

**OREGON TRANSPORTATION COMMISSION**

**Minutes of the Regular Monthly Meeting  
April 17, 2013  
Salem, Oregon**

On Wednesday, April 17, 2013, at 8:30 a.m., the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff held a premeeting briefing session and reviewed the agenda in Room 240, the Stuart Foster Conference Room, at the Transportation Building, 355 Capitol Street NE, Salem, Oregon.



The regular monthly meeting began at 10:21 a.m. in the Gail L. Achterman Conference 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:

Commission Chair Pat Egan	Trans. Safety Division Admin. Troy Costales
Commissioner Dave Lohman	Region 1 Manager Jason Tell
Commissioner Mark Frohnmayer	Region 2 Manager Sonny Chickering
Commissioner Tammy Baney	Region 3 Manager Frank Reading
Director Matthew Garrett	Region 4 Manager Bob Bryant
Chief of Staff Dale Hormann	Region 5 Manager Monte Grove
Trans. Development Div. Admin. Jerri Bohard	Commission Assistant Jacque Carlisle
Communication Div. Admin. Patrick Cooney	



Chair Egan called the meeting to order at 10:21 a.m.



***Director's Report***



***Motor Carrier Transportation Division Inspectors Lead Nation***

A Federal Motor Carrier Safety Administration's Motor Carrier Management Information System (MCMIS) data snapshot as of 2/22/2013, demonstrates the fact that Oregon MCTD employees conducting truck and driver safety inspections lead the nation in detecting unqualified drivers by placing out of service 14.37 percent of all drivers inspected roadside. It is important to understand that this percentage of drivers deemed unqualified and placed out of service does not result from random inspections; rather, ODOT employees utilize

sophisticated data management techniques to target inspections of drivers deemed most warranting attention.

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### ***2012 Tourism and Hospitality Industry Achievement Awards***

The Oregon Tourism Commission announced the recipients of the 2012 Tourism and Hospitality Industry Achievement Awards. The Oregon Heritage Tourism award recognizes outstanding use of Oregon's cultural or natural history by an Oregon individual, organization, business, community or region to draw visitors to the state. This award went to the Historic Columbia River Highway Advisory Committee. The committee has worked for more than 25 years to restore and complete access to the Historic Columbia River Highway and the related trail. Nearly complete, the trail provides expanded views of America's only congressionally-designated National Scenic Area.

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### ***Oregon Rates High in Providing Online Access to Government Spending Data***

U.S. PIRD Education Fund published a report called "Money 2013: How the 50 States Rate in Providing Online Access to Government Spending Data." Director Garrett said the State of Oregon received a B+, and ranked eighth overall. In the report, the STIP Project Tracking Tool, ODOT's online interactive map which lists all projects, was specifically mentioned. This was a collaborative project between the Transportation Development Division, Information Technology, and the Communications Division.

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### ***Train Sets***

Director Garrett said the first of ODOT's two new Talgo train sets, temporarily named ODOT 1, arrived in Salem April 15<sup>th</sup> on its way to Seattle. The second train set, ODOT 2, is set to depart the manufacturing plant in Wisconsin later this month. Coordination of the special logistics to move these two train sets across the nation is an enormous endeavor that requires significant coordination. The trains are anticipated to rotate into service sometime this summer, after undergoing inspection in Seattle. Director Garrett talked about the survey currently running to name the trains after prominent, visible northwest mountain peaks, as are the two trains owned by Amtrak and the three trains owned by the Washington State Department of Transportation. Oregon's options are Mt. Bachelor, Mt. Jefferson, Mt. McLoughlin, Mt. Scott, and Mt. Thielsen. The survey runs through May 11.

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### ***Telly Award***

ODOT's Transportation Safety Division, led by Troy Costales, along with private sector contractor Gard Communications, received a Bronze Telly Award for the category of the 15/20 Youth Safety area for a TV/theatre Public Service Announcement. The Telly Award honors the finest film and video productions, groundbreaking web commercials, and outstanding local and regional commercials and programs. TSD Program Manager Sue Riehl accepted the award for the video titled, "Party." The Commission viewed the brief video.

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**Public Comments**

No public comments.

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**Enhance and Fix-It Projects Update**

The Commission received an informational overview of the 150-percent Enhance project lists submitted by each Area Commission on Transportation (ACT), which includes data summaries of the Enhance applications submitted to the regions by the ACTs. The overview was in anticipation of a more in-depth discussion at the Oregon Transportation Commission (OTC) June 2013 meeting. The Commission received an informational briefing on the Fix-It process, which was not presented at the February 2013 OTC meeting due to time constraints. ***(Background materials in Director/Commission/History Center File, Salem.)***

Transportation Development Division Administrator Jerri Bohard and Highway Division Administrator Paul Mather led the presentation and answered questions from the Commission.

**Background:**

*The Oregon Transportation Commission approved the new Enhance/Fix-It process for the selection of Statewide Transportation Improvement Program (STIP) projects. The application process began in September 2012, and applications were due November 27, 2012. Region staff did an initial review for eligibility and then provided the applications to the ACTs for their review and consideration. The ACTs have finished the development of their 150-percent lists. The lists will be shared with the Oregon Freight Advisory Committee and the Joint Transportation Enhancement/Oregon Bicycle Pedestrian Advisory Committee as part of the process. These committees will not review the individual projects, but rather look at the lists as a whole and respond to questions similar to those below. The committees will provide their feedback to the OTC at the June meeting:*

- *What type of trends do you see on these lists, and how does that fit with your statewide committee's priorities and vision?*
- *Do the lists, for the most part, reflect some of the values of your committee, such as economy, mobility, and safety?*

*Three letters were sent from the Commission to the ACTs to help frame their discussion. The first letter concerned ACT membership to support the Fix-It/Enhance work, and the second letter helped to frame the considerations for the project lists. The bullets below identify the OTC direction.*

- *Solution-based projects: Focus on solutions to the transportation problem rather than selecting projects to fit various funding or program silos. You need not be concerned about the "color of money" or funding silos within the Enhance category.*
- *Balance: The project recommendations should reflect a balance between modes and promote a sustainable transportation system.*

- *Transportation System: Project recommendations should represent a mix of state system (state-owned routes), other roadway systems (local, federal, and tribal roads), off-street bicycle, pedestrian and transit opportunities.*
- *Efficiency and Leverage: Project recommendations should include the most efficient and effective projects available to solve the transportation problem and leverage as much additional funding as possible.*
- *Goals, Objectives and Priorities: The ability to tie a project proposal to multiple goals, objectives, and priorities is positive.*

*The third letter reflected the discussion at the OTC workshop in October 2012 about the expectations of the project benefit categories, which were different from past STIP criteria. A couple of questions framed the discussion for the ACTs:*

- *How does this project improve transportation choices for people in your community?*
- *Why is now the right time for this project?*
- *How does this project improve the lives of people or the economy in your community?*

#### *Next Steps*

- *Based on these 150-percent lists, the regions are beginning to scope the projects to develop better cost estimates and to assess the work needed to bring these projects to completion.*
- *The two advisory committees are beginning their review of the same information provided to the OTC and will finalize their comments to the OTC in time for the June OTC meeting.*
- *Determine what additional outreach the OTC would like to do with the ACTs to refine the project lists by the ACTs and the regions.*

Paul Mather and Jerri Bohard started the Enhance and Fix-It projects update by giving a presentation on potential transportation needs and growth forecasts. Highlights of the presentation were:

- highway projects needs list
- projected bridge conditions
- projected pavement conditions
- Oregon Freight Advisory Committee's (OFAC) 2013 freight bottlenecks list
- maintenance and operations conditions
- culvert needs
- rail freight and rail passenger needs
- public transportation and transportation options
- bicycle and pedestrian needs
- grant programs

Paul Mather gave some background on the Fix-It program and what the Commission can expect when staff comes back with the draft Fix-It list. Highlights of this presentation were:

- the Fix-It program is for fixing or preserving the state system and is driven by our management system
- guiding principles: balance, leverage, maintenance, safety, regulatory compliance, economy, cost effectiveness, and system continuity

- linked with Area Commissions on Transportation (ACT) discussions
- Fix-It funding allocation
  - funding set aside for key programs
  - 80 percent given to programs based on history
  - 20 percent given to programs for priorities
- priority corridor approach – focuses on holding conditions on higher priority routes, while allowing lower priority routes to drop
- impacts to adjusting current amounts
- 2016-2018 Fix-It Shelf Project program
- final Fix-It package to OTC

Paul Mather said the numbers show a significant shift from the highway dominant projects historically done, to other modes. There is also a significant shift from state highway system focused projects, to ones in the local system. Chair Egan said it is important for region managers and committee members doing outreach to get the message out that the process has been shaped by the projects already received, but that there is this other list that didn't really show up in the process, and that needs to be part of the conversation.

Jerri Bohard continued with an update on the Enhance program. Highlights of that presentation were:

- amount of Enhance funds requested for projects on the 150-percent lists
- 150-percent list Enhance funds requested by mode – broken down by region
- observations of the Enhance process
  - communication hurdles – continual need to communicate purpose of effort; that highway projects are a mode within Enhance and need to be applied for; and that many need to recognize this is the only source for funds for both state and local systems
  - ACTs looked to ODOT to find project synergies
  - due to funding levels, more smaller projects made it difficult for projects with higher costs to get on the list
  - the project benefit “criteria” seemed mostly sufficient
  - scoping of 150-percent list – ACTs differing in how to address this issue
  - match implications – applicants need to provide match for the projects. Are applicants aware that if the cost of the project goes up, their match will go up?
  - economy of scale issues – Are there ways to combine projects to minimize administrative costs of using federal funds?

Chair Egan suggested adding more time to the agenda for ACT discussions and what direction the Commission wants to give the ACTs. The passing of House Bill 2800 (Columbia River Crossing) creates an obligation on ODOT's part, with no revenue to meet that obligation. The governor and legislature are open to, and expect a revenue conversation. How the Fix-It/Enhance process plays out, relative to “we will fund this, and here's the need, and here's the opportunity,” will be critical. The ACTs, local government, elected officials, and business leaders should not be surprised that we're having a bigger conversation than just the STIP and completing our work.

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## ***Seismic Options Report and Resilient Oregon Plan***

The Commission received an informational presentation on the Seismic Options Report and the Resilient Oregon Plan, and discussed recommendations and next steps. ***(Background materials in Director/Commission/History Center File, Salem.)***

Highway Division Administrator Paul Mather introduced Department of Geology and Mineral Industries (DOGAMI) Director Vicki McConnell and ODOT Bridge Engineer Bruce Johnson, who led the presentation and answered questions from the Commission.

### ***Background:***

*Building on earlier studies of seismic vulnerability and State Highway Lifeline Routes, the Oregon Highways Seismic Options Report has been enhanced to include estimates of impact to the economy under various levels of resilience. Recently, the legislature has taken an interest in seismic resilience in vulnerable areas. In response to House Resolution 3, adopted in 2011, a statewide effort to develop an Oregon Resilience Plan to identify seismic vulnerabilities of critical facilities and resources, and to recommend options to improve resiliency, has been completed.*

*Expected damages to the highway system are estimated to create losses in gross state product of \$350 billion over 8-10 years. Many businesses will cease to exist, or relocate and not come back.*

*Route selection to prioritize resources takes into account three main principles:*

- Survivability – consideration of emergency response and locations of critical care facilities*
- Life Support – life support resources (food, water, repair crews)*
- Economic Recovery – critical freight corridors, mobility into and out of areas, routes between large metro areas*

*The rate of return on investments to improve seismic survivability is 46 to 1. In other words, by investing dedicated funding starting now, Oregon can reduce the long-term economic impact of a major seismic event by billions of dollars. For example, with a \$1.8 billion investment, Oregon can reduce the effects of a major event by \$84 billion.*

*The Seismic Options Report discusses how to address bridges and unstable slopes with an investment in seismic upgrades that can be segmented into three stages and be completed by 2030. The states of Washington and California are far ahead of Oregon in seismic investment. California has upgraded 5,147 bridges with an investment of \$13 billion, and Washington has addressed 416 bridges with an investment of \$177 million.*

*By starting now, Oregon can survive better and recover faster from a Cascadia seismic event, reduce the loss of life, reduce the time areas are isolated, and speed economic recovery.*

Department of Geology and Mineral Industries (DOGAMI) Director Vicki McConnell started the discussion with an overview of what is meant by an “event.” She discussed the earthquake in Japan, using it as a point of reference should an event of that magnitude occur in Oregon.

Paul Mather talked about the Seismic Option Report, which tied the economic benefits of doing the work up front, versus the do-nothing alternative. There are three themes throughout the report: the 10-20,000 casualties in the initial wave of the event; the additional 5-10,000 secondary casualties that happen in the days and weeks afterward; and then the long-term economic damage that happens to Oregon over the next decade.

Vicki McConnell and ODOT Bridge Engineer Bruce Johnson talked about the 2013 Resilience Report and how vital transportation is to the overall resilience plan because affected areas can't be reached if there is no transportation. ODOT has done a great job of developing scenarios and looking at the gaps. The Resilience Plan has been delivered to the governor and the legislature, and the conversation is, "what do we do with this now?"

Chair Egan said it would be helpful to have a set of five talking points about the first couple of hours in the aftermath, and are there things we can say about what happened in Japan, and that X number of lives could have been saved if we had just done X.

Bruce Johnson talked about the short- and long-term plans to develop lifeline routes for the movement of supplies and people. The feeling is that Oregon is woefully unprepared for any significant size event. There will be a high number of business failures, and businesses will attempt to adapt by identifying new methods to connect with customers and suppliers, maintaining access to workers, or by relocating out of the impact area; unlikely to return. The task is to link the system back up to minimize those impacts to customers, suppliers, and workers. Route selection will be critical to minimizing loss of life and long-term economic damages.

Paul Mather summarized by saying the key message is that we have to start now. California and Washington are ahead of Oregon in this effort. We need to start making some investment, even if it is a slow investment. The longer we wait to start, the more risk and likelihood of severe impacts.

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***Amend the 2012-2015 STIP***

The Commission considered a request to amend the 2012-2015 Statewide Transportation Improvement Plan (STIP) to add the U.S. 97 and Oregon 58 Tier 1, Phase 1, Bridge Seismic Retrofit Design Project. This project will be funded with a portion of the savings from the Full Federal Oversight (FFO) – U.S. 199: Applegate River Bridge Project. The estimated cost of this design project is \$2.5 million. ***(Background materials in Director/Commission/History Center File, Salem.)***

***Background:***

*Tier 1 routes provide connectivity to other states and Oregon's primary airlift receiving location (Redmond Airport) with major population centers along the Interstate 5 corridor and the coastline. Due to the projected costs, the Tier-1 routes were further divided into Phase 1 and Phase 2, with several corridors in each phase.*

*This project will accomplish preliminary engineering for bridge seismic retrofit projects on U.S. 97 and Oregon 58, two of the five corridors in Tier 1, Phase 1. Bridges built after 1990 are designed to modern seismic standards and are not included in this project. The department expects that the scope of work for the majority of bridges will be relatively minor, such as the addition of seismic restraint cables to keep the superstructure on the bearings. Other bridges will require more extensive work, and bridges that are in areas that could experience liquefaction may require replacement.*

*Having seismic retrofit designs for these bridges will allow "bundles" of similar work to be grouped together for construction. Confirming the design costs, and having accurate construction estimates for this population of bridges, will allow for the systematic programming of these projects, and the development of similar work on the remaining Tier-1 corridors.*

Highway Division Administrator Paul Mather said the request is to take some savings that were realized on some good bids and some other projects, and allocate \$1.5 million to start design work on the first phase of this project. The purpose of the design work is twofold. One would be to get projects on the shelf should funding opportunities arise. The other is to recalibrate planning numbers to see how accurate those are, answer some questions about which bridges would be replacements and which retrofits, and generally getting a good sample to work with to apply to the rest of the program.

Commissioner Baney moved to approve the request to amend the 2012-2015 STIP. The Commission unanimously approved the motion.

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### ***Updates to Public Transportation Advisory Committee (PTAC)***

The Commission received an informational presentation on the updated 2013 Public Transportation Advisory Committee (PTAC) Purpose and Structures document, and the updated PTAC membership list. ***(Background materials in Director/Commission/History Center File, Salem.)***

#### ***Background:***

*The Oregon Transportation Commission (OTC) appointed the Public Transportation Advisory Committee (PTAC) in January 2000. The PTAC Purpose and Structure document, which guides PTAC's work, was last updated in 2005. PTAC updated the Purpose and Structure document to be relevant to current conditions.*

*The new membership list reflects the committee's desire to be a strategic partner in the future of public transportation in Oregon, and will continue to be a vital resource to the OTC. The intention is to advance a multimodal perspective with transportation options.*

*PTAC continues to serve as a forum to discuss and identify public transportation issues and solutions. Specifically, the members want to:*

- *identify its strategic public transportation vision for Oregon*
- *recommend actions to the Public Transit Division (PTD), ODOT, and the OTC regarding public transportation policies and programs.*
- *respond to issues brought to it by the PTD, ODOT, OTC, other partners and the public.*
- *identify the transportation needs for all individuals in the State of Oregon.*
- *promote and educate alternative transportation modes and travel options strategies.*
- *support and endorse local community and regional public transportation and alternative travel solutions.*

In fall 2012, a PTAC workgroup was established to define what the membership structure should look like, as well as review changes to the charter document. Public Transit and Rail Division Administrator Hal Gard introduced PTAC Chair Terry Parker and PTAC Roles and Responsibilities Work Group Co-Chair Jay Flint to present the results of that work and answer questions from the Commission.

Terry Parker said probably the biggest change is on membership. A look at the proposed PTAC membership list seems to show a number of senior services and disabled groups that are going off the list, while more members of a different nature are being added. The Transportation Brokerage System (TBS), through the Department of Human Services, didn't exist when this committee first was formed, and one of the goals in including seniors and people with disabilities in those organizations is to make a really tight connection between public transportation services for those groups. Over the years, the TBS has evolved and expanded to a brokerage that can do a lot of transportation for a lot of other people with the network that exists. The other main change in membership is to make sure the right people are in the room, and that there weren't a lot of slots that just went empty.

Commissioner Baney put on the record that Ann Hanus from Associated Oregon Counties had to leave the meeting and asked Commissioner Baney to relay her comments. In looking at the composition of the committee, Ann Hanus asked the OTC to reconsider the proposed change of Association of Oregon Counties representation from two positions to one. AOC wants to continue with the two representatives, one representative for rural counties, and one for urban counties.

Commissioner Lohman asked for clarification on some of the terms regarding the voting organization, such as what is a Small Urban Provider, and who are the candidates for that designation? Terry Parker explained that is a term the Federal Transit Administration uses for someone who is not in the metro designation of 200,000 or more population. Commissioner Lohman said he is glad to see Veterans Transportation and Public Schools representatives added to the membership, and hopes they will become active participants.

Commissioner Lohman expressed concern that the Central/Eastern Rural Provider will either be Bend, with further east not being considered, or, the provider will not be Bend, and then Bend will not get considered. Hal Gard said Bend is now a Metropolitan Planning Organization (MPO) so it can be designated as a Small Urban Provider.

Chair Egan said his concern is that if the membership gets too big, it's a double-edged sword. With that many members, there would certainly be input for discussions, but when it comes to decision

making and implementing the input, the committee may not get the level of participation it needs. The group might want to consider a governing committee that says “there’s advisory action, and then there’s “X” group (the governing committee) that convenes for decision making and for moving things forward to the OTC or legislature.

PTAC will work this further with the comments made today, and will bring this back to the OTC.

Director Garrett applauded Terry Parker for her work with ODOT on PTAC. He said Terry’s dedication in developing equitable and cost efficient solutions, and in providing ways to get around for those Oregonians who find this task most difficult, is to be applauded and saluted. He presented her a few small tokens of appreciation from the agency and the Commission.



### ***Amendment to Oregon Highway Plan (OHP)***

The Commission considered a request to amend the Oregon Highway Plan (OHP) and adopt the recommended changes to the statewide system of **expressways**. The changes will be documented in Appendix D of the OHP, Highway Classification by Milepoint. ODOT Planning Manager Erik Havig presented the request. ***(Background materials in Director/Commission/History Center File, Salem.)***

#### ***Background:***

*Passed in 2011, Senate Bill 264 (now ORS 374.328) required the Oregon Department of Transportation to review all highways that have been designated as **expressways** to ensure the classification overlay is still appropriate. During fall 2012, ODOT region staffs led a review process of all existing **expressways**, and evaluated whether new designations were warranted.*

*The recommended actions were developed in coordination with affected local governments that included cities, counties, Area Commissions on Transportation (ACTs), and Metropolitan Planning Organizations (MPOs). Based on review of local land use context and transportation system planning, the recommended actions included “remove” all or part of an existing **expressway**, and “add” new **expressways**. Recommendations to retain the **expressway** designation do not need a formal action.*

*Based upon the public hearing held March 20, 2013, the OTC asked that the north portion of the Bend Parkway on U.S. 97 be taken out of the proposed action. Additionally, staff has added a note to reflect the desire of the OTC to have additional discussions and review about the **expressway** designation in this area.*

*On February 11, 2013, a 45-day notice of the proposed action was sent to the Department of Land Conservation and Development (DLCD), cities, counties and other stakeholders. The public comment period ended on April 3, 2013.*

ODOT Planning Manager Erik Havig said that, based upon the conversation and public hearing held at last month’s OTC meeting, there was public comment about the north portion of the

Bend Parkway. The action requested by the Commission was to make sure that particular segment is taken out of the equation right now because there was some concern about ongoing work with the Environmental Impact Statement (EIS) and some planning activities, and it wasn't right for making a formal recommendation from the Commission. A footnote has been added to the summary of all proposed actions, that recognizes that the north portion of the Bend Parkway, (from Nels Anderson Road, north to the urban growth boundary (UGB) limits for the City of Bend), is not a part of this consideration, but will come back as a future action.

Commissioner Baney moved to adopt the proposed changes to the highway segments designated as **expressways** per the recommendations contained in the agenda item, and that the Findings of Compliance and supporting information in the Commission packet for this agenda item be adopted as its own findings to support this plan amendment. Commissioners unanimously approved the motion.

Chair Egan noted for the record that the fact there was that many changes and that much input, with just a couple of outstanding issues, is pretty remarkable.



### ***Update on DMV Fraud Prevention Program***

The Commission received an informational presentation on driver license, permit and identification card (ID) issuance, and the Fraud Prevention Program within Driver and Motor Vehicle Services (DMV). (***Background materials in Director/Commission/History Center File, Salem.***)

#### ***Background:***

*Driver license and ID card requirements have changed significantly over the years. Traditionally, a driver license indicated a person was able to drive a vehicle safely, but now a driver license also serves as the primary form of photo identification in this country. As part of the identity process, DMV collects biometric data by taking a photo of the applicant. Facial recognition software is part of the photo capture equipment provided by the vendor. DMV also electronically verifies the Social Security number of the applicant through the Social Security Administration. There are other electronic verifications available that DMV would like to use in the future to ensure the security and integrity of the Oregon driver license and ID card.*

*DMV established a Fraud Prevention Program in 2004, with a primary focus of prevention and detection. Prevention and detection is provided through risk assessments, employee training, newsletters, input from staff, and a DMV Fraud Working Group. An investigator position was added with the law requiring biometric checks (Senate Bill 640, 2005 Legislative Session). The investigator position performs investigations of external and internal fraud, and works with various law enforcement entities.*

DMV Division Administrator Tom McClellan introduced DMV Driver Programs Manager Robert O'Shea, and DMV Fraud Prevention Lead David K. Martin who gave the presentation and answered questions from the Commission. Highlight of the presentation were:

- issuance requirement
- testing: vision, knowledge, driving skills testing
- issuance process: facial recognition and central issuance
- system limitations of issuance
- driver license/ID card statistics
- fraud prevention: goals, objectives
- Fraud Prevention Section
- fraud investigation, prevention and detection tools and methods
- fees

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### ***Portland Streetcar Fund Project Semiannual Report***

The Commission received an informational semiannual report on the Portland Streetcar Fund project in accordance with Oregon Laws 2007, Chapter 746, Section 24. Public Transit and Rail Division Administrator Hal Gard gave the report. ***(Background materials in Director/Commission/History Center File, Salem.)***

***Background:***

*The 2007 Oregon Legislature created the Oregon Streetcar Project Fund for the purpose of financing grants to municipalities to purchase contemporary rail-based streetcars used in public transit systems. The law had two goals: support additional streetcar access and revitalize the manufacturing industry for Oregon.*

Hal Gard said the first of the two semiannual reports covers the period of January 2010 to December 2011. This fall, the next project report will cover January through December 2012.

Highlights of the presentation were:

- legislative history of project
- administrative history
- grant history
- contract history
- progress on the project
- the first car, Car #21, was delivered January 21, 2013
- schedule for delivery of remainder cars
- jobs established
- future job development

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### ***Update on Juniper Ridge IGA***

The Commission received an informational update on the north segment of U.S. 97 in Bend, including the executed Juniper Ridge Intergovernmental Agreement (IGA) between the City of Bend and ODOT, the North Corridor Environmental Study, and TRIP 97. ***(Background materials in Director/Commission/History Center File, Salem.)***

**Background:**

The Juniper Ridge Intergovernmental Agreement (IGA) between the City of Bend and ODOT was executed in November 2010. The Oregon Transportation Commission (OTC) received three updates on Juniper Ridge development and transportation issues over the last five years. The IGA focused on realistic land use development for Juniper Ridge, and on developing transportation mitigations for Highway 97 which supported the rezone of 264 acres in Juniper Ridge from "Urban Area Reserve" to "Light Industrial."

The city completed a Transportation Impact Analysis to address the Transportation Planning Rule (TPR) requirements for rezoning. Based on this analysis, the city proposed a variety of roadway improvements, a funding package, and other mitigation measures, including a Transportation Management Association. Region 4 staff worked closely with city staff to develop the IGA that incorporates these TPR-related components, and to address how ODOT will be involved in the review of future development site plan applications in Juniper Ridge that are non-TPR related.

The U.S. 97 Bend North Corridor Project was presented to the Oregon Transportation Commission (OTC) in 2008 and 2010. The project is focused on long-term improvements for safety and traffic flow on the segment of U.S. 97 between the Bend Parkway and the north Urban Growth Boundary.

In July 2011, the Draft Environmental Impact Statement (DEIS) was published for public review and comment. Based on the evaluation of the comments received, ODOT worked with the City of Bend and Deschutes County to reevaluate the alternatives to address several key themes from the DEIS comments received, which include:

- Can impacts to rural lands be reduced?
- Can access/connectivity to commercial areas be improved?
- Are there ways to reduce costs?
- Is there still a need for the project now that traffic volumes and economic conditions have changed?

The result of this work with stakeholders confirmed the need for a dual local (3<sup>rd</sup> Street) and state (U.S. 97) traffic corridor, and resulted in the East DS2 ("Downscaled Option #2") modified project as the agency's recommended preferred alternative.

TRIP97 is a collaborative multiagency effort that began in 2012 and is focused on developing a long-term framework for the improvement and maintenance of the U.S. 97 corridor between Madras and La Pine. The partners are developing a multipronged approach, which will carry through 2013:

- Create a corridor and area-wide travel-time-based mobility standard, instead of the typical intersection-by-intersection volume-to-capacity ratio method.
- Develop a practical, best-value plan and projects prioritized regionally with a corridor / system /multimodal perspective.
- Create funding mechanisms that take small bites from many different sources tied to growth and growth-related congestion and other system mobility issues.
- Use the plan to develop local, state, and federal "buy-in" and governance regarding the future of the corridor.

*Together, the interim improvements identified as mitigation in the Juniper Ridge IGA, and the preferred alternative documented in the Bend North Corridor EIS, set forth a long-term plan and strategy for managing this important segment of the US 97 Corridor. The TRIP 97 collaborative partnership is intended to create an alternative in how ODOT works together with local government to support job creation and economic development opportunity, while managing mobility within the US 97 corridor and complying with the state's Transportation Planning Rule.*

Region 4 Manager Bob Bryant and Environmental Program Manager and US 97 North Corridor Project Leader Amy Pfeiffer talked about how the three various efforts discussed above, interrelate and link together, and answered questions from the Commission.



### ***Not on the Agenda – Warren Whitlock***

Director Garrett asked that special guest speakers be allowed to address the Commission. He introduced FHWA Associated Administrator for Civil Rights Warren Whitlock, FHWA Division Administrator Phillip Ditzler, and ODOT Office of Civil Rights Manager Michael Cobb.

Warren Whitlock said that when we talk about civil rights, we talk primarily about the Developing Businesses (DB) Program. His main goal at FHWA Civil Rights is to assist states in reaching their goals in DB participation. In the short time he has been at FHWA, his philosophy has been to build trust, friendship, and relationships on the premise that FHWA is there as a collaborator and a friend to look for ways we can accomplish these goals. He is looking forward to a long and productive relationship with ODOT.

Mr. Whitlock said he has heard a lot of good things about what ODOT is doing for civil rights from Phillip Ditzler and Michael Cobb, and invited ODOT to contact him if he can ever be of help. He made note that he has just signed a memo to FHWA Division Administrators about STP funds available for DB opportunities.



### ***Consent Calendar***

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

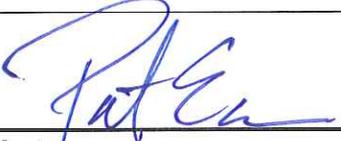
1. Approve the minutes of the March 20, 2013, Commission meeting in Salem.
2. Confirm the next two Commission meeting dates:
  - Wednesday, May 15, 2013, meeting in Salem
  - Wednesday, June 19, 2013, meeting in Salem
3. Request approval to adopt a resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
4. Request approval of the following Oregon Administrative Rules:

- a. Amendment of 735-048-0000, 735-048-0020, 735-048-0030, 735-048-0040, 735-048-0050, 735-048-0060, 735-048-0070, 735-048-0080 relating to farm vehicles.
  - b. Amendment of 735-072-0020 and 735-072-0023 relating to the Provisional Driver Improvement Program.
  - c. Amendment of 740-100-0010, 740-100-0065, 740-100-0070, 740-100-0080, 740-100-0085, 740-100-0090, 740-110-0010 relating to federal safety and hazardous materials transportation regulations affecting motor carriers.
5. Request adoption of the Oregon 66 Green Springs Highway Interchange Area Management Plan (IAMP) located in Klamath Falls, Region 4. Adoption of this IAMP implements Policy 3C and amends the Oregon Highway Plan (OHP).
  6. Request approval to adopt the Oregon 126 Fern Ridge Corridor Plan. Adoption of this corridor plan implements policies in the Oregon Highway Plan (OHP). Findings of compliance in support of this action are found in Exhibit B. Adoption of the corridor plan will constitute an amendment to the 1999 OHP.
  7. Request approval to commit funding to the state's Metropolitan Planning Organizations (MPOs) for State Fiscal Year 2014. The MPOs will use the funds to carry out their transportation planning programs in order to meet the requirements of federal and state law. The funding amounts to be passed through to the MPOs are illustrated in Attachment A. Request authority to be delegated to the Division Administrator of the Transportation Development Division to sign the necessary agreements for the disbursement of the above noted funds.
  8. Receive notification of the withdrawal of the requested Immediate Opportunity Fund (IOF) grant, in the amount of \$87,406, for the Baum Industrial Park in Union County. The original applicant, KML Corporation, withdrew from participation in this project due to economic reasons.
  9. Request approval to amend the 2012-2015 Statewide Transportation Improvement Program (STIP) to add the Interstate 5: Barrier and Guardrail Upgrades MP 0.14-167.27 Project. The funding will come from cost savings realized in the Interstate Maintenance Program Financial Plan. The total estimated cost of this project is \$10,400,000.
  10. Request approval to amend the 2012-2015 Statewide Transportation Improvement Project (STIP) to add the construction phase for the Interstate 5: Tolo Road Bridge Strengthening Project. The funding for this project will come from savings realized in the State Bridge Financial Plan. The total estimated cost of this project is \$363,000.
  11. Request approval to amend the 2012-2015 Statewide Transportation Improvement Program (STIP) to add the Oregon 126: Willamette River WB Bridge Repair and Painting Project. The funding for this project will come from savings realized in the State Bridge Financial Plan. The total estimated cost of this project is \$750,000.

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



Chair Egan adjourned the meeting at 3:50 p.m.

	
Pat Egan, Chair	Tammy Baney, Member
	
David Lohman, Member	Mark Frohnmayer, Member
Not present.	
Mary Olson, Member	Roxanne Van Hess, Commission Support