

**OREGON TRANSPORTATION COMMISSION**

**Minutes of the Regular Monthly Meeting  
February 20, 2014  
Salem, Oregon**

On Thursday, February 20, 2014, at 8:15 a.m., the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff held a premeeting briefing session in Room 240, the Stuart Foster Conference Room, at the Transportation Building, 355 Capitol Street NE, Salem, Oregon. Highlights of the premeeting were:

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Review of the agenda - Matt Garrett

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RVACT – Matt Garrett discussed conversations he had with people involved in Josephine County effort to secede from the Rogue Valley Area Commission on Transportation.

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The regular monthly meeting began at 9:51 a.m. in the Gail L. Achterman Conference Room at the Transportation Building.

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 Pat Egan  
Commissioner Dave Lohman  
Commissioner Mark Frohnmayer  
Commissioner Tammy Baney  
Director Matthew Garrett  
Chief of Staff Dale Hormann  
Trans. Development Div. Admin. Jerri Bohard  
Communication Div. Admin. Patrick Cooney  
DMV Division Administrator Tom McClellan

Trans. Safety Division Administrator Troy Costales  
Highway Division Administrator Paul Mather  
Region 1 Manager Jason Tell  
Region 2 Manager Sonny Chickering  
Region 3 Manager Frank Reading  
Region 4 Manager Bob Bryant  
Region 5 Manager Monte Grove  
Commission Assistant Jacque Carlisle

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Chair Egan called the meeting to order at 9:51 a.m.

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**Director's Report**

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**ODOT Family Transitions**

Director Garrett said we are a family at ODOT. We respect our diversity. We celebrate our successes, and we learn from our failures. We fight, and we reconcile. We acknowledge birthdays, anniversaries, appointments, awards and recognitions, and retirements. We share in the joy of the birth of a child, and we share our sorrow with the death of a friend or colleague. He shared some thoughts about a few ODOT family members.

- ∴ **Susan Morgan** was appointed by the Senate to the Oregon Transportation Commission on February 12, 2014, with her term beginning March 1. She brings tremendous transportation knowledge to the OTC, as well as an astute political acumen. Susan is a former Oregon State Representative for Southern Oregon, and currently is a Douglas County Commissioner and a member of the South West Area Commission on Transportation.
- ∴ **Region 4 Manager Bob Bryant** was presented a 30-year service pin. Since joining the Oregon Department of Transportation in 1984, Robert W. Bryant has risen through the ranks of ODOT and today serves as Manager of Region 4, with overall responsibility for 350 employees and a \$342.7 million capital project budget, and a \$72 million non-capital budget.

As Region Manager, Bob is the executive in charge of planning, design, construction, maintenance and operation of the state highway system for the central third of the state, from the Columbia River on the north to the California border on the south, and from the crest of the Cascade Mountains on the west to the heart of the Oregon High Desert on the east. This represents 9 counties and contains 2,300 miles of state highways.

Bob has been recognized for his efforts in developing the Bend Parkway, the Redmond Reroute, the new South Century Drive Interchange, and is currently overseeing the U.S. 97 Lava Butte – South Century four-lane project. Director Garrett congratulated Bob for 30 years of service, and thanked him for his determined and principled leadership.

- ∴ **Communications Division Administrator Patrick Cooney** is retiring after 17 years with the agency. Director Garrett said Patrick embodies the terms character, integrity and loyalty, the values of duty, honor and country, professional excellence and service, and has since the day he crossed the threshold of this building. In 1997, Patrick took over a rather anemic Communications Division and, over time, with focus and discipline, has turned it into the best Communications Division in the State of Oregon. We are looked to, from our brothers and sisters in state agencies, on how we do business and how we communicate. To call this remarkable is an understatement at best.

Director Garrett said, “Patrick came to the agency on the very same day I did in 1997, and throughout our time together, he has always had my back. Always.” He said it has been a privilege and a pleasure to work alongside Patrick these past 17 years, and from the bottom of his heart, he said, thank you.

- ∴ **Chief of Staff Dale Hormann** is retiring after 33 years of service to the State of Oregon. He advised this agency as the Department of Justice’s Legal Counsel for 31 of those years. The past two years, he has been the Director’s Chief of Staff where he has, very simply, helped expand the view of what is possible with this agency. It is just that simple.

While Dale was a great lawyer, Director Garrett said he hit his stride as Chief of Staff for ODOT. He understood the role very well. He was tough but fair, loyal, committed, and smart. Dale understood that his role as Chief of Staff was one that demanded that he speak *truth to power*, whether that was to a director, a division administrator, or the Governor’s Office. He did not shy away from what he thought was the path that was in the best interests of the State of Oregon and the Department of Transportation. Director Garrett said he is greatly indebted to Dale.

- ∴ **Oregon Transportation Commissioner Mary Olson** has stepped down from the Oregon Transportation Commission. Director Garrett said there are truly no combinations of words that can express his sadness as our friend Mary Olson has to step down from her Commission seat for health reasons. The ODOT family will never forget her spirit, passion, and the leadership qualities she engaged with this agency. Mary’s fingerprints will forever be engrained upon Oregon’s transformational work known as the Road User Charge. What she helped start in the State of Oregon will no doubt play itself out across this nation. We are working on some efforts to make sure that we truly recognize, and never forget Mary Olson, with a leadership award that will identify a protocol that looks for folks across the agency that exhibit the qualities that Mary stood for.

- ∴ **Oregon Transportation Commission Chair Pat Egan** is vacating his position. Director Garrett said he has had the privilege to work with three great men. One is his Dad, who was foundational to a lot of things. Another was Mark Hatfield, who taught him a very basic element – that public service is a noble cause. He said that as he was reflecting on how he was going to say this, he was struck by a quotation that came from Mr. Hatfield on public service leadership. The good Senator said, “Leaders create the kinds of visions that generate passion, that build support, that test courage, and ultimately succeed in transforming visions into lasting legacies for future generations.” This is what makes public service leadership so special.

Director Garrett said he has reflected on those words for many years. He has just come to realize that Mr. Hatfield was speaking about that third gentleman he has had the honor to serve with, Pat Egan. Pat is without peer in the transportation arena in the State of Oregon. His influence and his impact has extended well over a decade, from his service to two governors, to the Port of Portland, to PacifiCorp, to the Chairman of the Oregon

Transportation Commission. Director Garrett said, make no mistake, Pat Egan has left a lasting legacy for generations to come. Pat's tenure as OTC Chair has profoundly shaped this agency, and left an indelible mark on all those he engaged. He will be missed.

Chair Egan said he didn't think he could be more humbled than by being included in that company, and in that regard. He said he has been very fortunate in his career, and in his life. However, one thing he is truly regretful of is to leave this Commission and this department. He cares very passionately about the work they do, and he is extremely proud of the folks Director Garrett just spoke about, Commissioner Olson, Patrick Cooney, Bob Bryant and Dale Hormann. They embody what Director Garrett, the department, and the Commission has established which is a true connection, an unabashed love for the State of Oregon, and a desire to do good. He started his career in the late 1980s in the House Majority Office, where he came to realize over time, that you can't get anything done in life if your view is one sided. At the end of the day, what he loves about this particular topic area is that it doesn't care what the party is, and it doesn't care what your world view is. It cares about getting people and goods from here to there, and what that means for the state. Chair Egan said he is very much troubled about leaving this Commission because he is very honored to be a part of it, and he is very honored the Governor had enough trust in him. He is extremely honored to have been a part of this agency, and a part of this group.

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***Public Comments***

Public written and verbal comments were received from former SWACT Co-Chair Stan Wolfe of Grants Pass, who spoke in support of a petition to form a new Area Commission on Transportation in Southern Oregon. More information will be provided at the March 2014 OTC meeting.

Chair Egan commented that this will be discussed at the March meeting, but he would like to share his comments before stepping down. Having seen the evolution of the ACTs, and the whole construct, he takes issue with the view that Jackson County and Josephine County are so different that they could not both be under one roof. They are both part of the State of Oregon. It is worth noting that when we've had these discussions in the past, there is an admiration for the level of cooperation, and the give and take that exists within an ACT. One of the values the Commission gets out of the ACTs is that healthy tension that goes with having multiple counties and regions. He submits for future discussion at the March meeting, that ultimately, if we break down along county lines, we would have 36 different ACTs, and if you asked some of those counties, they would break down even within the county. That is the wrong model. Ultimately, the Commission has the charge of selecting projects, but has very much taken pains to engage the counties, county leadership, and private industry leadership as well, for that input. If we further devolve, based on voting and individual projects, it misses the point of the model, which is, we are all in this together. We all recognize the bigger problem is that there aren't enough resources. If we collaborate on project selection, and then at the end of the day

recognize that some folks are going unfed, that is the time we need to go across the street and work with the legislature to make sure they buy in.

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### *Mid-Willamette Valley Area Commission on Transportation*

The Commission participated in a panel discussion with members of the Mid-Willamette Valley Area Commission on Transportation (MWACT), and considered approval of its updated charter and biennial report. (*Background materials in Director/Commission/History Center File, Salem.*)

#### ***Background:***

*Pursuant to Highway Division Directive HWY ORG 01-02, MWACT is required to present a biennial report to the OTC in the fourth quarter of each odd-numbered year.*

*The Oregon Transportation Commission originally chartered MWACT in 1997 as the first Area Commission on Transportation. The biennial report describes MWACT'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 MWACT 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 Mid-Willamette Valley?*
- 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:***

ODOT Area Manager Tim Potter, Mid-Willamette Valley Area Commission on Transportation Chair Ken Woods, and MWACT Vice-chair Cathy Clark led the discussion.

Ken Woods introduced the MWACT panel members:

Craig Pope, Polk County Commissioner  
Marcia Kelley, Salem Area Transit District Board member  
Kathy Figley, Woodburn City Mayor  
Sam Brentano, Marion County Commissioner  
Scott Walker, Silverton City Council  
Mitch Teal, private sector representative for Marion County  
Cathy Clark, Keizer City Counselor, and MWACT Vice-Chair

Ken Woods gave a brief history of MWACT, its members and goals. He said one of the topics for discussion was the maintenance-expansion balance. He said the key to this balance for MWACT is safety. In a recent evaluation of project application, it was apparent that a more dependable source of funding for transit is needed to maintain the existing level of service. He said transportation investments can help the economy by having projects designed to get locally produced goods to the global market. Other projects not only improved livability, but attract tourism to the area. Then there are the mobility projects, intended to keep traffic moving so goods can get to the market. The breaking down of funding silos has been refreshing. Local officials are often stymied by the restrictions on funds, and how these restrictions get in the way of doing good things for the state and the public. The lack of specific rating criteria was frustrating for the ACT, but it also gave an opportunity for it to say what was important in its area. The recent STIP process highlighted the need for addition funding, not just for the roads, but in all modes.

Commissioner Baney asked how discussion occurs in the ACT between the smaller and larger communities or counties. Sam Brentano said the ACT has been blessed by having members that have true concern for the whole area, and who are willing to give up projects dear to them for the good of all. Kathy Figley agreed, saying that during times when funding was limited, the ACT has a history of picking a big project and the rest get out of the way and support that project to get it done.

Craig Pope said the collegial behavior of the ACT, and the behavior of the people who represent transportation planning in the State of Oregon, shows they take the responsibility very seriously. However, he said the primary reason MWACT works so well is because of the leadership of Ken Woods, who has done an outstanding job of helping people understand what the history has been so they can understand the prioritization and the consensus process.

Cathy Clark said the ACT looks at its large and small communities, the connectivity and how it's going to serve the region, how it's going to solve problems, and then collaborates with its partners within those communities.

Marcia Kelly said that in addition to Salem/Keizer Transit, MWACT also has representation from Yamhill County. Transit is well represented in the ACT, but the way the funding situation is in the state, it often doesn't have a way of weighing in. That is something the Commission could look at that would be helpful. In 1989, the Salem/Keizer Transit Board authorized the first bus purchases. Those buses were retired last year, 24 years later. The life of a transit bus is usually 12 years. They finally have a fleet that is within that limit, but they are aging out in 2015. That is where the state could really help in terms of funding for some of the other modes – thinking about those capitol purchases so the ACTs can increase their funding for operations. In Salem, service has been cut back to only Monday through Friday. It had to eliminate Saturday service because of the ongoing funding limitations.

Commissioner Lohman said he is very sorry the Josephine County contingent of the RVACT is not at this meeting to hear this conversation and to see how well MWACT works together. It's very impressive. As part of MWACT's operating agreement, there's a statement that its goal is to work collaboratively to find solutions, rather than to work on garnering votes. That's a statement of the essence of what the OTC wants from its ACTs. The ACTs are not about per-capita representational voting. It's about finding the best projects for the region. MWACT has demonstrated that's what it's doing, and it has been able to put aside that parochialism we're all affected by, and look beyond that. It's very impressive.

Ken Woods said the ACT took about a year to 18 months to learn about each other's problems. They realized money was going to be tight, with several projects that were going to be partially funded here and partially funded there. But one group stood up and said their project was not going to be ready. They gave some of their funding to another project, along with several other projects throwing in a little, and that's how the Sublimity Interchange project got completed. In return, as money becomes available, the ACT pays back these other projects. It's made MWACT stronger because they know they got one project done and the next time it's their turn, and that the project will be funded and supported by the whole group.

Craig Pope said the ACT understands that some projects are legacy projects, and will take a long time. But, as they went forward in the process, they discussed how they could make certain those last dollars were made available to complete the Minto Brown project. Although it didn't have anything to do with the safety priorities of the ACT, the members saw the value in a community that found ways to get a project funded. That's valuable and they have to support that community.

Chair Egan said one thing he would ask the ACT to work into future discussions with other ACTs is succession management. Ken Wood's mentoring, to provide the history and background of this whole model, is invaluable if this is going to work. Everyone that participates at an ACT table must have the sense or understanding that there is a compact between the Commission and the ACT. Ultimately, the Commission is in the position of approving charters and securing that power with the ACT. The Commission wants it to be sustained, but it knows there are ACTs like RVACT, and its Josephine County contingent, that

are struggling with it. Governance and advocacy are the other two issues. The OTC does not want to be in the position of selecting the yea or nay's about whether it's consensus or majority, or whatever. At the end of the day, it's the ACT's decision how it governs itself. As for advocacy, the OTC does ask the ACTs to do a lot in the selection of projects and identifying priorities, but one thing that is also very important is the ACT's level of engagement with its own state delegation and congressional delegation staff. He asked how the ACT engages elected officials, who are members of the state legislature, in the process.

Marcia Kelly said the ACT has conducted open houses in the past, but until this point had not been encouraged to do any advocacy. It would like to do more, but really needs some direction or definitions on what the OTC would like done in that realm - information sharing versus advocacy.

Cathy Clark said many of the members are involved in the roundtables with Congressman Schrader and have kept him apprised of the needs. The ACT has tried to communicate with state legislators, but asked the Commission how to best communicate with and help inform our legislators on what the ACT is doing. Chair Egan responded that the ACT's role is very valuable, and it's important to figure out the appropriate way or mechanism to do outreach in a purposeful way with legislators, to identify that value the ACT brings and what it's done on behalf of supporting these projects. While the ACT's role is always to blindly advocate for more revenue, it also needs to then purposely say, 'projects have been identified that we support and think should be funded, and by the way, we've also identified a bunch of good projects that we also think should be funded, but we recognize there are no resources to do that right now so they are in a queue, but if the legislature or congress identifies additional funds, we, the stewards that prioritized those projects, have done so to give legislators a repository of projects it can have confidence in.' Chair Egan said the extent to which ACTs have that conversation with legislators increases the benefits of those conversations.

Commissioner Baney said one of the pieces the ACTs have struggled with is getting the participation of business and the private sector. She asked Mitch Teal to talk about the value to him in participating in the ACT. Mitch said he brings a unique perspective in that he does not have an investment in any one community. He doesn't have a board or committee he represents, and he's not a champion for any particular mode. He has been fascinated with the give and take he has seen repeated over time, and by the counties' flexibility and willingness to do that. Their trust in each other, and their belief that they are always going to get back what they give, is unique. He said he doesn't have to account to anyone, but it is a great opportunity for him to go back to the business community and keep them informed of things coming down the pike that might affect them. This ability to go out and communicate with, and be an advocate for, people is pretty amazing.

Scott Walker said the support provided by ODOT, and the conduit of information provided by ODOT staff, is enormously important, and not always available from other agencies.

Commissioner Frohnmayer asked what the OTC could do to help the ACTs that might not be functioning as well in the collaborative sense, and help them learn from the ACTs that are. Craig Pope suggested an exchange student type program of sharing personnel or sharing an

exchange thoughts and ideas. This would allow them to share common problems, lessons learned, and successes. MWACT currently has a coastal ACT member that comes over and attends MWACT meetings to take that information back to share with their ACT.

Chair Egan closed by thanking MWACT for the excellent job it has done. He said the dialogue, and how the ACT has conducted itself, is exactly the kind of approach the Commission envisions and hopes for from its ACT members. He tipped his hat to the MWACT Chair and each of the individual MWACT members.

**Action:**

Commissioner Lohman moved to approve the MWACT updated charter and its biennial report. Commission members unanimously approved the motion.

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**Office of Civil Rights Update**

The Commission received an informational update on the Office of Civil Rights from ODOT Chief of Staff Dale Hormann and ODOT Civil Rights Manager Michael Cobb. ***(Background materials in Director/Commission/History Center File, Salem.)***

**Background:**

*The Office of Civil Rights supports the department's mission through programs that ensure equality and assist minorities, women, low-income, disadvantaged and disabled individuals. Its programs provide access to services and economic opportunities through jobs or contracts with the agency. The OCR manages programs at the federal level that include:*

- *Workforce Development*
- *Small Business Development*
- *Title VI/Environmental Justice*

*In addition to the federal programs, OCR manages the Emerging Small Business (ESB) program, authorized in state statute. In the interest of fostering equal opportunity for all groups in contracting, and maximizing opportunities for women and minorities, OCR partners with a host of external small business and workforce development organizations, and all agency divisions and highway regions.*

**Presentation:**

Dale Hormann and Michael Cobb gave the presentation on the Office of Civil Rights (OCR).

Highlights of the presentation were:

- OCR programs include Workforce Development, Small Business Programs, and Title VI.
- With a focus on economic challenge, the Workforce Development program's goal is to grow the workforce through the Reimbursable Training Program, and to provide workforce support through on-the-job training, support services, and a wide and diverse workforce outreach network.

- Small Business Programs include:
  - ▲ Disadvantaged Business Enterprises (DBE) policy intends to ensure nondiscrimination, a level playing field to compete in, tailored programs, removal of contracting barriers, that only eligible firms participate, and to assist in development of firms to compete outside the DBE program. The program fell short of its annual goal, in part because potential DBE available participation estimated levels did not materialize.
  - ▲ Emerging Small Business (ESB) is statutorily required by ORS 200.160 and has a budget of \$3.3 million.
- Providing small business supportive services and initiatives through a wide variety of programs.
- Title VI – Nondiscrimination Programs and Compliance as part of the Civil Rights Act of 1964. Compliance activities include; procedures and guidance training, compliance reviews, complaint investigation, outreach/networking, and federal reporting.
- Moving forward, the Office of Civil Rights will continue exploring, looking for any and every opportunity to get the words and thoughts and ideas of young people, realizing that the young people are indeed our future. The workforce is dwindling and needs to be replenished, and we need to look to get to young people earlier, in high school and junior high.

***Discussion:***

Commissioner Lohman asked how potential DBE's are determined, what other states are doing, and if we are coordinating with them so our definition of potential isn't very expansive while another state's is very conservative. Michael Cobb responded that Oregon is contracted with the same firm that did the disparity study, and that firm conducted an availability study that looked at the actual realization of the so-called potentials. The next program goal, for 2014-2016, will have some "potential DBE ", but it will be a more realistic view.

Dale Hormann said certification of businesses is a goal of the state, with a big push from the Governor's Office to get potential firms certified. There are huge advantages to that as the businesses get keyed into the services we provide, and other state opportunities.

Commissioner Frohnmayer said another potential tool to add would be peer mentoring for CEOs, a way to compare challenges, lessons learned and successes. Peer mentoring is a very powerful mechanism.

Commissioner Baney said she would like to see the next presentation show an enhanced, statewide perspective of how we are infusing this in smaller communities. She is happy to see that we are not adjusting the goal to make the goal look better, that we are actually making the appropriate adjustment for the right tracking.

Chair Egan thanked the Office of Civil Rights for its hard work, and challenged staff to look at the regional allocations and allocated funds, and look for greater opportunities to take this initiative statewide.

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The OTC broke for lunch and CRC project manager Kris Strickler explained plans to shut down the project in an orderly manner, if the Governor orders that action.

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### ***Statewide Transportation Strategy***

The Commission received an informational presentation on the Statewide Transportation Strategy (STS) Short-Term Implementation Plan. ***(Background materials in Director/Commission/History Center File, Salem.)***

#### ***Background:***

*The [Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Emissions Reduction](#), developed in response to Senate Bill 1059 (2010), establishes a general course of action to reduce transportation-related greenhouse gas (GHG) emissions and help the state achieve its reduction goals. The Oregon Transportation Commission (OTC) accepted the Statewide Transportation Strategy on March 20, 2013, which signaled support for ODOT staff to examine the strategies further and move forward with the development of an implementation plan. In accordance, the department developed the STS Short-Term Implementation Plan.*

*In developing the STS Short-Term Implementation Plan, ODOT staff reached out to a variety of internal and external stakeholders to provide information, address concerns, and discuss initiatives that align with the STS. This outreach helped to identify seven programs for inclusion in the STS Short-Term Implementation Plan that the department will pursue in the next 2-5 years. Although these programs represent a small number of potential actions identified in the STS, they build upon ODOT's existing work at relatively low costs and within existing budgets. Furthermore, these programs will help ODOT achieve some early successes before considering the more ambitious strategies necessary to achieve the STS vision.*

*The stakeholder outreach process also helped in the development of two supporting documents: 1) the STS Summary Sheets, and 2) the economic considerations discussion paper. The summary sheets outline the intent of all 18 strategies included in the STS, identify potential opportunities and challenges to implementation, and include a sampling of other initiatives from across the state that help move the STS vision forward. In addition, the economic discussion paper considers how the programs in the implementation plan may impact the state's economy.*

*Beyond the STS Short-Term Implementation Plan, the department will develop a mid-term (5-20 year) implementation plan and a long-term (20-40 year) implementation plan. Similar to the STS Short-Term Implementation Plan, to develop these implementation plans ODOT will engage internal and external stakeholders, consider economic impacts, and provide the plan to the OTC for review.*

Next Steps:

*ODOT will commence implementation of the seven programs outlined in the STS Short-Term Implementation Plan, and will monitor the statewide change in Greenhouse Gas (GHG) emissions from the transportation sector, as well as the effectiveness of the seven programs. The department will also develop biennial progress reports, starting in the next four years, which outline the status of the implementation programs and changes in GHG emissions. Through tracking and reporting, ODOT will identify when to begin exploring other STS strategies for inclusion in the mid-term and long-term implementation plans.*

**Presentation:**

ODOT Transportation Development Division Administrator Jerri Bohard introduced ODOT Transportation Planning Unit Manager Amanda Pietz and ODOT Senior Planner Anne Russett who gave the presentation. Highlights of the STS Short-Term Implementation Plan presentation were:

- the STS is legislatively mandated, and a nonregulatory document that looks at what it would take to substantially reduce emissions while balancing other important societal goals.
- an overview of the 18 recommended strategies developed over a two year period by extensive modeling and analysis work combined with committee and stakeholder collaboration. Components of the strategies included:
  1. vehicle, engine, and fuel technology advancements
  2. systems and operations performance
  3. transportation options
  4. efficient land use
  5. pricing, funding and markets
- the STS is a statewide strategy, so it includes potential actions for federal, state and local jurisdictions. ODOT and these others need to work together to implement next steps that include, what to implement, how, and when.
- developing an implementation plan focused on what ODOT can affect, focused on the next five years, and including outreach
- the Short-Term Implementation Plan highlights new or reprioritized work, and focuses on actions that leverage existing work, are low cost, and have outcomes with many apparent benefits
- the plan identifies seven programs that ODOT will implement in the next 2-5 years, and includes an approach to tracking and recording progress. The seven programs are:
  1. Electric vehicles and low emission fuels
  2. Eco-driving
  3. Road user charge economic analysis
  4. Strategic assessment and scenario planning
  5. Intelligent Transportation Systems (ITS)
  6. Transportation planning and project selection
  7. Stakeholder coordination
- tracking progress through monitoring and reporting
- next steps: commence implementation of programs, monitor progress, prepare biennial progress reports

**Public Comments:**

Matt Crall, from the Department of Land Conservation and Development, said there is a lot to praise in the STS, but particularly, Program 4, scenario planning. He said the staff of ODOT and DLCD have worked closely with the metropolitan regions around the state to bring land use integration into the planning process. That loops back to why the STS is so important, because when we are asking metropolitan areas to take important steps, it assures the state does its part. He provided written comments on several points the DLCD encourages to strengthen the STS.

Chris Hagerbaumer, Deputy Director of the Oregon Environmental Council (OEC), said it would be helpful for stakeholders to actually have a document that describes the base level of work that ODOT and other agencies are doing to promote less greenhouse gas in the state. In the past, OEC has heard a lot from metropolitan planning organizations (MPOs) and local government that they want to do this, but how will we fund transit. Also, there are so many plans, and there has to be a way to meld all this into how existing plans are done so it doesn't seem so big and cumbersome.

Richard Gray, representing the City of Portland, spoke in support of the Region's request that ODOT staff be directed to work with local agencies staff to strengthen the short-term implementation plan. On February 13, 2014, the Metro Joint Policy Advisory Committee on Transportation adopted a motion resulting in the letter presented to the OTC today as written comment.

**Discussion:**

Commissioner Baney said she was excited to see that ITS was one of the components because it can allow significant improvements without a lot of cost or infrastructure needs. What gives her a little heartburn is she worries about the regulatory piece, and while it is not a regulatory document, when we start talking about things like planning and project selection, are we creating a situation where we are looking at projects to meet a goal that is identified on one list, but also a marrying with a region or priority list as well. She would hate to just have this document be how we select projects because we are trying to go with reduction of greenhouse gas. That is a wonderful goal, but we also have other extraordinary needs that may not meet that criteria at the same time. In addition, she said she hopes a piece of this looks at the cost benefit of some of these investments because it would be so much easier to make and stand behind those investments if we can show there is a true benefit to the community above just checking a box.

Jerri Bohard responded to Commissioner Baney's first question about STIP selection, saying that as part of the Jobs and Transportation Act, there were actually ten considerations identified, one around the reduction of greenhouse gas emissions. That is a task the Commission asked the STIP Stakeholder Committee to do by making it part of the *Enhance* process. All the other components like accessibility and mobility and freight are also a part of that conversation so there will be that balance. And ultimately, this criteria will come to the Commission for approval.

Commissioner Lohman said he is not sure he is in complete agreement with Commissioner Baney on the cost benefit analysis piece of this because the benefits of a good job on greenhouse gas reduction are pretty darn hard to quantify. If we have to balance easy-to-quantify costs against hard-to-quantify benefits, we'll make the wrong decision. We want to be careful about over emphasizing that.

Commissioner Lohman noted other comments he had on some of the suggestions made about the different programs:

- Program #1 - there was a recommendation about establishing a chief electric vehicle officer. That is probably a staffing and funding question.
- Program #2 – there was an interesting suggestion about incorporating eco-driving into the Driver Education Program.
- Program #3 – in terms of increasing funding to non-highway modes, we'd all like to do that, but it's pretty frustrating when you have that Constitutional Amendment sitting in front of you.
- Program #4 - the strategic assessments and scenario planning is a fairly intensive and costly effort. We don't have the resources to do this and he doubts the legislature would give us any more. He said an enormous number of hours were spent on the Rail Plan, which if implemented in the next twenty years, would have an enormous impact on greenhouse gas. However, they didn't spend a lot of time specifically detailing the greenhouse gas impacts. There is only so much time, and he would rather spend time on the substantive development of the Rail Plan than going through an exercise to identify greenhouse gas impacts. He is concerned about spending time and resources on that kind of identification with respect to each of our plans.
- Program #5 – a suggestion was made to strengthen the language. He said we are doing a number of important things there, and it is an important area that we could talk about more muscularly.
- Program #6 – there were some very useful suggestions made, including the idea of rewording it make a stronger statement about how much we want project selection committees to take into account greenhouse gas.
- Program #7 – his sense is there is a lot going on there and that needs to be recognized.

Chair Egan closed the discussion by saying some of this is healthy tension and there is a balance between recognizing all the good work that has been done and the heavy expectations. There is a sweet spot where the economic and the cost benefit analysis will yield some results that would also have some pretty significant emission reductions as well.

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## ***East Salem Complex Study and Improvement Opportunity***

The Commission received an informational update about the East Salem Complex Study and Improvement Opportunity, and considered a request for authority to acquire real property from the Oregon Department of Corrections. ***(Background materials in Director/Commission/History Center File, Salem.)***

### ***Background:***

*In 2005, a conceptual design study provided options to update ODOT's East Salem Complex buildings and grounds. Many of the buildings are functionally obsolete, and portions of the compound experience flooding. The department is pursuing an opportunity to acquire property from the Department of Corrections. This acquisition would be the first phase to move industrial functions out of the flood plain and away from the environmentally sensitive Shelton Ditch. Subsequent phases would include building new facilities and refurbishing some of the existing buildings. Functions in leased facilities would move onto the compound, which would eliminate many leased facility costs. Flood-tolerant landscaping near the ditch would also be added. The redevelopment would be consistent with current codes and it would be more compatible with surrounding use.*

### ***Presentation:***

ODOT Statewide Maintenance Engineer Luci Moore and ODOT Region 2 Maintenance and Operations Manager Vivian Payne gave the presentation on the East Salem Complex Study and Improvement Opportunity. Highlights of the presentation were:

- Move emergency-critical functions from the environmentally sensitive flood plain area in the East Salem Compound, as well as to reduce the need for leased facilities in the future.
- The East Salem Complex has been built out over 70 years. The campus is full and is bounded on one side by Shelton Ditch, which is considered salmon bearing and spawning. The 2005 study showed that buildings in the flood plain need to be relocated due to the current zoning and development codes. Those buildings are the mission-critical, industrial type uses; the maintenance crews, bridge crews, and the people out there doing the work. The wireless-unit building is not seismically stable. So in a seismic event, the critical function of communications is at risk.
- The Department of Corrections (DOC) approached ODOT with the opportunity to purchase property. We are in the process of assessing the opportunity.

### ***Discussion:***

The authority to move forward is Item Number 3 in the Consent Calendar.

### ***Action:***

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

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## **Historic Columbia River Highway State Trail**

The Commission considered approval of a resolution to provide Oregon Transportation Commission support for completion of the Historic Columbia River Highway (HCRH) State Trail Project. **(Background materials in Director/Commission/History Center File, Salem.)**

### **Background:**

*The Historic Columbia River Highway (HCRH) is one of the most significant historic roads in the nation. For nearly three decades, the Oregon Department of Transportation has worked with the Oregon Parks and Recreation Department, the State Historic Preservation Office and Travel Oregon to preserve, enhance and reconnect the Historic Columbia River Highway. Over this time, 14 miles of trail were constructed and the remaining 10 miles have entered final design. The resolution documents the many milestones reached by the project to date and affirms the support needed to see the project to completion.*

### **Discussion:**

Region 1 Manager Jason Tell presented the Commission a request to provide the Commission's support to complete the Historic Columbia Highway State Trail Project. It is of historic significance, and has taken on quite an economic significance as political and economic development leaders are recognizing the power of tourism, and cycling in particular. The project has garnered a lot of national and international attention because of what is being accomplished.

One of the purposes of this resolution is to signal to all the stakeholders, who have done a fantastic job garnering support and funding for this project, that we can see a way to get this project completed. We have all the funding needed to design the remaining segments, and are trying to create the momentum around finalizing construction funding. Support continues to grow with a very receptive congressional delegation.

### **Action:**

Commissioner Lohman moved approval of the resolution. Commission members unanimously approved the motion.

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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 January 16, 2014, Commission meeting in Salem.
2. Confirm the next two Commission meeting dates:
  - Thursday, March 20, 2014, meeting in Salem
  - Thursday and Friday, April 17-18, 2014, meeting in Roseburg
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 Rule:
  - a) Amendment of 734-020-0010 relating to speed limits on interstate highways.
  - b) Amendment of 737-025-0001 relating to Safe Routes to School Program.
5. Request approval to amend the 2012-2015 Statewide Transportation Improvement Program (STIP) to add \$5,418,108 of the Roadway Departure Initiative Program (RDIP) funds to an the existing Interstate 5 Median Cable Barrier, (MP 235.75 –245.58) project, and extend the project length from 9.67 miles to 36.58 miles in Region 2. The total estimated cost of this project is \$6,118,108.
6. Request approval to amend the 2012-2015 Statewide Transportation Improvement Program (STIP) to add the U.S. 101 Beverly Beach Drainage Improvement project in Region 2, near Beverly Beach State Park. Project funding will come from Region 2 Operations funds. The total estimated cost of this project is \$850,000.
7. Request approval to amend the 2012-2015 Statewide Transportation Improvement Program (STIP) to cancel the Oregon 242: Powers Highway, MP 9.0-17.5 safety improvements project in Region 3. The project was funded as part of the old Forest Highway program, but with the implementation of Moving Ahead for Progress in the 21st Century Act (MAP-21), the funding was withdrawn, and the project re-evaluated. Because the program was not funded under MAP-21, the region requests it be cancelled.

**Action:**

Commissioner Baney moved to approve the Consent Calendar during agenda item F. Commissioners unanimously approved the motion.



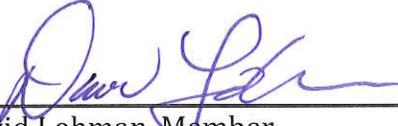
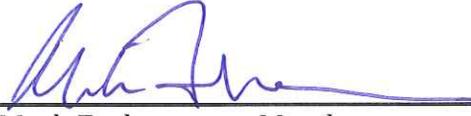
Patrick Cooney spoke briefly on his retirement. He said, “After about 200 Commission meetings, five Commission Chairs, and three Directors, I want the record to show what a privilege it has been to serve with this Commission and its predecessors. The Oregon people have no idea the emotional capital, the time, the effort the Commissioners put into this job, and I wish we had done a better job letting them know. It reminds me of the words of a mentor of mine, Lieutenant General Paul Funk, who said, ‘the leaders are never equal to the led’. This department and the Communications Team proved that a couple of weeks ago during the winter storm. We can never pay them enough, and we can never thank them enough for what they do. This whole department is filled with people like that.” He concluded by thanking the Commission for the honor and privilege of working with them these many past years.

Chair Egan said that from his vantage point, now in Nevada, he’s seen the good work in terms of the presence of ODOT’s Communication Team to communicate what was happening in Oregon throughout that time. For the safety of the citizens, for the importance of the system as a whole, he said, you know how I feel about the Communications element of this, and as you step out, you should give yourself credit for the huge contribution you and your team has made, and I thank you very much for everything you have done.

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Chair Egan adjourned the meeting at 1:58 p.m.

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Pat Egan, Chair	Tammy Baney, Member
	
David Lohman, Member	Mark Frohnmayer, Member
	
	Roxanne Van Hess, Commission Support