

OREGON TRANSPORTATION COMMISSION

**Minutes of the Regular Monthly Meeting
April 17-18, 2014
Roseburg, Oregon**

On Thursday, April 17, 2014, at 3:00 p.m., the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff met with representatives of the Cow Creek Tribe and City of Roseburg Council President Tom Ryan at the Umpqua Business Center, 522 SE Washington Avenue, Roseburg, Oregon. That evening, the OTC and ODOT staff held a no-host dinner with members of the South West Area Commission on Transportation (SWACT) at The Brix, 527 SE Jackson Street, Roseburg.

On Friday, April 18, 2014, at 8:00 a.m., the OTC and ODOT staff held a premeeting briefing session and agenda review in the Board Room of the Umpqua Business Center and continued the formal monthly meeting at 9:30 a.m.

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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:

Acting Chair Dave Lohman
Commissioner Mark Frohnmayer
Commissioner Tammy Baney
Commissioner Susan Morgan
Director Matthew Garrett
Asst. Director for Public Affairs Travis Brouwer
Trans. Development Div. Admin. Jerri Bohard
Int. Communication Sect. Mgr. Dave Thompson
Public Transit and Rail Div. Admin. Hal Gard

Central Services Deputy Director Clyde Saiki
Highway Division Administrator Paul Mather
Gov's Trans. Policy Advisor Karmen Fore
Region 2 Manager Sonny Chickering
Region 3 Manager Frank Reading
SW Area Manager Mark Usselman
Commission Assistant Jacque Carlisle

Thursday, April 17

Acting Chair Lohman called the meeting to order at 3:00 a.m.

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Workshop Item 1
Welcome

The Commission was welcomed by Tonya Theiss-Skrip of the Cow Creek Tribe, who spoke about the 2010 partnership between the Cow Creek Tribe and ODOT on a public/private rest area and a safety area nearby for truck drivers to pull over and spend the night. She spoke briefly on how the tribe acquires and distributes funding.

City of Roseburg Council President Tom Ryan welcomed the Commission and gave Mayor Larry Rich's apologies for not being able to attend. He spoke about the close working relationship Roseburg has with ODOT, particularly on the Highway 38 Corridor project.

Representative Tim Freeman thanked the Commission for coming to Roseburg, proving that the road does go both ways.

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Workshop Item 2
TIGER Grants and ConnectOregon Investments

The Commission received an informational presentation on how Transportation Investments Generating Economic Recovery (TIGER) grants and ConnectOregon investments are rehabilitating rail lines in southern Oregon. **(Background materials in Director/Commission/History Center File, Salem.)**

Background:

The TIGER Discretionary Grant program invests in road, rail, transit and port projects that promise to achieve critical national objectives. The Siskiyou Summit Railroad Revitalization project is designed to repair and revitalize a section (Weed, CA to Ashland, OR) of the 296-mile stretch of the short line railroad. A tunnel project funded by ConnectOregon IV will increase tunnel clearance to allow high-capacity freight cars to travel the line from Medford to Eugene.

Discussion:

ODOT Area Manager Mark Usselman introduced Executive Director of Douglas Timber Operators and Coos Siskiyou Shippers Coalition member Bob Ragon, who introduced Roseburg Forest Products Traffic Manager Jeff Brandt, Genesee & Wyoming Assistant Vice President for Government Affairs Patrick Kerr, and Central Oregon Pacific Railroad General Manager John Bullion.

Bob Ragon gave a brief history of the Coos Siskiyou Shippers Coalition, which was formed at the request of Roseburg Forest Products to deal with the issue of the Coos Bay and Siskiyou Summit lines closure. The coalition put together an action plan funded in part with ConnectOregon IV and TIGER grant funds that calls for improving the tunnels in the Glendale area. Mr. Ragon said ODOT Area Manager Art Anderson in Southern Oregon was a key player in helping to put the grant together.

Jeff Brandt said the Siskiyou Summit line would not have opened without funding from the TIGER grant. Initially, problems with the grant included the substantial funds match and the equipment requirements which will also be in the millions. In addition, no one wanted to commit to updating the infrastructure, and the 20 year commitment to a TIGER grant, when the shippers and the volume were unknown. They wanted to wait to commit until the line was open. Roseburg Forest Products entered into an agreement to base all the costs and economics on Roseburg's volume alone. Other partners that come along, such as timber products, then work out rates through normal railroad channels. The agreement has two components, the several million dollar match and the operational piece of the purchase of locomotives and rail equipment. The contract is 95 percent complete and will go out to bid when complete. The only other outstanding piece is completion of the lease agreement. The target date is the third quarter of next year.

Patrick Kerr talked about the importance of having TIGER grant and *ConnectOregon* opportunities that create true partnerships between communities, the agency, the railroad and its customers. He said the *ConnectOregon* IV tunnel improvement project is one of the most exciting projects he has been involved with in a very long time. It opens up immediate opportunities for about 1400 rail cars a year for their customers. That's 4000 or so trucks off the road. Genesee & Wyoming is a lumber/timber railroad, and as its customers grow, so does the railroad. The Siskiyou Summit project was more of a challenge, but the partnerships we have formed play off the strengths of each other to the benefit of our railroad, our communities, and our customers.

John Bullion said the timeline for completing the tunnel improvement project is the fourth quarter of this year. Shipment of those cars is vital to Southern Oregon.

Commissioner Morgan said it is very gratifying to see how this whole conversation has matured. It is no secret that the relationship was very rocky and adversarial at the start. Since then, everyone has worked hard to overcome differences and create this new, strong partnership. She said "Patrick Kerr said it very well when he said the future of the railroad is tied to the economic future of this region." The partners can talk in a very straightforward manner across the partnerships and jurisdictions, which has given them the ability to jump on opportunities such as the *ConnectOregon* tunnel project or the unprecedented ODOT/CalTran TIGER grant effort, which is the way government and private sectors are supposed to be working together.

Director Garrett said partnership is key when dealing with an extremely complex series of issues like this TIGER grant was, but it also comes down to the individuals. He said he would be remiss if he didn't thank Alan Ford for his leadership and Roseburg Forest Products for stepping up. This is a model to use in terms of partnerships and how we need to take on the transportation challenges that are before us.

There was discussion on miscellaneous questions asked by the Commission on various aspects of these two projects, such as issues with falling trees, warmer winters, and BLM cooperation.

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Workshop Item 3

Panel Discussion with South West Area Commission on Transportation (SWACT)

The Commission participated in a panel discussion with South West Area Commission on Transportation (SWACT) members and considered approval of its updated bylaws and biennial report. (***Background materials in Director/Commission/History Center File, Salem.***)

Background:

Pursuant to Highway Division Directive HWY ORG 01-02, SWACT is required to present a report to the OTC every other year. The Oregon Transportation Commission originally chartered SWACT in 2000. The biennial report describes SWACT's procedures and accomplishments over the past two years and demonstrates how it meets the OTC's "Policy on the Formation and Operation of Area Commissions on Transportation (ACTs)" and the Highway Division directive that implements the policy.

In preparation for this meeting, the Commission posed the following questions for the Area Commission on Transportation members to consider as part of the discussion.

- 1. As the OTC, we struggle with the balance between maintaining the transportation assets we have and expanding the transportation system. What does this balance look like in the South West?*
- 2. As we look to find new revenue for transportation, what are the key opportunities for transportation investments to help the economic situation here? What investments covered meet the statewide needs?*
- 3. How do the roles of the ACTs and advisory committees change in view of Governor Kitzhaber's direction to the Commission? What do you see as some of the opportunities and some of the difficulties in changing the model?*

Governor Kitzhaber's six principles to OTC (from Governor Kitzhaber's address to the OTC in August 2011):

- Do we have the right group of individuals at the table at the beginning of the process to define the problem and solution together?*
- Should ODOT manage or own the facility or would it be better managed for a diverse set of outcomes, by another agency or jurisdiction?*
- Are we creating programs that do not simply invest in the future of the transportation system but meet a multitude of community objectives?*
- Does each decision move us closer to a sustainable, safe, low carbon, multimodal system?*
- Does the decision maximize benefit for the least cost under the limited resources?*
- Finally, does this decision or policy move us closer to finding a more rational transportation funding mechanism for the future?*

Discussion:

Members of the South West Area Commission on Transportation participating in the panel discussion were:

- ~ Martin Callery, SWACT Chair and Port of Coos Bay Chief Commercial Officer
- ~ Darin Nicholson, Myrtle Point City Manager
- ~ Gary Milliman, SWACT Vice Chair and Brookings City Manager
- ~ Jerry Gillham, Sutherlin City Manager
- ~ Don Baglien, Roseburg Stakeholder
- ~ Bruce Bennett, Coos County Stakeholder
- ~ Cheryl Cheas, Umpqua Transit Manager and Douglas County Alternate Stakeholder
- ~ Joanne Wasbauer, Curry Public Transit General Manager, SWACT Transit Rep.
- ~ Dick Dolgonas SWACT Bike and Pedestrian representative
- ~ Lance Colley, Roseburg City Manager
- ~ Mark Usselman, Region 3 ODOT Area Manager

Port of Coos Bay Chief Commercial Officer Martin Callery began the discussion. He has served as the SWACT rail and freight stakeholder since the ACT was first established, and has seen the ACT truly evolve, giving him a much broader view of what transportation is in the State of Oregon. He does not have any great revelations about funding, but said he would like to hear his fellow ACT members' thoughts about where we have come in the last couple years.

Darin Nicholson is relatively new to the ACT and said it is exciting to see the process starting again with the next STIP. Myrtle Point and Highway 42 is an important corridor between I-5 and the coast, and he'd like to see improvement there.

Gary Milliman has served on the ACT for about seven years. The recent changes to bring additional stakeholders into the discussion have been a great enhancement to the program. He's watched how the ACT has changed over the past several years, and it's been a good transition to thinking in a more integration mode versus the past individual silos mode. The City of Brookings has been an applicant in the *ConnectOregon* and the **Enhanced** programs, and outside of a few minor application form issues, those programs have worked well. Having been both an applicant and a SWACT member has been a good experience, and he wanted to note the excellent working relationship between the ACT and ODOT staff. From every aspect, maintenance to construction, it has been a great partnership working with ODOT. He closed by saying that most of his career was spent in California, several years of that on trying to save and sustain regional rail freight transportation. He said Oregon is to be commended for its tremendous commitment to sustaining rail service in the state, because even though Brookings is not a rail hub, it is extremely important for the region's economy.

Jerry Gillham said the big difference now, (he was out for military service for a while), is that in the past he would never have sat at the same table with folks like Bruce Bennett, Dick Dolgonas, or Cheryl Cheas. Transit and bike/ped representatives were not involved, and the new way of thinking that transportation is more holistic and more than just asphalt on the freeway is much more effective. Sitting at the table now, and hearing the different perspectives and taking a holistic approach to the transportation network, is very important.

The one thing he has learned is that a very important component of this is that we have to work together as a team and trust each other. In closing, he said this is going in the right direction.

Don Baglien said looking at the transportation system as a whole, as opposed to one particular city or project, has led to a lot of maturity in SWACT, as has the improved information coming from ODOT staff. The guide ODOT put together on what it means to be a member of SWACT was very helpful. He will be involved in the upcoming *ConnectOregon* process, which is a very good place to learn how it's supposed to work.

Bruce Bennett said that as ACT members have gotten to know each other better, and achieved more representation around the area, it has really worked for the benefit of transportation in his area. Learning to know each other better has also allowed them to learn the needs of the various part of the program. The involvement of representatives from transit, other cities, the biking community, and others has been good.

Cheryl Cheas has been involved in the ACT for the past year and a half as a transit representative and has gone through one application process. She has never seen any dysfunction in the SWACT group and members are very respectful in their interactions and information sharing. ODOT has been amazing with the updates given at every meeting about the projects in the area. Working the application process was very rewarding, from hearing other's perspectives, to everyone working together to come to a resolution that addressed in her opinion the most important issue, loss of life on one of our freeways. She learned a lot, and continues to learn as she sits on the commission.

Joanne Wasbauer said the year and half she has served on the commission has been very interesting as she has learned how things work. The ACT works well and she is encouraged by what she sees. Her one complaint is, when asking for critique, feedback or sending out a questionnaire, it should be anonymous if you want really honest critiques. People won't level with you if they think it can be traced back.

Dick Dolgonas said it's wonderful the ACT has moved to a multimodal focus because a transportation system is all pieces. One thing that could be improved is more technical service, particularly for the smaller jurisdictions which have a hard time putting together good applications. Related to that, when trying to move to a more multimodal system, that philosophy needs to be introduced much earlier in the process, even as part of conceptualizing projects, as opposed to slapping on something to make a fit at the end. For instance, projects that had bicycle and pedestrian parts did not function as well as it could have had someone been on the ground earlier looking at the full system. On the whole, this is a great system and he is very happy with it.

Lance Colley has been with SWACT for fourteen months and feels the partnerships with ODOT and other local jurisdictions clearly are beneficial to the region, whether it's in the community or not. Having been both an applicant and a member of a prioritizing committee, he found that people did look at all of the projects, the benefits and different modes, and overall did a good job of balancing safety, freight mobility, and the different modes. The process changed this

time, and they were able to give input on the things that did not work as well as hoped. Based on that input, the process can get nothing but better. This region may be more diverse than some regions along I-5, and it's looking at projects that have dramatically different impacts on the transportation system and on rural communities primarily. Looking at solutions regionally makes a lot more sense than on a city by city basis. He thanked the local Region 3 ODOT staff for the close working relationship that has made some of these projects better than they would have been otherwise. The state transportation system is not their "Main Street", but clearly has a huge impact on the community and how it functions from an economic standpoint.

Commissioner Baney thanked the SWACT members for their input and commitment of time and asked for a general consensus on how the process worked for the ACT. Martin Callery responded that the ACT meets every other month, unless events stipulate the need for a monthly meeting. Over time, people understand the process and the importance of providing information and input to and from its partners, while keeping in mind the goal of giving service to the community. Are we providing a transit system that allows people to get to their medical appointment? Or shopping needs?

Lance Colley said if you grew up in rural Oregon, been to these different places and seen the needs, it's a lot easier to sit down and evaluate if someone in an area with higher economic prosperity has a greater need than you.

Commissioner Morgan said the issue of not having large populations in the rural counties makes it common for people to be in the position of ranking applications that they have submitted. You must work to keep that arms-length, unemotional look at your own application and look at it in terms of the needs of the region and all the applications that have been submitted.

Acting Chair Lohman asked how the at-large designation worked for the members. Do at-large members rotate off after a period of time, and another small city comes on? Darin Nicholson, SWACT's current at-large member said there was no set time period, but said he maintains a good working relationship with other small cities in the region to help represent them.

Martin Callery used to represent the ports, but now represents freight and rail. There is a distinction, and unique differences you have to be aware of. The focus now is on a system and not modes, and when we come to the table we're trying to help build a better system that serves the entire population. SWACT works so well because the group is comfortable with each other and that allows them to be open and honest with each other and they are not afraid to share differences.

Acting Chair Lohman applauded SWACT for embodying the principles and qualities that were envisioned for ACT development in the first place. Concepts such as thinking systematically, collaboration, or not thinking parochially seem to come natural to SWACT and make it a truly useful and unique institution. The next STIP round will be even harder because the money won't be there and the decisions even harder. That's all the more reason to have a well-functioning group like SWACT to wrestle through these tough issues.

Director Garrett said it is a pleasure to work with people of such intellect that speak to everything you want to talk about. He wanted to take a moment to thank SWACT members for the maturity, the intellect and understanding of how they engage this conversation on a regional basis. SWACT is bettering the overall conversation with its discipline to prioritize and focus the practices and projects. We must be much more aggressive in using the collective wisdom of the ACTs to have this type of conversations with our statewide legislators because, in 2015, we are moving into a discussion about the comprehensive investment needed in the transportation system. The legislature needs to know that there are smart people across the state having this conversation now, that have a structure in place and follow a discipline to look and prioritize what is in the best interest of, and being a good steward of, taxpayer dollars and investments.

Director Garrett asked if there were any other issues embedded in the process that should be brought to the OTC's attention. Martin Callery responded that he does not necessarily agree with the concept that **Enhance** is always system expansion. He thinks **Enhance** is anything done to increase the through-put and velocity of the system, which includes technological advances or enticing commodities off the highway system and on to other modes. That has got to be part of the **Enhance** thinking.

Gary Milliman said that some ACTs have difficulty getting members to participate. SWACT has no problem getting a quorum; in fact its problem is exceeding meeting room capacity. The reason people are willing to participate is because they see that SWACT's working and is productive.

Acting Chair Lohman said the value of the ACTs is they counter balance the politics by showing legislators that good projects are being created at the grass roots level, by informed people spending time really vetting these projects. People who understand the projects better than any state legislator could, can show they are good, well thought through projects that don't need to be earmarked.

Martin Callery took a moment to acknowledge and thank ODOT's Region 3 Area Manager Mark Usselman and Region 3 Office Coordinator Lajuana Winger for their outstanding job staffing the ACT. They do everything they can to help the ACT do its job.

Action:

Commissioner Baney moved to approve the SWACT bylaws and biennial report. Commission members unanimously approved the motion.



**Workshop Item 4
Coos Bay Rail Corridor**

The Commission received an informational presentation about the Coos Bay Rail Corridor from Martin Callery, Oregon International Port of Coos Bay. **Background materials in Director/Commission/History Center File, Salem.)**

Background:

The Commission received an update about the ongoing rehabilitation of the Coos Bay Rail corridor, which serves the Coos, western Douglas, and western Lane Counties region. Information was also shared about the success of Coos Bay Rail Link-CBR, the operating railroad providing freight rail service through a management agreement with the Oregon International Port of Coos Bay. The Coos Bay Rail Line added new customers and increased shipments since the rail line was partially reopened in 2011. Since April 2013, the line is fully operational from Coquille to Eugene.

Discussion:

Martin Callery gave the Commission a report the Port of Coos Bay provided to the U.S. Department of Transportation when it closed out the TIGER II grant. It gives an idea of the full extent of what is being done to rehabilitate that rail line. He also gave the Commission a map of the rail line that shows the service area of western Lane, Douglas and Coos Counties. The rail line was established between 1914 and 1916 and has had several different owners, and subsequently closed due to failing tunnels. The Port purchased the line and it reopened in October 2011, running 194 cars that quarter, the equivalent of 640 truck trips eliminated for the regional roads and highways. In 2012, 2480 cars were moved, 8200 truck trips eliminated from the system. In 2013, there was a 95 percent increase to 4845 cars, eliminating 16,000 truck trips, the equivalent of somewhere between 1.3 and 2.6 million highway miles not used for truck trips. The line is on track to move more than 7000 rail cars in 2014.

Mr. Callery said this reflects on what he has said about the **Enhance** program, that if there is a way to entice a commodity off a truck, we are extending the life of the highway system. That region is home to a tremendous amount of tourism, and elimination of all those large trucks would make a lot of tourists very happy, safer and more comfortable on those roadways. This is a success for the state. In fact, Coos Bay Rail Line was informed in March that it was chosen by Railway Age Magazine as the 2014 Short Line Railroad of the Year. Mr. Callery answered miscellaneous questions from the Commission.



Acting Chair Lohman adjourned the meeting at 4:55 p.m.



That evening, at 6:30 p.m., OTC members and ODOT staff met for a no-host dinner with members of the South West Area Commission on Transportation at The Brix, 527 SE Jackson Street, Roseburg.

Friday, April 18

On Friday, April 18, 2014, at 8:00 a.m., the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff held a briefing session and agenda review in the Board Room of Umpqua Business Center, 522 SE Washington Avenue, Roseburg. The formal monthly meeting began at 9:30 a.m. Highlights of the briefing session were:

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Matt Garrett reviewed the agenda.

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Paul Mather ODOT Highway Division Administrator explained the progress made in the last construction season on the U.S. 20 Pioneer Mountain-Eddyville project, sharing that the latest construction contract bid award was less than projected.

Per discussions at previous agenda huddles, it was noted that the TIGER grant list was amended to replace the Outer Powell Blvd. project with the Ladd Canyon project.

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Acting Chair Lohman called the formal monthly meeting to order at 9:30 a.m.

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Director's Report

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MCTD - Troutdale Enforcement Exercise

In a joint operation on March 20, 2014, ODOT staff and Multnomah County Sheriff deputies cracked down on unauthorized movers in a Troutdale enforcement exercise, where inspectors from ODOT's Motor Carrier Transportation Division and Sheriff's deputies checked for compliance with safety regulations and with state laws regulating transportation of household goods.

The Oregon Department of Transportation and Multnomah County Sheriff's deputies cited seven unregistered moving companies in the undercover enforcement action in Troutdale. The seven moving companies, located through public forums including the Internet, were asked to come to a house in Troutdale and upon arrival, were checked for compliance with the laws. All seven companies now face a civil monetary penalty of \$1,000 for failing to have the certification necessary to transport household goods in Oregon. The certification process requires movers to demonstrate that they are fit, willing and able to perform the service

requested. This means they must meet insurance requirements, operate safe vehicles, qualify their drivers, and charge rates approved by ODOT. In addition, criminal background checks are required for company officials and employees.

In the enforcement operation, safety inspections were carried out on eight vehicles – one company brought two trucks – resulting in 20 safety violations. One vehicle had no brakes and was not allowed to leave; one driver had a suspended driver’s license; and another driver had no license at all.

Unauthorized movers of household goods have been known to target customers with illegal tactics, such as demanding extra money -- sometimes thousands of dollars -- before unloading personal property and in some cases failing to deliver the belongings at all. These companies often advertise on websites or bulletin boards but consumers don't realize they may not have legal operating authority or insurance and, in some cases, may not operate safe vehicles.

In recent years, ODOT and law enforcement officers have conducted household mover enforcement operations in communities around the state. Operations in Eugene, Fairview, Bend, Beaverton, Canby, Medford, Ashland and Portland resulted in multiple citations for operating without proper authority and other violations, and on occasion arrests for outstanding criminal warrants and parole violations. AP news reports of these enforcement operations have brought national attention to ODOT’s progressive enforcement techniques.

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Ashley Horvat – Oregon Tourism Development Award

Electric Vehicle Program Manager and State of Oregon Chief EV Officer Ashley Horvat will receive an award at the 2014 Oregon Governor’s Conference on Tourism in Sunriver at the end of this month. Ashley is receiving one of seven annual awards, the “Oregon Tourism Development Award,” recognizing the outstanding volume of work required in developing the state’s electric vehicle infrastructure, which is attracting all kinds of positive attention, according to Travel Oregon. Director Garrett congratulated Ashley on receiving the award.

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Work Zone Safety

ODOT’s Communications Section, Transportation Safety, and Technical Services are working on a series of articles that will take a fresh look at work zone safety. Over the next six months, articles will be shared with external partners in construction and law enforcement, as well as ODOT employees. The articles will examine current practices and look for new ways to keep workers and travelers safe. The message to Oregonians has always been: when you drive dangerously through a work zone, you’re not just putting the lives of highway workers at risk – you’re risking your own life, and the lives of your loved ones. Continued diligence on the part of drivers, the construction and transportation industry, and law enforcement contributed to increased safety in the work zones over the last decade. But we cannot become complacent. We need to look for new ways to increase safety through education, engineering, enforcement

and emergency medical services. The first article will be sent out this week, posted online and shared in partner organization newsletters.

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Director's Office Realignment

Director Garrett said new opportunities have presented themselves in the Director's Office. Since the end of February, two key managers, Dale Hormann and Patrick Cooney have retired. There is the imminent departure of Betsy Imholt who has the opportunity to work in President Courtney's office as Chief of Staff. Behind-the-scenes Business Manager Dianne Marsh, the glue that holds the administrative side of the Director's Office portfolio together, is retiring as well. This will leave two more large holes.

While this level of turnover does present challenges, it also presents a great opportunity to realign the Director's Office. The Chief of Staff position recently filled by Travis Brouwer has been renamed the Assistant Director for Public Affairs to reflect a portfolio change to now include the Office of Innovative Partnership, Government Relations, Business Management, and Communications. This helps ensure that the message coming from the agency, whether internal or external, is disciplined, coordinated, and leveraged to reach all constituents, communities and partners.

The Office of Employee Safety will move to the Transportation Safety Division portfolio. This will tighten up the safety conversation in terms of safety on the transportation system, but also the safety of ODOT employees. The Office of Civil Rights will report directly to Director Garrett.

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Public Comments

Lane County Commissioner Sid Leiken provided verbal and written comments advocating support for Lane County's grant application for the Territorial Highway project. The Territorial Highway, historically a truck highway, is seeing a clash between bicyclists, recreationalists, and log trucks on this road that has become a recreational area and focal point of Lane County's world-renowned vineyards and wineries. Scenic bicycling in Oregon has become a very significant industry and continues to grow. The Territorial Highway is a major part of that. Being a timber county, Lane County's road fund reserves have dwindled and are expected to totally disappear by 2016. He also spoke in support of the Coos Bay Rail Bridge Rehabilitation project, which positions Lane County, from an economic development standpoint, to increase traffic and work on the rail line.

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2017-2020 STIP Status Report

The Commission received a status report on the work around the 2017-2020 Statewide Transportation Improvement Program (STIP), and began discussions on potential funding scenarios as well as the direction of this project. (***Background materials in Director/Commission/History Center File, Salem.***)

Background:

In November, the Commission heard a presentation on the timeline and work elements required to begin development of the 2017-2020 STIP. This included the work of the STIP Stakeholder Committee, Statewide Modal Committees and Area Commissions on Transportation (ACTs). The work to guide the development of the funding scenarios was the responsibility of the Transportation Commission.

Presentation:

ODOT Assistant Director for Public Affairs Travis Brouwer, ODOT Highway Division Administrator Paul Mather, and ODOT Transportation Development Division Administrator Jerri Bohard led the discussion which included a brief update on the work that has been completed by both the statewide modal committees and the STIP Stakeholder Committee. Highlights of the presentation were:

- Status of STIP efforts on the ***Enhance*** process
 - STIP Stakeholder Committee
 - Statewide Advisory Committees
- Status of STIP efforts on the ***Fix-It*** process – working on timings of the process and finding a more competitive process between bridge and pavement projects to get the best value for the system
- Funding scenarios and assumptions
- ***Enhance*** and ***Fix-It*** allocations
- STIP cycles - updated every two years with 2012-2015 the most current approved update
- The traditional two-year 2014-2015 update consists of ***Fix-It*** projects only because of the large JTA projects and uncertainty of federal funds

Discussion:

Travis Brouwer began the discussion with the Commission to assess the direction(s) that the OTC might want to take given the recent information regarding the status of federal funds. The direction provided by the Commission will determine the schedule for developing the STIP.

The 2015-2018 STIP is just being completed now. However, because of the uncertainty of federal funds and other variables, the suggestion was made to wait a year and then do a three-year update to that STIP. With a traditional two-year update, now would be the time to set the funding assumptions and start the process for what would be a 2017-2020 STIP. The suggestion to not do a 2017-2020 update was made for a variety of reasons. The uncertainty of funding is one of the main reasons, with another being the potential conversation coming up

in the next legislative session about increased funding from the state side. The most compelling reason is that all the assumptions made in the last STIP update could be reduced by two-thirds. It is not feasible to go through all the process and work of the ACTs screening the applications for that small amount of money, which is uncertain at best.

The STIP is currently approved through 2015. The downside to a three-year STIP is that as staff work on projects in the 2016-2017 timeframe, having only one year means projects will be brought to the OTC on an individual basis as scheduled, critical components arise.

Travis Brouwer said that if we were to move forward right now, given what we've seen in Congress recently and the uncertainty of the looming insolvency of the Federal Highway Trust Fund in the next few months, he would recommend a far more conservative approach than used in the last STIP. With an additional year, there would be few more data points about Congress's intention relating to federal funding. If Congress provided an infusion during that time, our assumptions could be adjusted accordingly. He gave a brief update of the current status of the Highway Trust Fund, which is scheduled to run out of cash sometime in August. Congress has the next three months, before recessing in July, to take some sort of affirmative action to avoid the federal government not being able to pay its bills to the states on time and in full. The federal government has indicated it needs some reserve in the fund so it does not run out of money on any given day when bills come in, so there's the possibility of temporary deficiencies as early as June.

ODOT cash reserves committed in long-term projects would be available should Congress not address this issue, so, for a period of time, the entire construction program would not have to be shut down. Other states aren't as lucky. ODOT's concern is about 2015 and beyond, when Congress will have to cut transportation funding if Congress does not come up with about \$15 billion a year. It is very difficult to affirmatively predict if the government can meet that challenge every year through 2020. How can we program funds for six years from now, when we don't even know what kind of money will available six months from now?

Commissioner Baney agreed the right direction is to hold off, and asked how this has been communicated to local partners and what has the reaction been to our taking a step back? Paul Mather said before the process begins, staff will thoroughly communicate today's discussion to the ACTs, and that given the variables in front of us, he believes most people will be appreciative of not having a full-blown process for a relatively minor amount of funds.

Director Garrett said this exact message is being delivered at the national level to Congress. ODOT would be in a much more awkward situation if it stayed the course and built expectations of projects. We are communicating on all fronts, and our local partners understand this.

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2014 TIGER Grants Applications, Priorities and Funding

The Commission considered approval of Oregon Department of Transportation (ODOT) applications and designation of statewide priority projects for the Transportation Investments Generating Economic Recovery (TIGER) 2014 funding. ODOT Assistant Director for Public Affairs Travis Brouwer presented the request. ***(Background materials in Director/Commission/History Center File, Salem.)***

Background:

The U.S. Department of Transportation recently announced the opportunity to apply for \$600 million in funding for surface transportation projects under the TIGER 2014 program. Applications are due April 28, 2014. Funding will be awarded on a competitive basis for projects that have a significant impact in a variety of areas, including economic competitiveness, safety, quality of life, sustainability, and state of good repair. Oregon was highly successful in the first five rounds of TIGER funding, receiving a total of \$66 million (out of about \$3.5 billion available nationwide) for six infrastructure projects around the state, including two sponsored by ODOT.

In response to the TIGER 2014 announcement, ODOT requested proposals for projects from its regions, divisions, and local governments. In the past, the Commission has supported both ODOT and local government applications in order to maximize Oregon's ability to secure funding under this extremely competitive program. This support includes:

- *Applying for funding for ODOT projects;*
- *Partnering with other state and local agencies on applications for projects that are on, adjacent to, or otherwise impact the state highway system or other areas of ODOT responsibility;*
- *Offering letters of support for all meritorious projects; and*
- *Designating a small number of projects as statewide priorities for TIGER funding regardless of mode or ownership.*

ODOT Applications - ODOT is limited to being the lead applicant on no more than three TIGER applications. ODOT will apply for projects that align well with the TIGER criteria and thus are likely to be competitive for funding, provide significant benefit to the state and its transportation system, and are high priorities for funding. ODOT proposes applying for the following projects:

- *North Portland and Peninsula Junction Passenger and Freight Rail Improvements*
- *Newberg-Dundee Bypass Expanded Phase 1/Fishhook Fix*
- *Outer Powell Boulevard*

Partnership Projects - ODOT can serve as a partner (essentially a co-applicant) on an unlimited number of projects. ODOT will serve as a partner on projects that are on, adjacent to, or otherwise impact the state highway system or other areas of ODOT responsibility. ODOT requests Commission approval to partner on the following applications submitted by other units of government:

- *Historic Columbia River Highway State Trail (submitted by Oregon Parks and Recreation Department)*

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- *Territorial Highway (submitted by Lane County)*
- *Real Time Active Traffic Management (submitted by Washington County)*
- *Canyon Road Safety and Complete Corridor project (submitted by City of Beaverton)*
- *Philomath Downtown Streetscape Improvements project (submitted by City of Philomath)*

Statewide Priority Projects - ODOT requests that the Commission designate a number of projects as statewide priorities. Projects designated as statewide priorities will receive a special letter of support indicating this designation and can include this information in their applications. ODOT staff reviewed proposed projects and evaluated them against how well they meet the TIGER criteria, as well as the statewide and regional importance of the projects. Based on this review, ODOT recommends that the Commission designate the following projects as statewide priorities for TIGER funding:

- *Canyon Road Safety and Complete Corridor project*
- *Marine Terminal Freight and Jobs Access*
- *Coos Bay Rail Bridge Rehabilitation*
- *Historic Columbia River Highway State Trail*
- *Newberg-Dundee Bypass Fishhook Fix*
- *North Portland and Peninsula Junction Passenger and Freight Rail Improvements*

These projects represent strong candidates for TIGER funding because they align well with the program's criteria and are projects of regional and statewide importance. This group includes a mix of urban and rural projects and also shows diversity among modes. ODOT requests that the Commission provide letters of support for all meritorious applications.

Discussion:

Travis Brouwer said Oregon has been extremely successful with this highly competitive program by aggressively bringing forward a number of projects, with some OTC endorsed as statewide priorities. The application process this round brought forth three ODOT projects:

- North Portland and Peninsula Junction Passenger and Freight Rail Improvements – a key chokepoint in the statewide rail system that impacts a dozen passenger trains a day, plus dozens of freight trains, causing significant delays
- Newberg-Dundee Bypass Expanded Phase 1/Fishhook Fix – fixes a small deficiency in the initial project to allow better traffic flow and more people to use the bypass to enhance the livability of those communities
- Outer Powell Boulevard
- ODOT/partner projects brought forward:
- Historic Columbia River Highway State
- Territorial Highway
- Real Time Active Traffic Management
- Canyon Road Safety and Complete Corridor project
- Philomath Downtown Streetscape Improvements project

Six of these eight projects aligned very well with the TIGER criteria and have been identified as statewide priorities because of their importance to the statewide transportation system and the economy:

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- Canyon Road Safety and Complete Corridor project
- Marine Terminal Freight and Jobs Access
- Coos Bay Rail Bridge Rehabilitation
- Historic Columbia River Highway State Trail
- Newberg-Dundee Bypass Fishhook Fix
- North Portland and Peninsula Junction Passenger and Freight Rail Improvements

Public comment was received from Yamhill County Parkway Committee Chair Dave Haugeberg, who spoke in support of the Newberg-Dundee Bypass Expanded Phase 1 project, and expressed the Parkway Committee's extraordinary appreciation of what is happening on that project. The committee takes this very seriously, and pledges its complete commitment to do everything it can to try and ensure the success of the application. The whole region is excited, as evidenced last Friday evening when over 300 people attended a dinner to express their excitement about rebuilding their downtown and communities. He expressed the Parkway Committee's gratitude for the extraordinary partnership with ODOT, and particularly Director Garrett, who been involved with this project since the beginning.

Commissioner Baney said she supports the project list, but noted for the record the role of agencies in project selection. As example, the Historic Columbia River Highway State Trail is an important component to economic development in the State of Oregon. ODOT's partner in the project is Oregon Parks and Recreation, and we need to ask what recreation means in the State of Oregon. She said Oregon is getting out of a recession, into recovery, and looking at what can be done in the community. While she supports the project, she is sensitive to making sure projects are funded out of appropriate funding sources. This one would tie with the economic recovery component of TIGER requirements, and while there is statewide significance to the work, there is also a statewide system we are continuing to invest in. Not everyone in the state will be directly impacted from this project, but it brings in that vitality through the recreational dollars. Those, unfortunately, are not dollars we can freely allocate. It is a sensitivity we need to be aware of.

Commissioner Frohnmayer said it looks like a great list of projects.

Acting Chair Lohman said he would characterize some of the projects on list as downtown revitalization type projects, and asked if those kinds of projects meet the TIGER criteria. Travis Brouwer said absolutely. Part of that is because the TIGER criteria are very broad, and the projects that normally get funded hit three or more of the five TIGER criteria. The U.S. DOT is less interested in selecting the best transportation project, as in selecting the projects with the best benefits broadly speaking.

Acting Chair Lohman noted that even though ODOT would be putting forth 14 projects, and even though ODOT has historically done very well in the TIGER grants over other states, we would be lucky to get one-third of the projects approved. Travis Brouwer said we will be extremely lucky to get one of these approved. This is an extremely competitive process, and only once has ODOT received more than one grant.

Action:

Commissioner Baney moved to approve the amended TIGER list, with the notation that the Outer Powell Boulevard project was replaced with the Ladd Canyon project. Commission members unanimously approved the motion.



Newberg Dundee Bypass Project Overview

The Commission received a brief history of Phase 1 of the Newberg Dundee Bypass project, a description of the overall bypass, and an in-depth description of the Phase 1 portion of the project currently under construction. ODOT Region 2 Manager Sonny Chickering, ODOT Area Manager Tim Potter, and Region 2 Senior Project Leader Kelly Amador presented the overview. ***(Background materials in Director/Commission/History Center File, Salem.)***

Background:

The Newberg-Dundee Bypass went through a two-tier environmental process, receiving a record of Decision on the second Final Environmental Impact Statement in the spring of 2012. Throughout the process, ODOT has worked very closely with numerous local stakeholders, including the Yamhill County Commission and the cities of McMinnville, Newberg and Dundee, as well as the Confederated Tribes of Grand Ronde. Toward the end of the environmental process, the Oregon Legislature approved funding for a portion of the bypass as part of the 2009 Jobs and Transportation Act. Local jurisdictions also contributed a total of \$20 million to the project. Phase 1 of the bypass constructs two lanes from Oregon 219 South of Newberg, to the vicinity of Fulquartz Landing Road on Oregon 99W south of Dundee.

Presentation:

Sonny Chickering introduced Tim Potter and Kelly Amador who made a presentation summarizing the funding, the context for the current state of the project, a construction progress report and some of the remaining transportation challenges for the corridor.

Highlights of the presentation were:

- General proposed project location – 11 mile bypass of Oregon 99W beginning east of Newberg at Rex Hill to Oregon 18 near Dayton – includes four interchanges
- Collaboration with local partners
- Phase 1 funding – JTA, local governments, previous federal/state appropriations, federal earmarks totaling \$224 million
- Phase 1 construction and preliminary engineering cost \$165 million; right-of-way acquisition \$40 million, and utilities relocation \$19 million
- Challenges: Springbrook traffic, Dundee fishhook traffic, Wilsonville road, need for full bypass

Kelly Amador explained the details of Phase 1 construction. Tim Potter spoke briefly on the reason for putting a really long bridge in the project, which he said was because building the bridge was a less expensive option than doing a fill and digging up and relocating all the utilities under the whole south end of Newberg.

The Commission viewed a brief video clip that talks about the bypass and the current construction. The video is posted on the Newberg-Dundee website.

Discussion:

Tim Potter answered question from the Commission on access management, impacts to the communities, and links to bike paths.

Commissioner Morgan was struck by how complex this project is, and she saluted the outreach done by ODOT and all the local governments to get everyone at the table to make this work. This is one of those examples of a project that is going to be much more successful for taking the time to build those coalitions and have those conversations. She also applauded ODOT's work dividing the contracts or solicitations so local smaller businesses could take part, which is a significant issue for all those communities that have these projects in or adjacent to them.



South Dundee Interim IAMP

The Commission considered approval to adopt the South Dundee Interim Interchange Area Management Plan (IAMP) and amend the Oregon Highway Plan to establish an Alternative Mobility Target volume to capacity (v/c) ratio of 1.0 for the peak hour of operation at the South Dundee Interim Interchange intersection. ODOT Region 2 Manager Sonny Chickering and ODOT Area Manager Tim Potter presented the IAMP. ***(Background materials in Director/Commission/History Center File, Salem.)***

Background:

Adoption of the South Dundee Interim IAMP will amend the Oregon Highway Plan (OHP) to include this interchange as an interim component of Phase 1 of the Newberg Dundee Bypass, as mandated by the 2009 Jobs and Transportation Act (JTA), and will establish an Alternative Mobility Target for the South Dundee Interim Interchange's intersection with existing Oregon 99W in Yamhill County south of the Dundee City Limits.

Adoption of this IAMP will also (1) acknowledge the interim nature of this interchange, (2) establish that the function of this interchange is primarily to serve statewide and regional traffic movement from Oregon 99W to Phase One of the Newberg Dundee Bypass (new Oregon 18), and (3) affirm that it is not the function of the interchange to serve additional development beyond that provided for in existing local comprehensive plans. Approval of this interchange (and the IAMP management strategies) as a component of JTA Phase 1 of the Newberg Dundee Bypass has been adopted into all relevant local comprehensive plans and approved by the Federal Highway Administration (FHWA) through the issuance of a record of decision for the Newberg Dundee Bypass design-level (Tier 2) Environmental Impact Statement (EIS). The design-level (Tier 2) EIS is the factual basis for this IAMP.

The following reports were provided: 1) a staff report describing development of the Newberg Dundee Bypass project, the context for the IAMP, and the consequences of its adoption, 2) ODOT findings of fact that demonstrate compliance with the ODOT facility plan adoption process, and 3) the South Dundee Interim Interchange IAMP. The IAMP's appendices contain the approved Yamhill County Goal Exception Application and final Yamhill County ordinance adopting the goal exception and related comprehensive plan policies to support modifications to the full bypass corridor and construction of Phase 1, including the South Dundee Interim Interchange. The goal exception and staff report contain findings of fact that demonstrate compliance with statewide goals and OHP policies. These findings of fact are included as part of the record in support of this adoption. A compatibility letter from the City of Dundee and a copy of the Phase 1 project access strategy that support the IAMP are included as appendices to the IAMP. Documentation of the public involvement process for the full final Newberg Dundee Bypass corridor and Phase 1 (including the South Dundee Interim Interchange) and all public and agency comments are provided in the Newberg Dundee Bypass design-level (Tier 2) EIS.

All relevant design-level (Tier 2) EIS documentation is incorporated into the IAMP by reference and can be found at <http://www.oregonjta.org/region2/?p=project-library>. Additional copies of the IAMP can be requested from ODOT Region 2 Planning at (503) 986-2674. Notification of this pending OTC action was provided to each affected local jurisdiction and the DLCD on March 4, 2014.

Discussion:

Sonny Chickering gave a brief overview and requested the OTC adopt the IAMP.

Commissioner Morgan asked for clarification on what “target volume to capacity ratio of 1.0 for peak hours of operation” means. Sonny Chickering explained that volume to capacity ratio is a comparison of how much traffic an interchange could handle, versus how much traffic we’re asking it to handle. 1.0 means there is a perfect balance – it can handle 1,000 vehicles and 1,000 vehicles are attempting to use it at that time. Volume to capacity ratios are stipulated in the Oregon Highway Plan for various facilities, with different target values for different types of operations.

Commissioner Baney said she is thrilled Yamhill County has already had the discussion about what this will mean, because this is that combination between a local jurisdiction saying it’s willing to take the congestion, but at the same time, there can be unintended consequences of what that looks like in the partnership between ODOT and the local government. It’s important there is a local government understanding that we are in this together, and that in a few years when we have the full interchange, we have signed on that we are willing to take increased congestion in order to make this happen. For the record, she said, we as an agency wouldn’t be standing here saying we are taking full responsibility for adding congestion, we essentially are walking together with our local partners saying we are willing to do this.

Action:

Commissioner Frohnmayer moved to approve the South Dundee IAMP. Commission members unanimously approved the motion.

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Oregon State Rail Plan

The Commission received a presentation on development of the draft Oregon State Rail Plan and considered releasing the draft plan for formal public review. ODOT Rail and Public Transit Division Administrator Hal Gard and ODOT Senior Planner Michael Rock presented the plan. ***(Background materials in Director/Commission/History Center File, Salem.)***

Background:

The Passenger Rail Investment and Improvement Act of 2008 (PRIIA) tasks states with producing a State Rail Plan to establish policy, priorities and implementation strategies for freight and passenger rail transportation. The Oregon Department of Transportation (ODOT) received a Federal Railroad Administration (FRA) grant to develop a comprehensive State Rail Plan consistent with PRIIA and with Oregon's own requirements for multimodal transportation planning. Updating the State Rail Plan allows Oregon to not only address the federal requirements in PRIIA, but to build upon prior Oregon rail planning work to address current challenges and opportunities, and to support ODOT's multimodal objectives.

Development of the Oregon State Rail Plan is a closely coordinated activity between ODOT, FRA, various stakeholders and the public. ODOT has used a public process to draft a comprehensive State Rail Plan for Oregon that:

- *Sets forth state policy involving freight and passenger rail, including commuter rail operations;*
- *Identifies statewide rail goals and policies;*
- *Presents strategies to enhance rail service in Oregon that benefits the public, including improvements in connectivity to transit and other modes of transportation;*
- *Serves as the policy basis for federal and state rail investments throughout Oregon; and*
- *Positions Oregon to meet challenges and opportunities facing the rail system, the broader transportation system, and state and local economic and sustainability objectives.*

A Steering Committee of knowledgeable stakeholders was assembled to provide direction on key elements of the draft plan. The Steering Committee was charged with reviewing and guiding the rail planning process resulting in a recommendation to the Agency Director and the OTC. Acting Chair Lohman has served as Chairman of the Steering Committee, and Commissioner Morgan has been an active member of the committee through her position at Douglas County. The Steering Committee met nine times since January 2013 to discuss study findings and develop the draft plan. The committee reviewed the draft plan at its February 19, 2014, meeting and recommended that the draft be moved to the OTC and released for formal public review.

The structure of the draft plan is a hybrid between the framework typical of Oregon's modal and topic plans and FRA recommendations and requirements for state rail plans. The main sections of the draft plan are:

- *Executive Summary*
- *Chapter 1: The Role of Rail in Statewide Transportation*
- *Chapter 2: The State's Existing Rail System*

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- *Chapter 3: Rail System Issues and Opportunities*
- *Chapter 4: The State's Rail Service and Investment Program*
- *Chapter 5: Coordination and Review*
- *Plan Appendices*
- *Technical Appendices (compilation of technical memorandums and resources produced and reviewed as part of plan development)*

The Steering Committee devoted much of its review and discussion to Chapter 4, which includes the draft plan's vision statement; draft goals, policies and strategies; and an investment program framework. Specific policies and strategies are organized around seven goal areas covering:

- *Partnership, collaboration and communication*
- *Connected system*
- *System investments and preservation*
- *Funding, finance and investment principles*
- *System safety*
- *Preserving and enhancing quality of life*
- *Economic development*

Consistent with investment recommendations in other statewide plans, the draft State Rail plan does not specify individual projects for investment. Rather, the plan provides a recommended investment decision making framework to enable Oregon to identify projects that benefit public interest, prioritize those projects, and consider funding responsibility for other rail stakeholders in consideration with the benefits received. Example projects to meet the identified areas of need and investment priorities are provided as part of the plan.

Development of the draft State Rail plan has been coordinated, to the extent possible, with the Oregon Passenger Rail project, a more detailed effort to evaluate alternatives for future passenger rail service on the Willamette Valley section of the Pacific Northwest Rail Corridor. While the State Rail Plan compliments and coordinates with this work, the draft plan acknowledges and must sometimes defer to the key elements of the more detailed corridor evaluation. Additional information on the Oregon Passenger Rail project is available at: <http://www.oregonpassengerrail.org/>.

Pending Commission action to release the draft plan for public review, staff will provide notice of the draft to interested parties and post materials for public comments. Staff will concentrate review efforts on Area Commissions on Transportation, advisory committees, and interested stakeholder groups through a process that follows the Commission's public involvement policy. Staff will also submit the draft plan to FRA for its detailed review and comment during the public review period.

A public hearing will be scheduled for the Commission's May 15-16, 2014, meeting in Astoria to allow interested parties an opportunity to speak directly to the Commission. The formal public comment period will close June 20, 2014 (a minimum 45-day review period is required). Staff will compile comments and share the input and recommendations at a final Steering Committee meeting anticipated in July 2014. Following final edits to the draft plan, staff will present the

document and the draft "Findings of Compliance with State Planning Goals" to the Commission and request adoption. This action is anticipated at the September 2014 Commission meeting.

Pending OTC adoption, ODOT will submit the plan to FRA for formal acceptance, which confirms that Oregon meets specific eligibility requirements for FRA funding and provides a new roadmap for the state in prioritizing public investment in, connecting to, and taking advantage of, the critical rail system in Oregon. The current FRA Grant agreement will expire at the end of 2014, putting a formal bookend to the overall work.

*The draft plan sections can be accessed by visiting the project Website at:
<http://www.oregon.gov/ODOT/TD/TP/Pages/railplan.aspx>.*

Presentation:

Hal Gard introduced Michael Rock who led the presentation on the Draft Oregon State Rail Plan. Highlights of the presentation were:

- Project objectives – meet Passenger Rail Investment and Improvement Act (PRIIA) eligibility requirement to receive Federal Rail Administration (FRA) funds
- Plan elements
 - guided by steering committee
 - role of rail in statewide transportation
 - rail system conditions, issues, opportunities
 - goals, policies, strategies
 - link to passenger rail project
 - investment program
 - public benefit
 - proportionality
 - priorities
- Draft vision statement - Oregon will have a safe, efficient and commercially viable rail system that serves its businesses, travelers and communities through private resources, leveraged as needed by strategic public investments.
- Seven goals and key policy areas:
 1. partnership, collaboration, and communication between private owners, local jurisdictions, and communities
 2. create a more connected system
 3. system investments and preservation – partnerships to eliminate bottlenecks, improve operations and maintain a state of good repair
 4. funding, finance, and investment principles
 5. system safety
 6. preserve and enhance quality of life
 7. economic development
- Investment program overview: PRIIA and FRA requirements, "Oregon approach" to investments, rail factors, and the State Rail Plan program framework
- Next steps: public review period in April, public hearing at May OTC, review closes June 20, final draft to OTC in September, and FRA acceptance

Discussion:

Commissioner Morgan saluted ODOT Rail's involvement, through Hal Gard and Mike Rock, for keeping this on track and an excellent conversation. She said this is very different from transportation funding because this is basically a privately owned asset and we need to have a partnership with those owners when having a discussion about the plan for the system. One of the big issues is around right-of-way preservation, particularly in rural parts of the state where the rail system grew up around the timber, mining, and cattle ranching industries, which are now on a decline. A lot of those rail lines are in financially precarious positions or shut down. In a hundred years we might be in a very different place than we are right now, and the possibility of having to grapple with establishing and acquiring new rail line right-of-ways demonstrates that maintaining existing right-of-ways needs to be a part of future planning. There is a role the land use planning system in Oregon can play in that discussion, and that nexus needs to be explored.

Commissioner Morgan said intermodal connectivity is another big piece. The rail system, especially on the passenger side, has to link in to the transit system, the highway system, the airport system, etc. It's vital that the opportunities exist so people using passenger rail can get off at their stop, and get on to another mode of transportation to get to their ultimate destination. The connectivity piece on the freight side is slightly different, but no less important. As Class 1 railroads change their mode of operation to mostly unit trains (large trains that are organized in terms of delivery at their ultimate destination), a system must be in place for the local pieces of those unit trains to feed into the system. There is a role the land use planning system in Oregon can play in that discussion also by making sure locally adopted land use plans have properly zoned and protected areas for that purpose.

Commissioner Frohnmayer said it is exciting to see this all come to a point where it is ready to go to the general public. It is no secret he is a huge fan of expansion and growth of the rail system, both on the passenger and freight side.

Acting Chair Lohman said we need to use this plan to help focus on what's realistic. It's fairly easy to develop a great vision, but it's much more difficult when it comes to being realistic and deciding what to say no to. He urged the Commission and the public to pay close attention to the strategies developed in the plan, like Section 4.5 on investment strategy that looks at different funding scenarios and priorities. From a personal standpoint, he said keeping what we already have is the highest priority.

Action:

Commissioner Frohnmayer moved to approve the release of the draft Oregon State Rail Plan for formal public review. Commission members unanimously approved the motion.

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Oregon National Guard Pro Patria Award

The Commission received an award from the Oregon National Guard, Employer Support of the Guard and Reserve (ESGR). ODOT's Region 3 is the recipient of the Oregon National Guard's Pro Patria Award. ODOT Region 3 Manager Frank Reading, Area Chair with Employer Support of the Guard and Reserve Colonel (Ret.) Rick McReynolds, and Oregon National Guard Employer Support Specialist Dawn Taylor presented the award. ***(Background materials in Director/Commission/History Center File, Salem.)***

Background:

The Pro Patria Award is presented annually by the ESGR State Committee to one small employer, one large employer, and one public sector employer in the state. It is the highest level award that may be bestowed by the ESGR State Committee.

In receiving the Pro Patria Award, ODOT joins a select list of companies including Intel, Boise Cascade, Georgia Pacific and Kaiser Permanente.

ODOT is receiving the award because of the work of Region 3 Managers Mike Baker and Mike Morris, who have already been personally honored with Patriot Awards and for the work of the organization, which was recognized with the Above and Beyond Award.

Presentation:

Frank Reading introduced the award recipients Mike Baker, Mike Morris, Lieutenant John McDonald, and Captain Jered Carpenter. Oregon National Guard Reserve Colonel (Ret.) Rick McReynolds gave a brief history of the Pro Patria Award. The Pro Patria Award is based on leadership, practices, and personal policies that make it easier for employees to serve.

ODOT Senior Roadway Engineer, Captain Jered Carpenter is leaving on his second deployment this summer. He said there is a lot that weighs on a person's mind when faced with leaving your family for a year. However, there is one thing he can't say enough about: what it means to a soldier to have an employer that is so supportive, and what it means to not have to worry about your job while away. And it's not just being supported by your employer; it's being supported by your coworkers who pick up the workload and share the burden while you're gone.

Reserve Colonel (Ret.) Rick McReynolds presented the Pro Patria award to the Oregon Department of Transportation Southwest Region 3.

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Consent Calendar

The Commission considered approval of the Consent Calendar. (***Background materials in Director/Commission/History Center File, Salem.***)

1. Approve the minutes of the March 20, 2014, Commission meeting in Salem.
2. Confirm the next two Commission meeting dates:
 - Thursday and Friday, May 15-16, 2014, meeting in Astoria
 - Thursday and Friday, June 19-20, 2014, meeting in Bend
3. Request approval to adopt a resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
4. Request approval of the following Oregon Administrative Rules:
 - a) Amendment of 731-012-0030 relating to a minor correction to a Capacity Reduction rule.
 - b) Amendment of 740-100-0010, 740-100-0065, 740-100-0070, 740-100-0080, 740-100-0085, 740-100-0090 and 740-110-0010 relating to the annual readoption of Federal Safety and HazMat Regulations.
5. Request approval to waive the requirement for an Interchange Area Management Plan (IAMP) for the Oregon 62 Corridor Project (Interstate 5 to Dutton Road) in Medford.
6. Request approval of an implementation plan for the award of General Funds appropriated to the Elderly and Disabled Special Transportation Fund program in the February 2014, Legislative Session.
7. Action 1 – Request approval to commit funds to the state’s Metropolitan Planning Organizations (MPOs) in State Fiscal Year 2015. The MPOs will use the funds to carry out their transportation planning programs in order to meet the requirements of federal and state law. The funding amounts to be passed through to the MPOs are illustrated in Attachment A.
Action 2 – Request to authorize the Transportation Development Division Administrator to sign the necessary agreements for the disbursement of the above noted funds.
8. Request approval to amend the 2012-2015 Statewide Transportation Improvement Program (STIP) to advance the right-of-way phase of the South 3rd Street: Franklin Avenue-Murphy Road project, in Bend (\$350,000) currently reflected in the draft 2015-2018 STIP and to increase funding for the preliminary engineering phase from \$344,000 to \$444,000. Funding for this project will come from the Enhance program. The total estimated cost of this project is \$794,000.
9. Request approval to amend the 2012-2015 Statewide Transportation Improvement Program to cancel the U.S. 101: Depoe Bay – 54th Street Preservation project in Region 2 and add a new Preservation project U.S.101: Oregon 126 Junction – Douglas County Line in Region 2. The funds will come from cancelled U.S. 101: Depoe Bay – 54th Street Preservation project. The total estimated cost of this project is \$4,700,000.
10. Request approval to amend the 2012-2015 Statewide Transportation Improvement Program to advance a portion of the Enhance funding \$1,114,454 identified in U.S. 97 Passing Lanes and add it to U.S. 97: Moro – Madras in Region 4. The total estimated cost of this project is \$13,881,454.

11. Request approval to amend the 2012-2015 Statewide Transportation Improvement Program to advance the construction phase of The Dalles Transportation Center project (\$1,783,000) currently reflected in the draft 2015-2018 STIP. Funding is coming from the Enhance program. The total estimated cost of this project is \$3,303,000.
12. Request approval of a legislative concept to repeal Chapter 4, 2013 Laws. The Oregon Department of Transportation (ODOT) will submit the concept, in addition to those approved by the commission in April 2014, to the Department of Administrative Services on or before May 2, 2014. If the Governor’s Office approves, these concepts will be drafted as legislation and filed on behalf of ODOT before the 2015 Legislative Session.
13. Request to appear before the Legislative Emergency Board to request permission to apply for a FHWA grant to further enhance compliance of motor fuel and highway user taxes.

Action:

Commissioner Baney moved to approve the Consent Calendar, with the addition of Consent Item 13. Commission members unanimously approved the motion.



Acting Chair Lohman adjourned the meeting at 12:30 p.m.

Acting Chair Dave Lohman	Tammy Baney, Member
Susan Morgan, Member	Mark Frohnmayer, Member
	Roxanne Van Hess, Commission Support