OREGON TRANSPORTATION COMMISSION

Minutes of the Regular Monthly Meeting
August 20-21, 2015
La Grande, Oregon

On Thursday, August 20, 2015, at 1:45 p.m., the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff met at Ackerman Hall, 2nd Floor Room 210, Eastern Oregon University, One University Blvd., La Grande, Oregon.

That evening at 5:15 p.m., the OTC and ODOT staff held a no-host dinner with members of the Northeast Area Commission on Transportation (NEACT), the Oregon Bicycle and Pedestrian Advisory Committee, and the Regional Solutions Team at Eastern Oregon University in the David E. Gilbert Event Center.

On Friday, August 21, 2015, at 8:15 a.m., the OTC and ODOT staff took a bus from the Eastern Oregon University parking lot and participated in a tour and briefing of construction on Interstate 84.

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 Tammy Baney
Commissioner Dave Lohman
Commissioner Susan Morgan
Commissioner Alando Simpson
Director Matthew Garrett
Asst. Director for Public Affairs Travis Brouwer
Trans. Development Div. Admin. Jerri Bohard
Highway Division Administrator Paul Mather
Communications Section Manager Tom Fuller
Region 4 Manager Bob Bryant
Region 5 Manager Monte Grove
Active Transportation Section Manager Mac Lynde
Region 5 North East Area Manager Craig Sipp
Commission Assistant Jacque Carlisle

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Thursday, August 20

Chair Baney called the meeting to order at 1:54 p.m.

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Workshop Item 1

La Grande City Manager and NEACT member Robert Strope welcomed the OTC to La Grande and said both NEACT and SEACT are great examples of how government officials and agencies can work collaboratively. It's a great relationship and he thanked the commission for its continued support of the ACTs around the state. It's a great model and has really benefited the regions.

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Workshop Item 2

The commission received an informational presentation from ODOT staff and the Oregon Bicycle and Pedestrian Advisory Committee (OBPAC) on the Oregon Department of Transportation's Pedestrian and Bicycle Program. ODOT Active Transportation Section Manager Mac Lynde, Program Manager Sheila Lyons, OBPAC Chair Jenna Stanke Marmon and members of OBPAC gave the presentation***. (Background materials in Director/Commission/History Center File, Salem.)***

Background:

The Oregon Bicycle and Pedestrian Advisory Committee was formed by statute (ORS 366.112) in 1973, shortly after the passage of the "bike bill." The eight-member, governor appointed committee is made up of various bicycle and pedestrian stakeholders. The committee's mandate is to advise the department about issues related to pedestrian and bicycle transportation.
The ODOT Bicycle and Pedestrian program was also formed following the passage of ORS 366.514. In 2011, ODOT Director Matthew Garrett formed the Active Transportation Section and moved the program from the Highway Division to the Transportation Development Division.

Presentation:

Active Transportation Section Manager Mac Lynde and Program Manager Sheila Lyons provided the overview of the program's role and work efforts. Highlights of the presentation were:

- What OBPAC does: funding administration, policy, publications, technical assistance, training, and partnerships.
- 370 plus bike and ped projects funded between 2008 and 2014 at a cost of $150 million.
- 1.13 percent of the state Highway Fund from 1985 to date is spent on bike/ped improvements. In recent years, that's equal to $6-8 million per year, along with $15-16 million in federal funds. Examples were given of completed projects that had a big footprint in their communities.
- Funding programs: STIP Enhance and Fix-It programs including pavement preservation, ADA ramps, safety, SWIP, and Quick Fix.
- Updating of the ODOT Bicycle and Pedestrian Plan.
- Publications produced by OBPAC include: bicyclist manuals in English and Spanish, state bike and coast bike maps, and scenic bikeways maps and brochures.
- Technical assistance provided to local and federal agencies, elected officials, other states, non-profits, and the Oregon Health Authority on topics including: training delivery, plans, engineering designs and standards, funding programs, ADA standards, data, and maintenance.
- Partnerships include a Memo of Understanding (MOU) with the Oregon Health Authority, the Pedestrian Safety Action Team, and NHTSA with its Safe States Grant program.
- Research topics.
- Data collection advances.

OBPAC Chair Jenna Stanke Marmon talked briefly about the history of the advisory committee, its membership and where the committee is and where it wants to go. Created 44 years ago, its membership is broad and diverse, which is necessary when trying to select projects from all around the state in a landscape that is evolving as increasing numbers of people choose non-vehicle transportation options. Stanke Marmon said ODOT cannot achieve its mission to provide a safe, efficient transportation system that supports economic opportunity and livable communities without bicycle and pedestrian transportation. OBPAC is here to help realize that goal.

Discussion:
OBPAC Chair Jenna Stanke Marmon, and other OBPAC members, presented their vision, goals and recent accomplishments, and discussed opportunities and challenges related to walking and biking in Oregon.

Commissioner Simpson asked what elements were utilized to help make decisions and narrow down the project lists in this highly competitive environment. Stanke Marmon said strong criteria and considerations on issues like safety, strategic investments that complete a network or system, or if the project is the right solution to the problem helps narrow the lists down.

Executive Director for Commute Options Jeff Monson from central Oregon appreciates the quality of the ODOT staff that work on all the projects. The culture has greatly shifted the last few years from a mentality asking why the bike guy from Commute Options even comes to a transportation meeting, to a mentality that understands that bike/ped is a part of real transportation planning and an important and valuable piece of the system. Monson said the Transportation Options Plan is complete, and measurables and performance measures are being developed as the first part of the next phase - implementation - to track successes and find where improvements can be made.

Pendleton City Planner Evan MacKenzie said it's hard to get people that share a similar interest together in rural eastern Oregon because people are so spread out. That makes it hard to figure out what the people want and what improvements in bike/ped transportation can help them. He said Oregon's scenic bikeways are a great resource to bring people to Oregon from out of state. Not many other places have that and it's a pretty enviable program and something we can really capitalize on.

Executive Director for the Bicycling Racing Commission Kenji Sugahara serves on the Oregon Tourism Commission. He thanked the OTC for its support of bicycle and pedestrian infrastructure and all the programs ODOT has supporting bicyclists and pedestrians, and he talked about the importance of tourism in Oregon. Visitors to Oregon spend $10.3 billion per year, which ends up employing about 101 thousand people, and is one of the top three industries in rural Oregon. It is things like scenic bikeways that really draw people to Oregon. Sugahara has been actively reaching out to other modes, like the Oregon Trucking Association, to become engaged and work together to make a difference in making Oregon roads safer.

High School and Pedestrian Planner for the city of Eugene Lee Shoemaker said local government relies heavily on the Enhance Program to make big improvements to the bicycle/pedestrian system. Eugene has created its own local gas tax of five cents that helped a lot with Eugene's $150 million backlog of road projects. Eugene voters also passed a ten year allotment from property taxes to support funding to roads, with $511 thousand per year to bike/ped improvements. That $500 thousand per year is applied to pavement preservation projects because stand-alone projects can't be done with that amount of money. ODOT staff and the commission came up with a good plan for the STIP and they made a lot of hard decisions.

Retired Physical Therapist Wayne Baum's interest in cycling is personal and concerns the health of individuals on the road. Looking back in history to the day of the horse, congestion of horse traffic in urban areas was getting so great that the refuse horses left behind was becoming a critical public health issue. At that time, motorized vehicles were the savior of transportation in urban areas. As time goes on, now we are at a crossroad where we face something even greater than public health - global warming - which has come home to Oregon as the new norm. Baum said he is thrilled and humbled to be on a committee that is participating to help find real solutions to one of the greatest contributors to global warming by finding Active Transportation Solutions and reducing greenhouse gas.

Chair Baney said the Oregon Bicycle/Pedestrian Plan will be coming to the commission for review around October.

Commissioner Lohman asked OBPAC what would we do if there was not a public funding crisis and there was 4 or 5 times as much money to spend? What would we do with the Oregon Bike/Ped Plan if there was a significant increase in funding? Jenna Stanke Marmon said Region 1 has just started work on an Active Transportation needs inventory, and that kind of planning is critical to identifying what is needed. There is also a need for region Active Transportation staff. Jeff Monson said he would answer that question by saying there would be no needs once bicycling and walking becomes inviting and convenient and safe for all level of users. From a tourism perspective, Kenji Sugahara said he would love to see the conclusion of the Columbia River Historic Highway project, and the Salmonberry Trail completed, along with some of the other dream ideas out there that would draw a lot of people to Oregon. Evan MacKenzie added that it would be great if we get to the point that every place would be so friendly and enticing to walk and bike in that people just did it as a matter of course because it is safe, convenient and comfortable.

Commissioner Lohman congratulated OBPAC for being a group that is not just talking about global warming, but also doing something about it. The commission appreciates its efforts.

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Workshop Item 3

The commission received an informational update about the work of the Greater Eastern Oregon and Northeast Oregon Regional Solutions Team. (***Background materials in Director/Commission/History Center File, Salem.)***

Background:

Regional Solutions Centers (RSCs) are places for state agencies to collaborate with each other, local governments, and other public, private, and civic interests to solve problems and seize opportunities. Regional Advisory Committees – made up of Oregonians appointed by the governor from business, civic organizations, government, foundations, and higher education – identify priorities to guide the work in each of the ten regions. The committees also help connect resources from the community to expand the state's collective capacity to solve problems and seize opportunities.

Governor Brown believes that to rebuild Oregon's economy, all of us—public, private, and civic partners—must work together. The state can no longer afford single objective investing. The RSCs allow regional leaders and citizens to leverage all available funding to complete the highest priority projects.

The Regional Solutions Centers are located at the universities in Bend, Medford, Eugene, Portland, Tillamook, and La Grande. Satellite offices are located in Salem, The Dalles, Klamath Falls, and Coos Bay.

The Regional Solutions Centers are staffed by Regional Solutions Teams composed of a representative from each of five state agencies: the Department of Environmental Quality (DEQ), the Department of Land Conservation and Development (DLCD), the Oregon Department of Transportation (ODOT), the Department of Housing and Community Services (OHCS), and the Business Development Department (OBDD). Other state agencies are added to the teams as needed for regional priorities. The teams are led by a Regional Coordinator who represents the governor as a catalyst for action in each region. State agency directors meet regularly with the governor to review and evaluate the RSCs' work based on the number of projects completed.

RSCs complete projects addressing the priorities identified by the Regional Solutions Advisory Committees (RSACs). Team members collaborate with each other, local officials, private citizens, and with other organizations to effectively complete projects. RSCs are also part of the Oregon Solutions Network which links them with the state's dispute resolution program, Oregon Consensus, and the state's collaborative implementation program, Oregon Solutions. For each regional priority, the coordinator develops a work plan including objectives, expected outcomes, agency involvement, targets, and milestones. Through collaboration, efficient communication, and strategic action, the RSCs work to achieve Oregon's most important economic and community objectives.

Presentation:

The following Regional Solutions Team representatives provided updates:

- Scott Fairley – Regional Solution Coordinator

- ~ Randy Jones – Department of Environmental Quality
- ~ Grant Young – Department of Land Conservation and Development
- ~ Melisa Drugge – Oregon Business Development Department
- ~ Shanna Bailey – Oregon Business Development Department
- ~ Craig Sipp – ODOT Region 5 Area Manager

Highlights of the presentation include the following:

- RST is an economic and community development collaborative appointed by the governor to identify important regional priorities and pick priority projects for those regions.
- This Regional Solutions Center covers 10 counties, 55 cities and about 185 thousand people.
- The priorities for eastern Oregon collectively are federal forest utilization, water development, skilled workforce development, and marketable industrial lands. Last session the two eastern Oregon RS teams were able to come back with $2.5 million for capital projects that will help increase biomass treatment in Grant County, bring additional water development to the Umatilla basin, and provide infrastructure for industrial land in northeast Oregon.
- The Transportation Growth Management Program helps these smaller communities that don't have the resources to keep up transportation planning requirements on their own.
- The Joseph Branch Rail to Trail project from Elgin to Joseph is a three way partnership; university students have prepared a feasibility study on the possibilities of a rail "with" trail where the railway would remain in place. A final draft of this highly professional and quality report is being presented to the public this week and so far is very widely supported.
- There has been a significant increase in the attention given to bicycle/pedestrian facilities in the past 2-3 years.
- A freight bottleneck on US 95 from Pendleton to John Day was addressed by a 3-year pilot program that has been very successful, from logistical and liability aspects, and is now beyond the pilot program and something that can be used and showcased as a model in other areas throughout the state with bottleneck corridors.
- Harney County reached out to the Regional Solution Team to see what funding opportunities were available for a county road that feeds a very important industry for that area and provides well over 100 family jobs. They were able to identify the problem and put together a plan to fix this critical 7 ½ mile road through an Immediate Opportunity Fund (IOF) loan. Discussion has started on the possibility of a maintenance user association to maintain upkeep of the infrastructure.
- Unmanned aerial vehicles (UAV) is a new industry to Oregon and we need to be prepared for growth in this industry and for the launch pads and test ranges needed to support this quickly growing industry. Oregon currently has three test ranges, (in Pendleton, Warm Springs and Tillamook), and about 100 companies operating in this industry that potentially could grow very quickly in areas of farming, crop dusting, firefighting, search and rescue, wildlife monitoring, infrastructure monitoring, etc.

- Business Oregon is funding six sites in the state to get the certification process going by bringing consultants in on the front end to help industrial sites get that certification and become shovel ready.

Discussion:
Commissioner Lohman said the Rail with Trail study is very exciting as a possibility for use with all the short-line rails in the state. Commissioner Morgan noted there have also been conversations about tourist orientated activities planned for railways like dinner trains.

Commissioner Morgan attended an incident command briefing yesterday on the largest fire in the region, and representatives from both Washington and Oregon had nothing derogatory, and everything congratulatory, to say about ODOT and its staff. We need to recognize the dedication and the bravery of those individuals who have the courage to go out in that kind of situation to help keep those roads open for firefighters, and the dedication to safety the agency has shown across all areas of the state that have been working through this extremely difficult fire season. She extended her gratitude to the great folks that make up the force of ODOT for all the incredible things they have done to back up the firefighters, support the commerce that has to take place anyway, and keep everybody safe.

Chair Baney said, in terms of certification of industrial sites, this might be a prioritization conversation for the ACTs to have because if everyone is running to the finish line to get certified, and you have that competitiveness, you want to make sure the right areas with the right infrastructure have priority. Melisa Drugge said one of the key pieces Business Oregon has implemented is that, as the letters come in from the various regions, Business Oregon will reach out to the RST and ask which ones are prioritized.

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30 Year Service Pin Award to Monte Grove

Direct Garrett said it's appropriate to have this conversation today with Monte Grove in attendance, along with the good folks of the northeast ACT, as we celebrate 30 years of service to ODOT by Monte Grove. Monte began his career with ODOT in 1985 working on various engineering and surveying programs in eastern Oregon. Starting in 1994 he worked as manager of a maintenance facility in the Grants Pass area, and became a charter member of the Area Managers Club in Medford, where he played a critical role in forming the Rogue Valley Area Commission on Transportation, the first ACT created. He helped bloom one of the most successful endeavors in the transportation debate in the state of Oregon - the Area Commissions on Transportation (ACTs). From 2005 to present, Monte has acted as Region 5 manager.

Garrett said he knows one thing – when Mr. Grove speaks, you had better listen because there's substance in his words. Monte is a great simplifier. He can cut through an issue or an argument and offer a solution that all can understand, and more times than not, all will agree. Monte brings a clarity of purpose, a creditability of leadership, and an integrity to the organization on all issues in which he engages.

Looking back over 30 years, Monte has left his imprint in numerous ways. First, he is a man of intellect. During his tenure, he has fostered critical thinking and dialogue as a way to create and shape the direction of this organization. Secondly, he is someone who has improved safety and reduced serious crashes through his efforts which have saved lives. He has advanced the safety culture, not only in Region 3 and Region 5, but in the whole of the agency. The third imprint he leaves on this agency is leadership. Monte is a leader who delegates and empowers his people, while paying very close attention to details every day. He takes care of his people and always tries to place his staff in a position to succeed, and he supports his people to the extent of the spirit of service, understanding that public service is a noble cause and is more than just being a public servant. You serve your community in many ways, and this plays itself out in the individuals who wear the uniforms of firefighters, EMTs, National Guard, as well as various community support type who work long after they have left the Oregon Department of Transportation. Monte supports that and invests in people, ensuring they are well-rounded individuals which make for better professionals.

There's little question Monte understands the importance of partnerships. He has a great relationship with local city and county partners and other agencies. Garrett said he hears it all the time when traveling the state and all the time during legislative sessions when those elected officials speak about the relationship and the dedication and sacrifice of the Region 5 personnel. They always mention Monte Grove. Always. He understands you have to invest time and energy in relationships. He certainly understands that is the charge of a region manager and he must model that because that will filter down through the agency.

Monte Grove is a man of intellect, integrity and passion, and he carries a commitment to seek fulfillment, not only in his life, but also through the betterment of the lives of others. Simply put, this region, this agency, this state has then been made better by the dedication, sacrifice, and service of Monte Grove. He congratulated Monte on 30 years of service to the Department of Transportation and the great state of Oregon.

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Workshop Item 4

The commission participated in a panel discussion with members of North East Area Commissions on Transportation (NEACT) representatives and considered approval of NEACT's updated/renewal Charter, Bylaws, and Work Plan. Region 5 Manager Monte Grove, NEACT Vice-Chair Steve McClure led the discussion. ***(Background materials in Director/Commission/History Center File, Salem.)***

Background:
The Oregon Transportation Commission (OTC) approved NEACT's initial charter on June 20, 2002, with 20 voting members on the steering team. NEACT is responsible for Baker, Morrow,

Umatilla, Union, Wallowa Counties and the Confederated Tribes of the Umatilla Indian Reservation.

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 your area of the state?*

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. *What can the commission and department do to help the ACTs better carry out their charters?*

Discussion:
NEACT member include

- Mary Jo Carpenter - County Manager for Community Connection of Northeast Oregon, At-Large member for transit, PETAC member, Oregon Transit Association (OTA)
- Robert Strope – Grant City Manager, NEACT member
- Steve McClure – Union County Commissioner, NEACT Vice Chair
- Monte Grove – ODOT Region 5 Manager
- Tom Fellows – Umatilla County Public Works Director, NEACT member
- Kim Metlen – NEACT member for bike/ped
- Burke O'Brien – Morrow County Public Works Director, NEACT member
- Ron McKinnis – Port of Morrow Engineer, At-Large member representing the Port of Morrow and Morrow County
- Karen Pettigrew – Boardman City Manager, Small Cities representative for Morrow County
- Terry Tallman – Morrow County Commissioner, NEACT member
- Ron Sivey – City of Hermiston, NEACT Member

NEACT members discussed questions raised by the OTC and Governor Brown, and how these issues affect its operating guidelines and changes to its membership.

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Question #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 your area of the state?

Mary Jo Carpenter said the balance teeter/totters at times, sometimes more toward operations, and others more toward maintenance. Transit is kind of hitting the wall all across the state because ARRA funds allowed transit organizations to purchase vessels and increase their services and ridership, and now those vessels are wearing out, so they are asking themselves those same questions. How do transit organizations strip or right-size their fleets knowing they face funding challenges in the future? Carpenter said their priority is to maintain what they have, so they will probably trim what they have rather than offer services people come to rely on that is not going to be there in six months. Carpenter said they continue to look for additional funding through the OTA, primarily for senior and people with disabilities funding. Transit everywhere is starting to see that whole generation of baby boomers coming who will age-out of their vehicles and need services.

Carpenter said they are facing the same issue around crossing state lines that has to do with the Motor Carrier law and vehicle size. The vehicle of a person with a very large wheelchair that only fits in a 14-person bus is subject to Motor Carrier laws when passing the state line, regardless of the number of travelers because it seats more than 8 people. This is a real issue for transit providers and it's not just about the insurance, but also having to register as a motor carrier and the regulations and restrictions that go along with that.

Chair Baney asked Director Garrett to bookmark this conversation for an update to the commission from a statewide perspective as three sides of the state are bordered by other states.

Steve McClure responded to question # 1 by saying Union County's transportation need is greatest for economic development. The county has purchased some industrial properties that it is making shovel-ready and has been working with RST on the road component. McClure said he knows it's a challenge for the commission to balance maintenance with the demands for expanded service it receives, but if you don't do the maintenance, it's a zero sum game. Region 5 is probably the best region in Oregon from a maintenance standpoint, but it also has the Port of Morrow that has a real transportation need. The port is a huge driver for commodities for the region.

McClure said a group of engineers with the Oregon Association of County Engineers and Surveyor (OACES) went through a process with the legislature to put together a 'safety-net for counties' package so that those counties that could not meet their minimum needs would have this safety net of funds based on other criteria than just registered vehicles. It was agreed upon, but when the final bill came, the legislature stripped it out. That really concerned a lot of us, especially those of us out here hanging on tightly. He strongly encouraged the OTC to be mindful of this and if another opportunity arises, understand that counties are important players in the transportation system and they have more miles than anyone else.

McClure complimented Robert Strope and the City of La Grande on some of the projects it has been able to complete because of a program the city implemented which collects a fee each month on the water bill and sets it aside to accumulate. Robert Strope explained it is a straight user fee program that assesses $8 dollars per month that dedicates 50 percent of that toward grant matching efforts. Leveraging those dollars has been successful.

McClure noted that most of the county's business is with the federal government through the Safe Routes to School (SRS) program. When the Omnibus bill came out in December, SRS was left out and even though Congressman Wyden was able to get it put back in for two years, we don't know how much longer it will be put back in.

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Question #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?

Tom Fellows started the discussion by saying we really need a statewide transportation system. We have to start looking at the small rural counties and try to change the way things are funded. Increasing the size of the pie is not going to help rural counties. You have to not only increase the size of the pie, but also change the way the pie is cut. Right now, counties are currently tearing up asphalt and if we don't at least maintain the farm to market routes, the state as a whole will suffer, it will just take a while for the valley to notice it as much. Fellows said he just can't stress enough the need for a stable transportation system in rural counties. A lot of people put a lot of time with the OACES proposal and it was discouraging to have it cut out at the last step. The proposal isn't the silver bullet, but it certainly would have gone a long way.

Kim Metlen said the tourism dollar is big in these areas because of the open roads and they are working to put in bike lanes to improve safety and to get people off the freeway and improve the health of the community.

Burke O'Brien said he has seen a decline in his work crew from 23 to 15, while at the same time the number of miles he maintains has grown and funding sources have decreased. He was very disappointed that 36 counties got together and came up with a fix, but when it got to the legislature, it wasn't considered that important and it went away. Counties working on a deficit to begin with can't afford to lose any revenue. For $104,000 thousand dollars, O'Brien said he could finish a small project that finally made it to the STIP, but that now costs over $400,000. He couldn't justify spending other people's money like that so he declined and backed out of the STIP. His question to the commission is how do smaller rural counties, that just don't have the resources, make projects they can afford? How do you get money without so many federal strings attached? We need to do that or get some more JTA (Jobs for Transportation Act) funds, or get the legislature to understand the situation that we just can't afford the federal dollars. In regard to certification, O'Brien asked how it is that all the counties in Washington State got certified and we can't.

Director Garrett said it's not so much the certification; it's the color of the money. It's the federal color of money and the conditions and the strings that spill into those types of projects. Director Garrett agreed with O'Brien that the solution is more JTA funding, a state investment. If we can grow that pie, that allows us to turn our attention to the funding streams. As federal

money comes in we exchange that and start covering that with state money and the state takes on the responsibilities of navigating the federal waters.

Garrett said O'Brien raised a good point that if we don't protect our investment we lose. He asked the participant to think about considering a proposal to index the gas tax because it protects the purchasing power so we're not always eating our seed corn over time. There's a cost to that. There's a politically difficult conversation that has never gained traction in Salem, but it is part and parcel with the conversation of trying to preserve a multi-billion dollar transportation asset that we continue to lose if no more money comes in. Each and every year we step back and eventually, over the course of a decade or so, you're talking a 10- 20 percent loss in purchasing power. Garrett said to think it over and decide if it is something we might put on the table much like the proposal OACES came up with; a good proposal that had the counties helping themselves. That proposal said we understand the most vulnerable counties in our system and we have a responsibility not to allow them to shutter their doors because that is going to compromise our transportation system. That's a good proposal.

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Question #3

What can the commission and department do to help the ACTs better carry out their charters?

Ron McKinnis said that the port is partners with both the city and the county, but the biggest partner is ODOT and they dip into the funding on a number of different levels to help grow the economy in and around the state. We've used JTA and *Connect*Oregon funds and IOFs to develop infrastructure and help create a healthy transportation system. If all the systems like rail and river systems are healthy, they're efficient, and an efficient system gains you competition when competing with other states on projects. Efficiency in transportation is one of the biggest keys there is in delivering a site to a potential user. It is the biggest efficiency they can gain, and if the state or the city or the county system isn't efficient, we can't compete.

Steve McClure said the most important thing the OTC can do is honor and validate what the ACTs do. If everybody knew you had to go through the ACTs to get what they wanted, that's what would happen. But if we stayed with the old system where you could go in the back room and make your deal, the ACTs would be meaningless. The ACTs have been successful because the OTC honors the things put through the ACTs and hears them. Making the ACTs an integral part of the OTC's decision making process is the most important thing it can continue to do to make the ACTs successful.

Karen Pettigrew said that from the small city's perspective, we all need more money and are tightening budgets. The climate has changed in Oregon the last couple of years and people are more willing to work together.

Chair Baney thanked the NEACT members for their commitment to the ACT, to their communities, and to the state of Oregon.

Action:
Commissioner Morgan moved to approve the revised bylaw and charter for the Northeast Area Commission on Transportation. Commission members unanimously approved the motion.

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Chair Baney adjourned the meeting at 5:14 p.m.

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That evening, the OTC and ODOT staff held a no-host dinner with members of the Northeast Area Commission on Transportation (NEACT), the Oregon Bicycle and Pedestrian Advisory Committee, and the Regional Solutions Team at the Eastern Oregon University in the David E. Gilbert Event Center.

Friday, August 21

On Friday, August 21, 2015, at 8:15 a.m., the OTC and ODOT staff took a bus from the Eastern Oregon University parking lot and participated in a tour and briefing of construction on Interstate 84. At 9:30 a.m., the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff held a premeeting briefing session in the Ackerman Alumni Room at Eastern Oregon University.

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Highlights of the premeeting briefing session and agenda review were:

ODOT Director Matt Garrett walked the commission through a review of the agenda. Discussion included the following.

- *ConnectOregon:* ODOT has created a decision matrix to explain where the agency needs concurrence from the OTC.
- *Speed limit increase:* ODOT staff walked through the legislative history of the bill raising speed limits on certain specified highways in eastern Oregon. A number of modifications may be needed to the list of highways with increased speed limits. ODOT discussed impacts of increased speeds, including a likely increase in fatalities and serious injuries as well as fewer and shorter passing opportunities as the agency has to close down passing zones that are no longer safe at higher speeds. ODOT also discussed its plans for a public information campaign to inform the public and encourage safe driving behavior.
- *Consent calendar:* Paul Mather, ODOT Highway Division administrator, discussed how Consent Agenda Item 5 asks for a funding increase for an I-5 paving project in order to add a truck climbing lane that will benefit construction of the project and provide long-lasting benefits to the traveling public. In addition, Consent Agenda Item 6 would add

work on the Interstate Bridge's cracked trunnion. Repairing the trunnion could require a 10-day closure of the bridge.

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ODOT also provided a briefing on the wildfire situation in Region 4 and Region 5. The Warm Springs fire that had closed US 26 on the Warm Springs Reservation is now under control and the road is reopened, but some roads in Region 5 are still closed. ODOT is opening roads in some areas using pilot cars to guide traffic through. Fires are impacting maintenance crews' summer work plans by diverting resources away from planned work. Hazard trees are being taken down by skilled tree fallers, including some from western Oregon who have been redeployed. Guardrails and signs were burned up in many areas, requiring replacement. Slides will be an ongoing problem, as vegetation was burned, destabilizing slopes. ODOT is incurring significant costs due to wildfires, and ODOT will be looking for potential reimbursement opportunities from the federal government.

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ODOT Assistant Director Travis Brouwer walked the commission through an analysis of state and local funding in the 2018-2021 STIP compared to the 2015-2018 STIP. According to Brouwer, the share of funding going to local governments will drop slightly from the high-water mark of the 2015-2018 STIP, from 34 percent to 31percent, but some of this is due to an increased allocation of non-highway funds to transit. The commission requested a comparison to the 2012-2015 STIP and breaking out transit funds as a separate category.

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Chair Baney called the formal monthly meeting to order at 10:27 a.m.

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Director's Report
Agenda Item A

NHTSA Audit of Highway Safety Division

Director Garrett said the National Highway Transportation Safety Administration-Region 10 Audit Team was in Salem the week of August 3rd to conduct the mandatory triennial management review on the highway safety program of the state. The bottom line for the management review is that the federal team's draft report will have zero findings (no flaws or shortcomings as it relates to federal law, federal rule, state law, state rule, or state procedures), zero management considerations (items where the team believes the office can improve), and one commendation (noteworthy efforts that are considered top notch). This is the best type of audit report you could hope for – in baseball lingo – Troy Costales and his team pitched a perfect game.

The review team was very complimentary and highlighted the organization of the grant files and the financial records. The phrase "best management review I have experienced" was used

by our NHTSA partners. A special thank you goes out to not only Troy, but Debbie Bohm and Stacey Johnson for their efforts relating to the financial records. Kirk Gillett gave high praise for the clear and clean process and records for our federal finances. He is a tough evaluator and to hear the positive remarks is very impressive.

An additional recognition goes to Kelly Mason. All three federal team audit members commented on the grant files. This is the third management review in a row that the review team has singled out her work as exemplary. Garrett said his thanks go out to Troy Costales and his team for their diligence - their attention to the rules and the details was on display for the federal team and they were impressed. They have indeed done this agency proud.

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High Value Research Award

Each year the American Association of State Highway and Transportation Officials (AASHTO) Research Advisory Committee identifies sixteen research projects to receive a "High Value Research" award. Award winning projects provide transportation excellence through the research discipline and are showcased at several national venues including the annual Transportation Research Board meetings. ODOT's Research Unit and Transportation Development Project Manager Mark Joerger received the award this year for the "Operational Guidance for Bicycle-Specific Traffic Signals in the United States" project. The research was completed by PSU's professors Chris Monsere, Miguel Figliozzi, and grad students Sam Thompson and Kirk Paulsen. The results of the study provide baseline data on cyclist performance and behaviors and will benefit not only the state of Oregon, but any agency moving to install these bicycle-specific traffic signals.

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Clyde Saiki to Head Department of Administrative Services

Director Garrett has often said you succeed or you fail based on the individuals you bring around an organization, and ODOT is blessed with having great people, blessed with great leaders. An attribute of leadership is to encourage everyone's evolution, which means some of the best and brightest will be called to greater duties. It is thus with great pride that Garrett announced that Clyde Saiki has been selected by Governor Brown to be the new director of the Department of Administrative Services. This is a key leadership role for the state and one that ensures that enterprise-level efforts and the Governor's key strategic initiatives are effectively delivered. After watching Clyde's leadership, judgment, integrity and passion to get things done with ODOT over the last six years, Garrett said he has nothing but confidence that Clyde will be a steady hand that keeps the ship of state moving ahead through seas both calm and rough. Clyde's duties at DAS begin on September 1 and Garrett will make key decisions on the future leadership of the Central Services Division before Clyde leaves the agency.
Garrett thanked Clyde for nearly six years of service to ODOT, and congratulated him on an amazing opportunity that will serve as the capstone on an outstanding career in public service.

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Public Comments
Agenda Item B

No public comments were received.

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SEACT Charter Approval
Agenda Item C

The commission considered a request for approval of the Southeast Area Commission on Transportation's (SEACT) updated/renewal of its charter, bylaws and work plan. ODOT SEACT Representative Sean Maloney and Vale City Manager and SEACT Member Lynn Findley presented the updated charter. ***(Background materials in Director/Commission/History Center File, Salem.)***

Background:
The Oregon Transportation Commission (OTC) approved the initial SEACT charter on October 11, 2000. The Southeast Area Commission on Transportation is co-chaired by Harney County Judge Steve Grasty and Grant County Commissioner Boyd Britton and has 18 voting members. SEACT is responsible for Grant, Harney and Malheur Counties and the Burns Paiute Tribe.

Presentation:
Vale City Manager and SEACT member Lynn Findley and ODOT Project Leader and SEACT liaison for ODOT Sean Maloney presented the updated charter for renewal, along with SEACT's work plan and bylaws for OTC approval. Lynn Findley gave a brief overview of the updated charter. SEACT and NEACT meet on a regular basis twice a year in joint sessions to rotate and share stories, work, and efforts throughout this process. This wouldn't be possible without the ODOT liaisons Craig Sipp and Sean Maloney. They are incredible tools for the ACTs. Of all the processes he has participated on over the years, this committee and these ACTs work well together. Each goes in with their own list, but they come out with a unified list fully supported by the entire body.

Discussion:
Commissioner Lohman agreed, saying that he often use NEACT and SEACT as examples when talking to other ACTs that are having difficulties coming to consensus or working together. NEACT and SEACT are great examples of working together in a very productive way and it's very impressive.

Commissioner Morgan said that knowing the ACT process, she is truly heartened to see the cooperation between the northeast and southeast ACTs is so strong, especially considering the hugeness and diversity of the region. It is great to know that good people, good people that understand the needs of the region, have stepped up to serve.

Action:
Commissioner Lohman moved to approve the revised bylaw and charter for the Southeast Area Commission on Transportation. Commission members unanimously approved the motion.

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***Connect*Oregon**
Agenda Item D

The commission received an informational update regarding the proposed changes to the *Connect*Oregon VI program to address legislative and commission intent and support for the proposed schedule. ODOT Transportation Development Division Administrator Jerri Bohard and. ODOT Freight Mobility Unit Manager Chris Cummings gave the update ***(Background materials in Director/Commission/History Center File, Salem.)***

Background:
The 2015 Oregon Legislature approved $45 million for a sixth round of ConnectOregon. Program changes added by the legislature included how to address purchase of vehicles, life cycle of projects, specific expectations regarding participation of the Final Review Committee and the removal of loans as a possible mechanism for project completion. There are a few other minor changes such as the geographic boundary and the changing of the name of the fund program itself. Based on issues with previous rounds of ConnectOregon, and policy changes from the legislature, the following revisions were provided for review and discussion, along with areas for further discussion and direction.

Project Readiness – Previous ConnectOregon programs provided a definition of readiness that implied the project must be ready for construction. This, at times, led to confusion regarding project steps such as permitting, land acquisition and planning. A revised definition will eliminate confusion and allow applicants a broader understanding of how project readiness will be reviewed and scored. Project readiness will be addressed in application materials and the scoring mechanism.

Life Expectancy – The total life of projects was previously addressed in the application but not the scoring considerations. HB 2274, the 2015 ConnectOregon bill, specifies, "Whether a proposed transportation project has a useful life expectancy that offers maximum benefit to the state." OAR 731-035 will be amended to reflect this change. ODOT staff will incorporate this revision into the application, as well as scoring and review materials. Life expectancy will be one of six formal considerations in the review process.

Strategic Consideration – Project considerations emphasize importance to the statewide system, transportation connections and economic benefit to the state. The discussion will be on whether to prioritize these considerations. ODOT staff is in the process of developing a proposed methodology and its effect on the project selection process.

Final Review Committee – Previously, members appointed to the Final Review Committee (FRC) may be project applicants. HB 2274 requires that appointed members not be those with a project for consideration. ODOT staff will discuss how this change could impact the process and potential ways to address the changed law.

There are other more minor changes to the process that will be discussed such as the schedule for the OARs, the overall program and key messages that staff should be sending as they begin

outreach to potential applicants. ODOT staff will update program materials and administrative rules to meet the changes put forth by the legislature and OTC discussions.

Presentation:
ODOT Freight Mobility Unit Manager Chris Cummings gave the update. Highlights of the presentation on the background, legislative changes and the process of *Connect*Oregon were:

- Formed in 2005 as a multimodal fund for air, marine, rail, and public transit to promote economic development, with bike/pedestrian being added as an eligible mode. For non-highway transportation projects only so projects that can be funded from Highway Fuel Tax are not eligible.
- *Connect*Oregon has 5 regions.
- Program changes to be addressed in rule
    1. Bicycle definition
    2. Match increase to 30 percent
    3. Loans removed as eligible product
    4. Columbia County to Region 2
    5. Added consideration for life expectancy
    6. Transportation project definition included
    7. Final review committee membership eligibility
- Application timeline
    1. Release date: Oct 2015
    2. Applications due: Nov 2015
    3. *Connect*Oregon staff review: Nov 2015 – Jan 2016
    4. Modal Review Committee: Feb – Mar 2016
    5. Regional Review Committee: Apr – May 2016
    6. Final Review Committee: Jun 2016
    7. OTC Public Hearing: Jul 2016
    8. OTC adoption of final project list: Aug 2016
    9. Agreements must be executed within 180 days
- Application materials include applicant and reviewer instructions (including scoring), FAQs, a sample grant agreement and a payment and agreement fact sheet.
- The applications are set up to allow for a broad cross-section of applicants and to solicit information that address the 6 statutory considerations:
    1. Reduces transportation costs
    2. Results in an economic benefit
    3. Provides critical link connecting elements of the system that's measurable for utilization and efficiency
    4. How much cost can be borne by the applicant
    5. Is ready for construction
    6. Has a useful life expectancy that offers maximum benefit to the state
- Also discussed were applicant eligibility, selection considerations, project eligibility, staff scoring, scoring considerations, life expectancy.
- Project readiness is defined as whether a project is ready to begin elements of work necessary to commence with construction in a reasonable timeframe, or if the project doesn't include construction, whether the project is ready for implementation. Specific

considerations include permitting, applicant capacity, match financing, land use approvals, and plan inclusion where necessary.

- Modal, region committee (Regional Solutions Teams), and final review committee reviews. A new restriction of the Final Review Committee is that a person cannot be a member if they represent an entity that submits an application or has a direct financial interest in an application.

Discussion:
Commissioner Morgan asked what the expectations are for ODOT's involvement in facilitating the application process in jurisdictions where there just isn't staffing to deal with the involved application process. Jerri Bohard said this conversation has already begun with the Scope and Select Leadership Team, made up of modal and area managers from each of the regions and the Intermodal Leadership Team. The region leaderships are very aware of the programs and the support they are going to need to provide, depending on the community. That is why there was a push for pre-proposals to help determine what level of scoping and technical information was needed for Enhance Non-Highway projects, because one of the key questions was, does it make it through that first cut at 150 percent before it goes to the 100 percent list. That's where the key scoping will be done. Region leaders also recognize there may need to be hard conversations about the likelihood of success with some proposers, and they might guide conversations a lot more than they were able to do so in the last round.

Commissioner Lohman agreed he was very much in favor of the pre-proposal process. It's a big step forward and will help a lot of small communities and he encouraged staff to be sensitized to the commission's expectations that they should be reaching out and engaging the small communities and not just waiting for the proposal deadline.

Director Garrett said it is the expectation of the agency to facilitate these conversations. We'll have straight forward conversations and the pre-proposal meetings will speak to potential deficits in terms of capacity and how to augment those. As an agency, we need to be forthcoming in saying we can or we can't. But it happens right then and there so there's no lag where we don't maximize opportunities at the front end of the discussion.

Commissioner Simpson asked if there are ways to assure that smaller applicants have benchmarks in terms of certain amounts of funding to allow more wiggle room in comparison to larger projects, maybe certain thresholds that don't necessarily favor smaller regions, but at least giving them more of a flexible opportunity because they have such a minimal amount of resources, staff, and infrastructure. Chris Cummings did not have an answer to that question, but said that when reviews like the economic benefit review are done, more points are given to economically distressed areas or areas where unemployment is higher. That's not a size issue, but it's an issue that recognizes these are smaller communities and this one job means so much to this community.

Jerri Bohard said as this progresses, one of the recommendations from staff is likely going to be to talk about what are strategic considerations versus what are some of the logistics. It's important to remember that one of the key themes of the *Connect*Oregon program is economic benefits to the state. *Connect*Oregon I through V taught us that the application and the review

information provided is pretty easy for applicants to step through and there is a lot in place right now that allows applicants to work pretty far through the application and figure out who they need to talk to about different issues.

Commissioner Morgan said project readiness is one area where it is critical to maintain some level of interpretive ability just because of the diversity of the projects and the different portals they have to come through to make things happen. We should be very clear that this is one area where there is going to be a diversity of reactions and a diversity of paths that have to be allowed to unfold in the process.

Chair Baney said "reasonable timeframe" is a consideration that's mildly vague. It was important to her to learn that we go into contract negotiations in a 180-day period where that reasonable timeframe was defined, and she asked if there was a way to link that together so people know the reasonable timeframe is directly related to that negotiations period of the contract? Chris Cummings responded that should be spelled out and we can, because that's exactly what we do when we get to the agreement and look at the timeline, based on what's past, and say what is a reasonable schedule for this program, and that's the milestone each recipient has to meet.

Commissioner Lohman noted there would still be the opportunity to bring to the commission projects that have some unexpected delay so the commission can determine if it makes sense to allow more time.

Director Garrett clarified that as staff members ride circuit with the Area Commissions on Transportation, they need to spend time on this to drill down into what is actually transpiring in this 180-day window. What are we talking about specifically? Then there is somewhat of a visible line in terms of the timeframe it will take to work through some of the challenges, and is that feasible? They are two different transactions and rather than assuming people understand that, our ability to bring clarification is needed to make sure our message is crisp.

Commissioner Lohman expressed reservations about the life expectancy consideration and exactly what "maximum benefit" means and the difference between "useful life expectancy" versus "known life expectancy." Cummings said there is some vagueness that will be clarified, but life expectancy was just to assure we didn't kill a project because it only has a lifespan of 10 years. There was pro and con discussion on life expectancy.

Chris Cummings asked if the commission concurred with the requested OTC actions summarized in today's discussion. Assuming this moves forward with today's discussions on life expectancy and other issues raised in mind, the commission concurred with the recommendations.

Director Garrett closed the discussion by saying we have the appropriate head nods to continue to move forward but noted a few check backs. First, if indeed we go out and ride circuit with the Area Commissions on Transportation and there are comments on one of the approaches, it may prompt coming back to the commission to say, hey we just heard this over and over again. We owe that to the process and to the commission. Garrett said the second

thing, specific to life expectancy, is to make sure we put a financial overlay on it and talk to some of our financial professionals on the bonding side to see if there is some terminology that helps bring clarity.

Action:
Commissioner members unanimously gave concurrence with the COIV considerations.

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Representative Greg Barreto

Representative Greg Barreto said working with Paul Mather and working with ODOT on the speed limit bill was a great experience.

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2015-2018 STIP
Agenda Item E

The commission considered a request for approval to amend the 2015-2018 Statewide Transportation Improvement Program (STIP) to add six projects. The 2015 Oregon State Legislature passed House Bill 5005 which selected six projects to receive $35 million in General Obligated bond funding. The total estimated cost of the six projects is $38.3 million. The projects include:

- U.S. 26: Powell Boulevard 116th -136th, Portland
- Oregon 34 Safety Improvements from Interstate 5 to Corvallis
- Oregon 126: Eugene to Florence Safety Improvement
- Interstate 5 Cable Barrier-Southern Oregon
- U.S. 26: Warm Springs Safety Corridor Project
- Interstate 84 (Pendleton-La Grande) Blue Mountains Snow Zone Safety Improvements

(Background materials in Director/Commission/History Center File, Salem.)

Background:
New Projects - House Bill 5005 identified six projects to be funded with GO Bond revenue for the Oregon Department of Transportation. Below is a list of the projects and a brief project description.

Region 1 U.S. 26: 116th –136th - This project received funding of $17 million. The intersection of 122nd and Powell had the highest number and severity of crashes of any intersection in the state in 2012. This corridor had eight sites in the top 10 percent of high crash locations in the state. The project will make safety improvements on Powell Boulevard including sidewalks, buffered bike lanes, and a center turn lane. Planning level cost estimates are $22-25 million for this entire segment. These funds would be concentrated on the highest crash segment (122nd – 136th).

Project Name	***U.S. 26: 116th –136th KN: TBD***	
PHASE	***YEAR***	***COST***
Preliminary Engineering	*2016*	*$1,200,000*
Right of Way	*2017*	*$6,500,000*
Utility Relocation	*N/A*	*$0*
Construction	*2018*	*$9,300,000*
TOTAL	***$17,000,000***	

Region 2 Oregon 34 safety improvements from Interstate 5 to Corvallis - This project received funding of $3 million. Oregon 34 has a long history of crashes that includes a high number of lane departures which result in high speed head-on crashes or vehicles running off the road. Several intersections are in the top 10 percent of statewide high crash locations. The project will add rumble strips and a center median barrier along Oregon 34 between Peoria Road and the Corvallis Bypass, where it's feasible to reduce the number and severity of crashes.

Project Name	***Oregon 34 safety improvements from Interstate 5 to Corvallis. KN: TBD***	
PHASE	***YEAR***	***COST***
Preliminary Engineering	*2015*	*$300,000*
Right of Way	*N/A*	*$100,000*
Utility Relocation	*N/A*	*$0*
Construction	*2016*	*$2,600,000*
TOTAL	***$3,000,000***	

Oregon 126 Eugene to Florence Safety Improvement - This project received funding of $7million. Oregon 126 has segments of very high concentrations of fatal and serious crashes (232 percent above the statewide average for similar roadways). The project would make safety improvements including: widen the shoulders to six feet and install shoulder rumble strips from MP 27.27 to MP 51.7 and add a passing lane between Walker and Chickahominy Creek westbound.

Project Name	***Oregon 126: Eugene to Florence Safety Improvement. KN: TBD***	
PHASE	***YEAR***	***COST***
Preliminary Engineering	*2016*	*$1,000,000*
Right of Way	*2017*	*$2,000,000*
Utility Relocation	*N/A*	*$0*
Construction	*2018*	*$4,000,000*
TOTAL	***$7,000,000***	

Region 3 Interstate 5 Cable Barrier - Southern Oregon (MP 30.8-153.50 - This project received funding of $2.5 million. Lane departure and crossover crashes have been increasing. On high-speed, high-volume interstates, cable barrier has proven to be a very effective counter-measure. Senate Bill 921 gave ODOT direction to move forward with closing medians on the interstates. These funds would help complete cable barrier installation on Interstate 5 in Southern Oregon.

Project Name	***Interstate 5 Cable Barrier - Southern Oregon (MP 30.8-153.50). KN: TBD***	
PHASE	***YEAR***	***COST***
Preliminary Engineering	*2015*	*$375,000*
Right of Way	*N/A*	*$0*
Utility Relocation	*N/A*	*$0*
Construction	*2016*	*$2,125,000*
TOTAL	***$2,500,000***	

Region 4 U.S. 26: Warm Springs Safety Corridor Project - This project received funding for $1.5 million. As traffic volumes along U.S. 26 continue to grow, so will the potential for pedestrian/bicycle and vehicle conflicts between the U.S. 26/Kah-Neh-Ta junction and Deschutes River in Warm Springs, particularly as more commercial development occurs in this area. There are currently three intersections in this stretch which present challenges to all travelers accessing or crossing US 26. The project will provide intersection, roadway, roadside, and bicycle-pedestrian improvements to address these needs and issues.

Project Name	***U.S. 26: Warm Springs Safety Corridor Project. KN: TBD***	
PHASE	***YEAR***	***COST***
Preliminary Engineering	*2015*	*$125,000*
Right of Way	*2016*	*$10,000*
Utility Relocation	*N/A*	*$0*
Construction	*2017*	*$1,365,000*
TOTAL	***$1,500,000***	

Region 5 Interstate 84 (Pendleton - La Grande) Blue Mountains Snow Zone Safety Improvements - This project received funding of $4 million. This section of Interstate 84 experiences a two to three times greater number of crashes than the statewide average for interstates, likely due to inclement winter weather conditions. The project will reduce accidents throughout the snow zone by having variable speed limits between Pendleton and La Grande in snow zone areas, thus allowing us to reduce speeds for all traffic in a consistent way.

Project Name	***Interstate 84 (Pendleton - La Grande) Blue Mountains Snow Zone Safety Improvements. KN: TBD***	
PHASE	***YEAR***	***COST***
Preliminary Engineering	*2016*	*$850,000*
Right of Way	*2017*	*$100,000*
Utility Relocation	*2017*	*$20,000*
Construction	*2018*	*$6,330,000*
TOTAL	***$7,300,000***	

Presentation:
ODOT Highway Division Administrator Paul Mather gave the presentation which overviewed the six safety projects being added.

Discussion:
Commissioner Morgan said to have General Obligation bonds basically be used to fund transportation for the firsts time is a significant positive step by the legislature. Commissioner Lohman agreed and noted that these were really good projects that needed to be done. Commissioner Simpson said the safety factor was enough for him.

Action:
Commissioner Simpson moved to approve the amendment to the 2015-2018 STIP to add the six projects. Commission members unanimously approved the motion.

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House Bill 3402 Speed Limit Increases
Agenda Item F

The commission received an informational report about the Oregon Department of Transportation's plans to implement House Bill 3402, passed by the 2015 Legislature, which increases speeds on Interstate 84 and a number of other highways in eastern Oregon. ODOT Highway Division Administrator Paul Mather gave the report. ***(Background materials in Director/Commission/History Center File, Salem.)***

Background:
House Bill 3402 passed by the 2015 Oregon Legislature, increases speeds on Interstate 84 and a number of other highways in Eastern Oregon. The highways affected by HB 3402 include:

- *Interstate 84 east of The Dalles – 70 mph vehicles/ 65 mph trucks*
- *U.S. 95 between the Idaho state line and the California state line – 70 mph / 65 mph*
- *U.S 20 between Bend and Ontario – 65 mph / 60 mph*
- *U.S. 197 and U.S. 97 between The Dalles and Klamath Falls – 65 mph / 60 mph*
- *Oregon 31 between Valley Falls and La Pine – 65 mph / 60 mph*
- *Oregon 78 between Burns Junction and Burns – 65 mph / 60 mph*
- *U.S. 395 between Burns and John Day – 65 mph / 60 mph*
- *Oregon 205 between Burns and Frenchglen – 65 mph / 60 mph*
- *U.S 26 between John Day and Vale – 65 mph / 60 mph*

Governor Brown signed the bill into law on July 20, 2015, and ODOT has begun to plan for implementation to be ready with installed signs on March 1, 2016, the bill's effective date. Our preparation includes planning and engineering analysis for additional curve warning signs and determining appropriate sight distance for passing lanes given the new speeds. We will move to determine appropriate locations for new posts, and then order and install the posts and signs. The work will likely be completed through a combination of contracted and ODOT staff. Much of this

work must be completed prior to winter to take advantage of crew availability and conditions conducive to striping and installing posts.

The signs will be covered until the bill becomes effective on March 1, 2016.

Presentation:
Paul Mather gave a brief update on implementation of House Bill 3402 on speed limit increases, which increases speeds to 65 MPH for vehicles, 60 MPH for trucks on numerous highways in central and southeast Oregon, as well as increasing the speed to 70 MPH, 65 for trucks on Interstate 84 east of The Dalles. A lot of the work done on the bill was very technical, but it is very important to the authority of the commission and our ability to do some very important things like making sure the details in the legislation preserve our ability to lower speeds in construction work zones for safety and give the commission discretion to apply those speeds. The other piece important to the bill is that these will be speed limits posted on signs, and these areas will no longer fall under the basic rule provision. The speed limit in an area will not change until the new 120 highway signs are up around March 1. Another thing that will change is the double no-passing strips designating no passing based on a 55 MPH speed limit will have to be restriped based on a higher speed.

Discussion:
Commissioner Lohman expressed concern that the higher speeds might result in increased accidents and asked if plans were in place to watch this carefully for any difference the high speed might make in terms of crashes. Mather explained a group is already meeting to discuss public outreach and design a strategy, timed to the March 1 date, to record the data already coming in on fatalities.

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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 July 20-21, 2015, commission meeting in Hillsboro.
2. Confirm the next two commission meeting dates:
    - Thursday, September 17, 2015, meeting in Salem.
    - Thursday and Friday, October15-16, 2015, meeting in Medford.
3. Request approval to adopt a resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
4. Request approval of the Oregon Administrative Rules
    a. Amendment of 735-040-0090 relating to Gold Star registration plates.
    b. Adoption of 740-100-0045, 0049, 0055, the amendment of 740-100-0015, 0065, 0070, 0080, 0085, 0090 and the repeal of 740-100-0010 relating to federal safety and hazardous materials transportation regulations.

   c. Adoption of 741-510-0015, 0025, 0035, 0045, 0050, the amendment of 741-510-0010 and 0020, and the repeal of 741-510-0030 and 0040 relating to hazardous materials transportation by rail.
5. Request approval of an increase in construction authorization by $3,200,000 or 9.67 percent on the Interstate 5 Anlauf-Elkhead Road Paving project. Funding for this project is provided by the Interstate Maintenance program; funding for the increase comes from savings on other projects. The increase will change the construction project authorization from $33,102,691.05 to $36,302,691.05. Construction is anticipated to begin in September 2015 and completed by July 2017.
6. Request approval to amend the 2015-2018 Statewide Transportation Improvement Program to change the scope of two projects and combine project elements, add eight new projects and delay construction for one project. Funding will come from cost savings on various projects. The net cost of these changes is $11,042,986.
7. Request approval to amend the 2015-2018 Statewide Transportation Improvement Program to cancel Oregon 224/Oregon 281 Rural Systematic Improvements project in Hood River and Clackamas Counties and add the project's funding of $558,750 to Oregon 213 at S Union Mills Road in Clackamas County

Action:
With no issues or conflicts identified by the commission members, Director Garrett asked for approval of the Consent Calendar, but first asked Paul Mather to speak to the benefits that come with Consent Calendar Item #5. There is a little bit of history on some activities in the southern part of the state on Interstate 5 that he would like to share with the commission.

Paul Mather said there were congestion challenges with the recent interstate paving project south of Cottage Grove. The project for the next segment south of Cottage Grove is starting and staff is using lessons learned to try and not repeat the same outcomes in traffic delays and congestion. This $3 million being added to the project will provide an additional lane just south of Highway 38 for slow moving trucks to navigate and to let cars move through without congestion. Taking advantage of this project to build a permanent climbing lane that can be used when the project is complete saves $3 million from the original estimate of $6 million to build the climbing lane as a stand-alone project.

Commissioner Morgan said Commissioner Lohman and her routinely drive this stretch of highway and have suffered the angst of being involved in those stoppages when the Cottage Grove hill was being worked on. It is difficult to ignore how quickly the traffic backs up to miles and miles in both directions and takes hours to clear out. This full time passing lane not only gives more options for faster vehicles to get around slower vehicles, but as maintenance projects arise in the future, there'll be the ability to keep two lanes open instead of one and keep more traffic moving. Morgan said she recognizes this is a substantial increase, but given the importance of Interstate 5, adding this capacity is a very positive step.

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

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Chair Baney adjourned the meeting at 12:35 p.m.

Tammy Baney, Chair	David Lohman, Member
Susan Morgan, Member	Alando Simpson, Member
Absent Sean B. O'Hollaren, Member	Roxanne Van Hess, Commission Support