

## OREGON TRANSPORTATION COMMISSION

### Minutes of the Regular Monthly Meeting June 15, 2011 Salem

On Wednesday, June 15, 2011, at 8:30 a.m., the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff held a briefing session and reviewed the agenda in the Small Hearing Room of the Public Utility Commission Building, 550 Capitol Street N.E., Salem, Oregon. The regular monthly meeting began at 9:30 a.m., in the Main Hearing Room.

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 Gail Achterman  
Commissioner Mary Olson  
Commissioner Dave Lohman  
Director Matthew Garrett  
Chief of Staff Joan Plank  
Interim Deputy Director of Operations Jerri Bohard  
Communications Division Admin. Patrick Cooney  
Highway Division Administrator Paul Mather  
Motor Carrier Division Admin. Gregg Dal Ponte  
Region 1 Manager Jason Tell

Region 2 Interim Manager Eryca McCartin  
Region 5 Manager Monte Grove  
DMV Division Administrator Tom McClellan  
Major Projects Branch Manager Tom Lauer  
Technical Services Administrator Cathy Nelson  
Rail Division Administrator Kelly Taylor  
Interim Trans. Dev. Administrator Barbara Fraser  
Commission Assistant Amy Merckling

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Chair Achterman called the meeting to order at 9:40 a.m.

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Director's report highlights were:

--Rail Division Administrator Kelly Taylor is retiring on June 30, 2011, after 33 years with ODOT. Kelly joined ODOT in 1978 as a clerical assistant at the Driver and Motor Vehicle Services Division (DMV). During her 18 years with DMV, she was promoted several times, serving as lead worker, analyst, supervisor, and legislative liaison.

In 1996, Taylor moved to the ODOT Director's Office and assumed legislative responsibility for the Motor Carrier Transportation Division. She has represented ODOT before the legislature, testifying in committee hearings and working with legislators, constituents, and numerous stakeholders.

Ms. Taylor was named Rail Division Administrator for the Oregon Department of Transportation in June 2004. The Rail Division, with a staff of 24, regulates or oversees various aspects of railroad and rail transit safety, has jurisdiction over all public

highway-railroad crossings, manages the intercity passenger rail program, and is responsible for rail passenger and freight planning and oversight. The Rail Division works with other state and local agencies to encourage rail friendly economic development, and is also responsible for managing the Salem Railroad Station and 170 miles of railroad right of way, all owned by the State of Oregon. The division interacts with all freight and passenger railroads operating in Oregon, all rail-served industries, other state and federal agencies, local governments, and the public on any railroad related issues.

Director Garrett said the Rail Division is evolving, and that without Kelly Taylor's leadership, passion, and voice, the rail conversation would not be positioned where it is today. He thanked Kelly for her years of service to ODOT and the State of Oregon, and wished her well in her retirement.

--In follow-up to the May Oregon Transportation Commission meeting, Motor Carrier Division Administrator Gregg Dal Ponte presented a demonstration of the Truck Road Use Electronic (TRUE) program. The program automates the data capture for compiling a weight-mile tax report. Peter Douglas gave the demonstration, and noted that the application also has been converted to perform other functions within ODOT.

Chair Achterman applauded the department's encouragement of creativity and embracing new ways of doing business that have allowed people to invent new solutions for problems.

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Public Comments: None.

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The commission considered approval of the adoption of the Oregon Freight Plan as an element of the Oregon Transportation Plan. (*Background materials in General Files, Salem*)

The commission received a final review presentation of the Oregon Freight Plan from Interim Transportation Development Administrator Barbara Fraser, Freight Mobility Planner Michael Bufalino, and Michael Fisher of Cambridge Systematics, Inc. Highlights of the presentation were:

- The purpose of the Oregon Freight Plan is to improve freight connections to local, tribal, state, regional, national, and global markets in order to increase trade-related jobs and income for Oregon workers and businesses.
- Plan development received input from the Freight Plan Steering Committee, freight plan working groups, and external stakeholders.
- Public outreach efforts.

- Outreach comments resulted in some substantive changes and new strategies.
  - Safety issue and strategies added.
  - Added strategy to ensure emphasis on economic benefits of freight investments, and to ensure economic impacts in project prioritization.
  - Added actions to define freight projects, and to provide guidance for defining freight projects in local plans.
  - Clarified industrial land use strategies and actions.
  - Added actions to provide focus on truck idling reduction, and to clarify potential improvements to environmental review procedures for freight projects.
- The plan addressed concerns raised about planning for freight based on past growth models, by considering alternative economic and policy scenarios.
- New language was added recommending continued monitoring of changes in freight demand in light of continued economic volatility.
- Next steps.

Commissioner Olson asked how ODOT was engaging the various entities charged with land use planning to use the Freight Plan in their decision making process. The Freight Unit has developed an educational document and is engaging several partners about the best way to integrate the plan into their work practices.

As STIP projects are presented, Commissioner Olson asked how we determine how the freight aspect is vetted through the recommendation for a particular project. As the Freight Plan is implemented, the next cycle of the STIP is communicated to stakeholders for review of the freight criteria.

Chair Achterman noted the Freight Plan's important role in making investment decisions. Freight Plan analysis has shown where the priority investment areas are that are beyond criteria screens, and the importance of investment based on economic development returns. It's more than building the principles of the Freight Plan into review criteria, but taking the substantive analytical methods and information of the plan to prioritize *ConnectOregon* and STIP investment decisions.

Commissioner Lohman moved to approve adoption of the Oregon Freight Plan with a note to allow staff to make minor editorial changes for grammar and consistency of formatting. Commission members unanimously approved the motion.



The commission considered approval of the second round of *ConnectOregon III* Rural Airport project selection as recommended by the Oregon Aviation Board. (*Background materials in General Files, Salem*)

Interim Deputy Director of Operations Jerri Bohard gave a reminder that, out of the *ConnectOregon III* Administrative Rules, there were some funds remaining for the second round for Rural Airport projects. The projects need to be selected by June 30<sup>th</sup>.

Jerri turned the discussion over to Interim Director for the Oregon Department of Aviation Mitch Swecker.

Mr. Swecker said the Oregon Board of Aviation recommend approval of the grant awards list presented, and asked the commission for its endorsement and support for that list. He also requested the commission consider supporting the rural airports match grants for future *ConnectOregon* programs.

Commissioner Olson moved to approve the second round of *ConnectOregon* III Rural Airport projects as identified in the list, and the list of conditions provided in an attached staff report, and as recommended by the Oregon Board of Aviation. Commission members unanimously approved the motion.



The commission considered approval of a request to amend the 2010-2013 Statewide Transportation Improvement Program (STIP) by approving a Type A Immediate Opportunity Fund (IOF) project in the amount of \$1,000,000 to the City of Hillsboro. (*Background materials in General Files, Salem*)

Region 1 Manager Jason Tell introduced ODOT Planning and Development Manager Rian Windsheimer who gave a brief background of the IOF. The transportation improvements of the IOF consist of two main components. The first is a local connection between 229<sup>th</sup> Avenue and Cornelius Pass Road, and the second component is focused at the Cornelius Pass Road Interchange. Rian introduced the guests present:

Morgan Anderson – Government Affairs Manager Intel Corporation  
Chad Freeman – Business Development Officer – Business Development  
Department  
Jerry Stockhoff, P.E. – County Engineer Washington County  
Don Odermott, P.E. – Transportation Planning Engineer, City of Hillsboro

Morgan Anderson announced that Intel is building a new factory in Hillsboro, which will create 500 to 1000 new jobs. Currently under construction, the site expects up to 5000 construction trade workers on the project over the next year. The building will be completed in July 2012. Intel is excited to partner with the City of Hillsboro, Washington County, and the state to make these critical road improvements.

Don Odermott said the improvements are key to freight movement and to assure business is not lost due to perceptions of congestion.

Chad Freeman thanked ODOT and its staff for the hard work to build the IOF, which will build capacity in the roads.

Commissioner Lohman moved to approve an amendment to the 2010-2013 Statewide Transportation Improvement Program by approving a Type A Immediate Opportunity Fund project to the City of Hillsboro. Commission members unanimously approved the motion.



The commission considered approval of an increase in construction authorization in the amount of \$18,842,778 on the Interstate 5: Willamette River Bridge project in Lane County. This changes the project authorization from \$162,653,751 to \$181,496,529. *(Background materials in General Files, Salem)*

Major Projects Branch Manager Tom Lauer introduced Project Manager Karl Wieseke. Mr. Wieseke said the major item for consideration is a two-year extension and approximately \$5.2 million increase in authorization, which includes construction engineering and inspection, additional work for a bicycle/pedestrian path, fuel cost escalation, steel cost escalation, addition of a sign bridge, and additional paving.

Tom Lauer gave a brief review of the history of the projects and discussed the circumstances of the increased authorization, which were anticipated when the project was approved. This project used new contract methods with a different methodology than in the past. While there is an estimate at the beginning, there is recognition also at the beginning that the detailed funding levels will be done as the individual design packages are completed, rather than doing the whole funding level up front.

Chair Achterman said we need to be aware and sensitive of public confusion on what looks like a cost overrun on the project. ODOT is doing a lot of things in new ways as we look at entire programs like the OTIA Program. The old framework does not always apply when using new approaches to managing a large program, and using the old vocabulary leads people to believe there are cost overruns, when in fact there are none.

This is the only project currently like this and causing public confusion. Commissioner Olson suggested that if another individual design package project arises, we need a conversation on how to accommodate the confusion without reinventing the entire accounting system for ODOT. How can the project story be told effectively, in an environment in which people don't understand the process?

Commissioner Olson moved to approve the increase in authorization for the Willamette River Bridge Project. Commission members unanimously approved the motion.



Driver and Motor Vehicle Division Administrator Tom McClellan gave the commission an informational report on how the Driver and Motor Vehicle Services Division measures performance and outcomes. *(Background materials in General Files, Salem)*

The Driver and Motor Vehicle Division (DMV) provides quarterly status reports on high-level performance measures. But in addition to that, it tracks a wide variety of performance metrics that DMV uses to monitor the quality, quantity, and customer satisfaction of employee work.

Four performance measures DMV currently tracks are office wait time, phone wait time, title wait time, and customer satisfaction. In addition, a weekly service level report tracks seven other measures of DMV-wide importance. The report includes the performance goal, current and previous week results, monthly and year-to-date results, and a comparison to the prior two years' results for that month. The report includes:

- drive test scheduling ( regular and commercial)
- dealer batch work
- convictions
- registration renewals
- address changes
- special processing memos/letters

DMV has four Service Groups that also track numerous elements of their service for volumes, timeliness, turn-around times, and error rates. These include:

Accident Reports	Court Clearances	Disabled Parking Permits
Driver Safety Re-Evaluations	Expedited Titles	Hardship/Probationary Permits
Insurance Certificates (SR22/24)	Refunds Issued (Driver/Vehicle)	Registration Renewals (Mail)
Registration Renewals (Internet)	Salvage Titles	Suspensions
Phone Calls Received	Phone Call Wait Times	Abandoned Calls
Original Driver Permit/Licenses	Renewal/Duplicate Licenses	Driver License Reinstatements
ID Cards	Vehicle Titles (Field)	Vehicle Registrations (Field)

A PowerPoint presentation was given on DMV performance metrics that broke down in greater detail components of these measures, and how performance goals are set.

In September, Tom will report to the commission on tools used to manage performance measures within DMV.



The commission considered approval of a request to amend the 2010-2013 Statewide Transportation Improvement Program to add the U.S. 20: Burns to Junction with U.S. 395 Flood Control project. The total estimated project cost is \$255,000. *(Background materials in General Files, Salem)*

Region 5 Manager Monte Grove discussed the flood control project to place a double-barrel box culvert to allow overflow capacity beneath US20 east of Burns. The recent Silvies River floods in Harney County impacted residents, agricultural crops, county

roads and bridges, as well as Highway 20. The flooding, caused by higher than normal snow levels and heavy spring rains, required the department to cut the roadway to alleviate the flooding and reduce the risk of dike failure.

The commission viewed a PowerPoint presentation of flood events. Highlights of the presentation were:

- flood vicinity map
- April/May flood timelines
- Emergency Operations Center initiation
- cutting on U.S. Highway 20
- detours
- sand bagging operations/dike support
- estimated flood costs to ODOT, Harney County, and the Cities of Burns and Hines

Commissioner Lohman moved to approve the STIP amendment. Commission members unanimously approved the motion.



The commission considered approval of an amendment to the 2010-2013 Statewide Transportation Improvement Program to add a construction phase to the Oregon 34: Van Buren Street Bridge Development Project (Oregon 34/U.S. 20: South Bypass to Groves Lane) in Corvallis. The total estimated project cost is \$6,575,000. Interim Region 2 Manager Eryca McCartin, Project Leader Jerry Wolcott, and Interim Area Manager Frannie Brindle presented the amendment. (*Background materials in General Files, Salem*)

Jerry Wolcott talked about the South Bypass to Wolcott Road project on Highway 34 in downtown Corvallis. The problem has been congestion extending from downtown Corvallis to Peoria Road. During the Van Buren Bridge study, which looked at 11 intersections in downtown Corvallis and eight different scenarios, staff discovered that replacing the bridge would not fix the problem, and all the scenarios failed at the existing signalized bypass intersection.

The infrastructure-only solution was a two-lane Van Buren Bridge, a North Bypass Bridge, and an interchange at the bypass. Staff also looked at sustainable solutions that could be used to reduce the cost of infrastructure investments such as TDM and TSM. They met with local transit to develop the plan, which included the addition of two buses to the Linn-Benton Loop, expanding the Park and Rides in Lebanon and Albany, and adding multiuse facilities across the Willamette River. They also looked at ways to improve operations in downtown Corvallis. It was discovered that investment in these TDM and TSM measures allowed a new solution, and would eliminate the need for a new Van Buren Bridge. The second solution includes a

north bypass bridge, a full interchange at the bypass intersection, and investment in the TDM and TSM.

However, the cost of the north bypass bridge would be high, and it isn't likely that the bridge would be built in the 20-year planning horizon. FHWA advised staff to design what could be afforded in the planning horizon, which led to a phased approach to the problem. The phased approach begins with a directional interchange at the bypass intersection. This would allow breaking out design elements in something that could be phased in affordable pieces. For the first phase of the interchange, staff came up with two construction options: dual right lanes at the bypass intersection with a north frontage road; and a slip lane with a south frontage road. Both options have been presented to representatives of the Corvallis City Council, stakeholders, and Steering Team members.

The request today is asking to change the name of the project from the OR34: Van Buren Street Bridge Development Project, to the OR34/US20: South Bypass-Wolcott Road Project, and to add a construction phase to the project in the amount of \$3 million.

Commissioner Olson moved to approve the change of project name and add the construction phase. Commission members unanimously approved the motion.



Region 1 Manager Jason Tell gave the commission an informational update on the discussions regarding the formation of a new Area Commission on Transportation (ACT) in the non-Metro part of the Portland-Metropolitan area. (*Background materials in General Files, Salem*)

Jason Tell introduced those in attendance:

Kelly Brooks, Region 1 Government Liaison  
Jim Tierney, Mt. Hood National Forest (USFS) Engineering Zone Manager  
Jim Bernard, Commissioner – Clackamas County  
Jamie Damon, Commissioner – Clackamas County  
Cam Gilmore  
Rich Watanabe  
Rob Zako  
Karen Buehrig

The eastern portion of Region 1 is the only major area in Oregon that is not covered by an Area Commission on Transportation (ACT). In 2010, ODOT and Clackamas County convened a series of discussions with stakeholders on forming an ACT for the "Mt. Hood Region", which encompasses the areas of Multnomah and Clackamas Counties outside the Metro boundary, and Hood River County. The report given to the commission summarizes these discussions, and outlines the resulting action items for Region 1. The general consensus was there is definitely an interest by all parties to

continue the conversation about forming an ACT, but details still need to be worked before it is brought to the commission. Legislation directs action in this, and the suggestion is to proceed with the Mt. Hood multimodal effort by forming a work group to meet that federal mandate.

Comments in support of the formation of an ACT were made by Jim Tierney, Jim Bernard, and Jamie Damon.

The commission thanked those supporting the ACT for their time and efforts, and encourages continued movement toward formation of the ACT.



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

1. Approve minutes from the May 18, 2011, meeting in Salem.
2. Confirm the next two Commission meeting dates:
  - Wednesday, July 20, 2011, in Corvallis
  - Wednesday, August 17 and 18, 2011, in John Day
3. Adopt a resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
4. Approve the following Oregon Administrative Rules:
  - a. Amendment of 734-075-0010 relating to maximum allowed tow length for mobile homes traveling on US Route 95.
  - b. Amendment of 734-075-0025 relating to modular building unit trailer lengths.
  - c. Amendment of 734-082-0025 relating to permits for vehicles that exceed the legal vehicle height.
  - d. Amendment of 735-062-0016 relating to DMV photo requirements.
  - e. Amendment of 735-063-0000, 735-063-0050, 735-063-0060, 735-063-0065, 735-063-0070 relating to medical standards, certificates and waivers for drivers of commercial motor vehicles.
  - f. Amendment of 735-074-0210, 735-074-0212, 735-076-0050 and 735-076-0052 relating to restricted driving privileges under At-Risk Program.
5. Approve a request for an Oregon Transportation Infrastructure Bank loan in the amount of \$1,500,000 to Benton County Reservoir Avenue Realignment project.
6. Approve a request in the amount of \$216,293 in Transportation Enhancement funds to augment previously approved funds for the Historic Columbia River Highway State Trail: Warrendale – Moffett Creek, Phase 1B.
7. Approve an increase in Project Authorization in the amount of \$1,200,329 or 11.53% on Interstate 5 Bridge Vertical Clearance Improvements (Linn/Lane Counties) project, Contract 14127. This will change the project authorization from \$10,410,148 to \$11,610,477. This project is approximately 90% complete.

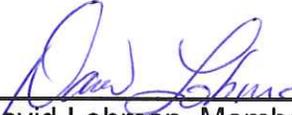
Commissioner Olson moved to approve the Consent Calendar. Commission members unanimously approved the motion.

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Chair Achterman adjourned the meeting at 2:00 p.m.

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Gail Achterman, Chairman

  
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David Lohman, Member

  
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Mary Olson, Member

  
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Roxanne Van Hess, Commission Support

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