

## OREGON TRANSPORTATION COMMISSION

### Minutes of the Regular Monthly Meeting

July 20, 2011  
Corvallis, Oregon

On Wednesday, July 20, 2011, at 8:30 a.m., the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff held a briefing session and reviewed the agenda in the Ag Science Conference Room of the LaSells Stewart Center/OSU Conference Center, 875 SW 26<sup>th</sup> Street, Corvallis, Oregon. The regular monthly meeting began at 9:30 a.m., in the Ag Leaders Conference 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	Government Relations Manager Robin Freeman
Commissioner Mary Olson	Region 1 Manager Jason Tell
Commissioner Mark Frohnmayer	Region 2 Interim Manager Eryca McCartin
Commissioner Tammy Baney	Region 3 Manager Frank Reading
Director Matthew Garrett	Region 4 Manager Bob Bryant
Deputy Director of Central Services Clyde Saiki	Region 5 Manager Monte Grove
Interim Deputy Director of Operations Jerri Bohard	Public Transit Division Administrator Michael Ward
Communications Division Admin. Patrick Cooney	Commission Assistant Amy Merckling
Highway Division Administrator Paul Mather	

• • •

Chair Achterman called the meeting to order at 9:40 a.m.

• • •

Director's report highlights were:

--Last week, Director Garrett attended the annual Western Association of State Highway and Transportation Officials (WASHTO) meeting in Oklahoma City, Oklahoma. WASHTO represents 18 states. The major conversation surrounded the challenges with funding, and the challenges each and every state will face with a potential reduction of 30-plus percent in highway and transit federal funding.

--Geo Environmental Section Manager Hal Gard also attended a portion of the WASHTO Annual Meeting in Oklahoma City. Hal was nominated and won the L.I. Hewes award, which recognizes the recipient's outstanding contribution to the highway development program.

--FHWA Administrator Victor Mendez toured the Willamette River Bridge project on July 6. Mr. Mendez met with ODOT staff and stakeholders to discuss the "Every Day Counts" initiative to reduce the time it takes to complete projects.

--Director Garrett talked about creation of an Active Transportation Section within ODOT, as a first step to pursue a more multimodal vision in operating and conducting business. This is consistent with the direction received from Governor Kitzhaber and the Oregon Transportation Commission, and complements efforts to "right-size" the agency. The funding picture remains as it was six months ago - declining on both state and federal fronts - making it even more important to get the most benefit from every dollar regardless of its cycle or source.

Stand-alone programs, such as Scenic Highway, Bicycle/Pedestrian, Transportation Enhancement, and others have naturally operated independently based on their own funding cycles. While the state has invested in good projects that have contributed to the communities they serve in many ways, collectively they may or may not have contributed to strategic improvement of the transportation system. Bringing more discipline to the process, and developing a new frame of reference for proposals, will allow more strategic leveraging of funds to get a bigger system impact.

The new "Active Transportation" section will bring together separate programs into a more effective and efficient whole. These changes will advance the agency objective of efficiency, make it more multimodal in nature and approach, enhance the agency's ability to make strategic and cost effective project choices, and help us get to our right-sizing goals.



Public comments were received from:

--David Barenburg, from the City of Portland's Government Relations Office, took the opportunity to thank ODOT's legislative staff for the initiative, and good partnership they showed during the legislative session.

--Written public comment was submitted by Wayne Stewart, Chair of the Historic Columbia River Highway Advisory Committee. Mr. Stewart requested that the Commission consider a request made by Chair Achterman at the January 2011 meeting to include statutory mandates in the Flex Funds selection criteria.



The commission received an informational update on ODOT's Key Performance Measures from Deputy Director of Central Services Clyde Saiki. (*Background materials in General Files, Salem*)

At the June 2010 OTC meeting, the commission asked for semi-annual updates on the department's key performance measures. Clyde Saiki introduced FHWA Intern Brett Johnson, and Performance Measurement Manager Scott Bassett. The commission

viewed a presentation on the status of performance measures, and received an update on highlighted changes made by the 2011 Legislative Assembly. Highlights of the presentation were:

- ODOT performance measures align ODOT's goals to its mission to provide a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians.
- Five key measures that support the department's mission are safety, stewardship, preservation, mobility/economic vitality, and sustainability/environment.
- The department reports on 23 key performance measures as a part of the agency budget document and makes the information available to the public in a dashboard.
- The dashboard report includes a summary of those measures, and provides links to more thorough information.
- Highlights of the current report:
  - 20 of the 23 measures are at, or within, five percent of target
  - 11 measures had significant performance improvement
  - 3 measures are within 15 percent of target
  - 9 measures have future targets that are more ambitious for the new year
    - traffic fatalities
    - rail crossing incidents
    - rail ridership
    - bridge conditions
    - fish passage
    - bike lanes and sidewalks
    - construction jobs
    - DMV office wait times
    - vehicle title turnaround
- Scott Bassett gave a demonstration of the interactive dashboard report.



The commission considered approval of a request to adopt the Interstate 84 at Exit 27, Troutdale Interchange Area Management Plan (IAMP) in Multnomah County, which implements Policy 3C of the Oregon Highway Plan and is consistent with the IAMP requirements of the department's Access Management Rule (OAR 734-051-0155). Adoption of the IAMP will constitute an amendment to the 1999 Oregon Highway Plan. Region 1 Manager Jason Tell presented the request. (*Background materials in General Files, Salem*)

The I-84 Troutdale interchange is approaching capacity. ODOT worked with the City of Troutdale, Multnomah County, and the Port of Portland to develop an IAMP that

protects the function of the interchange and identifies needed improvements. Region 1 Major Projects Manager Andrew Johnson said there are three broad areas of focus when developing an IAMP: land use; access management; and street networks and the system as a whole. He gave a presentation on the IAMP. Highlights of the presentation were:

- study participants
- background and history
- key interchange functions
- recommended long-term improvements
- recommended short-term to mid-term actions
- recommended long-term actions

Commissioner Olson moved to approve adoption of the Interstate 84 at Exit 27, Troutdale Interchange Area Management Plan (IAMP). Commission members unanimously approved the motion.



The commission received a presentation on recommended updates to the Flexible Funds Program Criteria, and considered approval of the updated criteria.  
*(Background materials in General Files, Salem)*

Commissioner Olson gave a brief background on the Flexible Funds Program. Public Transit Division Administrator Michael Ward recapped the members of the Flexible Funds Advisory Committee. The advisory committee and staff reviewed and updated the Flexible Fund Program criteria based on the experience and lessons learned in the first application cycle of the program. The key change proposed is the reorganization/restructuring of the original three categories of criteria into four categories:

**2010 Criteria Categories**

- A. Connectivity, Integration and Overall Benefit to the Transportation System
- B. Sustainability
- C. Mobility, Access and Health

***Proposed - 2011 Criteria Categories***

- A. Connectivity, Integration and Overall Benefit to the Transportation System
- B. Environmental Sustainability
- C. Community Livability and Sustainability
- D. Mobility, Access and Health

Michael Ward introduced Planning Section Manager for Transportation Development Erik Havig who discussed the role of the advisory committee and the process used by the committee and staff to arrive at the changes presented.

The committee worked several issues. There was a very short time frame to research, prepare the recommended changes, and get projects done and obligated, so project readiness was key factor. There is a different expectation of readiness between different kinds of projects, therefore, a need to make sure we compare across those programs effectively. The committee set aside up to 10 percent of the funds to help get projects ready because sometimes there are really good projects that have not been all that well thought out. There was discussion on how to involve the committee in the external role of selecting these projects. Other key pieces discussed were matching federal dollars and assuring the coordination requirements in the application process and the program were being upheld.

The scheduled timeline was discussed, with approval of projects planned for next March.

Eric Havig gave an update on the projects in phase 1 of the program.

Jerri Bohard discussed funding aspects of the program.

Commissioner Baney asked what consideration the committee gave to the more rural parts of the state to assure not all the dollars go to projects in the larger areas. How are we getting dollars out into the smaller communities? Jerri Bohard explained that geographic equity is discussed in many of the programs, like *ConnectOregon*. The Flexible Funds Program looked at locations to assure there was urban as well as rural representation.

Chair Achterman said one of the critical reasons dollars were set aside to do planning work for smaller communities, is that most smaller communities don't have the resources of the larger areas, and therefore don't submit projects. Before applications are released for this funding round, several outreach methods will get the word out to interested parties, well ahead of time. In addition, one of the functions of the advisory committee is to reach out to as many stakeholders as possible.

Chair Achterman asked if the proposed timeline allowed for Area Commissions on Transportation (ACTs) to review the criteria changes. This is part of the education for ACTs moving from just being a reviewer of the capital construction budget, to being partners in the broader portfolio. Jerri explained that area managers support the ACTs and determine what's best for each ACT.

Chair Achterman noted the last paragraph of the Proposed Process document that says, "If for any reason a proposed project is not supported by the OTC, cannot meet the programs' timelines, or must be cancelled, then the OTC may utilize the available funds for the next priority project that is consistent with available funding. In order to assure timely delivery, any substitution decision should occur prior to December 31, 2012, but may be extended at the discretion of the OTC." She takes exception to the wording, "next priority project that is consistent with available funding." Things change. A priority list created in 2011, with a project doesn't come through in 2013, might not

include an incredible opportunity that comes about at a later date. We don't want to be locked in on an 'old' list. Erik Havig said the wording will be amended to reflect the more flexible wording of the *ConnectOregon III* document.

Commissioner Olson moved to approve the updated flexible funds program criteria. Commission members unanimously approved the motion.



The commission received a presentation on the status of the Least Cost Planning Methodology Development Project, and considered concurrence with the project's direction. (*Background materials in General Files, Salem*)

Interim Deputy Director of Operations Jerri Bohard, STIP Stakeholder Committee Chair Scott Ashford (Oregon State University), and Theresa Carr from CH2M Hill led the discussion.

The 2009 Jobs and Transportation Act (JTA) directed development of a least cost planning methodology to assist decision-making for plan and project development. The methodology development project was divided into three stages: 1) develop a framework; 2) develop the methodology in detail; and 3) implement the methodology in a planning test case.

Scott Ashford gave a brief overview of the STIP Stakeholder Committee's involvement in development of Oregon's Least Cost Planning (OLCP).

Theresa Carr said Stage 1, to develop a framework, is almost complete. The commission viewed a presentation on steps taken to complete the initial framework. Highlights of the presentation were:

- definition of least cost planning
- objectives of the OLCP project
- three stages of project
- stage 1 outcomes
- review of overall principles
- review of participants
- review of earlier efforts
- origins of least cost planning
- case studies and key findings of case studies
- stage 1 methodology development
- demand management
- risk and uncertainty
- use of discount rates
- stakeholder involvement
- general indicators

- least cost planning categories
- next steps
- draft timeline
- stage 2 planning/timeline

Commissioner Frohnmayer asked how staff saw the metrics, in terms of guidelines, folding into the broader department's performance measures. Is this something that will filter into the performance measures as a whole? Jerri Bohard said we don't know the answer to that yet, but integration into the system is something we will pay attention to.

Chair Achterman has been trying to move in this direction for a long time, and the next stage of transformation in the agency is going to be driven by developing the new methodology that allows us to look at everything on an intermodal system basis. Until we get that methodology, we don't have the tools to figure out how to think and invest on a system basis.

Chair Achterman suggested conducting back-casting at the Stage 2 level before testing begins. Try applying LCP to something already done using traditional methods to see what we find.



The commission participated in an informational discussion with the Transportation Research Panel on transportation research programs, resources, priorities, and opportunities for Oregon.

Members of the panel included:

- Jerry Bohard, Interim Deputy Director of Operations, ODOT
- Scott Ashford, Department Head, Department of Civil and Construction Engineering, Oregon State University, and STIP Stakeholder Group Chair
- Jennifer Dill, Director, Oregon Transportation Research and Education Consortium, Portland State University
- Bernie Jones, Research Program Manager, ODOT

The objectives of the discussion include:

- provide the commission with an overview of transportation research in Oregon
- discuss the role of Oregon universities, and of university research, in training the next generation of transportation professionals
- discuss opportunities for stronger collaboration within the state and the region
- review key funding opportunities
- seek commission input on transportation research priorities for Oregon

Bernie Jones led a presentation on transportation research at ODOT and the ODOT Research Program. Highlights of the presentation were:

- program scope
- key partners
- research project selection
- research priorities
- benefits of research
- funding and funding issues
- Oregon Transportation Research and Education Consortium (OTREC)

Scott Ashford discussed transportation research at Oregon State University. He identified a few areas of research currently being conducted and specific impacts of that research. Research is currently being done on transportation safety, aging infrastructure, and earthquake resilience.

Jennifer Dill gave an overview of the OTREC Research Program. Highlights of the overview:

- overview of the University Transportation Centers Program (UTC)
- OTREC organization
- OTREC theme
- key principles
- collaboration
- numbers: proposals received; multicampus projects; labs and research groups; education projects funded; technology transfer projects; dollars awarded
- partners and partnerships
- funding
- education and technology transfer
- three OTREC initiatives:
  - Oregon Modeling Collaborative (OMC)
  - Transportation Electrification Initiative (TE)
  - Sustainable Cities Initiative (SCI)
- OMC research projects
- OMC workforce development
- SCI Salem Projects
- Research highlights:
  - Portal – The Portland/Vancouver Metropolitan Region’s Archived Data User System (ADUS)
  - bridge damage models for seismic risk assessment
  - vehicle mileage fees
  - transit research
  - bicycle and pedestrian research
  - community assessment tool technology

Chair Achterman said an infusion of research dollars over the last six years allowed some of the research projects that have been really important in terms of saving money and helping develop innovative solutions. However, with the current federal fiscal environment, and the change in the University Transportation Research

Center, universities are now going to have to compete. The commission hopes to continue to work very closely with the universities so that collectively, the amount of research funding can be maximized.



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

1. Approve minutes from the June 15, 2011, meeting and June 30, 2011, special meeting in Salem.
1. Confirm the next two commission meeting dates:
  - Wednesday and Thursday, August 17 and 18, 2011, in John Day
  - Wednesday, September 21, 2011, in Portland
2. Adopt a resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
3. Approve the following Oregon Administrative Rules:
  - a. Amendment of 735-064-0020 relating to eligibility for a hardship permit.
4. Approve a request for an increase in construction authorization in the amount of \$559,024 for additional work on the Interstate 84: Multnomah Falls – Cascade Locks project in Region 1. This will change the construction authorization from \$13,829,213 to \$14,388,237.
5. Approve a request for an increase in project authorization in the amount of \$800,988 on the Interstate 5: South Umpqua River and Oregon 99 project in Douglas County. This will change the project authorization from \$32,761,894 to \$33,562,882.
6. Approve a request to amend the 2010-2013 Statewide Transportation Improvement Program by modifying conditions placed on the Port of Morrow Access Improvements project to allow for the expenditure of construction funds, prior to completion of the Interchange Area Management Plan, at an estimated cost of \$210,000.
7. Approve a request to amend the 2010-2013 Statewide Transportation Improvement Program to cancel the U.S. 101 Old Corridor Road – Hebo project in Tillamook County. The total estimated project savings is \$6,800,000.
8. Approve a request for an increase in project authorization in the amount of \$5,082,016 on the U.S. 101: McCullough Bridge Rehabilitation (North Bend) project in Coos County.

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



The Commission met in Executive Session to consult with legal counsel on pending litigation pursuant to ORS 192.660 (2)(h). Executive Sessions are not open to the public.

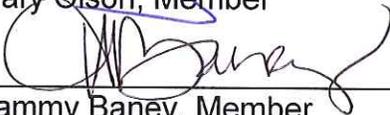


Chair Achterman adjourned the meeting at 3:30 p.m.



unavailable for signature  
Gail Achterman, Chairman

  
Mary Olson, Member

  
Tammy Baney, Member

Not Present  
David Lohman, Member

  
Mark Frohnmayer, Member

  
Roxanne Van Hess, Commission Support