

OREGON TRANSPORTATION COMMISSION

**Minutes of the Regular Monthly Meeting
November 13, 2008
Salem, Oregon**

On Thursday, November 13, 2008, at 8:00 a.m., the OTC and Oregon Department of Transportation staff held a briefing session and reviewed the agenda in Room 135 of the Transportation Building, 355 Capitol Street NE, Salem. The regular monthly meeting began at 9:30 a.m. in Conference Room 122.

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:

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| Chair Gail Achterman | Public Transit Administrator Michael Ward |
| Vice Chair Michael Nelson | Governor's Sr. Trans. Advisor Chris Warner |
| Commissioner David Lohman | Region 1 Manager Jason Tell |
| Director Matt Garrett | Region 2 Manager Jane Lee |
| Chief of Staff Joan Plank | Region 3 Manager Paul Mather |
| Deputy Director Central Services Lorna Youngs | Region 4 Manager Bob Bryant |
| Trans. Development Administrator Jerri Bohard | Region 5 Manager Monte Grove |
| Communications Div. Admin. Patrick Cooney | |



Chair Achterman called the meeting to order at 9:30 a.m.



Director's report highlights: Director Garrett showed a short video titled *Did You Know*. He said the video speaks to the challenges we face on transition and how decisions made today affect not only today's generation, but generations of the future.



Public Comments: No public comments were received.



The Commission participated in a panel discussion on Feasible Needs (Bridge and Pavement) with Doug Tindall, Bruce Johnson, Luci Moore, Liz Hunt, and Paul Wirfs. (*Background material and PowerPoint presentation in General Files, Salem*)

--Deputy Director for Highways Doug Tindall said the presentation walks through some of the issues that have changed the funding gap to the Oregon Transportation Plan. He noted the need to distinguish between the definitions of "gap" and "backlog". Using bridges as an example, a gap is preventive care, the amount of funding needed on an annual ongoing basis

to keep bridges from falling into structurally deficient or functionally obsolete condition. A backlog is restoration needed on bridges that are already in deficient or obsolete condition.

--Pavement Services Engineer Liz Hunt discussed pavement preservation and the impacts of not maintaining surfaces. The Pavement Preservation Program is facing dramatic cost increases and reduced maintenance abilities. The resulting \$139-million gap will impact traffic mobility, and the subsequent pavement deterioration will cost more to repair over time. The goal is to approach pavement preservation from an asset management approach in order to make the best investments for the best outcomes.

--State Bridge Engineer Bruce Johnson said the Bridge Program now has a \$165 million annual gap. The increase in the gap is the result of an updated Needs Study, which showed increased material costs, revised design standards, increased mobility costs, and increased bridge lengths due to environmental factors. In summary, fewer bridges will be replaced with the funding available, the backlog of aging bridges will increase, and performance measures will fall in response to deteriorating bridge conditions.

--Engineering & Asset Management Unit Manager Paul Wirfs spoke about the Culverts and Unstable Slopes Program, in particular large culverts (6ft by 20ft) and unstable slopes. Years of neglect have created a massive backlog of need. An inventory of need and condition assessment is being conducted for use in development of an ODOT Culvert Program. Some of the challenges are limited construction funding, mobility requirements, environmental requirements, program management, and inventory completion. Impacts of declining culvert conditions include increased emergency response time and increasing maintenance and repair costs.

--Maintenance & Operations Engineer Luci Moore talked about changes in the State Highway Operations Program and the State Highway Maintenance Program. The Operations Program gap has increased by \$23 million as a result of increased focus on operations needs, FHWA initiatives, increased congestion, increased project materials costs and the increased complexity of Operations infrastructure. The impact will be fewer projects, with more focus on replacing existing assets to keep what we have operating versus new installations. The Highway Maintenance Program gap has increased by \$88 million, primarily due to the increased cost of materials and fuel, and new environmental and storm water management requirements. As funding levels decline, both operations and maintenance activities decline, but maintenance declines faster.

The Commission said its responsibility is to be cognizant of major risks to the operation of the organization. It's pleased there are now systems in place across the broad sweep of asset management activities that give more comprehensive information on the condition of our assets than in the past. The challenge now will be to recognize that there may never be sufficient funding needed to address the backlog and to keep existing facilities in their current condition. What strategic investments, including on the research side, will keep our bridges together longer? What fundamental budget allocations between these programs and the modernization programs will keep the existing programs intact? How can we use the new

Asset Management Program to ensure more strategic investments? And more important, how do we convey this information to the legislature and the general public?



The Commission received information and provided comments on the draft research report for Oregon's Area Commissions on Transportation, cross jurisdictional collaboration and improved transportation planning. The update was provided by Jerri Bohard; Susan Brody, Portland State University; and Dr. Richard Margerum, University of Oregon. *(Background material and PowerPoint presentation in General Files, Salem)*

ODOT Research Unit Manager Amanda Bush gave an overview of the report: "Oregon Area Commissions on Transportation, Cross Jurisdictional Collaboration and Improved Transportation Planning." The study's objectives were to assess the current role and experience of ACTs (Area Commissions on Transportation) and MPOs (Metropolitan Planning Organizations); research best practices in the state and nationally; and to develop and assess options available for improving coordination of transportation and land use across jurisdictions, corridors, and travel sheds.

Dr. Richard Margerum highlighted the findings of the study and discussed lessons learned in other states in comparable programs.



The Commission received an informational follow-up to earlier OTC discussions and participated in a discussion about the City of Bend's proposed financial strategy and other issues for the inter-governmental agreement between the Oregon Department of Transportation and the City of Bend. The update was provided by Region 4 Manager Bob Bryant, City of Bend Manager Eric King and City of Bend Transportation Manager Nick Arnis. *(Background material in General Files, Salem)*

Bob Bryant gave an overview saying Bend's goal is to bring additional employment land into the city and ODOT's effort is meeting mobility needs on US 97. The focus of this discussion was an update from the City of Bend on the Juniper Ridge Project.

Eric King gave an overview of the presentation that will cover four key points:

- Local strategies for mitigating impacts to the state highway system
- Financial strategies for the local contribution of \$50 million
- Stakeholder involvement
- Update on related activities

Nick Arnis discussed the goals and principals of local transportation strategies, including Bend's plan to establish TDM policies in the General Plan and standards in the Bend Development Code, and local transportation projects for mitigating high capacity corridors and intersections.

Soyna Andrews spoke about finance strategies for the local contribution of \$50 million. The strategies include an urban renewal area, trip fee, system development charges, and Juniper Ridge land sales.

Juniper Ridge Management Board member Steve Peterson talked about Juniper Ridge's role. The biggest challenges will be to balance revenue from land sales with the city's goals, and how to make projections in today's environment that will fit the future economy.

Citizen Advisory Committee member Attorney Neil Bryant talked about SEMA Corp's support of the proposed Transportation Management Area (TMA).

Bob Bryant talked about related activities that include urban growth boundary expansion and the Environmental Impact Statement (EIS) process for N. Hwy 97.

The Commission asked if Neighborhood Associations were included in the process. Bob Bryant said a very diverse group is involved that includes Neighborhood Associations.

The Commission said the Demand Analysis report for Juniper Ridge will be important and it looks forward to reviewing the report as soon as it's complete. In addition, the Commission would like a short, detailed summary of what exactly the City of Bend will ask of ODOT and what the impacts would be if the city was not to do the mitigation efforts described in the summary.



The Commission considered approval of a request from the Oregon Innovative Partnerships Program to solicit proposals for an Electric Charging Network. The request was presented by Office of Innovative Partnership Project Director Art James and the Governor's Sr. Transportation Advisor Chris Warner. *(Background material and PowerPoint presentation in General Files, Salem)*

Chris Warner discussed the need for a uniform charging network throughout Oregon. Under Innovative Partnership rules, the Commission must make a finding that this project has potential to accelerate cost effective delivery and promote innovated approaches to carrying out this project. By taking this action, the project will be formally enrolled in the Innovative Partnership Program and accelerate the introduction of electronic vehicles in Oregon.

Charlie Allcock from Portland General Electric said PGE supports efforts to have consistent standards and has been working with partners on the installation of twelve new charging stations around Portland. One of the biggest challenges moving forward is that car manufacturers have the ability to bring plug-in vehicles to the marketplace, but see the infrastructure as being a big hurdle, both in the home and in places of business, as well as public areas.

The Commission asked what plans are in place to transition this over to the private sector. Art James explained that private utilities and local governments requested that ODOT help

achieve uniformity in processes throughout the state. ODOT will establish price agreements with vendors that will specify the appearance, operation, etc. of charging stations.

Commissioner Nelson motioned to approve the request. The motion passed unanimously.



Consent Item 10 (Approve the termination of Miscellaneous Contracts and Agreements No. 23475 with Central Oregon and Pacific Railroad, Inc., concerning the *ConnectOregon* grant for Winchester Freight Rail Yard improvements, and rescind Oregon Transportation Commission approval of the grant) was moved to the main agenda. (*Background material in General Files, Salem*)

The Commission was informed this morning that litigation pertaining to this item was filed yesterday. Based on that action, Vice Chair Nelson made a motion that public testimony be heard from people who traveled to today's meeting, but that the Commission defer taking any action on this item until further notice. The motion was unanimously approved.

Roseburg City Manager Eric Swanson, Roseburg Community Development Dept. Planning Manager Brian Davis, and Roseburg Chamber of Commerce President Del Gray provided comments in support of unfreezing the grant and to request time to address this issue in a timely manner.



The Commission considered approval of items on the Consent Calendar. (*Background material in General Files, Salem*)

1. Approve the minutes of the October 21 and 22, 2008, Commission meeting and annual workshop in Gleneden Beach.
2. Confirm the next Commission meeting date.
 - Wednesday, December 10, 2008, in Portland.
3. Adopt a resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
4. Approve two amendments to the 2008-210 STIP to cancel two fish passage projects in Region 2. Messhouse Creek project on the Oregon Coast Highway in Tillamook County and the U.S. Rock Creek Culvert project on the Lower Columbia Highway in Clatsop County. The total estimated project savings for cancelling these two projects is \$3,147,000. This amount will be used to increase funding for the U.S. 101: Manzanita Avenue – Neahkahnne Creek project on the Oregon Coast Highway in Tillamook County.
5. Approve a request to submit the proposed proclamation to the Governor for his signature designating December as "Drinking and Drugged Driving Awareness Month" in Oregon.

6. Approve the route location and highway design for the relocation of the state highway for the section of highway described as: Oregon 126: Glacier – Highland Couplet, McKenzie Highway (#18), in Deschutes County.
7. Moved to Agenda Item G.
8. Approve an increase in construction authorization in the amount of \$580,404 on the Interstate 84: Burnt River (Dixie Creek) – Lime Interchange project in Baker County. This will change the construction authorization from \$15,152,179 to \$15,732,583.
9. Approve an Oregon Transportation Infrastructure Bank loan in the amount of \$6,250,000 to the City of Pendleton.
10. (This was moved to Agenda Item G-1) Approve the termination of Miscellaneous Contracts and Agreements No. 23475 with Central Oregon and Pacific Railroad, Inc., concerning the *ConnectOregon* grant for Winchester Freight Rail Yard improvements, and rescind Oregon Transportation Commission approval of the grant.

Commissioner Lohman motioned to approve the Consent Calendar. The motion passed unanimously.



Senior Federal Affairs Advisor Travis Brouwer provided input on the Oregon Department of Transportation policy agenda for Federal Surface Transportation Authorization legislation and requested approval of an Authorization Priorities document. (*Background material in General Files, Salem*)

The Commission reviewed three documents ODOT developed to go to the congressional delegation: Pilot Program Proposals; Legislative Proposals; and Position Papers. The Commission asked for more information on several small points that will be provided later.

Commissioner Lohman motioned to approve the Authorization Priorities document. The motion passed unanimously.



The Commission participated in a workshop on high volume carpooling and in a discussion with a panel on Transportation Options, Program and Possibilities. Panel members were ODOT Public Transit Division Administrator Michael Ward, WSDOT Public Transportation Division Assistant Director Cathy Silins, WSDOT GTEC Manager Casey Kanzler, and Paul Minett, Co-Founder of Trip Convergence Limited. (*Background material and PowerPoint presentations in General Files, Salem*)

Michael Ward started the presentation by introducing the panel members.

--Paul Minett gave a presentation titled *Moving People*, which discusses theories on moving people, flexible carpooling, and the concept of casual carpools. A video on casual carpooling (HOVERPORT) was played.

--Cathy Silins discussed WSDOT Transportation Demand Management (TDM) goals and discussed a few of their most successful TDM programs: Commute Trip Reduction Program (CTR); Vanpool Program; and GTEC (Growth and Transportation Efficiency Centers).

--Casey Kanzler discussed GTEC, which fills the gaps left by CTR in residential areas, college areas and for small employers. The Commission asked if it would be possible to see the Vancouver GTEC facility in action. Mr. Kanzler will follow-up to arrange this.

--Executive Director Jeff Monson talked about the Commute Options of Central Oregon program.

--Connie Bloom-Williams from Lane Transit District talked about Commuter Solutions, in particular, marketing and outreach to employers and the Student Transit Pass Program.

--Joe Whinnery from the City of Corvallis talked about the Transportation Options program.

--Director Bill Scott from Portland Zipcar discussed the Zipcar program.

--Dan Bower from the City of Portland discussed the Portland Office of Transportation's OPTIONS program.

--Paige Townsend from the Rogue Valley Transportation District talked about the Interactive Bus Ride Program and other initiatives taking place in Southern Oregon.

--Pam Peck from Metro reviewed Metro's Strategic Plan for 2008-2013.

The Commission noted that Washington's TDM program has a \$13 million, 7 FTE budget, while Oregon has a \$3 million, 1 FTE budget.

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Public comments continued. None noted.

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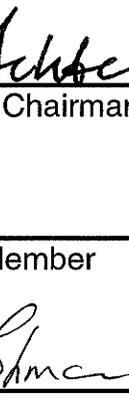
Chair Achterman adjourned the meeting at 4:55 p.m.

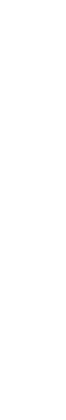

Gail Achterman, Chairman


Michael Nelson, Vice Chair

Not present
Janice Wilson, Member

Not present
Alan Brown, Member


David Lohman, Member


Roxanne Van Hess, Commission Support