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OREGON TRANSPORTATION COMMISSION

Minutes of the Regular Monthly Meeting October 21-22, 2008 Glenden Beach, Oregon

On Tuesday, October 21, 2008, at 10:00 a.m., the Oregon Transportation Commission (OTC) and ODOT staff held a briefing session and reviewed the agenda in the Lincoln Room at Salishan Lodge. The regular monthly meeting began at 10:30 a.m. in the Council House Room. The Annual OTC Workshop began at 1:30 p.m. That evening, the OTC and ODOT staff had dinner in the Lincoln Room and received a presentation from Gary Toth, Senior Director of Transportation Initiatives with the Project for Public Spaces.

On Wednesday, October 22, the OTC and ODOT staff continued the Annual Workshop beginning at 9:00 a.m. in the Council House Room.

Notice of these meetings was made by press release to local and statewide media circulated throughout the state. Those attending part or all of the meetings included:

Chair Gail Achterman	Governor's Sr. Trans. Advisor Chris Warner
Commissioner Alan Brown	Public Transit Div. Admin. Michael Ward
Commissioner David Lohman	Region 1 Manager Jason Tell
Director Matthew Garrett	Region 2 Manager Jane Lee
Chief of Staff Joan Plank	Region 3 Manager Paul Mather
Deputy Director for Highways Doug Tindall	Region 4 Manager Bob Bryant
Deputy Director Central Services Lorna Youngs	Region 5 Manager Monte Grove
Trans. Development Administrator Jerri Bohard	Commission Assistant Amy Nichols
Communications Div. Admin. Patrick Cooney	

Tuesday, October 21, 2008

Chair Achterman called the meeting to order at 10:30 a.m.



Director's report highlights:

Oregon Department of Fish and Wildlife has formally recognized ODOT and Hamilton Construction for the environmental enhancement work done on the McKenzie River bridge project that preserved habitat for the Townsend's big-eared bat.

Three task groups have been created to review a recent OAR change requiring rear pilot cars for trucks hauling long logs, poles and pilings.

Trucking Online passed the milestone of one million online transactions.

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Motor Carrier's efforts with TACT, the Ticket Aggressive Cars and Trucks Campaign, have been very successful. A total of 36 tickets were issues during a recent two-day exercise aimed at stopping aggressive driver behavior.

An update was given on Disadvantaged Business Enterprises (DBE) goals. A recent disparity study showed an overall positive effort by ODOT to contract or sub-contract with disadvantaged business enterprises, but that a deficit still exists specific to African-American and Asian-owned firms. ODOT is committed to being aggressive toward reaching DBE goals.

The annual AASHTO meeting was held early October in Hartford, Connecticut. All 50 states face the same problem of funding. Most states acknowledgment that the gas tax is not the answer, but rather a vehicle mileage fee/tax. AASHTO President Pete Rahn presented the President's Transportation Award for Highways to ODOT's Mileage Fee Concept and Road User Fee Pilot Program Team for performing exemplary service to the states'. The other major topic of discussion at the annual meeting was climate change.



Public comments were received from:

No public comments.



The Commission considered approval of the following increases in construction authorization. Doug Tindall, Jane Lee and Monte Grove presented information on the increases. (*Background material in General Files, Salem*)

1. Approve an increase in construction authorization of \$598,000 or 17.92% on the Oregon 219: Springbrook Road – Wynooski Road (Newberg) project in Yamhill County. This will change the construction authorization from \$3,337,302 to \$3,935,302.

Jane Lee said the project had an over-run due to extra work that had to happen and oil costs escalation. Last week Chair Achterman gave approval and the project has now been completed.

2. Approve an increase in project authorization by \$1,936,083 or 5.54% on the U.S. 101: McCullough Bridge in Coos County. This will change the project authorization from \$34,939,575 to \$36,875,658. This project is 25% complete.

Doug Tindall said these funds were approved when the Commission reallocated bridge funding.

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3. Approve an increase in project authorization of \$1,587,336 or 45.75%, on the Grande Ronde River/Union Pacific Railroad Under-crossing Upper Perry Arch Bridge construction project in Union County. This will change the project authorization from \$3,469,845 to \$5,057,181. This project is approximately 60% complete.

Monte Grove said the over-run was the result of schedule impacts, additional work required, and costs associated with working with UP (Union Pacific) to move utility lines and review plans. In addition, the condition of the old structure was worse than anticipated and will require more work. The Commission noted that some cost increases are the result of delays in UP completing their portion of the project and suggested that we might need to have discussions with the railroads on how to reduce these costs and work closer as partners.

Commissioner Lohman motioned to approve the increases in construction allocations. The motion passed unanimously.

The Commission asked if bids might be more favorable in the future considering the current economy of fuel and asphalt costs. Doug Tindal responded that current bids have been coming in with reductions up to 25 percent.



The Commission received a presentation from Highway Deputy Director Doug Tindall and ITS Manager Galen McGill on the Operation Project Funding Recommendation Selection Process and a request for approval on the list of projects recommended for funding through the Operations Innovation and Demonstration Program. (*Background material and PowerPoint presentation in General Files, Salem*)

Doug Tindall explained that today's allocation request for innovative operations projects is from money identified by the Commission last year to maximize the efficiency and effectiveness of the existing system through innovative operations projects. Galen McGill gave a PowerPoint presentation detailing the process used by the selection committee to determine project recommendations and the eight projects selected.

The Commission expressed the following concerns, comments or questions:

- No projects were identified in Region 3 or Region 5. Galen McGill explained he had contacted the regions and was told there was other business they were devoted to at this time or they did not feel they met program parameters.
- What kind of congestion reduction improvements will be realized by the Adaptive Signal Control Program, the Incident Response Program and the Probe for Travel Data?
 - The Adaptive Signal Control Program uses computer software in traffic signals to take real time monitoring data and optimizes the flow to reduce delays. This system is in place in Gresham and has produced a 15-20 percent reduction in congestion delay.

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- The goal of the Incident Response Program is to clear incidents as quickly as possible. The proposal includes a towing contract to keep tow trucks on standby during peak periods and implementation of “speed harmonization”, a queue warning system to reduce rear-end crashes.
- The Probe Data for Traveler Information will test the quality of data coming from the private sector.
- Consideration might be given to adding external experts to the review team.
- As we move further along, the Commission would like to see more experimentation on programs like installation of GPS devices in volunteer vehicles to gather information on personal driving behaviors and provide personalized recommendations to reduce travel time, fuel consumption, etc.

Commissioner Brown motioned to approve the projects recommended for funding and the contingency project selection criteria. The motion passed unanimously.



The Commission considered approval of an Oregon Transportation Infrastructure Bank (OTIB) loan of \$3,273,198 to the Confederated Tribes of the Grande Ronde Community of Oregon. (*Background material in General Files, Salem*)

Deputy Director for Central Services Lorna Youngs requested approval of an OTIB loan for improvements to the Grande Ronde Road, the main thoroughfare to the city connecting Oregon 18 and Oregon 22. The improvements would be mainly pedestrian safety improvements such as widening the roadway, adding sidewalks and curbs, modifications to storm drains, and improvements to the south and north connections to the highways. The source of repayment will be IRR (Indian Reservation Road) federal funds and the loan will be backed by the tribe’s gaming fund.

Commissioner Brown motioned to approve the loan. The motion passed unanimously.



Chief Financial Officer Les Brodie and Debt and Investment Manager Anthony Buckley gave an overview of the bond picture. (*Hard copy of PowerPoint presentation and Background material in General Files, Salem*)

Les Brodie talked about current challenges in the municipal bond market, variable rate debt bonds, and the impact of both on ODOT.

The Commission asked Les Brodie to keep in close contact with the Director during these uncertain economic times and to come back to the Commission if any risks arise of which it should be aware. In addition, further one-on-one discussion with Commissioner Wilson will be scheduled.



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

1. Approve the minutes of the August 19 and 20, 2008 Commission meeting in Redmond and the September 10, 2008 Commission meeting in Salem.
2. Confirm the next two Commission meeting dates.
 - Thursday November 12, 2008 in Salem.
 - Wednesday, December 10, 2008 in Portland.
3. Adopt a resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
4. Approve the following Oregon Administrative Rule (OAR) actions:
 - Amendment of OAR 735-070-0030 relating to the suspension or revocation of a person's Oregon driver license for out-of-state conviction, suspension or revocation.
5. Approve an amendment to cancel the U.S. 97 Lava Butte – Highway Oregon 31 region funded planning project from the 2008-2011 Statewide Transportation Improvement Program.
6. Approve an amendment to cancel the Oregon 213 Darnell Road – South Cadillac Lane project and the Oregon 47 South Fork Dairy Creek to Kemper Road project from the 2008-2011 Statewide Transportation Improvement Program.
7. Approve a request to appear at the December 2008 meeting of the Legislative Emergency Board to report on managing existing properties as directed by Budget Note included in the 2007-2009 Legislatively Adopted Budget.
8. Approve a request to appear before the December 2008 meeting of the Legislative Emergency Board to respond to a budget note included in the 2007-09 ODOT Legislative Budget directing the department to provide information concerning construction project cost over/under-runs.
9. Approve a request to submit to the December 2008 meeting of the Legislative Emergency Board the report on implementation of the Oregon Innovative Partnerships Program required by ORS 367.826.
10. Approve a request to appear before the December 2008 meeting of the Legislative Emergency Board to request a federal funds expenditure limitation increase of \$947,670 to implement Senate Bill 1080 (legal presence legislation) and to continue work on the Commercial Driver License Information System (CDLIS).
11. Approve a request to appear before the December 2008 meeting of the Legislative Emergency Board to request a rebalance of the highway operations, highway safety and highway bridge limitations. Increase the highway operations limitation by \$20 million; increase the highway safety limitation by \$10 million; and decrease the highway bridge limitation by \$30 million.
12. Approve a request to appear before the December 2008 meeting of the Legislative Emergency Board to report on the progress of two new mentor protégé programs started during the current biennium.
13. Approve a request to appear at the December 2008 meeting of the Legislative Emergency Board to seek an increase of \$16,946,116 in debt service limitation.

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



Public comments continued:

No public comments.



#1 – OTC Work Plan – Work Item 3 Project Delivery Improvement

Doug Tindall introduced Transportation Development Division Administrator Jerri Bohard and Planning and Development Manager Erik Havig who started the presentation with a discussion about the planning process. *(Background material and PowerPoint presentation in General Files, Salem)*

The presentation covered the following points:

- The project delivery process
- Planning
- How projects are identified, scoped and approved
- Transportation planning components
- TSPs – Transportation System Plans
- RTPs – Regional Transportation Plans
- TIPs – Transportation Improvement Plans
- Refinement Planning
- Transportation Facility Plans
- Management Systems
- Project prioritization
- Project scoping
- Developing the STIP
- Stakeholder involvement

The Commission noted that clarification is need on the distinction between a “need” and a “problem”. Problems are existing operational, geometrical or safety deficiencies that have been identified, whereas a “need” arises out of projections or anticipation of future growth or change.

Bob Cortright from DLCD (Department of Land Conservation and Development) talked about moving toward fiscally constrained requirements on Transportation System Plans (TSPs), saying DLCD supports moving in that direction. It’s worked well for the Metropolitan Planning Organizations (MPOs). The tougher situation to deal with is financial assumptions made by local governments when they are updating their TSPs. ODOT faces the question of how to estimate how much a local, individual government will get over the next 20 years as a reasonable financial constraint for the state system.

Region 4 Manager Bob Bryant talked about the preliminary design process.

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Geo Environmental Manager Hal Gard and Right of Way Manager Dee Jones discussed the final design process and DAP, the Design Acceptance Package.

The Commission said many continuous improvement initiatives had been identified and asked how these would be worked into an action plan for the agency with priorities on which of the opportunities for continuous improvement will be moved forward. It suggested staff draft a list of all future continuous improvements that could be institutionally prioritized. Which item on the list has the best opportunity of saving time or money and what kind of resources will it take to move the high priority initiatives faster? The Evaluation Report for OTIA III will be out soon and lessons learned from OTIA III should be applied.

Director Garrett said that in addition to creating the list, we need to articulate the outcomes and make them tangible. The financial reality is that there is an environment that will exist at the end of June or July, and that investment strategy will dictate where we will need to focus these efforts. Modernization is off the board and operation is now the focus, so we need to look at opportunities that will increase the delivery of operation type projects.

Chair Achterman said it comes back to programmatic decision making as opposed to project-by-project decision making, and performance based decisions on the regulatory side rather than prescriptive based decisions, to the extent that NEPA can be driven to the categorical exclusion of programmatic approaches.



Gary Toth, Senior Director of Transportation Initiatives with the Project for Public Spaces gave a presentation on getting back to the roots of transportation planning and maximizing the opportunities to integrate transportation and land use. (*Background material and PowerPoint presentation in General Files, Salem*)



Chair Achterman adjourned the meeting at 5:56 p.m.

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Wednesday, October 22, 2008

Chair Achterman called the meeting to order at 8:40 a.m.



#2 – OTC Work Plan – Work Item 7 Development Mitigation

Jerri Bohard gave an overview and follow-up presentation from the Redmond workshop. *(Background material and PowerPoint presentation in General Files, Salem)*

Jerri Bohard talked about traffic impact analysis and enhanced use of access management and right-of-way opportunities. The Commission said that in light of the current economic times and the amount of property currently for sale, ODOT might want to consider right-of-way opportunities and proactively examine the purchase of access rights for critical need areas. Director Garrett agreed with the Commission's approach, but noted that during the last financial deficit, funds directed towards advanced construction was one of the areas cut back.

The Oregon Highway Plan allows for a fair amount of flexibility for mobility standards, both in alternative mobility standards and in the "no further degradation" standards. To help tighten these standards, a guidance document will be drafted to reach internal agreement. It will then be taken to external partners for input before coming to the Commission. The goal of the document is to determine key points to bring to the Commission for policy determination. The Commission agreed with the need to reach out to local government partners and suggested developing an outreach strategy to engage partners earlier instead of later.

Jerri talked about "least cost planning" principals, the role of local and state planning and the mobility standard process. The next steps in Development Impact Mitigation will be to develop strategies; continue work on pilot projects; continue emphasis on increasing Least Cost Planning; consider additional opportunities for Alternate Mobility Standards, and assessing the resource impacts on ODOT.



#3 – OTC Work Plan – Work Item 4 Transportation Funding and Federal Reauthorization Strategy

--Governor's Sr. Trans. Advisor Chris Warner and Deputy Legislative Director Hans Bernard gave an update on the 2009 Transportation Funding Initiative. *(Background information in General Files, Salem)*

The Commission expressed its appreciation for the many hours work dedicated to the report and said the report will be helpful to the Commission's goal of getting a clear understanding of how it can contribute to supporting the Governor's efforts in the 2009 Legislature.

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--ODOT Senior Federal Affairs Advisor Travis Brouwer discussed criteria for selecting reauthorization earmark requests for Commission input. (*Background information in General Files, Salem*)

Recommendations for nearly 60 projects were received from ACTs, MPOs, and the Oregon Freight Advisory Committee in response to the Commission's request at the May meeting to seek input on priorities for earmarks from ODOT partners and advisory groups. There was strong consensus from all three groups on a few projects and many recommendations supported by one or two groups, but not all. ODOT is in the process of paring down the list of 60 earmark projects to about 15-20 projects to take to the Congressional delegation. In order to determine which projects the department should recommend for OTC approval, the Commission was asked for input on how to evaluate projects. The Commission was provided a list of key questions related to the issues for consideration for the proposal coming back to next month's meeting.



#4 – OTC Work Plan – Work Item 4 Transportation Funding and Federal Reauthorization Strategy

Doug Tindall and Jerri Bohard gave an update on the tolling policy and a progress report on Projects of Statewide Significance. (*Background information and PowerPoint presentation in General Files, Salem*)

The Transportation Funding Package asks for new criteria for projects so examination of Projects of Statewide Significance has been placed on hold until development of the new project criteria. The staff recommendation is to leave it as is and address it when the new criteria has been completed.

The Commission asked Doug Tindall to revisit past OTC minutes regarding Projects of Statewide Significance because it was the Commission's understanding that a decision had been made to discontinue work on this and rely instead on the work being done with the STIP Stakeholder Group to refine the project selection criteria.

Robert Maestre and Dave Williams gave a presentation on tolling and pricing policy development. (*PowerPoint presentation and Background information in General Files, Salem*)

The Tolling Steering Committee (TSC) is responsible for implementation of the tolling work plan, and oversees the development of the tolling white papers and the strategic communication plan. Robert Maestre discussed Oregon Transportation Plan strategies, the policy development process, tolling white papers and topics, statewide stakeholder outreach and media communication.

White paper drafts should be completed the middle of November and the next steps will be the strategic communication plan for media coordination, stakeholder outreach,

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coordination with the Governor's Office, legislative coordination, stakeholder forums, OTC meetings, and the Tolling Steering Committee. The Commission asked that copies of the white papers be sent to Commission members upon completion.

The commission added a few names to the stakeholder list, noting the need to engage others including fleet operators, whether the cable company, the power company or the phone company, in the process. The process design on these sessions will be critically important to assure there is maximum education and engagement with stakeholders about the policy issues and to ensure cooperative brainstorming discussions where everyone listens and learns. Civic engagement is paramount.



#5 OTC Work Plan – Work Item 1 – System Organization/Operational Improvement Strategy Development (PowerPoint presentation and background information in General Files, Salem)

Doug Tindall, Galen McGill and Luci Moore discussed the main nine operational improvement categories and asked for Commission feedback on which to proceed with. The categories are: arterial management; freeway management; traveler information; traffic incident management; road weather management; infrastructure security; operations asset management and performance measures; integrated corridor management; and transportation demand management.

The commission made the following comments:

- Intergovernmental agreements for arterial management and incident response teams are important in terms of those negotiations educating, and providing opportunities to work with our local government partners, and providing us information about opportunities to get out to a wider audience.
- Weather and conditions on the road need to be examined, looking for options for all weather conditions including rain, snow and natural disasters. We currently don't have the staffing to handle the workload due to a 20% reduction in maintenance funding over the past several years. Funding packages might also include operational system upgrades.
- The TRB report on Climate Change Risk Assessment has several detailed tables on risks to transportation infrastructures. ODOT Vulnerability Assessment for Critical Asset staff should review the TRB report to evaluate if the work has been done related to climate change risks, specifically in terms of storm intensity on U.S. 101.

Michael Ward talked about Transportation Demand Management (TDM) accomplishments. He cited the success of ODOT's work in conjunction with the Governor's Commuter Challenge for state employees in the Capitol Mall area. Between 10 and 15 percent of employees tried alternative transportation modes, which resulted in a reductions of carbon emissions by more than half a million pounds. TDM is strongly supported by the Commission, but it suggested TMA (Traffic Management Associations), car sharing and flexible ride share should be added to the 'next steps'. In

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addition, what would it take in ODOT staffing to have technical assistance in this area to write a TMA best practices tool book and then to use that tool book for training for commercial real estate groups? What would we gain by providing technical assistance and outreach to communities on a whole sweep of issues?

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Chair Achterman adjourned the meeting at 1:02 p.m.

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<hr/> Gail Achterman, Chairman	(Not Present) <hr/> Michael Nelson, Vice Chair
(Not Present) <hr/> Janice Wilson, Member	<hr/> Alan Brown, Member
<hr/> David Lohman, Member	<hr/> Roxanne Van Hess, Commission Support