

**OREGON TRANSPORTATION COMMISSION**

**Minutes of the Regular Monthly Meeting**

**June 10, 2010**

**Jacksonville, Oregon**

On Thursday, June 10, 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 the Garden Room at the Bigham Knoll Campus, 525 East E Street, Jacksonville, Oregon. The regular monthly meeting began at 9:00 a.m. in the Music Room.

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 David Lohman  
Commissioner Alan Brown  
Commissioner Mary Olson  
Director Matthew Garrett  
Chief of Staff Joan Plank

Communications Division Admin. Patrick Cooney  
Central Services Deputy Director Clyde Saiki  
Interim Highway Division Administrator Paul Mather  
Motor Carrier Administrator Gregg Dal Ponte  
Int.Transportation Development Admin. Barbara Fraser  
Major Projects Branch Manager Tom Lauer  
Commission Assistant Amy Merckling

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Chair Achterman called the meeting to order at 9:06 A.M.

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Commissioner Lohman introduced Jacksonville Mayor Bruce Garrett, who welcomed the Oregon Transportation Commission to Jacksonville.

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Director's report highlights:

--Director Garrett and State Police Superintendent Tim McLain held a press conference last week to kick off the summer construction season. The press conference was held at a project work zone in Southeast Portland, and the topic was work zone safety. The message was that OTIA investments, *ConnectOregon* projects, federal stimulus projects, and Jobs and Transportation Act projects are building a healthier transportation infrastructure, creating and sustaining jobs, and putting more Oregonians to work on the roads. So, let's use common sense and common courtesy when approaching work zones.

-- OTIA I and II

have reached a milestone. The \$500 million approved by the OTC has been allocated. The final accounting is finished with a zero cash balance. All OTIA I and II Program funds have been spent. Of the 184 projects, 6 projects are still in design and construction phases and continue to make progress; the balances of the funding for those projects are from other funding sources.

--The 2009 Oregon Legislature approved a third authorization of \$100 million in lottery-backed bonds for the *ConnectOregon* III program as part of HB 2001, the Jobs and Transportation Act. Building on the success of the first two authorizations in 2005 and 2007, *ConnectOregon* III will continue to improve the connections between the highway system, and other modes of transportation. The Final Review Committee meets today in Portland. The Commission will take public comments about the *ConnectOregon* program, and *ConnectOregon* III applications at its July 21 meeting in Salem. The final selections will be made at the Aug. 24-25 meeting in Hermiston.

--Director Garrett attended a Federal Railroad Administration (FRA) public hearing in Portland. Opportunities exist for high speed passenger rail. He noted that the FRA's vision very closely mirrored the OTC and ODOT Rail Division's vision of the rail system in Oregon.



Public comments were received from:

--Jackson County Special Projects Manager Jenna Stanke spoke on behalf of continued expansion and improvement to bike/ped, and trail systems in Jackson County. She asked that the Commission continue to look for ways to fund these programs.

--Medford Transportation Manager Alex Georgevitch spoke on behalf of City of Medford Public Works Director Cory Crebbin, who was unable to attend. He said the Medford Public Works Department expresses its gratitude and admiration to ODOT for its work, and cooperation with the city, in constructing the South Medford Interchange and Barnett Road Bridge.

--University of Oregon Bike/Ped Advisory Committee Student Representative Daniel Ronan introduced himself to the Commission, and spoke in favor of continued bike/ped improvements.



Deputy Director for Central Services Clyde Saiki submitted the proposed 2011-2013 Agency Request Budget to the Commission for approval. (*Background materials in General Files, Salem*)

ODOT Budget Manager Darryl Ficker discussed a \$189.2 million increase to the expenditures proposed at the May OTC meeting. Three changes make up that amount:

- \$94.7 million for payment of highway construction projects, and Oregon Wireless Interoperability Network (OWIN)
- \$84.2 million in debt service payments, primarily for OWIN
- \$10.2 million for Civil Rights training projects, and increases in State Government Service charges, primarily for the State Data Center.

Chair Achterman said future staffing shifts might be necessary as the department moves forward with alternative modes of transportation, like high-speed rail or bike/ped programs. If reorganization within the department occurs, she clarified that positions could be moved without changes to the budget request. Director Garrett confirmed this.

Darryl Ficker spoke about the impact to ODOT from the Governor's recent cuts.

Commissioner Olson moved to approve the 2011-2013 Agency Request Budget. Commission members unanimously approved the motion.



Clyde Saiki and ODOT Performance Measure Coordinator Scott Bassett gave the Commission an update on the development of Key Performance Measure Dashboard reports. (*Background materials in General Files, Salem*)

Clyde Saiki explained that ODOT staff have worked very hard to create a key performance measure dashboard. It will give, at a glance, a high level, overall view of the agency, and what is being accomplished in strategic areas. The goal is to have the information available to both the Commission and the public. Highlights of a PowerPoint presentation on the dashboard:

- How ODOT uses Key Performance Measures.
- Criteria and guidelines for the measurements.
- ODOT has 25 Key Performance Measures to gauge progress toward the Oregon Transportation Plan, ODOT's mission, and five agency goals: safety, preservation, mobility/economic vitality, sustainability/environmental, and stewardship.
- Dashboard background and status overview.
- Summary of public reports.
- DMV performance dashboard.
- Financial Services performance dashboard.

The Commission asked how target levels for performance measures are set. How do we assure the information is correct? How do we assure continued improvement?

Scott Bassett explained that direction from the OTC, and the legislature, gave staff guidelines to set target levels that are ambitious, yet realistic. The thought was, if things go right, and we keep the current level of funding, and get our new initiatives, these targets are feasible. As a part of the annual legislative conversation, the dashboard is a means for the legislature and legislative analysts to review and adjust the target levels.

Director Garrett said it needs to be a part of the monthly conversation between ODOT and the OTC as well. If the Commission moves in a new policy direction that changes the percentages, the policy must be followed by an investment strategy in terms of how finance and human capital is invested to assure the outcome.

The Commission said it will be interesting to see in future reports how these performance measures compare to other states that track the same measures. This information will be provided.

Chair Achterman feels the monthly status reports are very helpful, and asked if the dashboard would be put on the Internet, so anyone can access the information. Clyde said the goal is to have the summary reports of the dashboard and the more detailed annual performance report on the Internet by the next legislative session.

Chair Achterman would like to see the dashboard, (as an information item in the OTC meeting packet), on a quarterly basis. And, as an agenda item at least once a year for discussion. Director Garrett agreed that it is important to get that policy direction from the OTC, so when presenting to the Ways and Means Committee, he can say this is where we would like to go, and the OTC supports this. Chair Achterman suggested a workshop to have the discussion.



The Commission participated in a discussion with members of the Rogue Valley Area Commission on Transportation (RVACT). Participants from RVACT included Jackson County Co-Chair Mike Montero, Josephine County Co-Chair Stacey Kellenbeck-Yarish, Paige Townsend from the Rogue Valley Transit District, and Metropolitan Planning Organization Chair Mike Quilty. Participants from ODOT included Region 3 Manager Paul Mather and Area Manager Art Anderson.

Paul Mather gave a brief history of transportation in southern Oregon and introduced Area Manager Art Anderson.

Mike Montero discussed the formation of the Jackson County Area Commission on Transportation (ACT), and the challenge of galvanizing the diverse communities of Jackson County. There is a culture in the Rogue Valley that recognizes the challenges of transportation, and also recognizes that transportation is not only collaboration with state and local government, but also collaboration with the private sector.

Stacey Kellenbeck-Yarish talked about the Josephine County ACT and its pledge to participate in a unified voice, to work toward sound decisions. Stacey and Mike both commended ODOT staff for its efforts and hard work to help build the current strong transportation culture that exists in Southern Oregon.

Paige Townsend talked about the Rogue Valley Transit District (RVTD), and the different modes of transit in the Rogue Valley. She thanked the Commission for its

support of transit, and the recent Jobs and Transportation Act bill, specifically, the Special Transportation Operation program, which has benefited all transit agencies around the state. RVTD has a program called Valley Lift that is 92% funded through the program, which is a direct result of decisions made in Salem. RVTD is celebrating its 35<sup>th</sup> year of service, and serves seven cities in the valley. Other programs include Safe Routes to School, the Interactive Bus Program, and a CNG truck fleet. RVTD, working with employers and community members, developed a Transportation Plan, and a Strategic Business and Operations Plan, so when funds become available, the district speaks with one voice about the next project to undertake, for the benefit of all.

Mike Quilty said the Rogue Valley has a unique freight situation in that it provides service to two of the largest economies on the west coast, Washington to the north, and California to the south. Over 40 million tons of freight flow through the Rogue Valley every year, and over \$50 billion in product. Fifty percent of the traffic through the Rogue Valley is truck freight, the largest in the state.

Art Anderson discussed some of the area projects:

- Interstate 5 truck climbing lanes.
- Downtown bike/ped projects: Bear Creek Greenway; OR 238 in Jacksonville, OR 234 in Gold Hill; OR 99 in Talent; the 6<sup>th</sup> and 7<sup>th</sup> Street project in Grants Pass; and OR 99-238 paving in Grants Pass.
- Ashland Exits 14-19.
- Highway 62 Corridor.
- Fern Valley Interchange.
- Siskiyou Rest Area.
- Highway 199 Corridor – Grants Pass.
- South Medford Interchange.



The Commission received a briefing on regional land use, energy, and air quality strategies from Paul Mather and Mike Montero. (*Background materials in General Files, Salem*)

Jackson County Development Services Director Kelly Madding talked about land use issues and the development of a Regional Problem Solving Plan.

DEQ Regional Manager John Becker talked about the challenges of air quality control in the Rogue Valley. The valley is subjected to the most strident air quality rules and requirements in the state because of the poor air quality. While comprehensive plans are in place to maintain good air quality, funding constraints don't allow them to be put in place. The goal is to continue working with ODOT to develop alternative funding sources.



The Commission received an update on Greenhouse Gas (GHG) reduction efforts from Interim Transportation Development Administrator Barbara Fraser. (*Background materials in General Files, Salem*)

In 2010, legislation directed a 75% reduction in transportation greenhouse gas emissions by 2050. Currently, 38% of the total greenhouse gas emissions in Oregon come from the transportation sector, with the majority of this coming from metropolitan areas. Legislative directives include:

- ODOT and the Department of Land Conservation and Development (DLCD) to develop a state-level strategy to reduce greenhouse gas emissions.
- Develop a toolkit to assist local governments and metropolitan planning organizations (MPOs.)
- Develop an MPO GHG Reduction Task Force.
- Develop a Statewide Transportation Strategy and Scenario Planning process to reduce GHG from light vehicle transportation in areas served by MPOs.
- Develop guidelines for the scenario planning process.

March 2011 is the deadline for ODOT, Oregon Department of Environmental Quality, and the Oregon Department of Energy to provide baseline estimates, (on vehicle fleet, fuels, and vehicle miles traveled), for Transportation Land Use agencies to use in setting targets for reduction of emission levels. MPOs with a population greater than 50,000 will be responsible to develop Regional Transportation Plans based on future year population and employment forecasts.

Chair Achterman said it is a challenging undertaking, but it will complement a lot of the other work ODOT is committed to doing. She thanked Barbara Fraser for the informational presentation.



The Commission received an informational presentation from Motor Carrier Administrator Gregg Dal Ponte, and ODOT Technical Architect Peter Douglas on the results of a pilot program, testing the use of current technology to automate the billing and collection of Oregon's weight-mile tax. The technology is called TRUE (Truck Road Use Electronics System.) (*Background materials in General Files, Salem*)

Gregg Dal Ponte said there is a growing understanding nationally of the inadequacy of gas and fuel tax as the primary highway funding mechanism. In addition, emerging hybrid and alternate fuel vehicles don't pay a fair share to use the transportation system. He discussed some of the differences between fuel taxes and vehicle miles traveled tax.

The Commission viewed a seven-minute video on the TRUE device, which is currently being used by five trucks in the pilot project. Peter Douglas talked about some of the particulars of the device.

Chair Achterman and OTC members are very supportive of the program, and are encouraging staff to move forward with the current pilot project.



Major Projects Branch Manager Tom Lauer gave the Commission an update on Transportation Investments across Oregon and the 2010 summer construction season. *(Background materials in General Files, Salem)*

ODOT is preparing for a vigorous construction program this season. The department estimates spending of about \$1 billion, with approximately 122,500 full-time jobs throughout Oregon. All JTA projects are being worked; a few are in the construction phase, with the rest being developed to move into construction when JTA funds become available in January 2011. Most OTIA I and II programs have come to conclusion. OTIA III will see one of the largest bridge-building years ever, with nearly 100 bridges under construction. ARRA funds are also contributing to this year's program. *ConnectOregon* I and II projects are being finalized, and the selection process has begun for *ConnectOregon* III projects.



The Commission received a presentation on the Oregon Wireless Interoperability Network (OWIN). *(Background materials in General Files, Salem)*

Major Projects Branch Manager Tom Lauer gave a presentation on OWIN. Highlights of the presentation:

- History: House Bill 2101 adopted during 2005 Oregon legislative session.
- Mission: Construct and maintain a statewide interoperable public safety communications system for emergency responders.
- Charter: Consolidation, infrastructure, narrow-banding, and interoperability.
- Current Oregon wireless system status: Four separate, aging state communications systems.
- System requirements.
- Partnerships: National, regional, community, and local.
- OWIN project schedule.
- OWIN budget overview: General, federal, and other funds.
- Achievements
- Issues/Risks/Challenges

Chair Achterman fully appreciates that OWIN is an essential service ODOT, and other state agencies, must provide to conduct business. However, she is very concerned that the state embarked on this venture without having a management team or skill set in place to analyze the need and then logically execute it. In addition, if the Commission needs to vote on Innovative Partnership designations and other decision points, when and how will these conversations take place? She suggested conducting an OWIN workshop at one of the Salem OTC meetings. The workshop would be open to legislators, legislative staff, local governments, and other interested partners, and would

address questions about financing and financial risk, certificates of participation, construction management, the technology, operational risk, and other issues.

Director Garrett suggested that our local and agency partners are already connected through regularly scheduled meetings.



The Commission considered approval of the Consent Calendar.

1. Item not available at this time.
2. Confirm the next two Commission meeting dates:
  - Wednesday, July 21, 2010, in Portland
  - Tuesday and Wednesday, August 24-25, 2010, in Hermiston
3. Adopt a resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
4. Approve the following Oregon Administrative Rules:
  - a. Adoption of 734-029-0045 and amendment of 734-029-0005, 734-029-0010, 734-029-0020, 734-029-0030, 734-029-0040 relating to Adopt-a-Highway program.
  - b. Adoption of 734-035-0150 relating to removal of hazard trees from private property.
  - c. Amendment of 735-024-0075, 735-024-0130, 735-158-0000, 735-158-0005, 735-158-0010 and repeal of 735-024-0080 relating to appraisal and disposal of abandoned vehicles.
  - d. Temporary adoption of 735-032-0065 relating to county or district vehicle registration fees.
5. Approve a request to reappoint Ron Greb to the Winter Recreation Advisory Committee. Mr. Greb currently serves on the committee and will be reappointed for a four-year term which will run through June 2014.
6. Approve a request to amend the 2008-2011 Statewide Transportation Improvement Program to add the construction phase for the U.S. 101: Astoria-Megler Bridge, Navigation Lights project in Clatsop County. The total estimated project cost is \$200,000.
7. Approve a request to amend the 2008-2011 Statewide Transportation Improvement Program to add the construction phase of the U.S. 199: Dowell Road to Rogue Community College project in Josephine County. The total estimated project cost is \$14,751,000.
8. Approve a request to revise the job creation requirements of the City of Newport Immediate Opportunity Fund project to make improvements to SE Marine Science Drive. The job creation requirement would be reduced from 175 jobs to 165 jobs.
9. Request approval of Miscellaneous Resolution No. 312. This resolution provides the authorization of reimbursement of capital expenses incurred in the refurbishment of the Transportation Building and the Oregon Wireless Interoperability Network project.
10. Approve a request to grant the manager of the Office of Innovative Partnerships authority to execute the agreements between the Oregon Department of

Transportation and Portland General Electric (PGE) for development, operation and maintenance of two Solar Highway Projects (build-out of the demonstration project, and the northbound Baldock Safety Rest Area project) in PGE territory.

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

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Public comments continued. None.

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Chair Achterman adjourned the meeting at 3:32 p.m.

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Gail Achterman, Chairman

Not Present

Michael Nelson, Vice Chair



Mary Olson, Member



Alan Brown, Member



David Lohman, Member



Roxanne Van Hess, Commission Support