

OREGON TRANSPORTATION COMMISSION

**Minutes of the Regular Monthly Meeting
June 19, 2013
Salem, Oregon**

On Wednesday, June 19, 2013, at 9:00 a.m., the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff held a premeeting briefing session in the Tillamook Room, at the Portland International Airport Conference Center, 7100 Airport Way, Portland, Oregon. Highlights of the premeeting were:

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A review of the agenda – Matt Garrett reviewed the agenda.

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The Commission discussed the upcoming meeting in July, with the chairs of the ACTs and advisory committees, and what the Commission wanted to see in the invitation letter.

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Freight Rule-Making – Dale Hormann briefed the Commission that we have a draft that the stakeholders have agreed upon to comply with ORS 366.215.

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The regular monthly meeting began at 10:36 a.m. in the Multnomah Room at the Portland International Airport Conference Center.

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
Commissioner Dave Lohman
Commissioner Mark Frohnmayer
Commissioner Mary Olson
Director Matthew Garrett
Chief of Staff Dale Hormann
Trans. Development Div. Admin. Jerri Bohard
Communication Div. Admin. Patrick Cooney
DMV Division Administrator Tom McClellan
Public Transit Division Administrator Hal Gard

Trans. Safety Division Administrator Troy Costales
Highway Division Administrator Paul Mather
Region 1 Manager Jason Tell
Region 2 Manager Sonny Chickering
Region 3 Manager Frank Reading
Region 5 Manager Monte Grove
Central Oregon Area Manager Gary Farnsworth
Commission Assistant Jacque Carlisle

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Chair Egan called the meeting to order at 10:36 a.m.

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Director's Report

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Commissioner Lohman Reappointed

On June 4, 2013, Dave Lohman was confirmed by the Senate with 30 ayes, and reappointed for another 4-year term on the Oregon Transportation Commission. The new term begins July 1, 2013, and runs to June 30, 2017. Commissioner Lohman was first appointed to the Commission in February 2008.

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LEED Certification (Leadership for Energy and Environmental Design)

Director Garrett said we just received the finalized review of the LEED Status for the T-Building Renovation. With great pride and pleasure, he announced the T-Building Renovation project was awarded 54 out of 69 possible points to attain the LEED Platinum designation. In addition, the team earned all credits that were attempted. He expressed his thanks to everyone on the team for their commitment to help make this happen.

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Transportation Safety – DUII Rate Report

Under MAP-21, Section 405 was renamed the National Priority Safety Program, and combines the impaired driving, occupant protection, traffic records and motorcyclist safety programs authorized under SAFETEA-LU, and adds two new incentive programs – one for distracted driving and one for graduated driver licensing.

More than 52-percent of Section 405 funds are earmarked for impaired driving incentive grants to reduce the risk of driving under the influence of alcohol, drugs or a combination of the two. They are divided into low-, medium-, and high-range states based on the most recent three years of FARS (fatality) data. Low-range states do not have to satisfy specific eligibility requirements. The requirements increase for the other two types of states. Low-range states have more flexibility in the use of funds than medium- or high-range states.

On May 23, NHTSA Region Administrator in Seattle John Moffat said in a message that the State of Oregon was the only state in the Pacific Northwest Region to receive the low-range rating. It is the diligent work of ODOT staff and many professionals and volunteers around the state that combined to achieve such a stellar report card from NHTSA. Congratulations to everyone for making such significant progress.

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TACT Operation (Ticketing Aggressive Cars and Trucks)

The ODOT Motor Carrier Transportation Division coordinated a two-day Ticketing Aggressive Cars and Trucks (TACT) operation on June 5 and 6, working with the Washington County Sheriff's

Office (WCSO) and the Tigard Police Department. ODOT provided a tractor trailer, a driver, and an ODOT supervisor. WCSO supplied ten deputies the first day and eleven the second day, along with a supervisor each day. Tigard PD provided a motor officer for the second day. The operation took place on the I-5 corridor between Haines and Miley Road. A sheriff's deputy, in the cab of the truck provided by ODOT, provided radio communication of violations he witnessed. He also videotaped the violations he could see from the truck. Deputies in patrol cars acted on the radio communications, or on other probable causes they observed on the road.

The operation focused on aggressive driving behaviors, specifically unsafe lane changes, following too closely, and speeding. The majority of citations were issued to drivers of cars, but there were several truck drivers cited, and 17 commercial vehicles were inspected, of which three were taken out of service for safety violations. One driver was also taken out of service. In total there were more than 270 stops and 212 citations issued during this two-day operation.

The Motor Carrier Transportation Division of ODOT has coordinated such efforts repeatedly over the last several years using federal funds made available through the Motor Carrier Safety Assistance Program (MCSAP).

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Awards

Director Garrett said Region 1 received several significant awards this month.

- The Portland Chapter of Women's Transportation Seminar (WTS) named Region 1 as Employer of the Year.
- Friends of Trees chose Region 1 for the 2013 Community Partner Leadership Award.
- OR43: Willamette River Bridge (Oregon City-West Linn) received the Oregon Heritage Excellence Award for being "an extraordinary example of a successful restoration of a historically significant bridge."
- OR43: Willamette River Bridge (Oregon City-West Linn) received the International Bridge Conference's Abba G. Lichtenstein Medal for outstanding achievement in bridge engineering demonstrating artistic merit and innovation in the restoration and rehabilitation of bridges of historic or engineering significance.
- The Oregon 43 Oregon City Arch Bridge was submitted for award by Pacific Precast Inc. and Wildish Standard Paving Co. and took first place in the DJC Top Projects 2013 awards in the category of "Public works/infrastructure and Transportation."

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Public Comments

Public comments: None

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Immediate Opportunity Funds (IOF) Grant Requests

Region 1 Manager Jason Tell introduced Business Oregon Business Development Officer Carolyn Meece. Tell said one of ODOT's goals is to support a vibrant, viable economy, and these four IOFs are exciting because they support economic prosperity in many wide-ranging

ways. Business Oregon is one of the key partners in making this program work by helping staff assure these transportation investments are really giving the economic benefit and job creation hoped for.

Carolyn Meece gave an overview of the four IOF projects before the Commission for review and approval.

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City of Beaverton IOF

The Commission considered approval of a Type B Immediate Opportunity Fund (IOF) grant, in the amount of \$250,000 to the City of Beaverton, to aid in pursuit of federal grant funds to facilitate economic development and improve transportation safety on Canyon Road (Oregon 8 between Hocken Avenue and 117th.) (**Background materials in Director/Commission/History Center File, Salem.**)

Background:

The City of Beaverton seeks \$10 million in Transportation Investment Generating Economic Recovery (TIGER V) grant funds to complete the Canyon Road Safety and Complete Corridor Project. This project will provide better multimodal connections, mitigate water quality impacts by integrating green street features, and maintain the corridor's function as a critical regional freight route. This project will enable transformative change by ensuring safe pedestrian access along and across Canyon Road.

The project will upgrade Canyon Road with the following elements:

- *An enhanced and enlarged pedestrian realm and landscaped buffers (including stormwater quality facilities);*
- *LED street lighting appropriate for a downtown context;*
- *A landscaped median to reduce turning and freight conflicts;*
- *Intersection visibility, safety and accessibility improvements (exceeding the Americans with Disabilities Act (ADA) requirements);*
- *A new signalized intersection that will serve the new city hall;*
- *Addition of a pedestrian crossing on a long block;*
- *Retrofit sidewalks and curb ramps to meet ADA standards;*
- *Coordinated improvements to TriMet facilities; and,*
- *Tie-ins to a low-stress, high quality parallel bike route in downtown*

The \$250,000 grant will contribute to overmatch the city's TIGER V grant application, thus making it more competitive. Ultimate disbursement of the funds to the city is conditional upon receipt of TIGER V funds.

The City of Beaverton coordinated extensively with the Oregon Department of Transportation staff on this project to sufficiently address questions and concerns about freight mobility, emergency vehicle operations, and operational impacts to Oregon 217.

Discussion:

Public comment was received from:

- Don Mazziotti, City of Beaverton Community Development Director, spoke in support of the Canyon Road project.
- John Charles, Cascade Policy Institute President and CEO, spoke in opposition to the grant, and urged the Commission to reject the grant request.
- Kevin Sharp, political science major at the University of Portland, spoke in opposition to the grant, saying it will result in a negative impact on commuters, decreased transit efficiency, and increased environmental damage.
- John Glennon, college student, spoke in opposition to the grant, citing wasteful government spending and the negative mobility consequences.
- Brandon Maxwell, political science student, spoke in opposition to the grant, citing fiscal concerns.
- William Newell spoke in opposition to the grant, citing concerns about the budget process and a lack of a detailed budget.

Region 1 Manager Jason Tell responded to one comment, saying that the question of mobility in the corridor is one staff looked at very closely, and that the project was run through freight stakeholders for approval. He said the City of Beaverton did considerable outreach on this project, and Don Mazziotti could respond to any further questions.

Commissioner Lohman commented that the students did a nice job of raising important issues.

Action:

Commissioner Olson moved to approve the City of Beaverton IOF. Commission members unanimously approved the motion.



Clackamas County IOF

The Commission considered approval of a Type C Immediate Opportunity Fund (IOF) grant, in the amount of \$500,000 to Clackamas County, to construct the extension of 120th Avenue to facilitate economic development at the industrial property located at 120th, south of SE Capps Road and west of SE Wilde Road, in Region 1. ***(Background materials in Director/Commission/History Center File, Salem.)***

Background:

The Clackamas County Industrial Area Opportunity (CIAO) site has been in public ownership by the Clackamas County Development Agency since 2009, and totals approximately 70 acres, of which approximately 48 are developable. The site was identified through the recent Metro Industrial Land Inventory project as one of a handful of sites that could reasonably accommodate 588 jobs in Clackamas County, with a payroll of \$26.6 million. Governor Kitzhaber's Metro Regional Solutions Team selected the CIAO site as one of three to prioritize for certification before September 2013.

The CIAO site is bordered to the south by the Clackamas River, to the east by SE Wilde Road, and to the north by SE Capps Road. While the site has superb regional access to Oregon 212/224,

Interstate 205 and the future Sunrise Jobs and Transportation Act project, a public road extension at 120th is needed to access the site directly.

Oregon Department of Transportation staff reviewed the proposed improvements to determine any potential negative impacts the extension could have on the state transportation system and found none.

Discussion:

Jason Tell introduced Dan Johnson from the Clackamas County Development Agency, saying the grant supports creating a market-ready status for a parcel of land that Clackamas County owns, and is one of those rare opportunities to create new, developable industrial land in an area with a shrinking supply of industrial land. Dan Johnson said this is an important partnership, and an important opportunity.

Action:

Commissioner Olson moved to approve the Clackamas County IOF. Commission members unanimously approved the motion.

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City of Portland IOF

The Commission considered approval of a Type B Immediate Opportunity Fund (IOF) grant, in the amount of \$250,000 to the City of Portland, to construct the addition of a third metered-ramp lane to the southbound freeway onramp at the Interstate 205/NE Killingsworth interchange. ***(Background materials in Director/Commission/History Center File, Salem.)***

Background:

The City of Portland's Colwood Golf Course, currently a 36-hole course bordered by Portland International Airport, is slated to be redesigned to make 90 acres available for alternate uses. In order to provide the much needed industrially zoned property in the Metro area, 48.36 of the 90 acres will be rezoned to General Industrial 2.

A traffic impact analysis determined that three intersections will be significantly impacted by the zoning change. The Killingsworth Street/Interstate 205 Southbound entrance ramp was identified as one of the three, with the proposed rezone contributing more than 50 new trips to the intersection. Rather than mitigate the impact at all three locations, ODOT, the City of Portland, and the proposed developer agreed that the Killingsworth ramp improvements would provide the greatest benefit to the proposed development and to transportation mobility in the area.

The project will consist of adding a third ramp meter lane to the southbound freeway onramp at the Interstate 205/NE Killingsworth interchange.

Oregon Department of Transportation staff worked extensively with the city on this proposal and believes that it will provide benefit to the local transportation system and the Colwood industrial site.

Discussion:

Jason Tell introduced City of Portland Bureau of Transportation, Development and Review Manager Kurt Kruger, who spoke in support of the grant, saying the project will provide significant improvement to traffic flow in the area.

Action:

Commissioner Lohman moved to approve the City of Portland IOF. Commission members unanimously approved the motion.

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City of Hillsboro IOF

The Commission considered approval of a Type A Immediate Opportunity Fund (IOF) grant, in the amount of \$1 million to the City of Hillsboro, to aid necessary transportation improvements associated with the expansion of Intel Corporation's Ronler Acres Campus. *(Background materials in Director/Commission/History Center File, Salem.)*

Background:

In October 2010, Intel announced plans to invest \$6-8 billion on future generation manufacturing technology in its United States facilities, with the majority of that occurring in Hillsboro at the company's Ronler Acres Campus. The first phase of this investment included a new development fabrication facility known as DIX Mod 1 that is scheduled for start-up later this year. In 2012, Intel announced a second major expansion phase, which will construct three facilities, including a 1.1-million-square-foot research factory called DIZ Mod 2, a 330,000-square-foot materials support building, and a new, seven-story, 600,000-square-foot research and development office building.

Intel estimates that the DIX Mod2 expansion will generate "primary" jobs in the high-tech semiconductor industry. These high-skill, high-wage jobs typically pay more than twice the state average. A total of 500 additional jobs within two years of completed construction of DIX Mod 2 are being committed as part of this grant.

The transportation improvements associated with this IOF request will include the following elements:

- *Construct a third southbound through lane on Cornelius Pass Road extending south from the U.S. 26 structure to Cornell Road;*
- *Construct southbound right turn lanes at Imbrie Drive, Evergreen Parkway and Ronler Drive;*
- *Construct an enhanced southbound bicycle facility including buffered bike lanes, cycle track or multiuse off-street path;*
- *Construct center median and left-turn lane improvements;*

- *Construct a third northbound through lane on Cornelius Pass Road extending from Cornell Road to Imbrie Drive, connecting to the northbound to eastbound right turn lane to U.S. 26 Eastbound (the 2011 IOF grant funded turn lane improvement);*
- *Construct an enhanced northbound bicycle facility, including buffered bike lanes, cycle track or multiuse off-street path;*
- *Construct an eastern sidewalk between Cornell Road and U.S.26 eastbound;*
- *Install street lighting improvements between Cornell Road and U.S. 26 eastbound;*
- *Construct roadside and median landscape planter and street tree improvements; and,*
- *Modify traffic signals at Cornell Road, Ronler Drive, Evergreen Parkway, Imbrie Drive and U.S. 26 eastbound*

The Oregon Department of Transportation collaborated with the City of Hillsboro and Intel regarding the package of conditioned transportation improvements associated with the company's expansion. The improvements outlined above are consistent with the agreed upon mitigations and more important, the widening of this section of Cornelius Pass Road provides a vital link between U.S. 26 and Intel's proposed expansion and future growth in the area in general. The project will serve morning commuter traffic on U.S. 26 westbound that is projected to exceed highway lane capacity approaching the Cornelius Pass Road exit ramp, and the exit ramp itself during the morning peak hour as well as the entrance ramp during the afternoon peak hour. Both issues relate to safety concerns of ramp operations.

Discussion:

Jason Tell introduced City of Hillsboro Transportation Planning Manager Don Odermott, Jill Eiland of Intel, and Washington County Engineer Gary Stockoff. Don Odermott spoke in support of the grant, the economic benefits anticipated from the project, and the great partnerships formed.

Jill Eiland of Intel talked about some of Intel's past investments in Oregon, and Intel's proposed DIX Mod 2 expansion. She said Intel continues to stress the need for improved safety and additional capacity because of the growth.

Action:

Commissioner Lohman moved to approve the City of Hillsboro IOF. Commission members unanimously approved the motion.



2014 Oregon Traffic Safety Performance Plan

The Commission considered approval of the 2014 Oregon Traffic Safety Performance Plan and Section 405 application, and approval to authorize the Transportation Safety Division's Administrator to sign necessary agreements to carry out projects in the safety program. Transportation Safety Division Administrator Troy Costales and Oregon Transportation Safety Committee Chair Mike Laverty delivered the request. ***(Background materials in Director/Commission/History Center File, Salem.)***

Background:

The Performance Plan summarizes major safety issues, goals, how ODOT will approach the goals, and measure success. Areas analyzed include Bicycle Safety, Community Traffic Safety Programs, Impaired Driving, Motorcycle Safety, Occupant Protection, Pedestrian Safety, Police Traffic Services, Roadway Safety, Work Zone Safety, Driver Education, Speed, and Youthful Drivers. It also contains materials for Oregon's Section 405 application for Occupant Protection, Impaired Driving, Traffic Records, and Motorcycle Safety.

The Oregon Transportation Safety Committee reviewed and approved the Performance Plan on May 14, 2013, and the department will submit the plan to the National Highway Traffic Safety Administration and the Federal Highway Administration on June 30, 2013. The Governor's Advisory Committee on DUII endorsed the impaired driving program pages at its May 10, 2013, meeting, and the Governor's Advisory Committee on Motorcycle Safety endorsed the Motorcycle Safety Program pages at its May 16, 2013, meeting.

The 2014 Performance Plan includes all funding sources and projects in the Transportation Safety Division for 2014.

Discussion:

Transportation Safety Division Administrator Troy Costales said this is the 20th time Transportation Safety has come to the Commission to approve a Transportation Safety Plan. He introduced Oregon Traffic Safety Committee (OTSC) Chair Mike Laverty.

Mike Laverty asked the Commission to approve the plan, which has already been approved by OTSC, the Governor's Advisory Committee on DUII and Motorcycle Safety. The 2014 Plan has a new chapter and topic; safe and courteous driving. The chapter brings in current work efforts, and anticipates new efforts in the coming year. MAP21 creates new funding for distracted driving, which will allow Oregon to dedicate dollars toward a concentrated effort, should Oregon qualify for the funding.

Action:

Commissioner Lohman moved to approve the 2014 Oregon Traffic Safety Performance Plan and Section 405 application, and approval to authorize the Transportation Safety Division's Administrator to sign necessary agreements to carry out projects in the safety program. Commission members unanimously approved the motion.



Vehicle Titling and Registration Programs

The Commission received an informational presentation on vehicle titling and registration programs within the Driver and Motor Vehicle Services Division (DMV) from DMV Division Administrator Tom McClellan. ***(Background materials in Director/Commission/History Center File, Salem.)***

Background:

All vehicles operated on the roads and highways of Oregon must be titled and registered with DMV unless otherwise exempt. An important component of DMV's mission is to protect vehicle ownership rights. Upon application, DMV issues title, registration and license plates to individuals and businesses for multiple vehicle types with various requirements and fees.

The report provided information about DMV's vehicle programs and statistics, and provided information about the partnerships that DMV developed to help deliver vehicle-related services. It also provided IT-related issues to consider with future investments in DMV computer systems.

Discussion:

Tom McClellan introduced DMV Vehicle Programs Manager Lori Bowman, and DMV Vehicle Policy Analyst Tracy Olander. He said vehicle programs represent two legs of the stool of DMV's mission, which includes driver licensing, vehicle registration and titling, and collection of revenue.

Lori Bowman and Tracy Olander gave the presentation on vehicle titling and registration programs. Highlights of the presentation were:

- DMV's mission includes protecting financial and ownership interests in vehicles
- Vehicle titling
- Titling programs: title brands, Federal odometer, salvage, VIN inspections
- Vehicle registration
- Registration programs: disabled veteran, county registration, plates, farm vehicles, government exempt, and trip permits, to name a few
- Service delivery channels: field offices, mail services, car dealers, online renewals, DEQ
- Title statistics for 2012
- Oregon registered vehicles
- Registration renewals by channel
- Total plate issuances
- Specialty and group plates
- DEQ partnership
- Motor Carrier collaboration
- Multnomah County partnership
- Future challenges and goals

Tracy Olander and Lori Bowman answered questions from the Commission on titling, registration, and fees.



Over lunch, the Commission and staff continued discussion of the July meeting with ACT chairs.

● ● ● *Transportation Options Plan*

The Commission received an informational presentation of the initial Oregon Department of Transportation (ODOT) Transportation Options Plan, including an overview of the plan purpose and process. Rail and Transit Division Administrator Hal Gard and ODOT Planning Manager Amanda Pietz presented the information. ***(Background materials in Director/Commission/History Center File, Salem.)***

Background:

In 2011, ODOT received a Flexible Funds grant to complete work related to Transportation Demand Management (TDM). Part of that work was to develop a statewide plan to set the foundation for investments in TDM strategies. ODOT views these types of strategies as ways to increase awareness and access to transportation options (TO) in Oregon, that aid the state in preserving roadway capacity and managing demand for transportation services. With funding secured and the recent acquisition of a consultant, ODOT is ready to initiate the development of a Transportation Options Plan. The plan will establish a long-range vision for TDM within the context of the transportation system, and a policy framework to guide investments.

The Transportation Options Plan is intended to be a statewide topic plan adopted by the Oregon Transportation Commission (OTC). The process to develop it will be different than a traditional modal plan, in that TDM solutions have intermodal application and foster transportation options. Stakeholder engagement will be done throughout, but will primarily focus on application experts. ODOT and its consultants will conduct an inclusive and vetted process to develop traditional plan elements such as a needs analysis, cooperative vision and policy development, and assessment of potential statewide investment approaches. The department will brief the OTC along the way, and give opportunities to provide direction and review products.

The department has selected the consulting firm Nelson Nygaard for this project. Currently it is in the process of conducting research on existing conditions.

The department will establish a policy advisory committee to provide guidance and advice to ODOT staff and make a recommendation to the OTC. The committee will include diverse stakeholders from around the state, representing the interests of those using or affected by the transportation system. There will be committee members to represent issues of active transportation, public health, the business community, freight, and local jurisdictions, as well as existing transportation option providers and the Public Transit Advisory Committee (PTAC).

Additional stakeholders will be engaged in the process through workshops in each ODOT region, stakeholder interviews, and through informational materials presented on the Web.

The anticipated timeline for completion of this project is summer 2014.

Discussion:

Hal Gard and Amanda Pietz gave the presentation on the Transportation Options Plan.

Highlights of the presentation were:

- ODOT received a Flexible Fund Grant in 2011 to examine three aspects of TDM and TO: vanpool, employee, and statewide
- Partnerships to help move grant work forward
- TDM/TO is intrinsic to implementation of the Oregon Transportation Plan and the success of Intermodal Oregon
- TO is being developed because there is currently no vision, program, or policy for TO, and there is likely to be heavier reliance on TO solutions in the future
- Plan development and what it will entail
- Plan advisory committee membership will look for participants that help capture the fair amount of knowledge from practitioners and TO experts
- The final product will be adopted by OTC
- Periodic reporting to OTC for input and direction

Chair Egan commented that while the membership list is a good, comprehensive list, it is very stakeholder heavy. He asked if, between technology and ITS, we have the right technical people at the table.

Commissioner Olson said Transportation does not lack for acronyms, asked if both acronyms were really needed, and suggested we pick one acronym and stick with it. Amanda Pietz explained that there's not a good reason to have both TDM (transportation demand management) and TO (transportation options), but basically, different people are familiar with different terminologies. Hal Gard suggested TO (transportation options) is a clearer interpretation. Commissioner Lohman doubled down on this.

Commissioner Olson said the whole concept flows around finding out what the options are, and a critical part of the planning committee's membership will be its IT representation. People make decisions without a lot of lead time, and if we want them to use options, we've got to make it easy for them to know what those options are.

Hal Gard said he could give the Commission a preview on the technological work the Transit Division has been developing.

Chair Egan said his one comment in terms of the product would be "dollars and cents." We need to proactively be able to say these are the benefits if we invest here, and say it in a way that is credible.



2015-2018 Statewide Transportation Improvement Program (STIP)

The Commission received an informational presentation on the 2015-2018 Statewide Transportation Improvement Program (STIP) funding allocation and project selection process. There were three components to the information presented. The first was each region's **Fix-It**

150-percent list. Next was the final letters from the Freight Advisory and Joint Transportation Enhancement/Oregon Bicycle and Pedestrian Advisory Committee (TE/OBPAC) addressing its review of the **Enhance** 150-percent lists. Last was to continue the discussion and preparation for the July Commission meeting with the Area Commissions on Transportation (ACTs) and Advisory Committee Chairs. Transportation Development Division Administrator Jerri Bohard and Highway Division Administrator Paul Mather led the discussion. (**Background materials in Director/Commission/History Center File, Salem.**)

Background:

*The OTC approved the new **Fix-It/Enhance** process for the selection of STIP projects. The application process began in September 2012, and applications were due November 27, 2012. At that time, the OTC allocated approximately \$242 million for **Enhance** funds. Eighty percent of these funds was allocated to the regions using the regional equity split. Each of the ACTs was then required to develop its individual **Enhance** 150-percent list and to scope all these proposed projects. The next step in the process is to reduce this list in light of the scoping information to 100 percent with funds limited to \$182 million. A similar reduction is needed for the **Fix-It** portion as well. Each region's proposed 150-percent list for **Fix-It** projects and the **Enhance** project list were shared with each of the ACTs, both to look at the synergies between **Fix-It/Enhance**, but also to hear ACT members' comments on the list.*

*Part of the **Enhance** process was the review of the 150-percent project lists by the Oregon Freight Advisory Committee and the Joint Transportation Enhancement and Oregon Bicycle Pedestrian Advisory Committee. The information that was provided to each of the committees was similar to the information provided to the OTC last month.*

Early discussions and information from advisory committee letters has highlighted some themes within these lists. For example, there has not only been a fair amount of discussion around the balance of projects between modes, but also around the amount of funds going either to the state or local system. As identified in the 150-percent list, 90 projects are proposed for the local system, totaling \$118 million, and 81 projects on the state system, totaling \$156 million.

- *To arrive at lists containing only those projects most closely resembling projects in the **Enhance** process, projects from the earlier STIPs were included if they were:
 - a) *Modernization on the state system,*
 - b) *Transportation Enhancement,*
 - c) *Scenic Byways,*
 - d) *Flex Fund projects in 2010-2012 (Transit, Bike/Ped)**
- *Bike/Ped projects on the state and local system, via the B/P grant program, were not in earlier STIPs, so those figures were added.*
- *Did the proposed projects emphasize addressing system gaps? Both advisory committee letters voiced concerns as to whether or not this was an aspect that was assessed. For example, advisory committees questioned whether anyone looked at the overall system performance when addressing smaller projects.*
- *Both committees expressed concern that many of these projects reflected a value to the local system not necessarily a regional approach. Linked to this concern was an*

observation that perhaps instead of being strategic with the funds, projects were selected to fit funding.

- An additional observation from both committees was the need to ensure that in improving one mode's capacity or connectivity, barriers were not created for other modes.*
- As the scoping of these projects continues, ODOT assumed that the scoping process will result in project estimates that will overall be greater than the application amounts. Each ACT/region is discussing how to respond to these additional costs. Options being considered include either the phasing of projects or reducing the number of projects. The ACT choices will have implications for some of the observations identified above.*

The continued development of the 2015-2018 STIP includes the following next steps:

- Discussion with ACT and advisory committee chairs at the July OTC meeting in Silverton*
- Scoping of all the projects is to be completed by July 22*
- Discussion with the OTC in September on the policy direction for the expenditure of the 20-percent set aside for OTC discretion*
- Finalized 100-percent recommended list compiled at the region level is due in October*
- The October discussion with OTC will include a recommended project list for 20-percent funds that would be incorporated into the draft STIP available for public review in December 2013.*

Discussion:

Jerry Bohard said that another step as part of this, was to hire a consultant to review the process. A survey will go out in the next week or so, asking for input from anyone involved in the application process, be that an applicant, ODOT staff, ACT members, an advisory committee member, etc. The survey is set up with different questions depending on whether you were an applicant or a reviewer. In some cases, there are people who were both, which will give us a comprehensive view from both aspects. Twenty or so interviews will also be conducted with the ACT chairs and region managers. The intent is to have a draft of the report sometime in September in preparation for the October workshop.

Chair Egan made note that there appeared to be some general gaps in terms of overall project readiness, which from a threshold standpoint, may be an issue. He also noted a pretty dramatic shift in state/local projects and in project types.

Chair Egan asked if there are any themes or batches that stand out as separate and apart from the freight focus, regional focus, or other traditional focuses. Paul Mather responded that we were seeing those kinds of things, and as we go through scoping, we'll begin to understand the projects better and where those opportunities lie.

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Consent Calendar

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

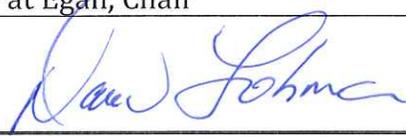
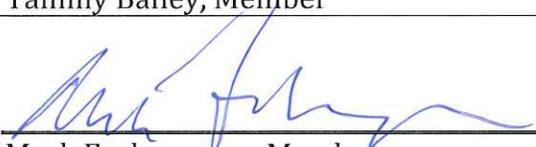
1. Approve the minutes of the May 15, 2013, Commission meeting in Salem.
2. Confirm the next two Commission meeting dates:
 - Wednesday, July 19, 2013, meeting in Silverton
 - Tuesday and Wednesday, August 20 and 21, 2013, meeting in Burns
3. Request approval to adopt a resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
4. Request approval of the following Oregon Administrative Rules:
 - a. Amendment of 731-070-0050 relating to the submission of unsolicited proposals to the Oregon Innovative Partnerships Program.
 - b. Temporary amendment of 735-050-0120 relating to proof of compliance with financial responsibility requirements. (Electronic proof of insurance.)
 - c. Temporary amendment of 735-070-0085 relating to proof of treatment completion required for reinstatement of DUII suspension.
 - d. Adoption of 740-060-0035, 740-060-0085, 740-060-0090, amendment of 740-060-0010, 740-060-0020, 740-060-0040, 740-060-0045, 740-060-0055, 740-060-0060, 740-060-0070, 740-060-0080, 740-060-0100, 740-060-0110 and repeal of 740-060-0030 relating to intrastate household goods transportation regulations.
5. Request approval of the reappointments of Ms. Elizabeth (Betsy) Belshaw, Mr. Kim Clark, Mr. Chris Kastner and Mr. Mark Schumacher to the Winter Recreation Advisory Committee. All four individuals are active Winter Recreation Advisory Committee members and are willing to serve for an additional term, which will expire June 2017.
6. Request approval to amend the 2012-2015 Statewide Transportation Improvement Program (STIP) to add a construction phase to the Interstate 84: Celilo – Rufus project in Region 4, which is part of the current STIP as a developmental project in Region 4. The \$8,200,000 funding for construction is made up of savings in the Interstate Maintenance Program and the 1R Safety Program. The total estimated cost of this project is \$8,325,000.
7. Request approval to amend the 2012-2015 Statewide Transportation Improvement Program (STIP) to add the construction phase for the Interstate 5: Evans Creek – Rock Point project in Region 3. Funding for this project will come from savings realized in the Interstate Maintenance Financial Plan. The total estimate cost for this project is \$5,400,000.

Action:

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

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Chair Egan adjourned the meeting at 2:22 p.m.

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|  | <i>Not present</i>  |
| Pat Egan, Chair | Tammy Baney, Member |
|  |  |
| David Lohman, Member | Mark Frohnmayer, Member |
|  |  |
| Mary Olson, Member | Roxanne Van Hess, Commission Support |