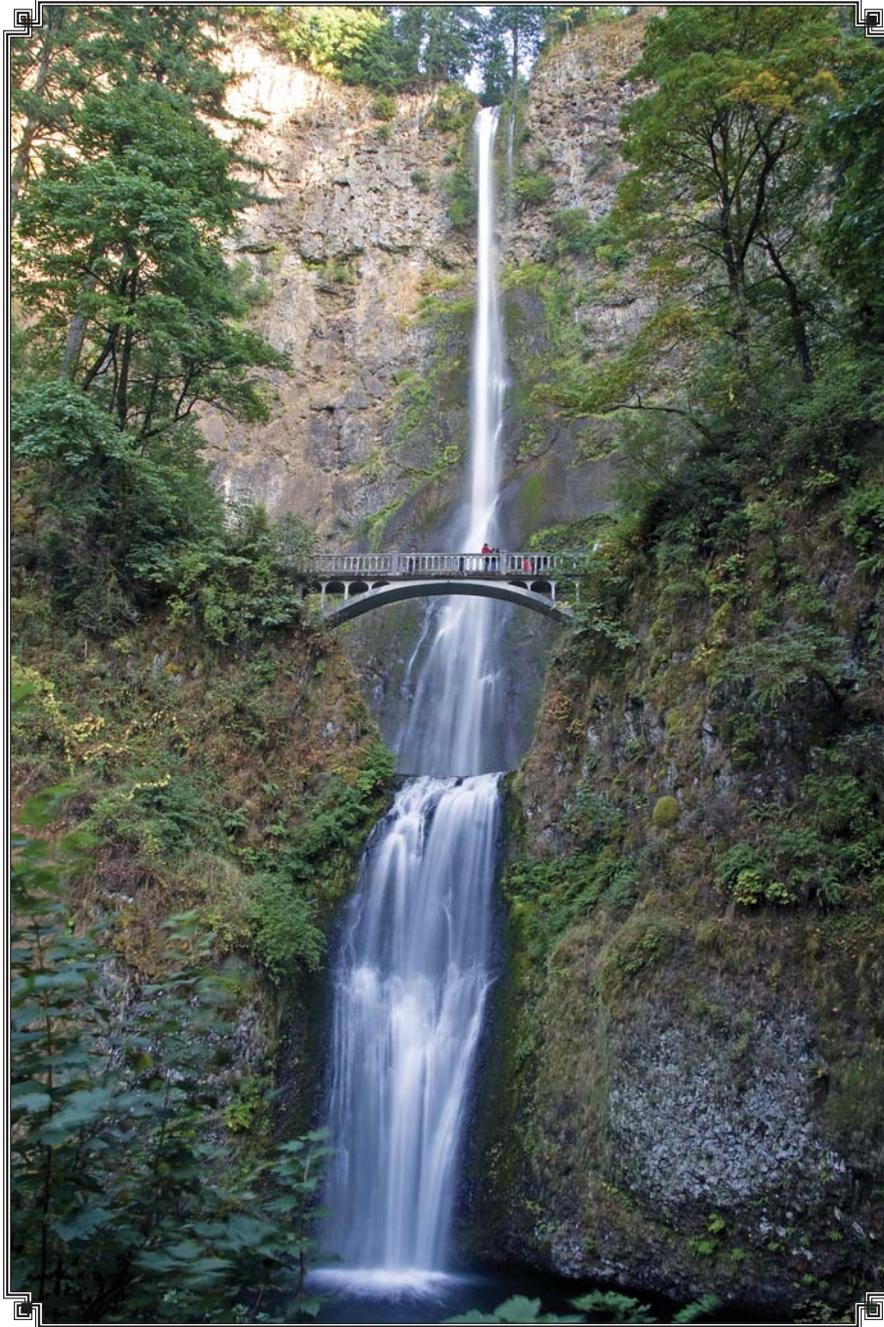


# OREGON TRANSPORTATION COMMISSION

## 2012 / 2013 WORK PLAN



Approved March 2012

# Table of Contents

<b>Introduction.....</b>	<b>1</b>
<b>Work Plan Items</b>	
Policy Development .....	3
Least Cost Planning	
OTP Implementation	
Rail Plan	
Transportation Funding for the Future	
Strategic Projects and Programs .....	3
Columbia River Crossing	
<i>ConnectOregon</i> IV	
High Speed Rail Analysis	
Innovative Pilot Projects	
Multi-Modal Transportation System Management	
Operations Innovation and Demonstration Program	
OSTI - Statewide Transportation Strategy	
Revisions to the OHP Mobility Standards	
Fiduciary Responsibilities .....	5
Assessment of Large DSTIP and STIP Projects	
Funding Allocation Priorities for 2015-2108	
Partner and Stakeholder Relationships .....	6
Expand and Enhance Partnerships	
Policy Analysis of Governance Issues	
Strategic Communications	
<b>Ongoing Work.....</b>	<b>6</b>
Policy Development .....	6
Strategic Projects and Programs .....	6
Fiduciary Responsibilities .....	7
Partner and Stakeholder Relationships .....	7
<b>Relationship of Work Plan Items to OTP Goals and Governor’s Principles .....</b>	<b>8</b>

# Introduction

This work plan is the culmination of OTC discussions between October 2011 and January 2012. The plan is organized according to OTC Roles and Responsibilities:

- Policy Development
- Strategic Projects, Planning and Programs
- Fiduciary Responsibilities
- Partner and Stakeholder Relationships

The primary drivers of this work plan are the above roles and responsibilities, the Oregon Transportation Plan, the Governor's message to the OTC in August 2011, and OTC priorities discussed at the 2011 OTC Workshop.

- Oregon Statutes provide the foundation of the OTC Roles and Responsibilities.
- The OTP, the 25-year plan for the entirety of Oregon's transportation system, requires continuous attention to ensure its successful implementation.
- The Governor's six principles are from his speech to the OTC in August 2011.
  1. Have the right group of people at the table at the beginning of the process to define the problem and solution together
  2. Determine who is best positioned to manage/own facilities
  3. Create programs that invest in the transportation system and meet a multitude of community objectives
  4. Move us closer to a sustainable, safe, lower carbon, multi-modal system
  5. Maximize benefit for the least cost under limited resources
  6. Move us closer to a transportation funding mechanism for the future
- OTC Commissioners identified the following thematic priorities during their workshop discussions.
  - a) achieving a multi-modal system
  - b) integrating 'health' into transportation discussions
  - c) implementing technology solutions
  - d) being innovative
  - e) developing sustainable funding mechanisms
  - f) solving inter-governmental transportation system problems

Subsequent to a presentation of the funding challenges facing the agency, the following were identified as implications that should be kept in mind as implementation of the work plan moves forward.

- There are a number of challenges facing the agency primarily related to funding and associated financial implications. For the last several years, ODOT's capital program has been at a record level. However, ODOT is now facing significant immediate and long-term funding challenges. With the loss of OTIA and ARRA, by 2015 annual capital spending will fall \$350

million below current levels. At these funding levels, the capital program could be reduced to minimal paving and bridge repair, as well as a handful of Jobs and Transportation Act (JTA) projects.

- Among the causes of this decline is the structure of the OTIA and JTA programs. These programs were focused on frontloading resources through bonding to build a specific set of projects quickly rather than providing sustainable long-term funding. As a result, our level of debt service will limit the resources we have for new projects going forward.
- The OTC also recognizes that there is ongoing work occurring to assess the long-term impact to the state bridges due to reduced funding levels in concert with understanding the state's vulnerability and response to potential future seismic events.
- There have been significant declines in state revenues as well. For example, in our June 2006 revenue projection, the projection for 2007-2010 was that the State Highway Fund would take in \$3.79 billion; it actually took in \$3.55 billion, a loss of \$240 million in projected revenue.
- We have also seen a significant revenue decline that has been masked by the passage of the Jobs and Transportation Act. In the December 2008 forecast, the agency projected bringing in \$7.4 billion in gross State Highway Fund revenue from 2008 through 2015. The September 2011 revenue projection shows that without the Jobs and Transportation Act, ODOT would only bring in \$6.9 billion—meaning half a billion dollars (about 7 percent) of our expected revenues evaporated due to the economic downturn and reduced driving in the face of high gas prices. If the Legislature hadn't stepped in to provide the JTA the outlook would be even worse.

While addressing current transportation issues, the OTC will also keep in mind future challenges and incipient technologies. Work Plan efforts are divided into two categories:

- I. OTC Work Plan Items - work that requires OTC involvement in the current biennium as well as work developed by staff and provided to the OTC for oversight.
- II. Ongoing Work - ongoing, or recurring, work of the OTC.

Also included in the document is a chart showing the relationships of the work items to each of the OTP Goals and the Governor's principles.

# OTC Work Plan Items

## Categorized by OTC Roles and Responsibilities

### Policy Development

*Policies encompassing federal and statewide transportation policy; department planning and operations; and legislative affairs.*

#### **Least Cost Planning**

HB 2001, Sections 6 and 7, direct ODOT to develop a least cost planning (LCP) model for use in decision making in cooperation with local governments and Metropolitan Planning Organizations. The OTC sets the policy direction for the LCP effort with assistance from the STIP Stakeholder Committee. The tool will likely also be used by state and regional entities. It is anticipated that a beta tool will be ready for testing by August 2012.

[www.oregon.gov/ODOT/TD/TP/LCP.shtml](http://www.oregon.gov/ODOT/TD/TP/LCP.shtml)

#### **OTP Implementation**

The agency will develop a strategic framework to implement the OTP. This framework, while identifying strategies and actions to accomplish the OTP goals, will address the OTC priorities of: a) achieving a multi-modal system b) incorporating 'health' into the transportation equation c) implementing technology solutions and d) being innovative. The OTC, on a recurring basis, will review progress toward achieving each of the seven OTP goals, and provide guidance on direction and priorities of implementation.

#### **Rail Plan**

The Oregon Rail Plan, a modal plan linked to the Oregon Transportation Plan (OTP), is scheduled for completion in 2013.

### Strategic Projects, Planning and Programs

*Specific initiatives or work items targeted at long-term transportation improvements or advancements. Direct involvement and briefing on major projects, programs, or issues.*

#### **Columbia River Crossing**

The Columbia River Crossing (CRC) project is a long-term, comprehensive solution to address safety and congestion problems on I-5 between Portland, Oregon and Vancouver, Washington. The Oregon and Washington transportation departments will replace the I-5 Bridge, extend light rail to Vancouver, improve closely spaced interchanges, and enhance pedestrian and bicycle pathways. [www.columbiarivercrossing.org/Default.aspx](http://www.columbiarivercrossing.org/Default.aspx)

#### **ConnectOregon IV**

The 2011 Legislature passed *ConnectOregon IV* (HB5036, Section 20) authorizing a \$40 million program. OTC approval of *ConnectOregon IV* project list is scheduled for August 2012.

[www.shiba.oregon.gov/ODOT/COMM/CO/index.shtml](http://www.shiba.oregon.gov/ODOT/COMM/CO/index.shtml)

## **High Speed Rail Analysis**

ODOT has begun the process of studying options for high speed intercity passenger rail service between Eugene and Portland. The Oregon Passenger Rail Leadership Council, appointed by the Governor, will guide the project. [www.oregon.gov/ODOT/RAIL/Passenger\\_Rail.shtml](http://www.oregon.gov/ODOT/RAIL/Passenger_Rail.shtml)

## **Innovative Pilot Projects**

Investigate and implement innovative pilot projects to determine applicability to the larger transportation system. With the decreasing cost of technology solutions, such an approach can provide timely feedback to the OTC and the agency. Successful projects also provide an opportunity for the general public to better understand transportation system challenges and the solutions being explored and implemented. ODOT's Innovative Project Team is exploring the concept of an agency 'skunk works' group to investigate innovative, scalable solutions to transportation system issues.

## **Multi-Modal Transportation System Management**

Management includes funding, planning, delivering, operating, and maintaining Oregon's transportation system. An organizational change was made that created a new Active Transportation Section within the Transportation Development Division. The purpose of this change is to integrate programs and funding sources to support the selection and delivery of projects that are multidimensional transportation projects, providing complete transportation solutions for communities and taking advantage of the unique features of each program and funding source.

## **Operations Innovation and Demonstration Program**

In October 2008, the OTC approved eight projects to receive funding through the Operations Innovation and Demonstration Program. The program includes \$8 million for projects that demonstrate the ability to reduce congestion or improve freight mobility. Two projects were added to the Program that received funding from other sources. The majority of the projects have been completed and before and after data has been collected. Evaluations are underway and it is anticipated an update to the OTC will occur in the spring of 2012.

[www.oregon.gov/ODOT/HWY/ITS/its\\_news\\_events.shtml#Innovative\\_Operations\\_Funding](http://www.oregon.gov/ODOT/HWY/ITS/its_news_events.shtml#Innovative_Operations_Funding)

## **Oregon Sustainable Transportation Initiative (OSTI) - Statewide Transportation Strategy**

SB1059 from the 2009 Legislature requires the OTC to adopt a Statewide Transportation Strategy to Reduce Greenhouse Gas Emissions in the Transportation Sector. The strategy is to aid in achieving the greenhouse gas emissions reduction goals set forth in ORS 468A.205. The draft strategy for public review is anticipated in May 2012.

<http://www.oregon.gov/ODOT/TD/OSTI/>

## **Revisions to the OHP Mobility Standards**

The Commission took action on the revised OHP mobility standards at their December meeting to address the requirements of Senate Bill 795. The OTC will continue to monitor the application of the new guidelines to make sure they are striking the right balance in practice between economic development and mobility.

[www.oregon.gov/ODOT/TD/TP/OHP2011.shtml](http://www.oregon.gov/ODOT/TD/TP/OHP2011.shtml)

# Fiduciary Responsibilities

*Financial oversight of fiscal activities related to the financing and managing of transportation systems, including budget development, resource allocations, bond issuance, and financial audits.*

## **Assessment of Large DSTIP and STIP Projects**

ODOT staff will develop a summary report on the resources being put toward development of large projects with the availability of construction funds being in serious doubt.

## **Funding Allocation Priorities for the 2015-2018 Timeframe**

Provide guidance on investing federal and state funds in Oregon's transportation system. Develop a funding allocation process that is multimodal and essentially frames the policy discussion into the categories of fixing and preserving the system or expanding and improving the system regardless of the mode. The essence of this is working with ACTs and other stakeholders to identify a set of multimodal projects and then identifying the appropriate funding source. The importance of having funding allocation discussions for this timeframe is driven by development of the four-year Statewide Transportation Improvement Program (STIP). In order to determine priorities system-wide, the discussions need to take place prior to OTC approval of STIP program goals and funding allocations in November 2012. The OTC is scheduled to approve the STIP project eligibility criteria and prioritization factors in June 2012. The 2015-2018 STIP is scheduled for final approval by the OTC in August 2014. <http://www.oregon.gov/ODOT/HWY/STIP/>

## **Transportation Funding for the Future**

Current transportation funding streams and mechanisms are insufficient to support a sustainable multi-modal transportation system. To move forward in achieving improved, sustainable long term funding mechanisms, policy direction is needed. Addressing current and future transportation infrastructure challenges will require taking maximum advantage of non-highway modes, new technologies, and efficient utilization of existing infrastructure. Included in that is demand management as well as diligent maintenance and preservation. The challenge is addressing mobility needs while also preserving the existing infrastructure

### Road User Fee Initiative

The 2001 Oregon Legislative Assembly established the Road User Fee Task Force. Its mission: To develop a revenue collection design that is funded through user pay methods, acceptable and visible to the public, that ensures a flow of revenue sufficient to annually maintain, preserve and improve Oregon's state, county and city highway and road system. The Road User Fee initiative is part of the larger policy discussion of addressing transportation funding. Two OTC commissioners are required to serve on this task force. The Commissioners currently serving are Mary Olson and Tammy Baney. The 2011 Legislature passed HB 2138, which made changes to the RUFTF legislation. There will be further legislative discussions on this initiative as part of the 2013 session.

To view the House Bill: [www.leg.state.or.us/11reg/measpdf/hb2100.dir/hb2138.en.pdf](http://www.leg.state.or.us/11reg/measpdf/hb2100.dir/hb2138.en.pdf)

### Non-Roadway Task Force

Continue involvement with the Governor's appointed Non-Roadway Task Force in their development of a potential funding proposal for non-roadway multimodal projects.

<http://www.orconsensus.pdx.edu/11-019NonroadwayTransMainPage>

## Partner and Stakeholder Relationships

*Develop and support contacts and relationships to plan, problem solve and advocate for Oregon transportation.*

### **Expand and Enhance Partnerships**

The OTC and ODOT will work with ACTs and other advisory committees to assess opportunities to enhance or expand existing partnerships. Given the continued state of the economy and the federal and state transportation funding picture, it is important to include all appropriate stakeholders in Oregon's critical transportation policy and infrastructure issues. Work with ACTs to ensure their membership has multimodal representation and that their roles extend to focus on all projects, not just highway projects. Establish on going discussions with ACT Chairs to engage them further in difficult issues facing the agency. The role of the modal committees becomes more focused on policy and criteria recommendations to the OTC.

### **Policy Analysis of Governance Issues**

The OTC in collaboration with existing and expanded stakeholder and advisory groups will play a critical role in developing a system approach to achieving the OTP goals and managing Oregon's transportation system.

### **Strategic Communications to Achieve Education and Outreach**

The challenges and opportunities facing Oregon's transportation system, its owners, its stakeholders and consumers, are complex and far-reaching. Communicating with the state's residents on the complicated realities, and possible changes, is as challenging as it is important. The agency and the OTC will work to ensure that the transportation story is told, and told well.

## Ongoing Commission Responsibilities

Categorized by OTC Roles and Responsibilities

### **Policy Development**

*Policies encompassing federal and statewide transportation policy; department planning and operations; and legislative affairs.*

Potential Agenda Items:

Amendments to OTP / Modal plans to address mobility, access management, tolling

Driver license issuance policies

Federal Authorization Implementation – provide guidance on authorization issues

### **Strategic Projects, Planning and Programs**

*Specific initiatives or work items targeted at long-term transportation improvements or advancements. Direct involvement and briefing on major projects, programs, or issues.*

Potential Agenda Items:

Approval of various Facility Plans (Interchange Area Management Plans, Refinement

Plans) from around the state  
Approval of Legislative Concepts prior to next session  
DMV's Annual Report on Legal Presence  
Efforts that implement the Oregon Freight Plan  
Flex Funds Advisory Committee recommendations  
Jobs and Transportation Act (JTA) Implementation  
Motor Carrier Transportation 2012 Flat Fee Study  
Motor Carrier Transportation TRUE (Truck Road Use Electronics) Project  
Oregon Administrative Rule approvals for all Divisions (Motor Carrier Transportation, Driver and Motor Vehicle, Transportation Safety, Highway, Public Transit, Rail, Transportation Development, Central Services)  
Safety Plan and Safety Annual Report  
STIP criteria approval and STIP Program Levels  
Transportation Enhancement project recommendations

## Fiduciary Responsibilities

*Financial oversight of fiscal activities related to the financing and managing of transportation systems, including budget development, resource allocations, bond issuance, and financial audits.*

Potential Agenda Items:

- Approve and monitor special funding packages – such as the Tiger applications
- Approve transit grants to rural public transportation providers
- Audits
- Bond sale authorizations
- Funding allocations
- Monitoring of overall budget and approval of Agency Request Budget
- STIP adoption and amendments

## Partner and Stakeholder Relationships

*Develop and support contacts and relationships to plan, problem solve and advocate for Oregon transportation. Act as a sounding board for the ODOT Director.*

Potential Agenda Items

- ACT Charter approvals take place on a biennial basis
- Inviting various advisory committees for discussions with OTC at Commission meetings
- Meeting with an ACT during “on the road” commission meetings

# OTC 2012-2013 Work Plan Relationships

## Relationships of OTC 2012-2013 Work Plan to OTP Goals and the Governor's Principles

OTC Work Plan Items	OTP Goals							Governor's Principles					
	Mobility & Accessibility	Management of System	Economic Vitality	Sustainability	Safety & Security	Funding Transp. System	Coord., Comm. & Coop.	right people at the table	best positioned to own	invest in system & communities	sustainable safe, low carbon, mm system	max benefit for least cost	funding mech. for future
<b>Policy Development</b>													
Least Cost Planning	✓	✓	✓	✓									
OTP Implementation	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓
Rail Plan	✓	✓	✓	✓			✓	✓			✓		
Transportation Funding for the Future						✓							✓
<b>Strategic Projects, Planning and Programs</b>													
Columbia River Crossing	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓		✓
ConnectOregon IV	✓		✓			✓		✓		✓	✓	✓	
High Speed Rail Analysis	✓	✓	✓	✓	✓		✓	✓		✓	✓		
Innovative Pilot Projects		✓										✓	
Multi-Modal Transportation System Management	✓	✓	✓	✓	✓			✓		✓	✓	✓	
Operations Innovation and Demonstration Program	✓	✓	✓	✓	✓						✓	✓	
OSTI–Statewide Transportation Strategy				✓			✓	✓			✓		
Revisions to the OHP Mobility Standards	✓	✓					✓						
<b>Fiduciary Responsibilities</b>													
Assessment of Large DSTIP and STIP Projects		✓								✓	✓	✓	✓
Funding Allocation Priorities	✓	✓	✓	✓	✓	✓	✓			✓	✓	✓	
<b>Partner and Stakeholder Relationships</b>													
Expand and Enhance Partnerships							✓	✓	✓	✓			
Policy Analysis of Governance Issues							✓	✓					
Strategic Communications							✓	✓					