases of the Region 4 Chip Seal project on Oregon 58 and U.S. 97. Total estimated project cost is $2,800,000.
10. Approve a request for retroactive approval to appear before the Legislative Ways and Means Committee for permission to apply for $748,800 in fiscal year 2010 Driver's License Security Grant Program funds through the Department of Homeland Security (DHS), Federal Emergency Management Agency (FEMA) and $1,000,000 in fiscal year 2010 Commercial Driver License (CDL) Program Improvement Grant funds through the Federal Motor Carrier Safety Administration (FMCSA).
11. Approve a request for retroactive approval to appear before the Legislative Ways and Means Committee for permission to apply for a federal grant through the new "Bus Livability Program Initiative" funded by Federal Transit Administration (FTA) discretionary Section 5309 Bus and Bus Facilities grant funds authorized by the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The Oregon Department of Transportation (ODOT) will request up to $8 million of federal funds to participate in the Bus Livability Program.

Commissioner Brown moved to approve the Consent Calendar. Commission members unanimously approved the motion.

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The Commissioned reviewed, discussed, and considered approval of the draft 2010 OTC Work Plan. *(Background material in General Files, Salem)*

Chief of Staff Joan Plank and Transportation Development Administrator Jerri Bohard led the discussion. The Commission suggested the discussion be conducted in three segments:

1. Review and prioritize (high and low) the OTC Work Plan Item list.
2. Discuss what might be missing in the critical issues identified. What are the gaps?
3. Discuss how those parts can be worked into the Work Plan.

A finalized plan will be brought to the March OTC meeting.

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Public comments continued. None.

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Chair Achterman adjourned the meeting at 2:42 P.M.

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Gail Achterman, Chairman

Michael Nelson, Vice Chair

Not present.
Janice Wilson, Member

Alan Brown, Member

David Lohman, Member

Roxanne Van Hess, Commission Support