

OREGON TRANSPORTATION COMMISSION

**Minutes of the Regular Monthly Meeting
September 15-16, 2016
Newport, Oregon**

On Thursday, September 15, 2016, at 3:15 p.m., the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff participated in the Legislative Joint Interim Committee on Transportation Preservation and Modernization Coastal Communities Roundtable in the *Harbormaster Room* at the Embarcadero Hotel, 1000 Southeast Bay Blvd., Newport, Oregon.

That evening, at 7:30 p.m., a no-host dinner was held with members of the Oregon Transportation Commission and ODOT staff in the *Commodore Room* at the Embarcadero.

On Friday, September 16, at 8:30 a.m., the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff held a premeeting briefing session and agenda review in the *Commodore Room* at the Embarcadero Hotel, 1000 Southeast Bay Blvd., Newport. The formal monthly meeting was held in the Mariner Room at 9:00 a.m.

That afternoon, at 2:30 p.m., members of the Oregon Transportation Commission and ODOT staff participated in a tour of U.S. 20 Pioneer Mountain-Eddyville project at the PME project sight.



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 Tammy Baney	Highway Division Administrator Paul Mather
Commissioner Dave Lohman	Chief Administrative Officer Bob Gebhardt
Commissioner Susan Morgan	Rail & Transit Division Admin. Hal Gard
Commissioner Alando Simpson (Absent)	Transportation Safety Div. Admin. Troy Costales
Commissioner Sean O'Hollaren	Region 3 Manager Frank Reading
Director Matthew Garrett	Strategic Comm. Coordinator Shelley Snow
Asst. Director for Public Affairs Travis Brouwer	Commission Assistant Jacque Carlisle
Trans. Development Div. Admin. Jerri Bohard	

Thursday, September 15





Legislative Joint Interim Committee on Transportation Preservation and Modernization

The commission participated in the Legislative Joint Committee on Transportation Preservation and Modernization Coastal Communities Roundtable. ***(Background materials in Director/Commission/History Center File, Salem.)***

Commissioners Baney, Morgan, and Lohman participated in a coastal communities roundtable hosted by the legislature's Joint Committee on Transportation Preservation and Modernization. Members of Area Commissions on Transportation (ACTs) from the Oregon coast were asked to discuss their local and regional transportation priorities with legislators. ACT members discussed transportation funding needs, bridges and seismic concerns, issues around US 101, and numerous other topics.



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Friday, September 16

On Friday, September 16, at 8:30 a.m., the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff held a premeeting briefing session and agenda review in the *Commodore Room* at the Embarcadero Hotel, 1000 Southeast Bay Blvd., Newport. The formal monthly meeting was held in the Mariner Room at 9:00 a.m. Highlights of the premeeting briefing were:



ODOT Director Matt Garrett led the commission through a brief review of the agenda.



ODOT Highway Division Administrator Paul Mather provided an update to the commission on the work ODOT did in response to the request to engage property owners and other stakeholders about the potential for modifying the Newberg-Dundee Bypass Phase 2 alignment. The change would allow the Oregon Clinic to move forward with its plans to build in Newberg along the Phase 2 alignment. Mather explained that ODOT took a close look at this option but couldn't make it work. Chair Baney indicated it appeared that ODOT had done what needed to be done in analyzing alternatives.



Mather also explained that federal redistribution of highway funds provided additional funding for the Statewide Transportation Improvement Program (STIP), so ODOT obligated these additional funds to projects previously scheduled for 2017. In order to ensure that ODOT

can obligate all of its federal highway funds in 2017, ODOT will need to come up with additional projects that can move forward in 2017. Consistent with commission policy, ODOT will bring Fix-It projects forward that are proposed for inclusion in the 2018-2021 STIP because they can move forward quickly.

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Commissioner Lohman asked about the story on ODOT's pavement quality assurance (QA) program that ran recently in the newspaper. Mather explained that Oregon has very smooth pavement compared to other states, which indicates there isn't a problem with outcomes, though there are questions about ODOT's processes. Mather explained that contractors do quality control (QC) testing through independent certified inspectors, and ODOT does QA sampling to verify the contractor QC work. Federal Highway Administration reviews of ODOT's QA program has put us within the acceptable range of QA but at the low end. The Texas Transportation Institute has already been engaged to do a review of ODOT's statistical analysis. Mather indicated ODOT will look to increase efforts on large projects. ODOT will increase contractors' use of intelligent compaction of pavement, which will address concerns about the quality of compaction. Questions were raised in the article about whether ODOT should sample asphalt at the plant or at the project site. Sampling at the project site comes with concerns around employee safety because ODOT does most of its paving at night, so potential benefits of sampling on the project site will need to be weighed against potential employee safety issues.

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Director Garrett explained the origins of the 50/50 split of State Highway Fund dollars between ODOT and local governments, which came out of a roads finance study from the 1990s. The commission and ODOT discussed the pros and cons of leading a review of this allocation.

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Chair Baney called the formal OTC meeting to order at 9:14 a.m.

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***Director's Report
Agenda Item A***

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Yaquina Bay Bridge Turns 80

Director Garrett said the Yaquina Bay Bridge, a major icon for the coastal town of Newport, and probably the most famous bridge along the coast, is 80 years old.

The Yaquina Bay Bridge opened for traffic on Labor Day in 1936 and was dedicated on Saturday, October 3, 1936. When it opened up in 1936 as part of the federally funded project, it

helped end the Great Depression and started tourism along the Oregon coast. It was one of five bridges that opened up that year, essentially creating Highway 101 as we know it.

Work on the Yaquina Bay Bridge began in August 1934. Two years later, on Labor Day, the bridge opened to traffic – 135 feet above sea level and at a cost of \$1.3 million. It spanned 3,260 feet, with two 350-foot steel arches and a central 600-foot steel arch.

The Yaquina Bay Bridge was designed by famed architect Conde McCullough, who helped make some 600 bridges around the world. The Yaquina Bay Bridge is one of eleven major bridges on the Oregon coast highway designed by McCullough. He passed away in 1946 and was for many years a professor at Oregon State University.

The original dedication ceremonies in 1936 featured a parade, a banquet, two naval destroyers, a squadron of seaplanes, an army band and many soldiers from Fort Vancouver.

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OReGO Wins Federal Grant Sweepstakes

Director Garrett asked everyone to join him in giving a big hand to the OReGO and OIPP teams for winning a total of \$3.6 million in federal grant funding for road usage charging activities.

The OReGO program will get \$2.1 million to development improvements to our existing system, while the Western Road Usage Charging Consortium will get \$1.5 million to define a regional system to promote and establish RUC consistency, interoperability, and compatibility throughout the western United States. This project will set the stage for a future western regional pilot and provide a launching point for potential future national adoption and implementation.

Garrett said, “This is great news to get from the federal government as it shows the feds are behind our efforts to develop alternatives to the gas tax and it validates the success that we have had with OReGO, and it’s great work by the many hands that touched these two grant applications. I would list them all but I would probably miss someone. Now the fun part—but hard part—comes in actually undertaking this work.”

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Communications Honored with PRSA Awards

Director Garrett acknowledged some hard work and accomplishments by a lot of ODOT folks, with Communications being at the tip of the spear. ODOT and its industry partners’ work has been recognized as award-winning by the Public Relations Society of America, specifically the Portland/Metro Chapter. PRSA is the world’s largest industry-supported organization for public relations professionals and other communicators, with something like 22,000 members. The Portland/Metro area is a large and very active chapter within PRSA.

The Spotlight Awards are judged by other chapters of PRSA around the country, so these are adjudicated by the peers of these professionals. Each entry is judged on its own merit against

some very tough and disciplined standards. The Oregon Department of Transportation submitted three entries, and we won three awards.

First, Dave Thompson led a team that won an award of merit for our work with regard to the Distracted Driving and Work Zone Safety campaigns. Kevin Beckstrom, a very talented young man, led a team that won an award of merit for its work on inspiring internet memes. His characters or schematics specific to Tolkien Day, as well as Star Wars Day, helped communicate very serious issues, but in a different platform and pattern.

Tom Fuller led the Communications team that won a Spotlight Award for our work on the 2015 Bridge Condition Report known as “Bridging the Gap.” Garrett congratulated all that worked on these efforts, saying this was truly outstanding work and their recognition is well deserved.

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Public Comments
Agenda Item B

Public comment was received from Mark McConnell, Frank Geltner and Caroline Bauman, all representing the Ernest Bloch Foundation.

Mark McConnell, welcomed the commission to Ernest Bloch country and presented the commissioners with a brochure giving the details of Ernest Bloch’s life. McConnell said this is to give the commission a little bit of early background information for an item that should be on the October OTC agenda.

Frank Geltner spoke about the effort to name the wayside in the area of Agate Beach that the city of Newport named “Ernest Bloch Place.” He said the county has always considered the Bloch area of some historic importance and said if there is anything they can do to help the commission come to the decision it will make in October, like adding to the research, to not hesitate to contact them. Their efforts to preserve the legacy of this famous man will come full circle from the dedication of the Memorial Plaque by Governor Straub in 1976 to the decision made in October.

Caroline Bauman added that she is with the Economic Development Alliance of Lincoln County, and to its knowledge, there is no opposition to naming the Ernest Bloch Memorial Wayside, and there is no controversy or history of that. It’s a very positive thing for the image of Newport, for this part of Highway 101, and it’s also of statewide significance as a historical site.

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Public Transit Advisory Committee
Agenda C

The commission received an informational presentation from Public Transit Advisory Committee's (PTAC) outgoing Chairwoman, Julie Brown about the committee's prior accomplishments; this was followed by introductions and an informational presentation from incoming Chairman Allan Pollock. The commission also considered approval of a request for proposed amendments to the PTAC's membership list. **(Background materials in Director/Commission/History Center File, Salem.)**

Background:

In 2000, the Oregon Transportation Commission (OTC) established the Oregon Department of Transportation's (ODOT) Public Transportation Advisory Committee as a standing committee. The mission of PTAC is to move the state of Oregon forward using strategies that address the transportation needs of all Oregonians through collective and collaborative advice to the OTC.

As an advisory body of the Oregon Transportation Commission, PTAC provides input about significant transportation issues. PTAC's goals are to provide leadership, innovate, grow the economy, foster connections, and to be inclusive. To meet these goals and to be relevant to the current conditions of the committee, PTAC requests to amend the membership categories listed below. This will help to provide inclusivity and transparency of public transportation decision making processes.

1. *Split Central/Eastern Rural Provider into two member categories: One representing Central Oregon Rural and one representing Eastern Oregon Rural.*
2. *Add clarification to Seniors and Disabilities Representative to: Seniors and People with Disabilities Transportation Provider Representative.*
3. *Eliminate Oregon Transit Association Representative.*
4. *Add a Health and Human Services Representative.*
5. *Add a Senior and People with Disabilities Constituency Representative.*

Presentation:

ODOT Rail and Public Transit Division Administrator Hal Gard introduced incoming Public Transit Advisory Committee (PTAC) Chair Allan Pollock and outgoing Public Transit Advisory Committee Chair Julie Brown. Gard said Chair Brown has decided to put down her crown and pick up a new gavel as the OTA president. Allan Pollock has kindly agreed to take on the chair role.

Julie Brown said it has been an honor to serve ODOT and to serve as PTAC chair. In the 1990s, Brown served on the Regional Transit Advisory Committee that really looked at transit standards to try and find a way to link standards to requirements in funding. She read PTAC's Vision Statement, and talked about ODOT's embracement of "modes" over the years, with the understanding of the need to all work together. As the torch passes to the new chair, Brown said PTAC is in good hands and asked the commission to please know that whatever criticism

is sent toward ODOT, it has a vision, staff and a committee that works extremely hard towards excellence.

Allan Pollock said his first act as chair of PTAC is to acknowledge the work done by Julie Brown, who was excellent in her tenure and laid a great foundation. Pollock said he is committed to continuing the work and making this as smooth a hand off as possible, and he took a moment to introduce the incoming PTAC Vice-Chair Jeff Hazen, Sunset Empire Transportation District executive director in Astoria.

Pollock's goal in his tenure is to capture the visioning work on new-term strategies and rounding that into the Oregon Transportation Plan (OTP) refresh, to help set a longer-term vision as we move forward in a future where transit is no longer that "nice to have" community service, but a critical need locally, throughout the state, as a transportation option.

Discussion:

Chair Baney thanked Brown for her commitment and professionalism. Brown's ability to keep people engaged, and making sure it was done in a way that wasn't threatening, has brought us to where we are today.

Commissioner Lohman said the southern part of the state regards Julie as a tremendous resource. She has been a very effective advocate for transit.

Commissioner Morgan added her voice in thanks to Brown, saying the leadership Brown has shown in not being afraid to add chairs to the table and her experience in this whole area of discussion, has brought the whole thing a long, long way.

Commissioner Lohman said the Public Transportation Plan draft vision statement and goals is currently out for public comment. Lohman would be interested in having Brown and Pollock's perspectives on the vision statement and the goals to help assure we are starting on the right path as work begins on the details.

Director Garrett also applauded Julie Brown for her passion, leadership, and energy. Garrett said, "Julie shows up; she's a player who has done more to advance the cause of public transit for the multimodal transportation agenda in the state of Oregon than anyone I can think of." Director Garrett said it is important to the commission to acknowledge Brown's service to the OTC, and he presented her with a certificate of appreciation for her dedicated service as chair of the Public Transit Advisory Committee.

Pollock said the committee has revisited its membership list to make sure the appropriate people are on the list doing that work, and considering the increasing awareness of ADA issues and accessibility, Pollock presented the OTC with an updated membership list for approval. Proposed changes to the list include:

- A modification of the regional representation from just one western and one eastern transit provider representative, to add a central region provider because the

complexion of the state has changed where the needs, funding and capacity is very different in the eastern part of the state than what is seen in the center part of the state.

- A language distinction to have a Senior People with Disabilities Transportation Provider representative; someone who provides the service as opposed to a user.
- To avoid having a committee that is too unwieldy and too cumbersome, a proposal to eliminate the Oregon Transit Association (OTA) position because half of the people on PTAC are already a member of OTA.
- Add a representative from Health and Human Services.
- Add a “Senior and People with Disabilities” constituent representative.

Action:

Commissioner Lohman moved to approve the proposed amendments to PTAC’s membership list. Commissioners O’Hollaren, Morgan, Lohman and Baney unanimously approved the motion.

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ODOT Passenger Rail Program
Agenda D

The commission received an informational presentation about the Oregon Department of Transportation’s Passenger Rail Program from ODOT Rail and Public Transit Division Administrator Hal Gard. **(Background materials in Director/Commission/History Center File, Salem.)**

Background:

The Amtrak Cascades train is a state-sponsored intercity passenger rail service provided by Oregon and Washington. The service includes two daily roundtrips between Eugene and Portland, four daily roundtrips between Portland and Seattle, and two daily roundtrips between Seattle and Vancouver, British Columbia. Two daily roundtrips will be added between Portland and Seattle in 2017.

Providing another option for transportation, the Amtrak Cascades brings value to those traveling in Oregon and throughout the Pacific Northwest. Intercity passenger rail is the only fixed high-capacity transit option connecting major metropolitan areas and regional connections in the Willamette Valley. The service from Eugene to Portland serves a small population base and while continuing to develop, it continues to experience challenges in operations, ridership volume, and increasing costs.

ODOT’s goal is to improve and promote an intercity passenger rail system that is easy to use, frequent, reliable, cost-effective, and affordable for passengers, has competitive travel times, and promotes access and transportation connectivity for all potential users, including the transportation disadvantaged.

ODOT works closely with its stakeholders to reduce delays, and this partnership has helped address on-time performance issues. On-time performance improved in 2015 and continues to improve in 2016. Amtrak Cascades trains are running an average of 86.4 percent on time through July 2016, with only one southbound train, originating in Seattle, averaging below 80 percent.

Until January 2014, ridership on the Amtrak Cascades had generally increased since the service began in 1994. A second train was added in 2000, providing more capacity and more options for riders—resulting in a significant increase in riders. Overall train ridership increased by 209 percent from 1995 to 2013. However, we saw a significant decrease in 2014 with many factors affecting ridership upon which ODOT has no control (e.g., gas prices, Bolt bus competition). ODOT is working to improve what we can control.

ODOT worked with Amtrak, the Washington State Department of Transportation and the host railroads to make schedule changes to address the 2014 ridership drop. In addition to these schedule changes, ODOT implemented a marketing plan for the Oregon segment of the Amtrak Cascades service that provides a targeted strategy to boost ridership with an emphasis on inspiring tourism through passenger rail. As a result of these efforts ridership increased 5.8 percent for the calendar year as of July 2016.

ODOT and the Washington State Department of Transportation actively worked with Amtrak, Talgo (the trainset manufacturer), Union Pacific, Burlington Northern – Santa Fe Railroad and British Columbia to manage rising costs of the Amtrak Cascades service. Additionally, ODOT and the Washington State Department of Transportation engage in a partnership, co-managing the service to increase efficiencies and improve cost savings.

As with other forms of public transportation, passenger rail must be subsidized thereby requiring some level of government support. ODOT paid for the service through revenues from ticket sales, other non-highway fund revenues, revenues generated by custom license plate fees that the Oregon Legislature dedicated toward train service, one-time federal funding, and state general funds. The resources available to ODOT to pay for the service are no longer adequate to cover the full costs due to a number of factors that have combined to increase the gap between revenue and costs.

Passenger rail benefits the quality of life for Oregonians by providing transportation for those without access to a vehicle, by connecting universities and higher education facilities, and providing a safe, environmentally friendly manner of travel. Passenger rail has the potential to alleviate congestion on Interstate 5.

Presentation:

Hal Gard gave the presentation on the passenger rail program. Highlights of the presentation were:

- The Pacific Northwest passenger rail corridor is one of eleven designated corridors in the United States. Amtrak operates the service and Oregon and Washington pay for it.
- Benefits of passenger rail include connections, communities, choices, tourism, jobs and opportunities and safety and efficiency.

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- Program challenges include ridership volume, schedules, low gas prices, increased costs, on-time performance and funding.
- Amtrak Cascades ridership in the Eugene-Portland corridor was up seven percent in 2015 from the 2014 totals.
- There is a correlation between passenger rail ridership and fuel prices.
- ODOT's contract with Amtrak has an 80 percent On-Time Performance (OTP) rate for all Amtrak Cascades passenger trains. Recent ruling by the Surface Transportation Board defines on-time as a train arriving within 15 minutes of its scheduled time for all stops including intermediate stops. It also gives states/Amtrak a means to hold the host railroads accountable if they consistently cause passenger trains to not meet the OTP goal of 80 percent for two consecutive quarters.
- Program efforts and results were discussed in terms of ridership, schedule modification, on-time performance improvement, partnerships and cost control measures.
- Future plans include responding to demographic changes and population increases, improving connectivity, optimizing ridership, preserving service and completing an Oregon passenger rail Environmental Impact Statement (EIS).

Discussion:

Commissioner Morgan asked about the on-time issue with the train coming out of Seattle. Gard said the evening, southbound train is consistently late. Several factors contribute to this including major capital construction of about \$1 billion in ARRA funds for track improvements and the huge amount of traffic in the Seattle area. BNSF Railroad knows that when ARRA funds run out and the switch is flipped in 2017, it is committed to 88 percent on-time performance and that there are significant financial penalties if it does not make that figure.

Commissioner O'Hollaren commented that it is very expensive for the small volume of people that go on some segments of the line. It's a jaw-dropper the amount of the check written to maintain some segments while we have little control over the variables that would make the line successful.

Commissioner Lohman agreed but noted the important counter-point that if we don't continue and maintain these lines now, starting it up again 20 years from now when the population will require it will be hugely expensive. Part of this is investing in our future and we need to sell this to our legislators.

Commissioner Morgan said it's clear this doesn't work if the legislature doesn't buy into it because it's General Fund dollars that really bridge the gap. Morgan said legislators are starting to understand that if we get out of the railroads right now, and then have to get back into it sometime in the future, all the investments we have made to this point will be gone and we will be starting all over again.

Gard concluded by saying all of the transportation options we invest in aren't done to make money. We lose money on most of it but we do it because there is a need and we are trying to serve the transportation needs of a particularly vulnerable segment of our population. That's

the conscious choice we make, to try and make those connections and give people an alternative choice to driving a vehicle.

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Trade and Logistics Initiative
Agenda E

The commission received an informational presentation about the Trade and Logistics Initiative from ODOT Assistant Director Travis Brouwer, Business Oregon Director Chris Harder, Port of Portland's Chief Financial Officer Keith Leavitt and Oregon Department of Agriculture's Marketing Director Terry Fasel. ***(Background materials in Director/Commission/History Center File, Salem.)***

Background:

Oregon's economy depends on the ability of businesses to stay competitive in the global marketplace. Oregon exporters and importers face mounting logistics challenges due to the loss of Portland Terminal 6 container service and changes in the international maritime and transportation industries.

In April 2015, Oregon Governor Kate Brown launched the Trade and Logistics Initiative to work with small and medium-sized businesses across Oregon to help identify solutions to their trade-related freight logistics challenges. The Oregon Business Development Department, the Oregon Department of Agriculture, the Oregon Department of Transportation, and the Port of Portland engaged more than 300 people in community forums held in Albany, Grand Ronde, Hermiston, Medford, Ontario, Portland, Redmond, and Wilsonville, as well as consulted with freight experts to develop recommendations for action and implementation.

The Trade and Logistics Initiative released its report in February with recommendations for action. These recommendations fall into four categories:

- 1. Resolution of Terminal 6 labor-management issues and restoration of weekly container service.*
- 2. Operational enhancements and actions to improve the existing logistics system.*
- 3. Strategic investments in freight logistics to sustain services.*
- 4. Policy actions to enhance Oregon trade and improve the transport of goods.*

The recommended actions, coupled with ongoing shipper support, are intended to help Oregon businesses that are facing increased transportation costs, longer transit times, reduced reliability, greater business risks, loss of markets and market share, and other business impacts. The goal is to help Oregon businesses move freight to markets and compete globally.

Following release of the report, the Trade and Logistics Implementation Team broke into a number of workgroups that engaged stakeholders in developing plans for implementation of items in the report. Representatives of the agencies involved in the effort briefed the Oregon Transportation Commission on the initiative, including the report and implementation work team reports.

Presentation:

Travis Brouwer said the “Keep Oregon Trade Moving” initiative is a multi-agency effort that was led by Business Oregon in partnership with the Port of Portland, the Oregon Department of Agriculture and ODOT. Brouwer introduced representatives from the different agencies, which provided updates on the initiative. Highlights of the presentation of the trade and logistics initiative from Business Oregon Director Chris Harder, Port of Portland Chief Financial Officer Keith Leavitt and Oregon Department of Agriculture Marketing Director Terry Fasel.

- Challenges include the loss of Terminal 6 weekly container service which, coupled with changes in the international maritime and transportation industry, is impacting Oregon shippers through escalating transportation costs, shortages of trucking services and equipment and growing congestion on our roads. This impacts farmers, manufacturers and transportation providers in Oregon and the Pacific Northwest.
- Goals are to identify freight logistics solutions to help Oregon businesses move products and supplies to/from markets efficiently and cost-effectively and support long-term service recovery at the Port of Portland's Terminal 6.
- Trade and logistic actions include freight policy and regulatory actions, a Port Truck Driver Training Program, a Valley Intermodal Yard Feasibility Study and global trade and stakeholder education.
- Industry challenges show the global shipping industry is in flux with record low freight rates, and carriers are losing money at record-breaking levels resulting in reorganization and bankruptcies of major carriers.
- An update on Terminal 6, including port shipper solutions and the impacts on transportation.
- Oregon agriculture and its food economy have really come through all the challenges of the recession like labor issues, hours of service, and congestion. It is a part of the economy that didn't shrink and we have a tremendous opportunity with not just the quality, but also the stewardship of our land. Getting Oregon's premium products to a market that will market them so our producers receive a premium is paramount. A lot of producers have pivoted almost completely away from the wholesale market delivery system because transportation is so difficult.

Discussion:

Commissioner O'Hollaren said the long-term picture, with a 73-mile trek up the Columbia River, with the channel not getting deeper and ships getting bigger, needs a long-term competitive solution if we are to compete with Seattle. Should we be focusing there or should we be looking at other alternatives? Leavitt said we have never competed with the ports of Seattle or Tacoma because they are in a much different league; our smaller market versus the Washington ports' much larger draw of imports, which in turn draws carrier service.

Leavitt said the Port of Portland is an export port with the challenge of having to draw export service in when it's 105 miles from the ocean on a draft-constrained river. You need to look at the northwest infrastructure for export ports and you have to have redundant modes to move products. The container area at Terminal 6 is very strategic to small and medium sized producers in the agriculture industry that have a low margin. The transportation impact of

having to move containers up to Seattle can adversely affect a producer's market and its ability to compete. Leavitt said making sure good transportation investments are made and, broadly speaking, making sure we are thinking multimodal, combined with good programs like *ConnectOregon* are the things we should be focused on.

Commissioner Lohman said there is a real niche for Terminal 6 and we have a real opportunity to get it back. Keeping the product on the water in the right niche is a tremendous advantage for us. Lohman asked if the global shakedown in the container industry gives us an opportunity to sit back down with the container folks and say this is an issue we all have to work on together. To what degree have they been willing to participate in this initiative and is there any opportunity to grow that? Leavitt agreed there is a niche for the product but until the lawsuits are settled out, getting that kind of engagement is going to be probably limited.

Chair Baney thanked the group for their presentation and the time and experience they have put to this matter.

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Highway Safety Quarterly Report
Agenda F

The commission received an informational Highway Safety Quarterly Report update from ODOT Transportation Safety Division Administrator Troy Costales. (***Background materials in Director/Commission/History Center File, Salem.***)

Background:

This Highway Safety Quarterly Report from Transportation Safety Division Administrator Troy E. Costales focuses on driver behavior and the factor of speed. Fatal crash data reflects excessive speed or driving too fast for present conditions as one of the top three contributing factors in fatal traffic crashes on Oregon roads. There are more than 10,000 speed-involved traffic convictions every month in Oregon.

Presentation:

Highlights of the presentation were:

- A review of the latest statewide Traffic Safety Fatality Report showed there is a 3.2 percent increase in deaths from fatal crashes, up from last year's total of 283 on 8/22/15 to 292 deaths on 8/22/16. Total fatal crashes are down by 1.1 percent at 260, and pedestrian deaths are down 31.3 percent at 33.
- Speed-related crashes: The chances of dying or being seriously injured in a traffic crash doubles for every 10 mph over 50 mph - this equates to a 400 percent greater chance at 70 mph than 50 mph. In 2014, 40 percent of all Oregon traffic fatalities involved speed (144 of 357). In 2014, there were 133,950 traffic convictions relating to speed. Roadway departures are the leading result of speed-related crashes.
- 3 percent of speed-related fatal and serious injury crashes are pedestrian/bicycle crashes.

- 73 percent of speed-related fatal and serious injury intersection crashes occurred in urban areas.
- 71 percent of fatal and serious injury pedestrian/bicycle speed-related crashes occurred at non-intersection locations.
- Driving and marijuana - conventional social thought has been that people who drive impaired from marijuana are safer because they drive slower. However, a study of over 300 marijuana-only DUII-D cases shows that the reason for the stop in the first place was speeding and was far and beyond the number one indicator.
- Education on speeding comes in many different means and formats to reach different audiences.
- Proposed TSAP Vision Statement: We envision no deaths or life changing injuries on Oregon's transportation system by 2035.

Discussion:

Commissioner Lohman said despite all the educational attempts being made, it still feels like people have just more or less accepted speed as something that will happen. We all want to go faster and we all want to get there sooner. We need to somehow change the way people think. He noted an article in the media the other day that cited a new study that found the chance of being in an accident decreases by more than 90 percent when taking public transit transportation.

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***Speed Limits
Agenda G***

The commission received a briefing on the process for setting speed limits, including the legal framework, as well as the engineering principles involved in setting posted speeds. ODOT Highway Division Administrator Paul Mather and ODOT Region 2 Traffic Manager Angela Kargel gave the report. ***Background materials in Director/Commission/History Center File, Salem.)***

Background:

During the July 2016 public hearing on the Draft Transportation Safety Action Plan, the Oregon Transportation Commission asked for a follow-up presentation on the process used to set speed limits. Speed limits are set several different ways in Oregon. Some are statutory, or defined by roadway type. Others are established by the road authority such as emergency, temporary, and low volume local roads. Still others are under the authority of the State Traffic Roadway Engineer through an engineering process. The Speed Zone Review Panel exists as an oversight board to rule on contested speed limit cases and other duties as described in OAR 734-020.

Presentation:

Paul Mather introduced Region 2 Traffic Manager Angela Kargel who gave the report on setting speed limits. Mather said the report is a follow-up to the conversation on safety at the July OTC meeting. Highlights of the presentation were:

- Speed zones are set for many different reasons, including: emergency and temporary zones, local jurisdiction mandates, state statute, citizen requests or traffic volume on a given road. The next step is an investigation to determine the best speed for a given roadway, followed by a recommendation. The state traffic-roadway engineer then takes the appropriate action to commence with a speed zone order.
- Investigations collect, compile and analyze the following information: road character, traffic mix and volume, crash data, roadway measurements and speeds.
- The timeline to complete the process to set a speed limit is about five months.
- Each year, ODOT conducts about 85 investigations and establishes about 25 temporary speed zones.



The commission adjourned for a working lunch at 12:12 p.m., in the Commodore Room.



Director Garrett reviewed the current draft of the annual OTC workshop agenda. The commission indicated that the modifications made to the agenda based on their comments in Klamath Falls have addressed their concerns. Commissioner O'Hollaren suggested inviting Gregg Kantor, the co-chair of the Governor's Transportation Vision Panel, to provide his insight to the commission on transportation needs based on the Vision Panel's discussion and tour of the state.

The regular monthly meeting was reconvened at 12:56 p.m.



**Key Highway Projects
Agenda H**

The commission received an informational report on key highway projects around the state from ODOT Highway Division Administrator Paul Mather. **Background materials in Director/Commission/History Center File, Salem.)**

Background:

This presentation is to keep the Oregon Transportation Commission informed on the critical issues facing key construction projects around the state. The presentation highlighted the status of major projects including those from the Jobs and Transportation Act. It covered the scope, schedule and budget of these projects, as well as pointed out current issues. Lastly, the presentation included a project demonstrating a key partnership with the Oregon Department of Fish and Wildlife facilitating regulatory streamlining.

Presentation:

Paul Mather gave a quick review of the cycle process needed to create a project, starting with the policy planning side, and concluding with operating the system. Mather gave updates on the following projects:

- OR 22 southeast of Hebo, culvert failure.
- ODOT/Oregon Department of Fish and Wildlife (ODFW) pilot project, barriers to fish passage/maintenance problem to deal with debris blocks, erosion and damaged pipe ends.
- ODOT/ODFW pilot project to replace culverts to meet fish passage criteria.
- ODOT/ODFW pilot project in southwest Oregon for culvert repairs.
- OR212/224, Sunrise corridor.
- I-5 Fern Valley Interchange.
- U.S. 20 Pioneer Mountain/Eddyville.

Discussion:

Commissioner Morgan said there has been discussion for some time about the need to help the legislators on the joint committee understand that the project doesn't start when the ground gets broken. As we get into the legislative arena, it would be useful to identify one project in each region and plot it over time through all the stages so legislators could get a much more concrete idea of the span of time needed.

Commissioner Morgan said culvert replacement is a massive cost to undertake and asked if there was any potential to having local jurisdictions, especially counties, be involved with the replacement. Mather responded that was probably a question for ODFW but noted there is a lot of trust involved with the ability to follow up on commitments. Counties are reluctant to go too far too fast with many of the pilots; but long-term there is potential. There are learning opportunities we're already talking about that can be applied. But local governments have to be willing to stand up and document that they have made those commitments.

Chair Baney asked, from a response and resiliency perspective, how will the Pioneer Mountain/Eddyville project factor in, in terms of a lifeline for this community? Mather responded that this project still has bridges on it. Some of the major bridge crossings were taken off, but the bridges left are designed to the current standards so we would expect those to perform very well in a major quake. Factors of safety were placed in there for the landslides and rock falls. We will probably see some rock fall on this project during that time, but that's fairly common throughout this corridor and we think we would be able to clear those rocks in a relatively timely way to get the road open fairly quickly.

After the meeting closed, members of the Oregon Transportation Commission and ODOT staff participated in a tour of U.S. 20 Pioneer Mountain-Eddyville project at the PME project sight.

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Consent Calendar
Agenda Item I

The commission considered approval of items on the Consent Calendar. (**Background materials in Director/Commission/History Center File, Salem.**)

1. Approve the minutes of the August 18-19, 2016, commission meeting in Klamath Falls.
2. Confirm the next two commission meeting dates:
 - Thursday and Friday, October 13-14, 2016, annual workshop and meeting in Silverton.
 - Friday, November 18, 2016, meeting in Eugene.
3. Request approval to adopt a resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
4. Request approval of the following Oregon Administrative Rules:
 - a. Amendment of 731-090-0000, 731-090-0020, 731-090-0030, 731-090-0040, 731-090-0070, 731-090-0080, 731-090-0090 relating to the Road Usage Charge Program.
 - b. Adoption, amendment, repeal and renumbering of rules in chapter 735, divisions 10, 16, 62, 63, 64 and 70 relating to driving privileges.
 - c. Adoption of 735-060-0001, 735-060-0051, 735-060-0101, 735-060-0145; amendment of 735-060-0030, 735-060-0040, 735-060-0050, 735-060-0055, 735-060-0057, 735-060-0090, 735-060-0095, 735-060-0100, 735-060-0105, 735-060-0115, 735-060-0120, 735-060-0130; repeal of 735-060-0060, 735-060-0065, 735-060-0110 and amendment and renumbering of 735-060-0000 to 735-060-0003 relating to third party testing for commercial driver licenses.
 - d. Amendment and repeal of rules in chapter 740, divisions 20, 30, 35, 45, 50, 55 and 300 relating to passenger carriage deregulation.
5. Request approval to amend the 2015-2018 Statewide Transportation Improvement Program (STIP) to add three new projects:
 - Oregon 138: Lone Rock (Glide) Bridge and Oregon 234: Dodge Bridge
 - Region 4 Bridge Screening Project (Interstate 84)
 - Region 5 Bridge Screening Project (Interstate 82 and Interstate 84)Funding for Oregon 138: Lone Rock (Glide) Bridge and Oregon 234: Dodge Bridge project (\$350,000) will come from the total cost savings of \$414,559 of the U.S. 101: Hunter Creek Bridge Cathodic Protection project and funding for the Region 4 (\$671,200) and Region 5 (\$1,172,000) Bridge Screening projects will come from the funds that are set aside for bridge overpass screening projects. The total estimated cost of the three projects is \$2,193,200.
6. Request approval to amend the Statewide Transportation Improvement Program (STIP) to add \$1,000,000 from the Transportation Enhancement (TE) Discretionary Account to the 6th Street: Yerxa Avenue – Umatilla Bridge (Umatilla) project. The funds will augment the construction of the 6th Street sidewalk/streetscape project in Umatilla, concurrent with pavement preservation on U.S. 730 (6th Street) through the city of Umatilla. The total estimated cost of this project is \$4,575,000.

ADVANCE COPY ~ SUBJECT TO REVISION

With no issues or conflicts identified by the commission members, Director Garrett asked for approval of the Consent Calendar.

Action:

Commissioner Lohman moved to approve the Consent Calendar. Commissioners O'Hollaren, Morgan, Lohman and Baney unanimously approved the motion.

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Chair Baney adjourned the meeting at 2:02 p.m.

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That afternoon, at 2:30 p.m., members of the Oregon Transportation Commission and ODOT staff participated in a tour of U.S. 20 Pioneer Mountain-Eddyville project at the PME project sight.

Tammy Baney, Chair	David Lohman, Member
	<i>Absent</i>
Susan Morgan, Member	Alando Simpson, Member
Sean O'Hollaren, Member	Roxanne Van Hess, Commission Support