

OREGON TRANSPORTATION COMMISSION

**Minutes of the Regular Monthly Meeting
May 18, 2011
Salem**

On Wednesday, May 18, 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:

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| Chair Gail Achterman | Communications Division Admin. Patrick Cooney |
| Commissioner Mary Olson | Public Transit Division Administrator Michael Ward |
| Commissioner Dave Lohman | Highway Division Administrator Paul Mather |
| Director Matthew Garrett | Region 1 Manager Jason Tell |
| Chief of Staff Joan Plank | Commission Assistant Amy Merckling |
| Interim Deputy Director Operations Jerri Bohard | |

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

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Director's report highlights were:

--At the 23rd Annual OAME (Oregon Association of Minority Entrepreneurs) Conference Luncheon and Trade Show held May 11, the Oregon Department of Transportation received the OAME Public Agency of the Year Award. The award recognizes ODOT for promoting Oregon's minority businesses, and for helping to promote entrepreneurship and economic development for ethnic minorities, thereby working to reduce racism and discrimination.

--According to a national study by the PEW Center on the States and the Rockefeller Foundation, Oregon was one of 13 states to score top marks in measuring its use of transportation dollars. Oregon was rated as "leading the way" overall, and was the only western state to obtain that distinction in all six categories (safety, jobs and commerce, mobility, access, environmental stewardship and infrastructure preservation.)

--Washington, California and Oregon are the only three states in the Insurance Institute for Highway Safety's highway safety law review that received all "Green" scores across the board. Green is the highest score possible. Categories are: young driver licensing

laws, safety belt use laws, child restraint use laws, motorcycle helmet use laws, and red light camera enforcement laws.

--The inventive staff at Motor Carrier Transportation Division and Central Services Information Systems are working to see if our Truck Road Use Electronics (TRUE) device can be used to manage ODOT's extensive maintenance fleet. The State Maintenance & Operations Engineer will put together a pilot test.

TRUE, with its capacity to automate the billing and collection of Oregon's weight-mile tax, was designed as regulatory streamlining for the benefit of commercial trucking. But, it has obvious applications to ODOT operations, and could allow an immediate maximum return on our investment.

Equipping each ODOT maintenance vehicle with a TRUE wireless cellular smartphone could, for example, make the following possible practically tomorrow:

- Pinpoint mapping of each vehicle's route and location on a 24x7 basis, updated every five minutes and viewable on the Internet. Snow plow operators or staff working in remote locations could be monitored from their manager's desktop PC.
- Automatic recording of daily equipment trip records.
- Real-time communication with equipment operator/driver, currently by text message, so employees can be reached for any purpose, including dispatching to another location if necessary.
- Automatic mileage reporting for each vehicle, with the ability to send alerts when it's time for regularly scheduled equipment maintenance.
- Easy generation of a physical inventory of all vehicles.
- Ability for manager in Salem to "see" on a desktop PC what the road conditions look like through the windshield of a snow plow.

Director Garrett will bring a demonstration of TRUE to next month's Commission meeting.

Chair Achterman said the insight to take an innovative application developed in one context, and apply it across the enterprise, is exactly what makes ODOT an outstanding organization and at the cutting edge nationally in transportation leadership, efficiency, and performance improvements. She suggested legal counsel be engaged in a conversation on whether it would make sense to license or protect the intellectual property, and how this would be done. In addition, do we want to consider licensing this to other DOTs around the county, and would the resulting licensing revenue from the intellectual property be subject to Highway Trust Fund restrictions?

--For the last several months, the Highway Division has been working on how to move the division in a direction that informs, improves, and invests safety continuously in all our business practices. On May 11th, the entire Highway Division engaged in a two-hour statewide safety stand-down where it paused and reflected on safety protocol and

practices throughout the organization. The stand-down provided an opportunity to re-evaluate those practices and protocols, and incorporate improvements. The stand-down also offered an avenue to implement further ODOT's safety vision. Our goal is zero injuries and fatalities, and with the safety stand-down, we took a step forward to ensure staff arrive at work and go home safe at the end of the day.



Public comment was received from:

--David Bowman provided written testimony and spoke on his belief that road repair and construction do not meet project requirements on the repave of Highway 101 and Highway 18 at Depoe Bay, and the section of Highway 101 from Depoe Bay to Newport. He said a specific condition of the projects was that existing problems were fixed in a manner so that in the future the problem would not continue. There are now over a dozen sections in that area that were a problem before, and are again a problem.

He suggested a new program that would involve volunteers, who travel Oregon's highways during their normal life, to audio/video record the actual conditions. In addition, he suggested installing a listening device program that alerts drivers of flat tires, one of the most destructive conditions to the road.

He noted the need to address a noxious weed called Gorse, *Ulex Europaeus* that is moving from the Southern Oregon coast area into the Willamette Valley.

--Sharon Nasset spoke in favor of the third bridge option for the Columbia River Crossing.



The Commission considered approval of 14 Transportation Enhancement (TE) projects for inclusion in the Statewide Transportation Improvement Program, approval of a reserve list of four additional projects, and authorization of the Deputy Director for Operations to advance projects on the reserve list if funds become available before September 30, 2012. The request was submitted by Deputy Director for Operations Jerri Bohard and Transportation Enhancement Program Manager Pat Fisher. *(Background materials in General Files, Salem)*

The department received more than 100 applications for Transportation Enhancement funds. The Transportation Enhancement Advisory Committee evaluated 31 of those applications that ODOT staff advanced based on technical merit, public comments, and local priorities. Those 31 projects, totaling \$40 million, were prioritized down to the 14 projects brought forward that total the \$16 million available.

Pat Fisher gave a brief recap of the 14 projects recommended for approval:

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| City of Beaverton | Birchwood Rd: Sidewalk Connection to Transit |
| City of Brookings & ODOT Region 3 | Harris Beach M/U Path: Ransom Ave - Dawson Ave |
| Clackamas County | SE 122nd Ave & 132nd Avenue: Sidewalk Connections |
| City of Dundee | OR99W: Dundee Sidewalk & Streetscape |
| Jackson County | Bear Creek Greenway Trail: Pine St - Upton Rd |
| City of John Day | US26/Main St & Canyon Blvd: Sidewalk & Beautification |
| ODOT Region 1 | HCRH State Trail: Warrendale - Moffett, Phase 1B |
| ODOT Region 2-Area 1 | US101: Neahkahnne Mountain Rock Wall Repair, Phase 3 |
| ODOT Region 3 & City of Shady Cove | OR 62: Rogue River Dr - Cleveland St Sidewalk & Streetscape |
| City of Portland (PBOT) | SE Holgate & Ramona: Ped Access to Powellhurst-Gilbert Schools |
| City of Sisters & ODOT Region 4 | US20/Cascade Ave: Larch St - Pine St Ped & Bike Facilities |
| City of The Dalles | The Dalles Riverfront Trail Completion |
| City of Turner | Delaney Rd: 3rd St - 7th St Sidewalk & Bike Lanes |
| Willamalane Park & Recreation District | Middle Fork Willamette River Path, Phase 2 |

Public comment was received from Willamalane Park and Recreation District Superintendent Bob Keefer, who spoke in support of the Middle Fork Willamette River Path, Phase 2. Once complete, this project will be the next-to-the-last step in making a complete transportation system along the river in Eugene/Springfield.

Commissioner Lohman asked if any of the four projects on the reserve list in 2009 were moved to the active list. Pat Fisher explained that all four projects moved up as a result of lower bids received the last two years, and there is hope those projects on the reserve list this year will also move forward.

Commissioner Olson moved to approve the Transportation Enhancement Project List dated April 2011. Commission members unanimously approved the motion.



The Commission considered approval of a request to commit Public Transit Division's Biennial Discretionary Grants. The request was submitted by Public Transit Division Administrator Michael Ward. (*Background materials in General Files, Salem*)

Michael Ward asked the Commission to approve approximately \$33.2 million in several hundred grants across six programs administered at the Public Transit Division. The division awards these discretionary funds to transit providers to sustain or improve public transportation in the following areas:

- Older Adults and Individuals with Disabilities – provides support to transit providers offering trips that support independence for individuals 60 years and older, and individuals with disabilities.
- Job Access and Reverse Commute (JARC) – provides additional access to jobs for low income, older, and disabled people.
- New Freedom – provides transportation access for individuals with disabilities that go beyond the mandated access requirements of the Americans with Disabilities Act.
- Rural Intercity Bus – supports bus service connecting rural areas to the next larger community service area, or to longer distance travel options.
- Mass Transit Vehicle Replacement – improves the quality of Oregon’s urban bus service and fleet by helping larger systems replace buses that can not meet federal standards for condition, age, and mileage.

Chair Achterman asked what is being done to get agreement with the Department of Human Services (DHS) to split costs on special services like ‘bariatric’ pilot vehicles so DHS is contributing to the investment of unusual services like this pilot vehicle. This underscores the fact that ODOT has sister agencies that have significant resources, that are investing in exactly the same things ODOT is investing in, and that ODOT should not invest a nickel if the other agencies are not willing to match our nickel. We need to engage those agencies in an interagency coordination effort.

Commissioner Olson moved to approve commitment of the Public Transit Division’s Biennial Discretionary Grants. Commissioner Lohman declared that he represents the Rogue Valley Transit District, a recipient of some of these funds. Commission members unanimously approved the motion.



The Commission received an update on the Port of Portland from Region 1 Manager Jason Tell and Port of Portland Executive Director Bill Wyatt. (*Background materials in General Files, Salem*)

Bill Wyatt provided the Commission a presentation that gave an overview of the port and its strategic direction, marine business, Portland International Airport, industrial lands, and the importance of *ConnectOregon* and past American Recovery and Reinvestment (ARRA) funding. Highlights of the presentation were:

- The port’s mission is to enhance the region’s economy and quality of life by providing efficient cargo and air passenger access to national and global markets

- Port and ODOT partnership – a brief review of projects funded through *ConnectOregon*
- PDX passenger and air cargo activity
- Airport Way Interchange project
- Troutdale Reynolds Industrial Park
- TRIP Program and TRIP Program financial information
- Public funding need

Chair Achterman noted the importance of assuring there is an effective plan to connect I-84 and U.S. 26 to the Troutdale Reynolds Industrial Park. The Commission has received assurance that Metro is actively engaged in starting that process, and she hopes the port is making that connection a priority also. She expressed her continued concern that Metro is not going to give sufficient attention to freight movement, and preservation and expansion of freight movement in this incredibly vital job corridor.

Chair Achterman posed two thoughts for future consideration: 1) what is the role of the Willamette River in the marine trade system in the state, and in that context, what should be done about the Willamette River locks? 2) More strategic thinking is needed on what the Greater Columbia Corridor could mean.



The Commission received an informational update on the Draft 2012-2015 Statewide Transportation Improvement Program (STIP) from Deputy Director for Operations Jerri Bohard and Highway Division Administrator Paul Mather. (*Background materials in General Files, Salem*)

Jerri Bohard said the public review process of the draft STIP will be kicked off June 1. The formal approval of the STIP should come back to the Commission around February or March 2012.



The Commission considered approval of a request to adopt the Sunrise Expressway Interchange Area Management Plan (IAMP) in Clackamas County, which implements Policy 3C of the Oregon Highway Plan, and is consistent with the IAMP requirements of the department's Access Management Rule (OAR 734-051-0155 (b)). Adoption of the IAMP will constitute an amendment to the 1999 Oregon Highway Plan. The request was presented by Region 1 Manager Jason Tell. (*Background materials in General Files, Salem*)

Jason Tell presented an overview of the Sunrise Expressway Interchange Area Management Plan (IAMP). The management area, I-205 east to Rock Creek Junction, is an important area from a mobility point of view, serving a population that is scheduled to grow in this area out to the east, and also serving a key industrial area.

The goal of the IAMP is to protect function and operation of interchanges, associated highways, and the local street network. In addition, the IAMP will provide safe and efficient operations between road networks and ensure changes to planned land uses are consistent with protecting the long-term function of interchanges and local streets, while managing access to minimize impacts to natural and cultural resources.

Implementation language includes access management to support construction of local roads for access within the management areas, and eliminate access to state highways. Implementation language also provides that comprehensive plan changes within the management area be consistent with the TPR, and the implementation of mobility standards at intersections and ramp ends.

Chair Achterman said the approach of applying practical design principals in this situation has been a real plus. It is also very impressive because it exemplifies that you have to take a systems approach to all the interchanges, especially in urban areas, to have the whole thing make sense.

Commissioner Lohman moved to approve adoption of the Sunrise Expressway Interchange Area Management Plan IAMP. Commission members unanimously approved the motion.



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

1. Approve minutes from the April 20, 2011 meeting in Salem.
2. Confirm the next two Commission meeting dates:
 - Wednesday, June 15, 2011, in Salem
 - Wednesday, July 20, 2011, in Salem
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 731-001-0005 relating to re-adoption of Attorney General's Model Rules of Procedure.
 - b. Amendment of 734-020-0010, 734-020-0014, 734-020-0015, 734-020-0016, 734-020-0017 relating to trial alternative method of establishment of speed zones.
 - c. Adoption of 734-024-0005, 734-024-0015, 734-024-0020, 734-024-0030 and 734-024-0040 relating to environmental performance standards and permitting.
 - d. Amendment of 734-070-0005, 734-070-0010, 734-070-0025, 734-071-0010, 734-072-0010, 734-072-0015, 734-072-0020, 734-072-0022, 734-072-0023, 734-072-0030, 734-073-0050, 734-073-0056, 734-073-0065, 734-074-0020, 734-074-0023, 734-074-0051, 734-075-0035, 734-076-0005, 734-076-0015,

734-076-0075, 734-076-0115, 734-076-0165, 734-076-0175, 734-077-0010, 734-078-0020, 734-079-0005, 734-079-0015, 734-082-0035, 734-082-0040, 734-082-0070, 734-082-0080; adoption of 734-075-0085 and the repeal of 734-075-0065, 734-075-0075, 734-075-0080 relating to pilot cars and general permit provisions.

- e. Amendment of 740-100-0010, 740-100-0020, 740-100-0065, 740-100-0070, 740-100-0080, 740-100-0085 740-100-0090, 740-100-0100 and 740-110-0010 relating to the re-adoption of federal safety and hazardous materials transportation regulations.
- 5. Approve an increase in construction authorization in the amount of \$723,815 on the Interstate 84: Exit 64 Project in Hood River. This will change the project authorization from \$10,583,265 to \$11,307,080. This project is approximately 55 percent complete.
- 6. Approve an increase in construction authorization in the amount of \$1,212,181 on the U.S. 101: Kobernik Slide Complex Project in Curry County. This will change the project authorization from \$2,015,682 to \$3,227,863. This project is approximately 75 percent complete.

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

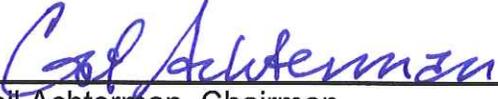
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Public comments. None.

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Chair Achterman adjourned the meeting at 12:00 p.m.

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Gail Achterman, Chairman

Not present

Michael Nelson, Vice Chair



Mary Olson, Member



David Lohman, Member



Roxanne Van Hess, Commission Support