OREGON TRANSPORTATION COMMISSION

Minutes of the Regular Monthly Meeting
February 19, 2015
Keizer, Oregon

On Thursday, February 19, 2015, at 8:00 a.m., the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff held a premeeting briefing session in the A/Claggett Conference Room at the Keizer City Hall/Community Center, 930 Chemawa Road NE, Keizer, Oregon. Highlights of the premeeting were:

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ODOT Director Matt Garrett led the Commission through a review of the meeting's agenda.

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Jerri Bohard, Transportation Development Division Administrator, indicated that ODOT staff are interested in getting feedback on what additional information the Commission needs about the 2018-2021 Statewide Transportation Improvement Program (STIP) funding allocation. ODOT is looking for input on three questions: risk tolerance related to federal funding levels, process for allocating funds, and the split between ***Fix It*** and ***Enhance***.

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Director Garrett indicated that a provisional charter for a Region 1 Area Commission on Transportation would be presented, but if the Commission approved it the charter would not be cast in stone: in a year, the charter would be brought back to provide the opportunity to reflect on any issues that have arisen and bring them to the Commission. ODOT Region 1 Manager Rian Windsheimer indicated that the ACT would have a discussion among ACT members at the conclusion of the STIP cycle to determine whether modifications are needed.

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Director Garrett and Highway Division Administrator Paul Mather discussed Consent Agenda item 6, a recommendation from the Winter Recreation Advisory Committee to add a new parking lot at Mt. Ashland ski area to the Sno-Park program. While the WRAC approved adding the lot to the program next season, Mather and Garrett recommended adding it to the program this year. The WRAC is generally very conservative about adding new areas to the program to ensure there is adequate money in the account, and generally doesn't allow for mid-season additions. However, Garrett and Mather believe adding it now won't pose a risk to the program's budget given minimal snow in the area.

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ODOT staff and the Commission discussed Consent Agenda item 4, a request to add money to a paving project on I-5 to accelerate construction. ODOT staff explained that significant travel delay caused by the project merited accelerating work. While the acceleration of

work cost more than if it had been built into the project's plans from the beginning, the additional cost was less than the cost of delay avoided. ODOT Region 3 Manager Frank Reading explained that ODOT learned valuable lessons from the project and will plan for the next paving project in the area to proceed on a faster timeline to avoid delay.

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ODOT Government Relations Manager Leah Craft provided an update on activities in the Legislature. Craft indicated ODOT's bills are starting to move through the process. Commissioner Lohman indicated members of the Travel Information Council are asking about funding for rest areas for next year. Director Garrett indicated that ODOT and the TIC committed to work together to find resources in a legislative funding package.

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ODOT Communication Section Manager Tom Fuller and Public Information Officer Michelle Godfrey provided information about the public launch of OReGO, the road usage charge program, and showed the Commission the program's website: http://www.myOReGO.org

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The regular monthly meeting began at 9:30 a.m. in the Iris B Conference Room at the Keizer City Hall/Community Center.

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
Deputy Director Central Services Clyde Saiki
Asst. Director for Public Affairs Travis Brouwer
Trans. Development Div. Admin. Jerri Bohard
Highway Division Administrator Paul Mather
Communications Section Manager Tom Fuller
Transit /Rail Division Administrator Troy Costales
Region 1 Manager Rian Windsheimer
Region 2 Manager Sonny Chickering
Region 3 Manager Frank Reading
Region 4 Manager Bob Bryant
Region 5 Manager Monte Grove
Commission Assistant Becky Sue Williams

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Chair Baney called the meeting to order at 9:38 a.m.

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Director's Report

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Willamette River Bridge

Bundle 220, I-5: Willamette River Bridge won McGraw-Hill's *Engineering News Record*'s Best of the Best Projects for 2014 under the Highways/Bridges category. Prime contractor Hamilton Construction submitted this award and won at the regional level in December 2014. Once the regional winners were chosen, the top winners in each category from each region moved up to the national competition. Our project went on to win the Best of the Best Projects at the national level under the Highways/Bridges category. According to *ENR*'s announcement, the award win will be featured in more depth in the March 16 issue of *ENR*. Also in that issue, the editors of *ENR* will select one project from the Best of the Best Projects winners as the Editors' Choice, which won't be revealed until the issue date.

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ACEC Oregon Engineering Excellence Award

Director Garrett said he and Tom Lauer had the privilege of attending the 2015 ACEC Oregon Engineering Excellent Awards on January 22, in Portland. These awards recognize engineering firms for projects that demonstrate a high degree of innovation, achievement, and value. ODOT and its A&E Partners secured four awards. Honor Awards were received by DKS Associates for its OR 217 Active Transportation Management project and AECOM for its OR 62 / Interstate 5 to Dutton Road FEIS/ROD project. OBEC Consultation Engineers' Interstate 5, Willamette River Bridge project and WHPacific's OR 22 Bridge Vertical Clearance project won Grand Awards. These awards show that the business partnership ODOT has with the construction, architecture, and engineering professional are producing good products, and those products are being recognized by peers as some of the best.

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Gold Star Certificate

ODOT has earned the Chief Financial Officer's Gold Star Certificate for fiscal year 2014. The Chief Financial Officer's Gold Star Certificate is awarded to state agencies that provide accurate and complete fiscal year-end information in a timely manner. The Certificate is Oregon's equivalent to the nationally recognized Government Finance Officers Association Certificate of Achievement for Excellence in financial reporting.

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The 78th Legislative Assembly

The 78th Legislative Assembly convened on February 2, and Director Garrett shared some of the depth and breadth of topics ODOT has spoken to in just the first 17 days of the session. ODOT hit the ground running on February 2nd, the first day of the session, giving an agency overview. This was a comprehensive presentation delivered to the House Transportation Committee that spoke about who we are as an organization; the Oregon Transportation Commission, the Area Commissions on Transportation, as well as the various divisions and the activities contained there. It spoke about how this agency not only delivers infrastructure, but delivers many levels of innovation, from the Road User Fee, to electronic construction and

moving into the digital age with the construction industry, to work zone safety, and so on. Following that comprehensive presentation to the committee, in the next couple of days was a pretty significant discussion about the disciplines of bonding and credit rating, and how the State of Oregon and this department engages in that financial mechanism. It became a comprehensive discussion about the principles and foundations built using that financial tool of bonding. It is at the Legislature's direction to use bonding, not something the agency comes up with by itself.

ODOT had the privilege of honoring William "Bill" Tebeau before the Senate Transportation Committee with Senate Bill 5 that dedicates and designates a portion of Highway 126, the Florence-Eugene Highway (from US 101 in Florence to OR 569, the Beltline Highway in Eugene) as the William Tebeau Memorial Highway. Mr. Tebeau was an African-American from Baker City, who went to Oregon State University to apply in its engineering school. They denied him, saying he might better serve elsewhere. He was a man of intellect, of integrity, and of courage. They weren't going to house him at Oregon State, but he stuck around and found a place in the basement of a fraternity, and cut a deal where he would take care of the furnace to have a place to stay to attend school. Tebeau graduated as an engineer and came to the Oregon Department of Transportation for 36 years. He was a man who touched people's lives, a teacher and a mentor. He actually crafted the guide books for young engineers on how you pass your engineering test. William Tebeau is an icon at the Department of Transportation and it was an honor to designate that corridor after him.

Staff also spoke to the legislature about House Bill 2465, Driver License Issuance Efficiency bill, which will eliminate many requirements that can be burdensome to DMV customers or otherwise are inefficient uses of resources in exchange for minimal value. ODOT asked the committee to support this bill in order to continue improving services to DMV's customers, and create efficiencies in DMV's driver licensing process. There were also conversations on motorcycles being allowed to pass on road shoulders, on ODOT's inventory of property, mobility standards, additional memorial signage for Fallen Heroes, and studded tires.

All of the conversations during those first 17 days of the session have been productive, robust, and passionate at times, but ODOT has showed up. Director Garrett is very proud of each and every one of those individuals who have been in front of one of those legislative panels.

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Public Comments

Public comment was received from A.J. Zelada of Portland, who spoke on his concerns about silo policies that occur within ODOT and the state. Silos were a large part of the discussion when we were talking about the beginning of Active Transportation in the Planning Department. There are separate streams of monies that come with separate responsibilities and requirements. State and federal dollars require different policies, like NEPA, and a variety of things drive up the cost of federal dollars spent. In the early days of Active Transportation, they attempted a certain number of projects that would bridge different entities, so things like

having trails intersecting with highway would have money both from trails, Highway Funds, or gas taxes. Not all of the Active Transportation ideas turned into reality, but monies started to mix for integrated projects. The latest legislative proposal of the gas tax funding Active Transportation returns us to that silo mentality.

The question in his mind is why ask a shrinking population and resources to fund a growing infrastructure such as Active Transportation. The declining numbers of people who drive and vehicle miles traveled create a shrinking pool of dollars. Then you look at gas pump prices declining 24 percent and the irony is that 50 percent of automobile trips traveled are two to three miles. That 50 percent group is what Active Transportation is aimed at, trying to reduce. It seems like a dark comedy to have tax revenues coming in from something that you want to shrink. More importantly, it represents a silo mentality, dependent on one stream of dollars in order to fund that.

The aviation tax is another example of the silo mentality. There is a one cent per gallon tax for aviation jet fuel, which is the same as the one cent tax in 1919 for automobiles. Oregon was the first in the nation to use gas taxes, and is currently the 40th in the nation in terms of aviation gas fuels. The aviation tax could be a resource for Oregon travel.

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2018-2021 Statewide Transportation Improvement Program (STIP)

The Commission received an update from Oregon Department of Transportation (ODOT) staff about the work that is underway in the development of the 2018-2021 Statewide Transportation Improvement Program (STIP), and began discussions on the development and implication of various funding scenarios for the ***Enhance*** and ***Fix-It*** components of the STIP. Transportation Development Division Administrator Jerri Bohard, Highway Division Administrator Paul Mather, and Assistant Director Travis Brouwer gave the update. (***Background materials in Director/Commission/History Center File, Salem.)***

Background:
The Oregon Transportation Commission's October workshop included a presentation on the status of changes to the process, and documents that were recommended by the STIP Stakeholder Committee and the statewide advisory committees. At that meeting, the Commission concurred with the direction and structure of both the documents and the process. At that time, the OTC was comfortable with region staff to begin discussions with their partners about potential project proposals without knowing the amount of funds that might be available for the ***Enhance*** *portion of the program.*

This presentation continued that discussion, emphasizing the evaluation of potential funding scenarios and how those decisions impact the condition and performance of the system and ultimately the outcome of the STIP process. The presentation highlighted the ***Enhance*** *needs, condition of the system, the current federal funding situation and the potential impact to Oregon,*

*followed by the types of programs that were included in **Enhance**, **Fix-It** and those additional programs that, while part of the STIP, were outside the discussion of the allocation between **Enhance** and **Fix-It**. The presentation concluded with a discussion of possible funding scenarios assuming a variety of levels of federal funds.*

A series of questions was posed for discussion with the Commission and staff, and helped to frame the conversation:

- *What level of federal funding should the agency assume? Past practice has been to be conservative in the assumption of federal funding in the belief that with the risk of federal funding being cut it is easier to add projects to the STIP than to cut projects that have gone through a public process.*
- *What is the percentage of funding that should go to **Fix-It** and **Enhance**? How might that decision impact the ultimate process that is used in the selection of projects?*

Presentation:

Jerri Bohard started the discussion by framing information for the Commission to consider when deciding the level of risk to take once the level of federal funds received is determined, and ultimately how much goes into the ***Fix-It*** side of the program and how much in the ***Enhance*** side of the program. As part of that conversation, the Commission will consider if the process should be similar to last time or modified depending on the amount of money. Bohard gave a reminder that the concentration is on just the capitol programs. The OTC's other responsibilities are around the budget; the maintenance and operations is not part of this conversation. Highlights of the STIP presentation were:

- Goal is to address state transportation needs consistent with Oregon plans to benefit Oregonians.
- Funding allocation buckets.
- Program categories:
    - Dedicated programs: STP for local governments, local bridge, CMAQ, IOF, TGM, transit, planning.
    - ***Enhance:*** modernization, transit, bicycle/pedestrian, transportation options, development.
    - ***Fix-It***: bridges, pavement, culverts, signals, landslide/rock fall, bicycle/pedestrian, safety.
- Total requests last STIP $675.3 million, amount available $186.6 million.

Paul Mather discussed considerations when determining how to split the amount of funds between ***Fix-It*** *and* ***Enhance.*** What is the state of the system and where do we see it going? Highlights of his presentation were:

- If all the money in the STIP was put into the system, the system is still going to be in decline. Given the condition of the system, the policy decision is how to balance that with the other needs Jerri Bohard discussed.
- Pavement conditions fall as funding declines, and are more costly to repair the more it declines. Dollars available will be applied to the Interstate; only the Interstate will survive.

- Most Oregon bridges are beyond design life; the OTIA bridge investment program needs to continue.
- Culverts, the hidden problem. $95 million a year needed to maintain culverts, with only $12.5 million spent a year.
- Maintenance priorities are shifting:
    - more reactive maintenance
    - more load posting of bridges
    - roads posted as rough-roads with speed reductions
    - as money diverted to maintenance, less available for projects
    - the system will deteriorate faster, requiring more funds in the future

Travis Brouwer talked about funding. Highlights were:

- ODOT is past the peak of the construction programs it has been undertaking the past decade thanks to legislative infusions by OTIA I, II, and III, the Jobs and Transportation Act, ConnectOregon, and the Recovery Act.
- The State Highway Fund is now almost fully dedicated to debt service from bonding for OTIA and JTA projects, so going forward, the STIP is essentially all federal funding.
- Federal funding is stagnant and uncertain, with the Highway Trust Fund taking in less today than a decade ago because it relies heavily on gas tax, hurt in recent years by more fuel efficient vehicles and less driving.
- The $65 billion Congress has put into the trust fund to prop it up the past seven years will run out in May. Congress must decide whether to put more money in the Highway Trust Fund or to cut funding for infrastructure. This 30 percent cut would cost Oregon somewhere in the range of $150 million on an annual basis.
- Mitigating two risks:
    - Overall federal funding could fall because of the situation with the Highway Trust Fund.
    - Oregon's share coming from the Trust Fund could drop. Oregon is currently a donee state, and through MAP-21 receives a higher share of funding. Pressure for more equity between the states, Oregon's share could drop dramatically, particularly if Congress increases the amount to go to local governments.
- Scenarios developed were flat funding, a 10 percent reduction, and a 20 percent reduction.

In light of these considerations, the OTC needs to ask what the tolerance for risk is with regard to federal funding. How should available funding be allocated between ***Fix-It*** and ***Enhance***? If funding for ***Enhance*** is less than the 2015-2018 STIP, should the selection process be modified to account for the small amount of funding?

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STIP Discussion with ACT Chairs

The Commission participated in a discussion about the 2018-2021 Statewide Transportation Improvement Program (STIP) scenarios with Area Commission on Transportation (ACT) Chairs. ***(Background materials in Director/Commission/History Center File, Salem.)***

Background:
The ACT Chairs discussed the issue, using the following questions to help frame the conversation:

- *As the OTC works to find the right balance between **Fix-It** and **Enhance**, describe the relative system wide needs in your area of the state.*
- *Many of the likely scenarios for this STIP update could have fewer **Enhance** funds than the $72 million yearly in the last update. If funding for **Enhance** is less, should the selection process be modified to account for the reduced amount of funding?*
- *A key role of the ACT is communicating transportation needs and issues in your local community. Share some of the ways your ACT has been successful in communicating the overall needs in transportation.*

The information exchanged between the Commission, ACT Chairs and ODOT staff will be used in framing future discussions with the Commission on potential funding scenarios. The schedule assumes that the Commission will be making its funding scenario decisions in the May/June timeframe which aligns with the project proposal deadline of August 1, 2015.

Presentation:
Jerri Bohard briefly set the stage to frame the schedule with a brief presentation on the proposed process and timelines. Highlights of the presentation were:

- ***Enhance*** review process includes identifying needs.
- Federal funds.
- Regions work with ACTs to develop 150 percent list, then narrow to 100 percent.
- The proposed timeline has March 2015 as when the ***Fix-It*** 150 percent is available, Tech Service getting to the ACTs April 1st, and May/June the anticipated time for the OTC to make funding allocation decisions.
- ***Enhance*** proposals must be submitted by noon on August 3, 2015.
- August/October 2015, the regions and ACTs will develop 150 percent lists. November 15/March 2016 regions will scope the 150 percent lists.

Discussion:
ACT members participating in the panel discussion were:

~ Boyd Britton, Southeast ACT (SEACT) Co-Chair, County Commissioner
~ Bill Wyatt, Region 1 ACT (R1ACT), Port of Portland
~ Steve McClure, Northeast ACT (NEACT) Member, Union County Commissioner
~ Gary Milliman, Southwest ACT (SWACT) Vice Chair, Brookings City Manager
~ Mike McCabe, Central Oregon ACT (COACT) Chair, Crook County
~ Brad Winters, South Central Oregon ACT (SCACT) Chair, Lake County
~ Gary Thompson, Lower John Day ACT (LJACT) Chair, Sherman County Judge
~ Shirley Kalkhoven, Northwest ACT (NWACT) Chair, Nehalem City Mayor

~ Ken Woods, Mid-Willamette Valley ACT (MWACT) Chair, Dallas City Council
~ George Grier, Lane ACF (LCACT) Chair
~ Roger Nyquist, Cascade West ACT (CWACT) Chair, Linn County Commissioner
~ Mike Montero, Rogue Valley ACT (RVACT) Chair

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Boyd Britton, SEACT, started the discussion by saying ODOT, the counties, and the cities need to restructure how they do things considering the tremendous shortfall of money. For instance, you have to drive the state highway to get to all the county and city roads. Why not combine our efforts and avoid all the redundancies we're doing. We don't have to have that discussion. If funding drops considerably, let's leave it to the professionals. Leave a little bucket for the counties and cities if something comes up, but for the rest of it, leave it to the professionals. Director Garrett gave a wonderful presentation on the quality of ODOT's professionals. ODOT has a lot of good ones and we need to listen to them. If funding remains as it is, by all means we should leave the process as it is, but if it goes down considerably, we don't need to have this discussion. Let's reduce those redundancies.

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Bill Wyatt, R1ACT, said the last STIP process was a success, owing in large measure to the quality of the ODOT staff involved. There were concerns initially about how Hood River County would feel being tossed in with the metro area, but it worked out nicely in the end. R1ACT got no money, but support for the process was great. Most of R1ACT's members would like to keep with the process in place, regardless of the darkness of the earlier reports on funding. Wyatt did note that R1ACT probably could have used a little more direction from the Commission because there was concern at the end that all the smaller local projects that rose to the top might crowd out the state system projects. That is worthy of consideration as we approach this next round to be sure there is a clear set of priorities.

Wyatt said the right people were at the table. It's a very crowded table in the Portland/Metro area, with lots of very sophisticated operators who have been at this business a long, long time. There is a Metropolitan Planning Organization (MPO) that overlaps a portion of the ACT area creating overlapping jurisdictions, making the issue of coordination important because it has a not-insubstantial amount of money to spend on regional and local priorities. Wyatt closed by saying the process worked well last time and whatever the available resources are, R1ACT stands ready to do its job.

Chair Baney said the question of direction has come up several times and asked what level of specificity would be helpful. Is it a percentage? What would have worked if they had asked the Commission at that time for direction? Wyatt responded that more strategic direction on things like ***Fix-It*** *verses* ***Enhance.*** Also, the importance of the state system was not emphasized, which would be useful for them in the metropolitan area because the only real advocate for the state system was the Department, which had no representation at the table.

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Steve McClure, NEACT, said that, to put this in perspective for most counties in the ACT, we are dealing with a federal funding issue in a real way. Secure Routes to Schools did not pass in December. Senator Wyden and Greg Walden are pushing an effort to get that done, but there is

no idea whether those funds will be available by the beginning of the fiscal year. McClure feels that funding is gone, that Congress will not continue to fund rural schools. Union County has been able to fund its roads through attrition the last few years. The County is down to 18 employees from 24 and made all the cuts it can. If federal funding is taken out of that equation, it really becomes critical. Union County is going to go to the community and they are going to have to make some hard decisions. Do we try to maintain the system as it is, or do you make the decision to go in and triage the system and design a system that selects the most important pieces of your system and try and preserve those pieces. Either one will be difficult for the public to accept.

The Transportation Committee will come up with some long-term projects for the STIP. Persistence does pay. McClure said when he started this job 25 years ago, he had identified four projects, and in 20 years he got them all done. He doesn't envy the Commission its position, which will be very, very difficult, but he does think they need to look at modernization versus the investment in the existing system. The truth of the matter is if you put money in modernization, it's a zero-sum gain because you're not maintaining the system. If we are going to look at the economy state-wide, and the benefit of income taxes, we need to work together on those economic opportunities.

Region 5 has the reputation of being the peanut butter region because it spreads its projects over such a large area. But that was intentional because the region has a lot of people and a lot of area and to keep everyone at the table, they decided they *had* to spread the money or they would lose people.

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Gary Milliman, SWACT, said maintaining the condition of the highway system serving the region is the priority. He is familiar with the state's Resiliency Plan and the Life Line Plan, and encourages including seismic resiliency or seismic retrofit as a factor in evaluating projects for funding. There is a tremendous need when you look at the state highway system and the vulnerability of state bridges. The region will be isolated for weeks and months in the event of a major seismic event, which would economically damage the region for years.

In a number of areas the state highway is also Main Street, with issues in common with ODOT like off street parking and pedestrian facilities. A lot of the region's attention on possible ***Enhance*** projects deal with those kinds of issues. If funds are available for ***Enhance*** projects, he suggested they should be utilized to help alleviate some of those. Part of the ***Enhance*** criteria might be to provide bonus points or credits to those communities that have active local transportation funding measures, such as fuel tax or a special assessment district. Perhaps it would be beneficial to develop new relationships with those cities that have a state highway as their Main Street, and talk with local jurisdictions about sharing a larger portion of the cost of ***Enhance*** projects in those communities.

Milliman said last year's STIP process was rocky at first. There were a number of proposals for major projects on state highways that would have taken all of the money, but they worked with ODOT staff to come up with a good, well-balanced result. They were able to identify funding from other programs to make up some of the deficit. It was a good, cooperative effort. The

expansion of the ACT to include other modes has been a very positive experience and helped educated old highway guys like him.

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Mike McCabe, COACT, said his region is not going to be a peanut butter region. Giving people just enough money to get in trouble doesn't make sense in his region. Crook County has 555 miles of road, and they're looking at turning some of those roads back into gravel because of funding. They are also looking at some regional transit that they are going to try and pay for themselves through a tax district or some such mechanism.

McCabe said he has some passion about the trucking industry and the situation truckers face when every eight hours they have to pull over, regardless of where they are at, if there is parking, or even if they can get off the road. When you have a trillion dollars with of freight going out of the west coast ports every year, it becomes pretty apparent that truckers are a vital link to all of our organizations.

McCabe concluded by saying it has been a huge frustration to him over the years that we don't have a better relationship with our other agencies as far as forest services, BLM, and ODF&W. They have talked about "the road" until he is sick of it, and now they want to do another environmental impact study. It's a road. We spend a lot of money on those kinds of studies which is ridiculous. If it's a road, it's a road. Even if it goes across BLM land, it doesn't need to be studied. We have spent so much money over the years, wrestling with these organizations, that we would have a lot more money in our bank account if we made that go away. McCabe said Crook County focuses on ***Fix-It*** projects to maintain the bridges, culverts, and roads it has.

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Brad Winters, SCACT, gave a brief overview of the counties he represents, Lake and Klamath Counties, and said he still supports the "One Oregon" mentality of we are in this together. The roads are low volume and they are still looking at making Highway 97 an interstate highway, so if we look at it today as adding lanes, we will get there some day. Lake County has over 600 miles of road system and their number of employees is down. The county is willing to work with the state and help with projects, but its number of employees is just so low. This is bigger than just talking about helping each other out. The last STIP process brought projects forward, but not the kind of projects that promote for what will really make a difference. The process was long, and in the world of transportation, $19 million is not a lot of money and not worth fighting over. Winters said apply those dollars to ***Fix-It*** projects for preservation of the existing system, with maybe a little set aside to leverage against match funds.

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Gary Thompson, LJACT, representing at least three of the smallest counties in the state, population and area wise, said keep the money in ***Fix-It*** projects as much as possible. We will still be going downhill, but will go further downhill if we don't. We have to maintain what we have. Sherman County is willing to share its equipment with ODOT at any time, and Thompson said in Lower John Day, they are just trying to maintain and repair the existing roadways that support agriculture and tourism. Broad band is another issue it would be key for ODOT to be involved in. It could be a funding mechanism if set up right. Sherman County is putting in fiber optic right now, should ODOT want to partner with the county. People in state and county

government like to spend money, but they never think about how to make money. We have to think like private industry; you have to make money some time. Sherman County is moving to a path of looking to make money with things like renting out additional equipment or toll roads.

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Shirley Kalkhoven, NWACT, said that with the investment already in our state highway system, prudence says preserve what you've got before it gets any worse and becomes much more expensive to fix. If the funding scenario stays at a very low level, it just doesn't make sense to do a lot of little projects that don't really contribute to the system overall.

Kalkhoven is the mayor of a small coastal town and said she spends way too much time worrying about what's going to happen when the Cascadia fault unzips. At the south end of Nehalem, a bridge built in 1984 has a problem with the stability if the piers that hold it up. It might make sense to use some of the funds to do some seismic retrofitting in anticipation of what we are going to be facing. When the Cascadia earthquake comes, western Oregon is going to be devastated. The Columbia River Crossing is going to fall into the Columbia River, creating a huge dam and causing all river traffic to stop. That's the kind of stuff we need to start thinking about, because when that event occurs, everything in the western United States will come to a halt.

Kalkhoven has been through the *Connect*Oregon process quite a few times and said the conversation in *Connect*Oregon V was very difficult, and at times it got beyond robust. The issue was that bike/ped projects were able to be included this time; fully half of the applications were for that kind of funding. When it comes right down to it and those asked to rank those projects, it's all in the eye of the beholder. Bike projects from Lane County were ranked just as highly as a project from Toledo that would have created 200 jobs and been a huge economic boost for the community. How do you equate that? She would hope that somehow funds could be dedicated to a specific pot of money for that kind of funding, perhaps with transit. It is very hard for those ranking these projects to compare them to a bridge or a road.

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Ken Woods, MWACT, serves Marion, Polk, and Yamhill Counties and almost everyone has to go through here to get somewhere. There are some very large system needs in the area; Newberg/Dundee bypass, a third Salem bridge, the Interchanges on the Independence Highway and at Valley Junction, and numerous safety projects. There are also some very big success stories and some big projects currently being worked. If you assume 30 percent of the $72 million available goes to Region 2, and 30 percent of that goes to MWACT, that would come to $19.4 million for the three years of the STIP, compared to the last STIP, where there were nine projects totaling $16.7 million. Those nine projects were very valuable to the local system, but had very minimal impact on the state highway system. The Salem River Crossing Oversight Team started discussing a funding approach for a third Salem bridge and talked about taxing, tolling, and possible combinations for funding. That's where MWACT is, this area needs ***Fix-It*** projects.

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George Grier, LCACT, thanked the Commission, Director Garrett, and ODOT staff for supporting the ACTs because without that support, we would not have the opportunity for this discussion. The ACT recently received a presentation from ODOT staff titled "Rouge Roads Ahead" which was very timely as Lane County has a huge amount of rural roads it has to maintain and is looking at putting an increase in the vehicle registration fee on the May ballot. This is one approach and it won't deal with the continued deterioration, but we have an investment that if we don't come up with a revenue source, we will be in big trouble. We cannot just say we're going to continue to fix this and that means finding a way in our community to fund that. That means we have to change public opinion. One way to do that is through education, and ACTs play a big role in that and keeping those folks engaged in that dialog.

One discussion that needs to be part of managing this is finding a way to reduce the impact on the system, either through constant maintenance, or through reducing traffic on the roads. If you reduce the amount of cars on the road, or bicycles that throw people off and slow traffic down, you not only increase the through-put but also decrease the deterioration of the surface. Alternative modes of moving people are an important part of our future.

Freight mobility needs to be a priority, whether that's getting from Point A to Point B or whether there are multimodal transfer facilities that allow different types of modes to be used more effectively without investing more in roads. But in the long run, if you don't look at the people side and if there aren't livable communities, then people don't come to our state and communities to live, which brings in investments and economic growth. If we do not investing in our communities and moving people effectively, we give up the concept of continued growth. The system is failing, and there is a list of capital improvements that we need to either give up or find an alternative way to fund. That discussion will not happen unless some level of ***Enhance*** stays in the process.

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Roger Nyquist, CWACT, said the process needs to be improved to deliver better value to taxpayers and identify those things that are costing us more money than we think it should if we have the test of having to explain the processes to the taxpayer on the front page of the newspaper. *Connect*Oregon initially had a lot of enthusiasm, but now is just reaching. If you look five years after the fact at some of the aviation projects, and what they delivered versus what we had hoped at the time, we would all be disappointed. We advance money to privately held rail companies, which use that money to improve their asset, but they do it in a way that they don't follow local and state law to the point where FEMA told the county the project had to be taken down or the county would be taken out of the flood insurance program because it was a violation of FEMA law. The Surface Transportation Board just told him to go away. All of that happened with Safety money.

In Linn County, safety is the largest priority and when a lot of accidents happen in the same location, doing what they can to decrease that is of the utmost importance. The All Roads Transportation Safety Act, (ARTS) is the best value to the taxpayers and if he could do one thing today, he would take *Connect*Oregon and flip it into that program.

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Mike Montero, RVACT, said this period of funding constraint is forcing ODOT to refine the process it uses for making investment decisions. If all the ACTs were well schooled on what policy tools exist in the toolbox right now, this picture would become quite brighter. Transportation funding is a fluid proposition that comes and goes. Right now because there is little money, there is the temptation to throw up our hands and give it all to ***Fix-It.*** That would be the worst decision we could make because at the end of the day there will be money. Let's just make sure the process we have to prioritize is comprehensive, it works, and it doesn't turn into an us against them proposition. The Planning Department, under the direction of the OTC, has been hard at work doing that for the last two years. He encouraged all of the ACT Chairs to scheduled time with staff to review the STIP process, specifically the selection criteria and the prioritization factors, because much of what is talked about are already tools in the toolbox, but not well understood on how to best utilize. The Department has another tool in place called the Transportation Options Plan, which offers options. Elements in plans already in place represent an opportunity for the department to collaborate with local government when comprehensive decisions are made that go across the board of land use to leveraging projects. The tools are there and there is a lot to be proud of about what the department has done, but the ACTs need to understand very clearly how these elements work and how to take advantage of the partnership with ODOT to pool our funds and other resources.

As to the specific question of ***Fix-It*** or ***Enhance,*** Montero said they don't feel any different in the Rogue Valley than anyone else, and clearly we have a fiduciary obligation to preserve the system***.*** He would comment however, that a modest ***Enhance*** program will incent and allow the department to assist local government to look at these different policy options***.***

Commissioner Lohman said it is very clear everyone understands the seriousness of the problem in front of us, which will help in this legislative session where all are convincing our legislators there are some serious issues to deal with. The emphasis seems to be on ***Fix-It,*** without completely taking away the ***Enhance*** as a way of seeding the conversation and keeping hope alive. As to the question of if the STIP process is too elaborate and takes up too much time when dollars are low as they are, Lohman said it appears the process is pretty important and there wasn't much call for change.

Commissioner Simpson said the conversation was very instructful. The concept of a paradigm shift comes to mind in regards to the system, the policies and processes, and everything that makes up how it works. It is something that will have to be revisited continuously, with input from the ACTs and all the stakeholders involved in the process. He urged the ACTs to continue to voice their opinions so we can continue to have productive dialogue on how to assure a sustainable infrastructure.

Commissioner Morgan thanked the participants for taking time out of their schedules to give the Commission this important input. Morgan was struck by the desire to have more levels of collaboration than exists already. That's a challenge for how ODOT can help facilitate that and leverage opportunities. We need to have some part of the process on the ***Enhance*** side, but to challenge people to use that to grow it just beyond the funding that it is. This has been a very

important conversation and she appreciates the wisdom and knowledge we've been able to tap into.

Chair Baney underscored the seismic components and the need to make investments to better prepare than we are today. We all have a responsibility to articulate this story to our federal and state legislative partners to make sure funds continue to come our direction that can be deployed to our communities.

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The Commission adjourned for a working lunch at 12:10 p.m., in the A/Claggett Conference Room. ODOT staff and ACT Chairs continued discussion on the 2018-2021 Statewide Transportation Improvement Program scenarios.

The regular monthly meeting was reconvened at 1:10p.m.

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R1ACT Provisional Charter

The Commission considered approval to grant a provisional charter to establish the Region 1 Area Commission on Transportation (R1ACT) as an advisory commission to the Oregon Transportation Commission (OTC) representing Clackamas, Hood River, Multnomah and Washington counties. The request was presented by ODOT Region 1 Government Liaison Kelly Brooks and ODOT Region 1 Manager Rian Windsheimer. ***(Background materials in Director/Commission/History Center File, Salem.)***

Background:
The OTC encouraged the formation of regional advisory entities to strengthen the state/local partnership in transportation planning, programming, and project selection and development. Region 1 is currently the only portion of the state not encompassed by an Area Commission on Transportation (ACT).

In 2014, Oregon Consensus convened a task force to assess current transportation coordination structures within the region, establish a set of agreed upon desired outcomes, and to provide direction to the Oregon Transportation Commission on the creation of an ACT or "ACT-like" structure within Region 1.

The task force adopted a proposed membership structure and provided direction to ODOT staff about decision-making and other matters at its November 17, 2014, meeting. Based on those recommendations, ODOT staff drafted a formation proposal for a Region 1 ACT which was then

shared with task force members through email. After review by the task force through email it was shared broadly for public comment on December 16, 2014.

At the January 15, 2015, OTC meeting, ODOT staff presented a summary of the public comments received on the proposal up to January 13, and sought further clarification or input from the Commission about any possible changes to the proposal prior to the issuance of a provisional charter in February. No substantive changes were made by the Commission at that time. Therefore, Region 1 Manager Rian Windsheimer recommends granting a provisional charter for the first year of the R1ACT operations.

Presentation:
Rian Windsheimer presented the provisional charter for approval, which is the first step in creating R1ACT. The intention is to move quickly to get the bylaws drafted and start the nomination process. This will allow Region 1 to have meaningful role in the upcoming STIP process. The provisional charter is for one year and will be brought back to the Commission in March 2016.

Kelly Brooks talked about the next steps in the process. Active nomination discussions have begun on who will serve from the counties, and the formal process will begin once the provisional charter is approved, with a deadline of April 17 to submit nominations. Next, the normal application process will start for Freight and Active Transportation stakeholders. The goal is for stakeholders to meet in April or May, with the first R1ACT meeting in June.

Discussion:
Commissioner Simpson said the Title VI Protected Classes representative, under the Private Sector, Health and Environmental Justice category, should be targeted to the degree that we actually have someone that represents that makeup of those classes.

Commissioner Lohman said Kelly Brooks had done a great job of pulling this all together and he thanked all the people involved, saying he is happy to get this far and during the next year things will shake out and make it even stronger.

Commissioner Morgan expressed appreciation for all the work done to bring this group together and forge this alliance. This is a remarkable moment.

Chair Baney appreciates the patience needed to work through, rather than against, this process. It's been one where people really needed to feel they could state what they felt, and that the Commission would be willing to listen. Baney asked if there was a strong sense that R1ACT would be willing to link up with other ACT chairs for guidance working through the process. Rian Windsheimer responded that several ACT chairs have already shared their experiences and what it means to be part of an ACT with those working to create R1ACT. Without some of their experiences and guidance, R1ACT might still be struggling to reach cohesion, and as it moves into the bylaws development and coordination phase, R1ACT members may need to reach out to the other chairs for an understanding of how to integrate the bylaws with the mentality of Region 1.

Action:
Commissioner Lohman moved to approve the provisional charter to establish the Region 1 Area Commission on Transportation representing Clackamas, Hood River, Multnomah, and Washington Counties. Commission members unanimously approved the motion.

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Hazardous Materials Transport

The Commission received an update from the Oregon Department of Transportation's (ODOT) Rail and Public Transit Division on progress made on the revision to the Hazardous Materials Transport by Rail Oregon Administrative Rule. The Commission considered a request for approval to direct commencement of the formal rule-making process. ODOT Rail and Public Transit Division Administrator Hal Gard and ODOT Rail Safety Hazardous Materials Compliance Specialist Chris Kuenzi presented the update and request. ***(Background materials in Director/Commission/History Center File, Salem.)***

Background:
Movement of Bakken crude oil increased dramatically from 2006 to 2013 and a number of incidents, including Lac Megantic in Canada, raised public awareness and concerns about the safety of crude oil transport by rail. A federal emergency order was released in May 2014 requiring railroads to report movement of Bakken crude oil shipments exceeding one-million gallons and when quantities change by 25 percent.

In Oregon, the Governor ordered a rail safety study to review the state's preparedness for oil trains. The action items recommended include updating statutes, administrative rules and procedures.

In August 2014, ODOT's Rail and Public Transit Division established a Hazardous Materials Rule Advisory Committee to begin collaboration with tribal, federal and state agencies, local elected officials, first responders, rail shipping customers, and environmental stakeholder groups to modernize administrative rules to address communications and notifications of hazardous materials transported by rail. The goals of the rule modernization include:

1. *To provide information to first responders when they need it to address emergencies,*
2. *To address the mechanism through which the public may seek to obtain commodity flow information submitted by the railroads,*
3. *To provide information to emergency response planning agencies, and*
4. *To gain consistency with federal regulations.*

The Hazardous Materials Rule Advisory Committee met on three occasions, in August and November 2014, and January 2015. ODOT Rail convened separate meetings with state agencies, railroads, and 9-1-1 dispatch centers to explore specific areas of discussion.

Subjects of intense discussion included the level of detail reported by the railroads and the degree of disclosure of information to the general public. The rule under consideration:

1. *Will address all hazardous materials, unlike the federal emergency order which only addressed Bakken crude oil.*
2. *Will comply with federal law, including areas where federal law preempts states. For example: the existing Oregon Administrative Rule (OAR) requires advance notification of Toxic/Poisonous Inhalation Hazards and Explosive shipments. Advance notice requirements are pre-empted by federal rule. Instead, the proposed rules will require the railroads to submit historic commodity flow information on a quarterly basis for emergency planning and require railroads to make current commodity movement information available to first responders in the event of an emergency. This commodity information is currently available to first responders via a phone request to the railroad, a request to the train crew, or by accessing a new railroad-provided online application—AskRail.*
3. *Will include two types of information and two sets of communication/notification requirements.*
   a) *Commodity Flow Information for Planning - information of hazardous materials shipped and will be reported to ODOT by the railroads quarterly compared to annually as currently required. ODOT will post this information on a secure website for emergency response agencies to plan emergency response.*
   b) *Incident Response - the railroads currently do and will continue to contact 9-1-1 when an incident occurs needing fire, police or medical response. Clarification was made with—Public Safety Answering Point (PSAP) /9-1-1 dispatch centers, regarding its communication needs with railroads during emergencies. Immediate notification of incidents will be made available to the Oregon Emergency Response System (OERS), and distributed to state agencies. The rule specifies a list of items to disclose when reporting an incident to OERS and to emergency responders placing follow-up requests.*
4. *Will disclose information to the general public through the public records request process to balance the need to protect information that is federally exempt and the desire for rail commodity flow transparency.*

Note: *At the date this memo was submitted, the Rail Division was still collecting final comments from the Hazardous Material Rule Advisory Committee members. A final draft of the rule language is expected to be submitted to the Commission prior to its February 19 meeting.*

Public Comment:
Les Ruark has worked as a Salem area State Senator's legislative assistant and a member of the Senate floor staff. In those capacities, he was able to observe first hand, the consideration and the passage of the state's public records and meeting statutes. Over the years, he has followed how state agencies and their boards and commissions provide for the public's accessibility to their work. From the perspective of someone familiar with state government, and from his perspective working many years as a farm hand living and working and traveling along the lines oil trains traverse in Oregon, he said he is genuinely pleased with the means by which department staff has placed before you a beginning framework of language.

The Rail Division's work in this matter truly exemplifies a model for meaningfully engaging stakeholders, transparently considering their input, and efficiently channeling their collective

advice to the Commission. Ruark said the bottom line is, and must continue to be, a) enabling local communities along train routes to collectively and expeditiously plan for accommodating safe train travel, and b) providing first responders the actual information they need to quickly and safely preform their responsibilities. Ruark thanked the Commission for formally setting forth today the more comprehensive process to ensure this bottom line is actually achieved.

Presentation:
Hal Gard introduced ODOT Rail Safety Hazardous Materials Compliance Specialist Chris Kuenzi who helped with the presentation. Gard gave a brief background on hazardous material transport in Oregon. Highlights of the presentation were:

- North America has seen a dramatic increase in the production of oil, and oil trains are the vehicle of choice in moving that oil around the country.
- Oregon has seen a dramatic increase also in the number of oil cars that move through the state. In 2000, there was a total of three cars, in 2007 a total of seven, and at the end of 2013 Oregon had 19,065 cars move through the state.
- With this increase in oil, the governor called for a comprehensive review of the state's emergency preparedness to react to any kind of incident that might occur. One recommendation was for the department to update all hazardous material by rail Administrative Rules which have not been updated since the 1970s.
- There were four goals in revising the rules:
    - Get information to first responders when they need it.
    - Make sure we have appropriate and allowable information available to the public.
    - Make sure information is available to emergency response agencies to use for planning purposes.
    - Gain consistency with current federal regulations.
- Railroads do not own the material they ship. As a common carrier, they are required to ship any properly packaged product.
- Federal law sets the framework for regulating railroad and the moving of hazardous materials and preempts state law.
- It is important to note there are three primary sets of federal law that govern regulations, which is important because a lot of the focus was put on the federal Rail Safety Act, when in actuality, it's the Interstate Commerce Commission's Termination Act that puts the most restrictions on reporting. The Transportation Hazardous Material Act is the third set of rules ODOT must comply with by law.
- It became clear that in any emergency situation, the key point of contact is going to be Public Safety Answering Point (PSAP) or 911 centers across the state.
- An advisory committee was created with representatives from first responders, local jurisdictions, environmental, state and federal agencies, tribal representatives, railroad officials, special interest groups and stakeholders, such as Friends of the Columbia River Gorge. The advisory committee met three times.

Chris Kuenzi gave a high-level overview of the draft rules, an explanation of some of the provisions of the rules, and identified where in the process ODOT has encountered

disagreement or struggled to reach consensus in the rules. Highlights of the presentation were:

- Reporting information and the level of detail.
- Security of shipments.
- Immediate access to information.
- Hazardous material release form and amount necessary to trigger reporting.
- Public disclosure.

Discussion:
Commissioner Morgan commended the Rail Division, ODOT and Karmen Fore for their work on this issue, which hit a lot of nerves across the state. The department dealt with it in a very professional and expeditious manner. It is very gratifying to have these draft rules in place, understanding the thorough process undertaken to get them to this point. It's what people want to see their government do in response to this kind of situation. Morgan fully supports moving this into the formal rule-making process and the public hearing aspect.

Commissioner Lohman said, in light of the federal preemptions, is there realistically anything more the state could require of railroads in terms of reporting and notification of communities? Hal Gard responded he honestly didn't think there was anything more, and we took advantage of every tool in the tool kit to make it as transparent and accountable program as possible.

Chair Baney asked if FRA members would be staying involved in the process as there may be state laws that need to be changed. Gard said he would continue to push his federal counterparts as much as possible to keep on top of this, with the hopes of having a final rule in the July timeframe.

Chair Baney asked if it would be beneficial if the OTC sent a letter to representatives to encourage participation. Governor Brown's Transportation Policy Advisor Karmen Fore said the governor's office has sent a letter to the U.S. Secretary of Transportation about the notice there would be a delay in the comprehensive rule on rail safety, and concern that states are waiting for the federal government to act so agencies and legislators know what next steps need to be taken. That being said, it is appropriate if this body wants to weigh in individually and speak on behalf of the transportation community.

Director Garrett said there was recently a table-top exercise that brought together the cross disciplines that would engage should some type of event take place. Representatives at the event include federal participants from the Coast Guard and the Environmental Protection Agency. It would be more than appropriate to extend an invitation from the Commission to those partners as we roll this out, because these are the folks we will be walking shoulder to shoulder with if an event takes place.

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Economic Impacts of Congestion Report

The Commission received an informational presentation on the Economic Impacts of Congestion Report developed by several partners including the Portland Business Alliance, Port of Portland, ODOT, Metro and several other public and private sector partners. The report provides an understanding of how congestion and transportation barriers affect the state's economic competitiveness. Port of Portland Transportation & Land Use Manager Susie Lahsene and Portland Alliance Vice President/Government Affairs & Economic Development Advisor Marion Hayes gave the presentation. ***(Background materials in Director/Commission/History Center File, Salem.)***

Background:
An earlier report in 2005, which included many of the same public and private sector partners, was called the "Cost of Congestion to the Economy of the Portland Region", and highlighted the importance and connection of investing in the transportation system as a critical part of the state's economy.

The report presented to the Commission is a continuation of that work and highlights our reliance on the state's transportation system to move goods, ensure access to labor and increase productivity. Two scenarios were then evaluated: one where there are no additional transportation revenues; and one that includes new resources. The report shows the impact to the economy and jobs depending on the scenario.

Additional information: The 2014 Economic Impacts of Congestion Report can be found at:
http://www.valueofjobs.com/congestion_2014/index.html,
and the 2005 Cost of Congestion Report can be found at:
http://www.portofportland.com/PDFPOP/Trade_Trans_Studies_CoCReport1128Final.pdf.

Presentation:
Susie Lahsene started the discussion on the economic impacts of congestion in Oregon with the results of a study on the relationship between the economy and the transportation system. Highlights of the presentation were:

- Study sponsors
- Issues: growing population, rapid travel/traffic growth, system performance degrades, doing "nothing" costs the economy
- Questions addressed in the current study included: impacts of congestion on economic performance; how congestion affected business transportation decisions; how has congestion changed since the last study in 2005; the effects of transportation investment on the economy, and what are the potential economic impacts of a seismic event?

Marion Hayes discussed the businesses that were interviewed in the study. Interviews were conducted with a wide group from around the state, with representatives from the agriculture, manufacturing, retail, food production, distribution and logistics service provider industries.

Those interviewed were asked about key routes used, known bottlenecks on the system, and what methods were being used to cope with congestion. Highlights of those comments were:

- Highlights of coping mechanisms used include:
    a) More businesses operating at night
    b) Limit distribution off-off-peak options
    c) Businesses continue to lose "turns" for regional runs
    d) Staggered shifts nearing implementation limits
- Emerging issues of congestion include increasingly complex logistics practices, a shift to 3rd party logistics and for-hire services, increased focus on exports and out-of-state markets, and hours of service limits drivers deployment.
- Economic impacts of proposed transportation investments shows that an improved future reduces congestion compared to the alternative of no investment. The benefits of an improved future include reduced delay and more reliability, an increase in the number of jobs, and a return on investment of $2.40 for every $1.00 invested.
- Effects of seismic events on the economy.
- Businesses perspectives on market competitiveness.

Discussion:
Commissioner Lohman said he would not be surprised if the water problems of southwest Oregon don't result in a population growth in the north, which will exasperate the problem.

Commissioner Morgan said she was struck by the fact that the study really highlights the difference between the economic vitality in the Portland region and the economic vitality around the rest of the state. There is essentially twice as much happening in one area of the state than all of the rest of the state combined. This underlines the transportation vulnerability aspects and also larger issues around the economic structure of the entire state.

Chair Baney said one of the other things that becomes clear is the success and the ability for businesses to grow in rural areas of the state, also depends on having to move through the metropolitan areas. We need to be thinking about investments and what it means for the entire state when prioritizing, recognizing the interconnectedness of the transportation system and businesses throughout the state.

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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 15, 2015, Commission meeting in Salem.
2. Confirm the next two Commission meeting dates:
    - Thursday, March 19, 2015, meeting in Salem.
    - Thursday, April 16, 2015, meeting in Salem.

3. Request approval to adopt a resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
4. Request approval to increase the project authorization in the amount of $886,831 or 4.27 percent on the Interstate 5: Martin Creek to Anlauf project near Cottage Grove. Funding for this project is provided by the Interstate Maintenance Program. This will change the construction project authorization from $20,761,127 to $21,647,957. The project status is ongoing with contract completion scheduled for May 2015. The current request for additional funds is $886,830.76. The total estimated cost of this project is $22,357,958.
5. Request approval to amend the 2012-2015 Statewide Transportation Improvement Program (STIP) to add the Region 5's Monumentation Surveying project in six various locations. Funding will come from the Region 5 Financial Plan. The total estimated cost of this project is $100,000.
6. Request approval of the Mt. Ashland Sno-Park parking area.

Action:
Commissioner Lohman moved to approve Consent Calendar items 1 through 5. Commissioners unanimously approved the motion.

In respect to Consent Calendar item #6, Commissioner Lohman asked for a separate vote so he could put on the record that he has a personal bias on this item as it affects the Mt. Ashland ski area. He has been very concerned, now that there's been a little snow, that the area is finally getting more parking, though less than an acre. The Winter Recreation Advisory Committee has been very diligent in working with the various ski areas, and they recommended this wait until next year as the Sno-park application was not submitted in time. Lohman said this particular ski area is on the edge of survival, so showing some flexibility here is important.

Commissioner Morgan moved for approval of the Mt. Ashland Sno-park area. Commissioners unanimously approved the motion.

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Chair Baney adjourned the meeting at 2:22 p.m.

Tammy Baney, Chair	
David Lohman, Member	Susan Morgan, Member
Alando Simpson, Member	Roxanne Van Hess, Commission Support