

## OREGON TRANSPORTATION COMMISSION

### Minutes of the Annual Workshop and Regular Monthly Meeting November 12-13, 2015 Silverton, Oregon

On Thursday, November 12, 2015, at 9:00 a.m., the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff held a premeeting briefing session and agenda review in the Lotus Room of the Main Lodge at the Oregon Gardens, 895 West Main Street, Silverton Oregon. The OTC Workshop began at 10:00 a.m., in the Orchid Room at the Main Lodge.

That afternoon at 4:30 p.m., the OTC and ODOT staff held a no-host reception with light hors d'oeuvres for ACT and Vision Panel members, modal chairs and others attending the meeting, in the Lotus Room of the Oregon Gardens.

On Friday, November 13, the OTC Workshop was continued, and the formal monthly meeting was held. At 8:00 a.m., the OTC and ODOT staff held a premeeting briefing session and agenda review in the Lotus Room. The formal monthly meeting began at 8:30 a.m., in the Orchid Room. Highlights of the premeeting were:

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ODOT Director Matthew Garrett walked the Commission through a review of the agenda for both days of the meeting.

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Trevor Sleeman, ODOT Federal Affairs Advisor, discussed congressional action on reauthorization of the federal surface transportation act, including funding levels for Oregon.

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The Annual Workshop began at 10:00 a.m. in the Orchid Room at the Oregon Gardens. 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  
Commissioner Dave Lohman  
Commissioner Susan Morgan  
Commissioner Alando Simpson (Absent)  
Commissioner Sean O'Hollaren  
Director Matthew Garrett  
Asst. Director for Public Affairs Travis Brouwer  
Interim Central Serv. Deputy Dir. Kurtis Danka  
Trans. Development Div. Admin. Jerri Bohard  
DMV Division Administrator Tom McClellan  
Highway Division Administrator Paul Mather  
Trans Safety Div. Admin Troy Costales  
Rail and Public Transit Div Admin Hal Gard

Communications Section Manager Tom Fuller  
Interim Information Systems CIO Dave Franks  
Human Resources Manager Jane Lee  
Chief Financial Officer Tracy Wroblewski  
Government Relations Manager Leah Craft  
Statewide Maintenance Engineer Luci Moore  
Region 1 Manager Rian Windsheimer  
Region 2 Manager Sonny Chickering  
Region 3 Manager Frank Reading  
Region 4 Manager Bob Bryant  
Region 5 Manager Monte Grove  
Commission Assistant Jacque Carlisle

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**Thursday, November 12**

Chair Baney called the meeting to order at 10:05 a.m.

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**Workshop Item 1**  
***Vision for the Federal Transportation Program***

The commission received comments from Congressman Earl Blumenauer on the vision for the federal transportation program and his insights on big picture transportation issues.  
***(Background materials in Director/Commission/History Center File, Salem.)***

***Background:***

Congressman Earl Blumenauer said he has a special kinship with the Oregon Transportation Commission because the legislation creating it was the first major piece of legislation he did as a legislator. The OTC has a legacy that has involved a series of cutting-edge activities. It still is a struggle though, to make sure we have a multimodal, comprehensive, statewide transportation plan that is appropriate for the day. Blumenauer said it has been his pleasure to work with ODOT over the years and watch that partnership deliver major projects, in the metropolitan area, inevitably on time and under budget. That time was one of his most rewarding professional experiences.

Congressman Blumenauer said he comes at a time when the federal partnership is a little frayed. Part of that is we are trying to pay for 2015 infrastructure with 1993 dollars. Peter DeFazio fashioned a partnership with Bill Schuster to put together a good framework for transportation going forward. The problem is that it has three years of “sort-of” funding. The gas tax has not been raised in 22 years. Instead we have the option of robbing the premium financial institutions get for required deposits or robbing Federal Reserve to finance a major chunk of our nation’s surface transportation. Also, selling the strategic petroleum reserve is not adequate for funding our transportation needs. We can do better.

DeFazio and Blumenauer have been advancing proposals that go back to the user fee option, and are winning that battle everywhere around the country, except on Capitol Hill. The proposals are supported by every major interest group that cares about transportation. ODOT is particularly well situated to help move the proposal forward because what it is doing now with its third pilot on road use puts ODOT at the leading edge and bolsters one provision of that legislation which talks about technology’s role in financing and managing transportation in the future. Blumenauer said he looks forward to working with ODOT’s leadership to capitalize on the legislative language that is tailor-made for Oregon and smart transportation.

Congressman Blumenauer said it is important to consider how we change the framework under which we operate. There is probably more federal oversight than is needed, or that we can afford, and we need to right-size that. He gave the example of light rail where oversight could be scaled back in ways that provide value, less time spent, and so the time that is spent is

more productive; or the example of it taking over a year for a person to get permission to work on a project on an orphan highway. We need to make these kinds of relationships work.

Blumenauer said the notion of what the partnership is between cities, counties and the state is very important. Jurisdictions need to be rational and allocations made accordingly, and as the state transportation commission, the OTC is in a position to nudge that in a very positive way.

***Discussion:***

Chair Baney said Congressman Blumenauer's passion is incredible and timely. This meeting is a group of individuals, deeply concerned about the infrastructure in the state and our transportation system, which is collectively working together and leading rather than sitting back and hoping for something to happen.

Baney addressed some of the issues the congressman brought up, and starting with the federal partnership, she said you can count us in. The difficulty in having uncertainty in funding doesn't allow appropriate planning for those investments necessary to support our state and its economy. Baney said we can't build our way out of the congestion and agreed we have to be looking at new technologies and new ways of doing business because the system 30 years ago is not the system we need for the future.

Commissioner O'Hollaren said Eisenhower, as the godfather of the interstate system, envisioned a system that was about providing quality of life, moving commerce, getting people to hospitals and national defense. It wasn't just moving people from Point A to Point B; it was a much bigger vision. Ronald Reagan advocated higher gas taxes so the system would be funded by the people who used it and benefitted from it. It is our turn to decide if we want to maintain the status-quo and fill pot-holes, or we want to innovate and be creative and put Oregon in a position of leadership. O'Hollaren said the areas we don't want to be globally competitive are in the bureaucracy of making decisions or in traffic congestion. We need to experiment and not be stuck in the mode of twice the effort for half the outcome.

Commissioner Morgan thanked Congressman Blumenauer and Congressman DeFazio for the work they are doing. The issues in the rural parts of the state are somewhat different than the issues in the metropolitan parts of the state, but are still critically important to the economic development base and the creation and sustainability of jobs. Morgan especially appreciates Blumenauer's remarks around the efforts needed to untangle bureaucracy. From local governments' perspective, it is those bureaucracies where they find themselves enmeshed between the federal and state government, and between the state government and the local entities. Local, rural governments would be very well served by untangling and streamlining to shorten timelines and reduce cost constraints, and the complexity of those.

Commissioner Lohman seconded his fellow commissioners' comments in appreciation of Congressman Blumenauer's time and comments, and in particular, his comments on vehicle miles traveled and tolling issues. There was a reference to the Columbia River Bridge, one of the issues of which was not being able to toll the I-205 Bridge. Lohman said that issue, and the general issue of vehicle miles traveled, can bubble up from the state, but can only go so far if there isn't any interest in Washington. Blumenauer responded that Oregon wasn't just trying;

it is leading. ODOT staff is appearing before a wide variety of stakeholders in the nation's capital and other states are following Oregon's lead and moving forward. The Columbia River Crossing illustrates the many challenges faced.

Blumenauer said the work Oregon is doing with the road user charge technology will allow tailoring the system to have components that will help in the metropolitan area to have a modest discouragement for everyone trying to cross the same bridge at 8:30 in the morning. It can also be rescaled to be able to have a little lighter touch in rural and small towns where there are not quite the congestion challenges of the metro areas, or the same financial wherewithal. The work ODOT is doing with this new technology will enable balancing it to coax more value out of the infrastructure and also be able to help some areas of the state with different needs.



### ***Workshop Item 2***

#### ***Governor Brown's Charge to the Commission***

The commission received comments from Governor Kate Brown, who described the transportation agenda and her charge to the commission. ***(Background materials in Director/Commission/History Center File, Salem.)***

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

Governor Kate Brown talked about the importance of transportation and the essential role ODOT and the commission play in shaping the future of Oregon's transportation infrastructure. Brown expressed appreciation of each of the commissioners for volunteering his/her time and energy to serve on the OTC and said Oregon is truly fortunate to have such a capable group of individuals advising and leading on transportation policy. Each member brings unique expertise and experience that is critical to building a transportation system which will serve Oregonians' needs well into the 21<sup>st</sup> century.

Brown said her job is to make sure state government adds value by supporting economic growth that results in more good jobs. It's important to make investments in education and housing so Oregonians can lead better lives, but it is equally important to make investments in transportation and infrastructure if we expect to sustain economic recovery. We face challenges moving forward, that if ignored, will only hurt the state. We no longer bring in the revenue needed to maintain the existing transportation system and Oregon's bridges are aging quickly and many need replacement or repair. Oregon desperately needs a transportation package, and the 2015 legislature was unable to come to agreement on a package.

Governor Brown asked the OTC to join her and other business and state leaders in working toward passage of a transportation package in the 2017 legislative session. The package should be sufficient to address long overdue maintenance, including seismic upgrades, as well as congestion in urban areas. Congestion hurts both businesses and our quality of life. At times of the past five years, the Harry and David Corporation has been challenged by freight delays to PDX to the point that 80 – 100 trucks per day have departed from the Medford

headquarters to air freight facilities at PDX, but have been deferred to the Port of Oakland, California due to severe congestion and delays. This is unacceptable.

The system of transportation infrastructure also does not reflect the expectation that the population will grow to 5.3 million by the year 2040. To accommodate this growth, we must support investments in roads, bridges, passenger rail, freight rail, bicycle routes and other transportation alternatives.

Another challenge is the risk posed by a Cascadia seismic event. We can't predict when a devastating earthquake and tsunami will occur, but we do know our transportation system is not ready. A major seismic event in Medford, for example, could devastate the viaduct on I-5, effectively cutting off access to southern Oregon and California from the rest of the state. Most bridges in western Oregon were built before current seismic standards and will likely fail, and significant landslides and highway closures will make rescue and recovery operations difficult. We must work on those weaknesses in the system.

The Oregon Transportation Commission has one of the most challenging jobs in Oregon right now: taking these challenges into account, while ensuring our state's multi-million dollar assets are safe and efficient. The OTC is also responsible for finding better ways to do business, and your work plan is a reflection of that focus. As a commission, the OTC's charge falls primarily into three areas of responsibility.

The first is transportation policy development and planning: development of criteria for project selection, implementing executive branch initiatives, and developing strategies for integrating the various modes of transportation within the statewide system. Governor Brown attended the ribbon cutting for the I-5/Woodburn Interchange a few weeks ago, and said the project exemplifies the type of policies prioritized by the Oregon Transportation Commission. It includes multiple modes of transportation, took collaborative planning to complete, and showed management discipline by coming in on-budget and ahead of schedule. Brown said the senate president was also very pleased by these timelines. The outcome is a testament to the commission's efforts and said she is counting on the commission's full engagement in future projects as well, and asked for an informed assessment, using all the resources the commission has available, as to how we can best meet Oregon's transportation needs.

Second, the commission is charged with the oversight and stewardship of the Oregon Department of Transportation. To ensure responsible implementation of the OTC's recommendations, it is essential that ODOT runs well. Brown asked for the OTC's leadership in directing ODOT to engage an independent third-party to examine the agency's management practices to ensure ODOT plans, designs, and constructs projects well. Working to lower costs and drive organizational efficiencies will go a long way to building confidence for future investments. If we are going to ask Oregonians to provide additional resources for the transportation system, they must first be confident the resources currently available are being used responsibly.

Finally, the commission is charged with engaging the public. One of the hallmarks of this commission is that it has done this extremely ably. For more than twenty years, the OTC has

benefitted from the advice and insight from its local Area Commissions on Transportation, not just the echo chamber in Salem. ACT members serve as invaluable partners on regional and local transportation issues and how local issues affect the state as whole. The commission has also benefitted from advice and input from a variety of stakeholders who work diligently in support of improving the transportation system.

Governor Brown especially noted the work of the Oregon Transportation Forum for leading a conversation in 2014 in support of transportation investments. Its work helped support legislators' efforts as a package was considered last session. It is also a valuable source of diverse stakeholders' perspectives, a group which Governor Brown will call on for support and input as we seek future investments.

Last summer, in a spirit of engagement with Oregonians, Governor Brown asked the Governor's Transportation Vision Panel to reconvene and complete its report outlining an aspirational vision for Oregon's transportation system. That work is currently underway and is expected to be completed by the end of March 2016. Brown thanked to folks participating in that process. This group of legislators, business owners, and civic leaders will outline what our transportation system could look like in 30 years and come up with a set of short-term steps that would build toward that vision. Essential to the success of this report will be the consideration of all modes of transportation, all regions, and ownership from Oregonians across the state. It will be an important resource in guiding the OTC's recommendations going into the 2017 legislative session.

There is much work to do if we are going to succeed in our goal of making much needed improvements to our transportation system, work that will require the committed involvement of a variety of partners. Broad and open engagement with our communities, policy makers, and stakeholders is the best way, and frankly, the only way to blaze a trail forward.

Chair Baney said the OTC hears the governor's charge and takes that very seriously. The commission thanked the governor for taking the time to come discuss her vision for transportation and support moving forward. Commissioner O'Hollaren looks forward to working together to be the generation that does not let future generations down. Commissioner Morgan agreed with the governor's comment on the need to continue to strive for efficiencies to show that ODOT is an efficiently run organization and thanked the governor for recognizing that individuals at the visioning table are very high quality people and their thoughts are excellent. Commissioner Lohman said that without a good transportation system, we start to fall behind as a state. We no longer bring in the needed revenue to maintain the existing transportation system and Oregon's bridges are aging quickly and need replacement or repair. Oregon desperately needs a transportation package, and the 2015 legislature was unable to come to agreement on a package.

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### **Workshop Item 3**

#### **Governor's Transportation Vision Panel**

The commission received an informal presentation on the work of the Governor's Transportation Vision Panel from panel co-chairs Tammy Baney and Gregg Kantor and Transportation Policy Advisor Karmen Fore. ***(Background materials in Director/Commission/History Center File, Salem.)***

#### **Background:**

*The Governor's Transportation Vision Panel was formed in November 2014 and charged with the following tasks:*

1. *Assess the major challenges facing Oregon's transportation system today.*
2. *Develop a vision for what Oregon's transportation system could look like in the next 30 years.*
3. *Create a set of recommendations which can be enacted in the near-term to mid-term to lay the groundwork for this long-term vision.*

*Governor Brown has asked the panel to put special focus on answering the following key questions:*

- *What is the level of investment necessary to ensure that Oregon's transportation system is resilient to the worst impacts of a Cascadia subduction event?*
- *As a consequence of growing congestion, how do we make our existing transportation system more effective, and promote alternative transportation options that can provide congestion relief?*
- *What is the level of investment necessary to preserve and enhance the transportation system across all modes?*
- *How should the state finance its current and future transportation needs?*
- *How can the state appropriately encourage and adequately prepare for key technological innovations that can fundamentally improve the state transportation system in the next 30 years?*

*Five subcommittees are undertaking the work of the panel.*

- *Aviation, marine and freight rail*
- *Bicycle/pedestrian, transit, and passenger rail*
- *Roadways and bridges*
- *Transportation finance*
- *Innovation and seismic*

*These subcommittees are in the process of developing initial recommendations. The Vision Panel will travel around the state to receive input from stakeholders in January through March, with a final report expected in spring.*

#### **Presentation:**

Karmen Fore and Gregg Kantor provided a brief introduction to the work of the Vision Panel. Highlight of the presentation were:

- *The Vision Panel is tasked with assessing major challenges facing transportation modes, identifying the top 3-5 activities per mode that can be done short-term in the next four*

years to advance transportation, and to develop a vision for what Oregon's transportation system could look like in 30 years.

- Building blocks and tools to accomplish this include the 2006 Transportation Plan, active stakeholders, the Regional Solution Teams and ACTs, economic analysis/business climate, and boards and commissions.
- The issues include a heavy trade-dependent economy and exporting products.
- The approach is changing across the county, based in part on the instability of the Federal Highway Trust Fund.

Chair Baney introduced Aviation, Marine and Freight Rail Committee Chair Bruce Starr; Seismic and Innovation Committee Chair Dave Robertson; Marion County Chief Administrative Officer John Lattimer; Martin Callery standing in for Susie Chase for roadways and bridges; and Bruce Warner standing in for bike/ped, transit, and passenger rail. Baney said this is an opportunity to share some of the panel's early findings, see how the process worked, and give the OTC a chance to ask questions to get a better understanding of how this all works together and strengthen our voices as we go forward.

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Bruce Starr started the conversation by saying there are the five subcommittees looking at specific silos, but the overall idea is that this is all interconnected. As you look at the investments in aviation, marine and freight rail, one consideration is that the infrastructure is to a large degree privately owned so the interaction between government and privately held infrastructure creates an interesting dynamic. What is the best way for state-level policy makers to engage in a way that doesn't upset the economics and the competition that occurs in the market place? In addition, it is important to recognize that the economy and our markets make a difference and it's important to hear from those business owners of the various infrastructures to get their input.

Starr said some of the panel's preliminary finds include discussion about investing in multimodal freight facilities, including trans-loading facilities and port drop sites, targeted at reducing congestion; addressing port access constraints through enhancement of road, rail and marine freight options; and identifying state actions that can help maintain state commercial air service to rural parts of the state.

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Dave Robertson agreed with the need for interaction between the committees, saying his committee has two charges. One is around the seismic preparedness, retrofit, and system resiliency of all modes and the other is innovation. On the seismic charge, they are finding that while ODOT has done a lot of work in this area, there is more work that could be done with local governments on their systems and how the systems interact. That joint planning needs to happen, as well as a thorough inventory of roads and bridges from a "seismic" standpoint. On the side of innovation, the discussions have been on autonomous vehicles, tolling options and what technology can be brought there; aviation and drones; and how to make sure innovation can happen and how Oregon can continue to be a leader in transportation innovation.

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Martin Callery said his committee came up with several recommendations and narrowed that down to five. One is the need for jurisdictional transfers to be a high priority. Because of the funding issue there might be better ways to fund some of these orphan highways by finding the right user or maintainer. Callery said the committee understands that the efficiency and capacity of the system has been severely compromised by bottlenecks and if we can solve some of these bottleneck problems and utilize that greater efficiency and improved capacity, the system can be improved. We can't build our way out of it so we better find the technology that's going to help improve that efficiency and capacity. In addition, changes are needed to the Transportation Planning Rule and to the land use planning processes that give priority to transportation facilities and transportation infrastructure.

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John Lattimer said rural areas and semi-rural areas, particularly in the valley, have transportation issues that are incredibly important for our economy. Not unlike other rural counties, Marion County provides a lot of economic benefit to the state through the sales of agricultural products, not only in this country, but across the world. Being able to transport those products is critical. Lattimer said the panel he chairs does not have any recommendations yet, but it has been looking at a variety of things. It's important to look at not only the short-term needs, but the long-term needs as well. Marion County has a short-line rail that is going out of business and they discussed using those short-line rails to get agricultural products to a 'hub' to keep those very heavy trucks off rural roads. The dollars needed to fix our bridges and roads knock you off the chair, so we are going to have to go at this over time, and in pieces.

Lattimer said the gas tax is never going to fund the system over the long term so they looked at a variety of other approaches to user charges. One of the most fascinating is a mileage charge and being able to charge people for the mileage used in their vehicle. It is very interesting what you can do with that technology beyond just collecting that fee - for instance, congestion pricing, where the charge is more if you go into Portland at a certain time. In the long run, we have to look at how to make it a more efficient system and how do we collaborate between federal, state, and local government.

Most of our bridges and highways are local and are funded by local governments, cities or counties, and we need to make a funding system to meet those needs. Marion County has a lot of bridges that are very rapidly losing their ability to carry heavy transportation. Farm trucks are very heavy and the county has irrigation ditches with bridges over them that have been shut off, meaning the farm trucks have to go way around costing fuel and money. It is an economic benefit to have these bridges fixed. Federal funds are necessary and they will be going to the Vision Panel with recommendations on a vision of how we can create a much more expansive funding system for the future.

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Bruce Warner said his committee looked at the needs for bicycle/pedestrian transit and passenger rail in the state. These are very critical pieces to the transportation system that people don't think about as to how much they fit in to those goals for the state. The committee is not ready to make recommendations but it has come to some conclusions from all the input

it has received. It is clear that Safe Routes to Schools is an issue the state needs to step up to and help out. It is also clear that an increase in the revenue available for roads and highways will indeed help these bicycle/pedestrian issues because it would allow jurisdictions to do major maintenance and preservation jobs; it would also allow them to start adding bike lanes along those roadways and filling some of the gaps.

In terms of transit, Warner said some source of funding needs to be identified for transit that addresses not only the large urban transit districts but also the rural transit districts. We need to assure all those needs are met because they found out a lot of federal money is being left on the table because local governments don't have the money for the match.

Passenger rail is a great asset that should be utilized more. We need to find a way to fund the short-line service because if we lose it, we've lost it for many, many years and it will be hard to get back.

***Discussion:***

Commissioner Morgan said the discussion going on in all the modes is great and she thanked the Vision Panel for its commitment.

Commissioner Lohman said one of the biggest challenges the OTC has is the scope of its mission, which makes it hard to talk to the public because what they hear is we need more resources. For purposes of discussion at the 2017 legislative session, we need to get to where we are talking to the public, the legislators, and the business community about just a very few initiatives, and being able to talk about it in just a few sentences is critical. The panel plays a critical role of getting it down to those few effective messages that need to be conveyed. He urged the panel committees to pare the list down to just a few recommendations. He fears that if we go with a broad spectrum of things, we won't get the focus of the legislature or the public.

Commissioner O'Hollaren said it's great we are taking the approach of trying to move from being reactive to trying to be not just tactical, but tactical and strategic, defining where we want to be.

John Lattimer took a moment to thank Karmen Fore and her staff, but particularly ODOT's Travis Brouwer and Sam Haffner for their tremendous help answering any question the panel asked, or bringing in those that could if they couldn't. Lattimer also thanked Jim Whitty, saying these people are really sharp and doing a great job.



The commission and workshop participants picked up lunch in the Lotus Room and returned to Orchid Room to participate in a working lunch.

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**Workshop Item 4**

**Vision Panel and ACT Discussion**

The commission engaged in dialogue with the Area Commissions on Transportation (ACTs) and the Governor's Transportation Vision Panel co-chairs. ***(Background materials in Director/Commission/History Center File, Salem.)***

**Background:**

*After hearing an overview of the work of the Vision Panel, ACT chairs provided feedback on the Vision Panel's efforts, informing members about regional priorities. ACT chairs were asked to respond to the following questions:*

- *How does the transportation system impact economic opportunity and quality of life in your region of the state?*
- *As the Vision Panel engages stakeholders across the state, what unique regional transportation priorities will they hear about in your region?*
- *To achieve our goals as a state over the next 30 years, what actions do we need to take in the area of transportation?*

**Discussion:**

The following ACT Chairs and Vision Panel members participated in the discussion:

- ~ Steve McClure, vice chair NEACT
- ~ Boyd Britton, co-chair, SEACT
- ~ Roy Rogers, chair R1ACT
- ~ Henry Heimuller, chair NWACT
- ~ George Grier, chair LaneACT
- ~ Mike Montero, chair RVACT
- ~ Ken Woods, chair MWACT
- ~ Roger Nyquist, CWACT
- ~ Susie Lahsene, chair OFAC
- ~ Brad Winters, chair SCOACT
- ~ Mike McCabe, chair COACT
- ~ Gary Thompson, chair LJDACT
- ~ Gary Milliman, chair SWACT
- ~ Mitch Swecker, director Department of Aviation
- ~ Jenna Stanke-Marmon, chair OBPAC
- ~ Julie Brown, chair PTAC
- ~ Alan Unger, incoming chair COACT
- ~ Gregg Kantor, GTVP co-chair

Discussion followed. Highlights of responses to the questions were:

- Agriculture - need to be able to move commodities/products to market.
- Tourism - use of public lands; roads can be so rough folks don't come back.
- Strength of partnerships.
- Recognize key transportation infrastructure that could impact the region even if far away – e.g. CRC affects Medford.

- Freight is economic backbone and impacts everyone – manufacturing and farming (in and out with products). Not prepared for the needs of truck drivers.
- Employee transit is critical, but without a sustainable funding program, companies are hesitant to participate in things like bus pass programs that become invalid if funding evaporates. Look for strategic partners in the regions.
- The relationship with federal agencies is critical in areas that rely on Safe Routes to School (SRS) and Payment in Lieu of Taxes (PILT) as their only source of revenue because they do not have reserves. The issue is the uncertainty of those federal payments.
- Need to look at transportation differently – need street design that is suitable for all modes.
- Highway 97 needs to be the next interstate.
- Barge traffic on Columbia is key – potential impacts to roads and congestion if lost.
- Make rural airports self-sustainable.
- Develop jurisdictional partnerships.
- Need a more global transportation funding package discussion.
- Need a clear, collective vision – what is the system we are all willing to support.
- Seismic event preparedness.

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**Workshop Item 5**  
**Project Selection**

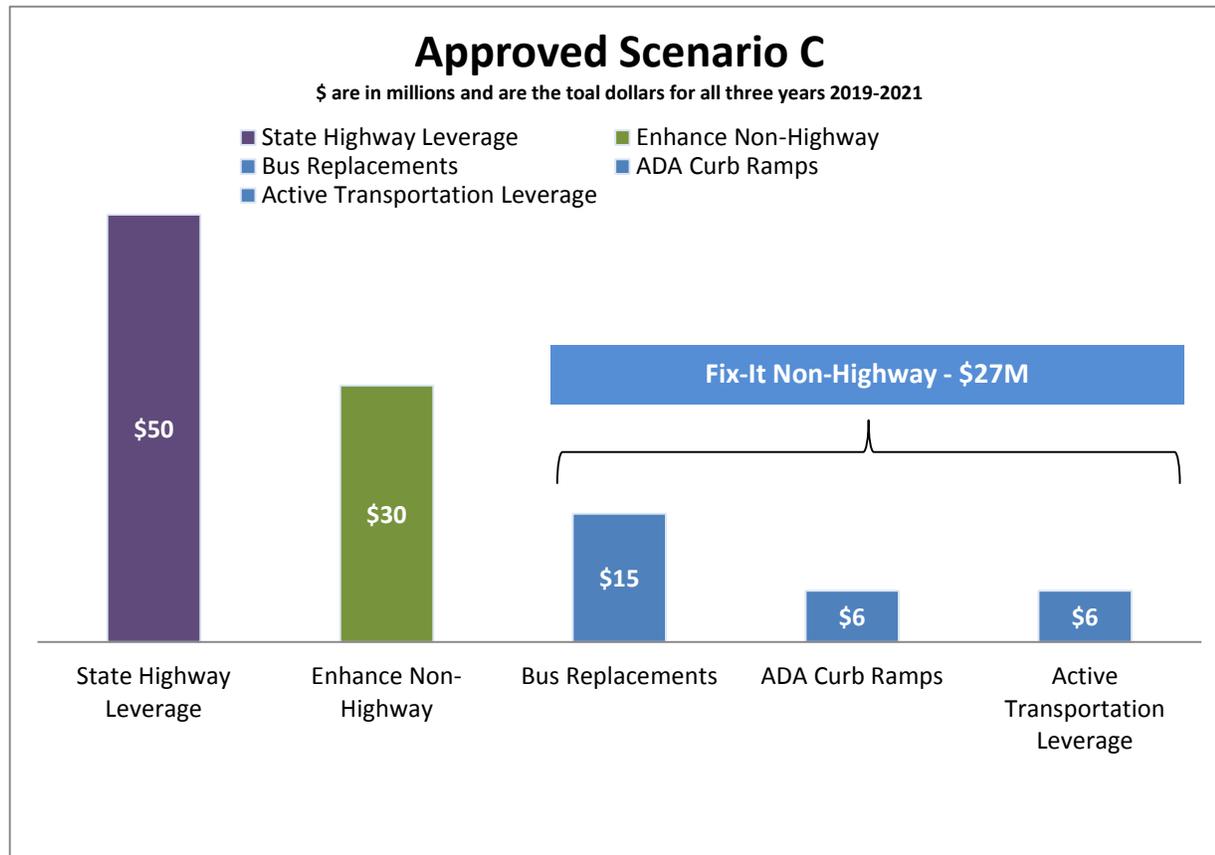
The commission participated in a discussion with Area Commissions on Transportation (ACTs) and modal committee chairs about the Statewide Transportation Improvement Program (STIP) and *ConnectOregon* project selection processes. ***(Background materials in Director/Commission/History Center File, Salem.)***

***Background:***

*Both the Enhance Non-Highway proposals and the ConnectOregon applications are due on November 20, 2015. The ACTs have been preparing for their upcoming work by hearing a presentation by ConnectOregon staff about the changes and the process for ConnectOregon. In the case of the Enhance Non-Highway process, the ACTs have been working with their region staff to understand how their region will be going through the prioritization process. There may be differences between the regions but they are all consistent with regards to the timeframe in which they need to complete their work.*

*At the July Oregon Transportation Commission (OTC) meeting, the OTC approved Scenario C, described below. This meant that \$30 million was available for Enhance Non-Highway which requires ACT engagement on prioritization as well as discussions with region staff as projects are identified for the State Highway Leverage and Active Transportation Leverage funds. For Enhance Non-Highway, the Statewide Transportation Improvement Program (STIP) Stakeholder Committee also developed modal attributes to address connectivity and system benefits as well as cross-modal criteria, all of which are included in the proposal form.*

<http://www.oregon.gov/ODOT/TD/STIP/Pages/Apply.aspx>



At the August OTC meeting, the Oregon Transportation Commission (OTC) provided direction on the ConnectOregon application process based on changes which occurred during the legislative session. This \$45 million program includes the modes of aviation, rail, marine, transit and bike/ped. The changes to the guidance and application for ConnectOregon can be found at <http://www.oregon.gov/ODOT/TD/STIP/Pages/Apply.aspx>. A key OTC decision was to give heavier weight to the three strategic considerations (below in bold).

#### Selection Considerations

- (a) **Whether a proposed transportation project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor.**
- (b) **Whether a proposed transportation project results in an economic benefit to this state.**
- (c) **Whether a proposed transportation project is a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system.**
- (d) **How much of the cost of a proposed transportation project can be borne by the applicant for the grant from any source other than the ConnectOregon fund.**
- (e) **Whether a proposed transportation project is ready for construction.**
- (f) **Whether a proposed transportation project has a useful life expectancy that offers maximum benefit to the state.**

With limited funding, the discussion for both programs will be centered on how the project selection and prioritization process can help to leverage those projects that provide the most benefit to people and businesses of Oregon.

*The current schedule has the OTC making a decision on the ConnectOregon projects in August 2016. A draft of the proposed project lists for the STIP would also be available at that time, providing the OTC an opportunity to review any connections across the two programs.*

**Presentation:**

Jerri Bohard gave the presentation on the project selection process. Highlights of the presentation were:

- Background and breakdown of *ConnectOregon* regions.
- Program changes to be addressed in rule include bicycle definitions, match increase to 30 percent, loans removed, Columbia County joining Region 2, consideration for life expectancy, transportation project definition, and final review committee membership.
- A review of the *ConnectOregon* process from application to agreements.
- Application attributes:
  - Allow for broad cross-section of applicants.
  - Solicit information that addresses six statutory considerations.
    - a) Reduces transportation costs
    - b) Provides economic benefit.
    - c) Is a critical link that will measurably improve utilization and efficiency.
    - d) How much cost can be borne by applicant?
    - e) Is project ready for construction?
    - f) Does project have life expectancy to offer maximum benefit?
  - Four-tier staff scoring process to assure the six considerations are met.
- Modal scoring requires recommendations from aviation, public transit, rail, freight, bike/ped and marine advisory committees.
- Final review committee - a 12-member committee consisting of one chair, 2 members from each modal committee (12), one member from each ACT (12) and members at-large.
- OTC review and selection process.
- A review of the Enhance review process.
- Assumptions used to further flesh out overall funding scenarios:
  - Most of the money goes into +Fix-It.
  - Up to \$1.6 million in STIP (12.5 percent) for Enhance or similar programs.
  - A minimum of \$57 million for non-highway projects to meet federal and state requirements.
  - ACTs should have significant project selection involvement.
- Updated Scenario C from July 2015.
- Timeline:
  - November 2015/ March 2016 - Regions and ACTs develop 150 percent lists.
  - March/April 2016 - Finalize 150 percent list based on scoping process.
  - May/June 2016 - ACTs develop 100 percent priorities for Super ACT meeting.
  - July/August 2016 - Super ACT completes 100 percent for recommendation to OTC for Enhance, and Region submits Enhance and Fix-It lists to OTC.
  - October 2016 - OTC makes initial Enhance and Fix-It decisions.
  - November 2016/February 2017 - ODOT conducts air quality conformity determinations.

- January 2017 – OTC releases draft 2018-2021 STIP for public review.

**Discussion:**

The same people who participated in the Workshop #4 discussion participated in this discussion with the addition of Marine Modal Committee Chair Allan Rumbaugh. Discussion followed. Highlights were:

- Give ACTs more flexibility; they work well together to find regional solutions.
- The ACTs are challenged with member turnover – learning is like drinking from a fire hose. Modal committees have a critical role in better informing and advising the decision making process. Help them better understand what leverage means.
- Communicate with compelling success stories on what the nexus of a project is and why it's of value to you, me, and the other guy.
- The Oregon tax structure doesn't work. Before the 1980 recession, eastside and westside incomes were almost identical. After that, eastside income started and continues to fall. Oregon is one body, and if we continue to treat the gangrene in our foot (eastern Oregon) as something we don't need to worry about because the rest of us is ok, we will die.
- Modal committees and ACTs need to be clear on each other's priorities.
- Extra points or consideration for those communities that raise resources.
- The process as it is works well; the tension and give and take between committees brings a balance to the table.
- The ACTs are very important to aviation and it is good to have this forum for the two to get together.

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**Workshop Item 6**

**Trade and Logistics Initiative – Keep Oregon Trade Moving**

The commission received a presentation on the Oregon International Trade and Logistics Initiative, Keep Oregon Trade Moving. ODOT's Chris Cummings, Karen Goddin of Business Oregon, Peter Friedmann of Lindsay Hart LLP and Dan Smith from Tioga Group gave the presentation. ***(Background materials in Director/Commission/History Center File, Salem.)***

**Background:**

*Due to the recent loss of container service at Port of Portland Terminal 6, in April 2015, Oregon Governor Kate Brown launched the International Trade and Logistics Initiative to identify interim shipping options for Oregon's small- and medium-sized businesses to assist them with staying competitive in the global marketplace.*

*The initiative consists of a multi-pronged approach that focuses on:*

- *Trade data collection and cargo movement analysis.*
- *Shipper outreach throughout Oregon.*
- *Freight logistics projects to improve containerized cargo transport to and from global markets.*

*Regional workshops were held during July and August of 2015. Participants of the workshops provided staff with valuable insight pertaining to current and past shipping practices, impacts derived from loss of container service at Port of Portland, and potential solutions. A summary of each workshop is available at <http://www.oregontradesolutions.com/>.*

*A full report on the initiative, along with recommendations for action, will be presented to the 2016 Oregon Legislature.*

**Presentation:**

Highlights of the presentation on Oregon's Trade and Logistics Initiative were:

- Initiative led by Business Oregon in partnership with the Port of Portland, Oregon Department of Agriculture and Oregon Department of Transportation.
- Regional workshops were held across Oregon during July and August to help identify Oregon freight logistic challenges and potential solutions.
- A second element of the Trade and Logistic Initiative was trade research to estimate cost, service, reliability and capacity impacts to Oregon importers and exporters, and to identify possible policies, initiatives and other measures to mitigate adverse impacts on Oregon businesses and trade.
- Preliminary themes that came out of interviews with 40-50 Oregon businesses and transportation providers were:
  - A preference for Portland – shippers want services back.
  - Shipping adjustments.
  - Capacity impacts – capacity to move cargo is critical, there are not enough trucks and drivers, followed by service and vessel reliability.
  - Cost impacts.
  - Vulnerability.
- Challenges - capacity, service, reliability, cost.
- Current shipper efforts - while this initiative is underway, the Port and others continue to collaborate with carriers, shippers and transportation providers behind the scenes looking for ways to assist Oregon shippers in dealing with the loss of weekly Portland service right now while building Oregon's trade capabilities for the future.
- A near-, mid-, and a long-term business case is being developed. The near-term focuses on solutions to problems shippers are facing right now; mid-term on restoring Portland service; and long-term on building capabilities to support both the Port and broader shipping interests.
- More work is needed, but takeaways of the initiative include:
  - Trade key to Oregon's economic health and future.
  - Strong interest by Oregon shippers in return of Terminal 6 service.
  - Longstanding statewide transportation, systems capacity and logistics issues compounded by Terminal 6 service loss.
  - Progress on issues important regardless of Terminal 6 service.
  - No silver bullet - incremental solutions/workarounds underway.
  - Partnerships and ongoing focus needed.
- Next steps include a legislative briefings November 17 and 18, a presentation to the Oregon Board of Agriculture on December 16, and a report to the legislature in February 2016.

**Discussion:**

Commissioner O'Hollaren asked if it would be possible to provide the OTC with a list of the shippers to get a geographic view. <sup>1</sup>

Chair Baney said there is a sense of urgency behind what has been presented today and she is not alone in feeling that urgency to protect what we have so we are not looking at this in 10 years, saying, "Wow, do you remember when we were an export leader on the west coast."

**Action:**

<sup>1</sup>Commissioner O'Hollaren asked if it would be possible to provide the OTC with a list of the shippers to get a geographic view.

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**Workshop Item 7**

**Rail Transport Safety Panel Discussion**

The commission received an informational presentation on House Bill 3225, (2015), a bill related to the safe transport of hazardous materials by rail, from Oregon State Representative Barbara Smith-Warner, Oregon State Fire Marshal Mariana Ruiz-Temple, and Representatives from Union Pacific, BNSF Railway, Genesee and Wyoming Railroads. (**Background materials in Director/Commission/History Center File, Salem.**)

**Background:**

*With the growth of the movement of crude oil by rail, government agencies and railroads are taking steps to ensure public safety. The Oregon Transportation Commission has taken significant action in this area, including authorizing ODOT's Rail and Public Transit Division to hire four additional rail inspectors to improve safety inspections and updating the agency's rules on movement of hazardous materials by rail.*

**Presentation:**

Karmen Fore introduced the representatives from the Office of the State Fire Marshal, railroads, and state legislators who reported on HB 3225.

- ~ Oregon State Representative Barbara Smith-Warner
- ~ Oregon State Fire Marshall Office, Mariana Ruiz-Temple
- ~ Union Pacific Railroad, Mike Eliason
- ~ Burlington Northern Railroad Santa Fe, Johan Hellman
- ~ Genesee and Wyoming Railroad, Carla Groleau

Union Pacific (UP), Burlington Northern Santa Fe (BNSF), and Portland and Western (P&W) railroads have committed to collaborate with the Oregon State Fire Marshal to support increased safety preparedness. House Bill 3225 requires the Oregon State Fire Marshal (OSFM) to implement a statewide hazardous material emergency response system for a coordinated response to oil or hazardous materials spills that occur during rail transport. In addition to the cooperation of OSFM as designated in HB 3225, the railroads will provide

support in terms of equipment and training. The desired outcome is for the hazardous material teams to have adequate equipment, and emergency responders to have adequate training to do their respective jobs. All railroads will continue ongoing collaboration with the OSFM for the development of further state training and response preparedness. Highlights of the presentation were:

- Three main provisions of HB3225 as it relates to OSFM:
  1. Plan for coordinated response to oil or hazardous materials spills that occur during rail transport.
  2. Report annually where that equipment was stored; the location.
  3. Implement the equipment from railroad partners: seven regional support flatbed trailers.
- Union Pacific will fund 40 scholarships for first responders to attend Crude Oil by Rail training.
- Four table top drills will be conducted annually at sites selected by the OSFM.

***Discussion:***

Commissioner Simpson has not seen a lot about communication in this, and asked about interoperability and the ability to communicate after disaster. Marianna Ruiz-Temple responded that how to use the Oregon Emergency Response system will be part of the focus of the planning.

Commissioner Morgan expressed her thanks to everyone who participated in this effort. This issue came up in public discussions and this shows the good work that can be done by collaborating with partners. Morgan called out Rail Division Administrator Hal Gard for his proactive work on this and his great job of bringing us over the finish line.

Chair Baney said there was a lot of fear behind this particular topic, but we have been able to show that we are ready, and that as a state, we can coordinate between public and private to be prepared.



Chair Baney recessed the workshop at 4:56 p.m.



That afternoon at 4:30 p.m., the Oregon Transportation Commission and ODOT staff held a no-host reception with light hors d'oeuvres for ACT and Vision Panel members, modal chairs and others attending the meeting, in the Lotus Room of the Oregon Gardens.

### **Friday, November 13**

On Friday, November 13, the OTC Workshop was continued, and the formal monthly meeting was held. At 8:00 a.m., the OTC and ODOT staff held a premeeting briefing session and agenda review in the Lotus Room. The formal monthly meeting began at 8:30 a.m., in the Orchid Room. Highlights of the premeeting were:

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The commission engaged in a brief discussion of the agenda for the day's meeting.

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***Workshop Item 8***  
***Cascadia Response and Recovery***

The commission received an informational presentation about the preparation work that the state and the Oregon Department of Transportation (ODOT) are doing to prepare for response and recovery to the Cascadia earthquake, and to provide the Oregon Transportation Commission (OTC) a clear understanding of roles and responsibilities in the wake of a Cascadia earthquake. ODOT's Highway Division Administrator Paul Mather, ODOT's Statewide Maintenance Engineer Luci Moore, and Oregon Office of Emergency Management's Andrew Phelps gave the presentation. ***(Background materials in Director/Commission/History Center File, Salem.)***

***Background:***

*ODOT and the Oregon Office of Emergency Management (OEM) provided a briefing on the initial response and long-term recovery from a Cascadia Subduction Zone earthquake. OEM discussed the Cascadia Playbook, a cross-agency emergency management tool for the state of Oregon that supports various existing plans and efforts for the first 14 days of a catastrophic incident. ODOT discussed its emergency response protocols and how these come into play after a Cascadia event as well as the department and OTC's role in long-term recovery efforts.*

***Presentation:***

ODOT and the Oregon Office of Emergency Management (OEM) provided a briefing on the initial response and long-term recovery from a Cascadia Subduction Zone earthquake. OEM discussed the Cascadia Playbook, a cross-agency emergency management tool for the state of Oregon that supports various existing plans and efforts for the first 14 days of a catastrophic incident. ODOT discussed its emergency response protocols and how these come into play after a Cascadia event, as well as the department and OTC's role in long-term recovery efforts.

Paul Mather introduced the director of the Office of Emergency Management, Andrew Phelps and State Engineer Luci Moore. The presentation discussed the first hours and first days after the Cascadia Subduction Zone earthquake, and what is being done to prepare for that event. Phelps discussed the effects of the resulting tsunami on Oregon. Mather concluded with the

commission's role in the days and weeks following an event. Highlights of the presentation were:

- This event will be on a scale we can't understand. Mather talked about what we have been doing to prepare.
- The Oregon Playbook has been created as a planning document that provides pertinent information on points of contact and checklists on what to do. It is broken into nine plays, starting with the first play – the ground starts shaking.
- In preparation, it is important to practice the plan. To that end, the entire state of Oregon will participate in a Cascadia Rising Exercise June 7-10, the first real test of the playbook.
- It cannot be stressed enough, the importance of personal and organizational preparedness. It is critical to this effort to be prepared to care for yourself for the first two weeks.
- The role of the commission for the first several weeks will be to reassess all the information coming in. After the first several weeks, its role will be more to help reprioritize our resources as an agency as we look at long-term recovery efforts.

***Discussion:***

Commissioner O'Hollaren asked what was being done to retrofit the system in preparation, and what standards are we retrofitting to. What are the expectations on what will happen to the system, and how do we go about getting major transportation operational? Paul Mather said the design used for new bridges and retrofitting is so bridges are serviceable after a 9.0 earthquake, higher than the no-collapse national standard.

Commissioner Lohman said one of the outcomes of a table top exercises done in Ashland was to show the importance of making sure communications are clear so a message does not change as it is carried along. The exercise also showed that private contractors will be relied on for many of the tools needed for recovery, like bulldozers and plows, and we did not have arrangements in place to easily get these items. Luci Moore said ODOT has Emergency Contact Authority in place go get the needed equipment.

Commissioner Morgan expressed concern about coastal communities, which will be isolated, even in the best of circumstances. Phelps said the Department of Defense will be a huge resource through the Navy, with the goal of people being able to stay in their communities and not a mass exit.

Chair Baney suggested making an opportunity to have this conversation with the ACT chairs and do a presentation on how we are preparing and what their role would be in a statewide response effort. <sup>2</sup>

***Action:***

<sup>2</sup>Chair Baney suggested making an opportunity to have this conversation with the ACT chairs and do a presentation on how we are preparing and what their role would be in a statewide response effort. <sup>2</sup>

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**Workshop Item 9**

**Road Usage Charges – The Path Ahead**

The commission received an informational presentation about the history and development of Oregon's Road Usage Charge Program and the status of the voluntary OReGO program from ODOT's Innovative Partnership Program Manager Jim Whitty, OReGO Program Manager Maureen Bock, and Road User Fee Task Force Chair Vicki Berger. **(Background materials in Director/Commission/History Center File, Salem.)**

**Background:**

*Since the legislature created the Road User Fee Task Force (RUFTF) in 2001, Oregon has led the nation in road usage charge development, implementing policies adopted by RUFTF in a 2006-2007 pilot program. This pilot tested the pay-at-the-pump model and was regarded as a success across the nation. Oregon's RUFTF recently adopted policies to enable ODOT to redesign the road usage charge system to achieve greater public acceptance. ODOT tested the redesigned concept in a four-month pilot program beginning November 1, 2012. This test included eight state legislators and four transportation commissioners as participants.*

*The success of Oregon's second per-mile charge pilot led to passage of Senate Bill 810, the nation's first road usage charge legislation directing development of an operational per-mile charge program for light vehicles. Branded OReGO, the program launched on July 1, 2015, and by October 2015 proved this new revenue mechanism a technical success.*

**Presentation:**

Jim Whitty led the presentation which provided information about the 14-year history and current status of Oregon's efforts to develop the road usage charge. Highlights of the presentation were:

- The purpose of the legislatively mandated Road User Fee Task Force is to develop a design for revenue collection for Oregon's roads and highways that will replace the current system for revenue collection.
- Motivators for the change in road funding include declining fuel tax revenue, changes to nation's vehicle fleet, improved vehicle MPG, and societal inequity resulting from new vehicle purchases.
- A brief history of per-mile charge in Oregon shows that the nation's first gas tax was implemented in 1919, and the first weight mile tax in 1933.
- Oregon's first per-mile charge pilot program in 2006 received national review and support.
- The objective of the OReGO program is to create a sustainable road usage charge market that is simple and easy for payers and encourages evolution of mileage reporting technologies and business systems into effective, affordable, convenient and attractive options for the motoring public.
- Essential components of road user charge (RUC) systems are:
  - a. Mileage data gathering on the front end to collect and report mileage.
  - b. An accounting system on the back end to accept data, invoice user, and process payments.
  - c. Operations for compliance, auditing, management, and enforcement.

- Senate Bill 810 established OReGO's 1.5 cents per mile on light vehicles effective July 1, 2015.
- The Oregon legislature addressed the issue of privacy protection by statute provisions that guarantee people choices in reporting methods and technology. GPS is *not* required and private sector account management is available.
- An explanation of how RUC transactions will work for consumers:
  - a. Select provider, (account manager), for mileage reporting.
  - b. Install/activate mileage reporting device in vehicle.
  - c. Drive.
- Billing and payment methods are determined by the provider/account manager selected – there are three options: *Oregon Account Manager Sanef* and *Verizon* will send a bill periodically by mail or email—per choice of the payer—and will pay either by credit or debit. Azuga payers will pay up front by filling an electronic wallet and payers will never experience a billing.
- Early results of the OReGO pilot show:
  - 50 percent chose Azuga as account manager.
  - 50 percent of vehicles tested got less than 22 MPG.
  - Toyota Prius is the most enrolled vehicle, the Ford F-150 second.
- The next stage of development is a strategic plan for a mandatory road usage charge system. The principal developmental concern going forward is the estimated cost of administration.
- Critical steps: Transition OReGO into a sizable mandatory road usage charge program and determine how an open market affects RUC operations.
- The Western Road Use Charge Consortium is made up of thirteen western states.

Vicki Berger said the world is just coming to the realization we had 14 years ago, that the gas tax as a funding vehicle is at a dead end. Every transportation professional in the world is looking at our graph and realizing they have a problem. Their answer is to invite someone from Oregon and Washington because they have a problem that we are actually already doing something about. Berger said she was thrilled to be able to stand in front of an international audience in Australia and say, "Yes, it works." We are the world leader on this, but there are still political issues like privacy and cost that must be dealt with. Support from the international community will help forward this effort.

**Discussion:**

Commissioner Lohman noted he recognizes how complicated the back-room portion of this program is. Vicki Berger agreed and said technology is changing the world way ahead of the tax system. As we go ahead with this idea, we need to go forward flexibly in terms of how to collect, and forget the old model of government does it all. Think of a new model that gives customers choices.

Commissioner O'Hollaren asked if the current 950 participants in the program are enough to give the information needed, or if the pilot was maxed out at 5,000 participants, would it give a different picture? Maureen Bock said we are learning great things with the 950 already participating. More participants would probably just scale what we already know as the system was designed to accommodate 5,000. The main thing it would probably show is greater public acceptance.

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***OTC Chair Remarks***  
***Agenda Item A***

Chair Baney shared that some of our commission partners across the nation are very envious when she talks about Oregon's Area Commissions on Transportation, and how interested they are in how we engage local jurisdictions and state agency partners. Baney said yesterday was a great example of what that looks like. It takes time, effort and energy and she thanked the ODOT team for orchestrating what was a great day of communication, understanding and listening to our partners across the state.

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***Director's Report***  
***Agenda Item B***

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***ODOT Communications Section Receives the MarCom Award***

The ODOT Communications Section has received the international MarCom Award. The award is given out each year for outstanding work in concept, writing and design of print, visual, audio, and web materials and programs. Each year over 6,000 entries come from corporate, marketing and communication departments, advertising agencies, PR firms, design shops, production companies and freelancers.

ODOT's Communication Section received a Gold Award in the animation category for an overview of the OReGO program. The video was written and produced by Communications Section Manager Tom Fuller, animated by Communications staff member Kevin Beckstrom and voiced by ODOT Legislative Budget Analyst April Carpenter. The production was done completely in house with no budget.

The effort is part of a new video engagement strategy whereby the department can communicate more effectively to citizens using modern video story-telling techniques. Garrett said, "I'm proud of our staff and this accomplishment. It's a new chapter we are writing, and Mr. Fuller, Mr. Beckstrom, and Ms. Carpenter have done us proud." Past winners in this category include major hotel chains and movie production giants.

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***Legislative Days***

There are three days of legislative engagement next week with Legislative Days, and during that time, ODOT will have several different conversations with several different legislative

panels. First and foremost is the budget conversation with the Ways and Means Committee. Hal Gard in the Rail Division will make a rail grant request for FRA discretionary money in partnership with the G & W Rail Line, which will cover the match. Tom McClellan will speak before the Senate and House Committees to the Real ID issues and our conversations with Homeland Security and what it means in terms of the Oregon driver license; he will also give a presentation to a joint audits committee on the DMV computer system (STP) opportunities. Maureen Bock will give an update on OReGO to the Senate Committee. Amy Joyce will give a presentation on criminal liability in bicycle and motor vehicle collisions to the Joint Judiciary Committee.

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### ***Siskiyou Summit Rail Line Opening Event***

Last Tuesday, Director Garrett was in Medford when the Central Oregon and Pacific Railroad reopened 95 miles of track between Ashland and Weed, California, with the completion of a multi-million dollar public/private project. The reopening of the line will provide safe and efficient service to make rail a viable transportation option for the companies in southern Oregon, and reaching into California. This would not have been done without the OTC writing a letter of support for a TIGER grant the state was successful in securing, as well as directing *ConnectOregon* funds for tunnel work on that rail line. It was a good day for transportation and a very good day for the economic health of southern Oregon and the state as a whole..

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### ***OReGO***

Director Garrett said it is important to put on the record how pleased he is to report that this agency has successfully delivered on Senate Bill 810, the piece of legislation that came out of the 2013 legislative session. Private-sector account managers have been engaged, systems to administer the system have been developed, and volunteers have been recruited through a public education program. The program, branded OReGO, successfully began volunteer enrollment on July 1, 2015. To date, 953 Oregonians have enrolled in the program, with a 97 percent retention rate.

Two of the private-sector partners, Azuga and Verizon Telematics, successfully filed their first tax reports for OReGO in October 2015, making this the first time that a state has actually collected revenue from a road usage charge. In a review of the third private-sector vendor, Sanef (the company that is providing a non-GPS mileage reporting device), ODOT found several anomalies on some accounts. The Sanef tax report has been filed but without any associated payment. This is because the anomalies affect the invoices that would have been sent to volunteers. Without invoices, there was no payment to bring resolution within the month.

With the implementation of Senate Bill 810, Oregon is the first state in the nation to prove that taxing by the mile, rather than by the gallon, is feasible. The eyes of the world are on the state of Oregon, and when you lead, you receive some kudos just because you step up and lead, you show up. But you are also going to take some slings and arrows, and that is just the responsibility we have because our vision is to the horizon. We know what's coming. We find a deficit, and we seek to find a solution.

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**Public Comments**  
**Agenda Item C**

Gene Pfeifer, a 47-year design build specialist, said his message for the commission is that “true sustainability releases funds for priorities.” This is something he would like to pursue and he would like to change things in the state of Oregon. Pfeifer explained his association by referencing projects and clients he has designed or built in Salem. He said to do the planning first, and don’t spend all the money so we know we can move forward within budget. Studies are done that propose projects that, not implemented, now cost almost double. He cited the CRC project, where millions of dollars have been spent on plans well beyond “preliminary.”

Pfeifer said the inertia and support should come from the knowledge and experience of Oregon’s industry, and referenced the Marion County Courthouse Square as an example of success through true sustainability and an accountable, one-contract design build process. Rather than being condemned the square was remediated, for less than 40 percent of the replacement costs and saving taxpayers over \$35 million, by using a method of “micro” solutions and comprehensive budget line items. This process of true sustainability saved potentially large sums of funds for other priorities, relieved those in public bodies and satisfied the public.

Pfeifer asked the commission to consider the message for true, honest sustainability to accomplish our current needs and utilize and fix what we have rather than getting distracted with new wants.

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**Mary Olson Awards**  
**Agenda D**

The commission received a presentation on the 2015 Mary Olson Awards from ODOT Director Matthew Garrett. ***(Background materials in Director/Commission/History Center File, Salem.)***

***Background:***

*The Mary Olson Award was established in 2014 in memory of our late colleague and Oregon Transportation Commission member. Mary was a valuable member of the commission for almost four years and an outspoken champion of ODOT. She brought energy, an intellect and an honest and straight-forward approach that empowered others to advance in their journey. She embodied the notion that public service is a noble cause.*

*The award seeks to recognize individuals at ODOT that demonstrate the leadership qualities of initiative, innovation, and integrity and in turn raise the image of the Oregon Department of Transportation. The Mary Olson Award is eligible to all ODOT employees and Director Garrett*

*selects and bestows this honor. Garrett sees this as the highest honor an ODOT employee may receive for exemplary leadership.*

**Presentation:**

Director Matthew Garrett talked about the three individuals that received this award: Galen McGill, Jim Whitty, and Gina Salang.

Galen McGill is ODOT’s Intelligent Transportation Systems Manager and has worked for 27 years in various positions all related to technology research, development and implementation. He is responsible for planning, implementing and maintenance and operations of technology initiatives and is recognized as a local and national leader in ITS, with over 25 papers published in various journals and conference proceedings. Galen has and continues to foster a culture of innovation and creates an atmosphere that encourages people to develop and experiment with new ideas. Galen embodies all the characteristics of a true servant leader.

Jim Whitty has been the tip of the spear for over 14 years for the Road Usage Charge Concept. He is the man responsible for envisioning, evolving, crafting concepts, and facilitating the work of various policy and legislative forums, and is a man of intellect, innovation and imagination. Jim understood that nurturing an innovative and lasting idea wouldn’t come from just gazing at financials, research papers and data analysis; he knew you get the best answers by burying yourself in the many policy and practical questions surrounding this first of its kind endeavor. To use Jim’s own words, “It appeals to me to try to solve a problem from scratch – I like to paint on a blank canvas.” The painting is now complete and he has guided the conceptual discussion and educated legislative bodies at the federal, state and local levels on the creation of a new way to fund road maintenance. Jim is a facilitator and a champion of knowledge transfer and innovation.

Gina Salang understood that Senate Bill 810 embodied the notion that vision and inspiration need execution, and that ODOT was required by the bill to implement a voluntary Road Usage Charge by July 2015. This notion is not a foreign concept to Gina; she gets the job done and knows how to execute a plan. She also understands that the best leaders don’t create followers; they create more leaders. Sometimes, a project is such a long series of obstacles and opportunities coming at you at high speed and you need every ounce of your collaborative skill sets to get through it. Gina’s intellect, energy, and focus ensured we were nimble and capable in the long run. Gina embodies the essence of leadership as she is willing to make tough, unambiguous choices that have, and will continue to have, an impact on the fate of this organization.

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***Draft Oregon Bicycle and Pedestrian Plan***  
***Agenda E***

The commission received a presentation on development of the Draft Oregon Bicycle and Pedestrian Plan (OBPP), and considered releasing the draft plan for formal public review.

ODOT Transportation Planning Unit Manager Amanda Pietz and ODOT Principle Planner Savannah Crawford gave the presentation. ***(Background materials in Director/Commission/History Center File, Salem.)***

***Background:***

*The OBPP is a long range modal plan which establishes a 25-year vision and policy framework for decision-making and investments strategies within the context of the transportation system as a whole. When adopted, the plan will become an element of the Oregon Transportation Plan (OTP) and replace the 1995 OBPP.*

*The updated OBPP is a complete overhaul from the 1995 version, bringing it in line with current mode and topic plans, including a more comprehensive policy framework, a discussion of implementation and investment, as well as a much broader coverage of needs, issues, and the actions required to achieve a unified statewide vision. Specifically, the OBPP includes changes such as:*

- Statewide policies that cover not only the Oregon Department of Transportation (ODOT), but local jurisdictions in most instances, and span all facets of transportation including planning, investing, constructing, maintaining, and monitoring.*
- An updated vision that recognizes biking and walking networks as integral interconnected components of the transportation system.*
- Nine goal areas, as opposed to one, to identify strategies as they relate to specific issue areas, such as safety or equity.*
- A comprehensive policy framework:*
  - Policies linking biking and walking to other modes (e.g. public transportation).*
  - An investment prioritization framework to inform strategic decision-making and focus on the highest need walking and biking issues.*
  - Policy foundation for the consideration of lower roadway speeds.*
  - Explicit consideration, identification and prioritization of biking and walking needs through system inventories and design guidelines.*
  - Ways to consider, understand, and address equity issues.*
- Updated needs, issues, and trends, including demographic and utilization information.*
- Performance measures to measure success of the plan, but also for identifying potential future measures once better data becomes available.*

*Development of the draft OBPP has been an iterative process built upon background information and interim work products, many of which are highlighted below and have been presented to the Oregon Transportation Commission (OTC) in the past. Consultant support was used to conduct research and analysis and to understand existing conditions in Oregon today, as well as to look to best practices in the state, nationally, and internationally. Issues and opportunities were identified from this work and in consultation with stakeholders which served as the basis for the policies and strategies included in the Draft OBPP. Staff supported the effort by staffing advisory committees, conducting outreach, and writing the plan document based on findings, review and*

*feedback from the OBPP committees, and outreach. Throughout OBPP development, stakeholders were consulted, including formal committees to advise the process.*

*Stakeholder Involvement Process: The following groups were formed and outreach events utilized to gain insight on what the plan should address and to assure that the plan was developed to meet the diverse needs for walking and biking in Oregon.*

- Policy Advisory Committee -The Oregon Department of Transportation (ODOT) worked closely with a Policy Advisory Committee (PAC) to guide development of the Draft OBPP. The PAC includes diverse elected officials and high-level stakeholders from around the state representing interests of active transportation, interest groups, the business community, freight, and local jurisdictions. The PAC is chaired by OTC Commissioner Tammy Baney. Twelve PAC meetings were held from December 2013 through October 2015.*
- Technical Advisory Committee - The Technical Advisory Committee (TAC), comprised of 15 practitioner-level stakeholders (e.g. regional and local jurisdiction staff) throughout the state, assisted in the technical components of plan development, focusing on future implementation.*
- Plan Coordination Team - A Plan Coordination Team (PCT) engaged internal staff from different business lines within ODOT in the development of the plan. The purpose of the PCT was to ensure the plan can work well 'on the ground' and to improve implementation of the resulting plan. Its work and composition is similar to that of the TAC.*
- Stakeholder Interviews - Staff conducted stakeholder interviews across Oregon and sent surveys to other stakeholder groups to obtain information documenting programs and identifying issues and opportunities for bicycle and pedestrian efforts. Stakeholder contacts included ODOT staff, other state agencies, advocacy groups, and local jurisdictions.*
- Listening Meetings - Listening meetings throughout the state served to gather feedback from local residents and agency professionals on issues and opportunities that informed policy development in the OBPP. Meeting attendees were asked to identify their top safety concerns related to bicycle and pedestrian use in their community, opportunities for improving connectivity, and other items of interest that they would like covered in the Oregon Bicycle and Pedestrian Plan. Meetings took place in Bend, Eugene, Medford, Portland, and La Grande, with over 200 people participating. For those unable to attend the workshops, a virtual listening meeting was developed allowing those to view the same materials and respond to the same questions as the in-person meetings.*
- Area Commission on Transportation Meetings - During policy development, staff presented to nine Area Commissions on Transportation throughout the state to provide an overview of the plan process, discuss issues and opportunities, obtain input on draft policies and strategies, and identify next steps. These meetings allowed for direct ACT input into plan development and key considerations moving forward. Ongoing ACT coordination will continue during public review.*

*Draft Plan: In October the plan PAC reached consensus that the document was ready to forward to the Oregon Transportation Commission (OTC) for it to consider releasing the draft plan for public review. The draft plan has been developed as a user friendly online and print document, with final design allowing for a low cost print option. The main sections of the draft plan are:*

*Chapter 1: Introduction*  
*Chapter 2: Background*  
*Chapter 3: Policies and Strategies*  
*Chapter 4: Investment Considerations*  
*Chapter 5: Implementation*  
*Plan Appendices*

*Draft Vision: The PAC developed a draft vision to guide overall OBPP development which states: In Oregon, people of all ages, incomes, and abilities can access destinations in urban and rural areas on safe, well-connected biking and walking routes. People can enjoy Oregon's scenic beauty by walking and biking on a transportation system that respects the needs of its users and their sense of safety. Bicycle and pedestrian networks are recognized as integral, interconnected elements of the Oregon transportation system that contribute to our diverse and vibrant communities and the health and quality of life enjoyed by Oregonians.*

*Goals, Policies and Strategies: The PAC devoted much of its review and discussion to Chapter 3, which includes the draft plan's goals, policies and strategies. Specific policies and strategies are organized around nine goal areas covering:*

- 1. Safety*
- 2. Accessibility and connectivity*
- 3. Mobility and efficiency*
- 4. Community and economic vitality*
- 5. Equity*
- 6. Health*
- 7. Sustainability*
- 8. Strategic investment*
- 9. Coordination, cooperation, and collaboration*

*Public Review and Next Steps: Pending commission action to release the draft OBPP for public review, staff will provide notice of the draft to interested parties and post the materials for the public. Staff will concentrate review efforts on Area Commissions on Transportation, advisory committees, and interested stakeholder groups through a process that follows the commission's public involvement policy. A public hearing will be scheduled for the OTC's February 2016 meeting to allow interested parties an opportunity to speak directly to the commission. The formal public comment period will close on February 18, 2016. While a minimum 45-day review period is required for statewide plans, ODOT staff recommends an extended review period for this project given the holidays and meeting schedules for interested groups. ODOT staff will compile comments and share the input and recommendations at a final PAC meeting anticipated in late March 2016. Following final edits to the draft plan, staff will present the document and the draft "Findings of Compliance with State Planning Goals" to the commission for potential adoption. This action is anticipated at the June 2016 commission meeting.*

*Additional information is available on the OBPP Plan project website at:*  
<http://www.oregon.gov/ODOT/TD/TP/Pages/bikepedplan.aspx>.

**Presentation:**

Highlights of the presentation on the public review draft of the Oregon Bicycle and Pedestrian Plan (OBPP) were:

- OBPP is a modal plan under the Oregon Transportation Plan (OTP).
- Statewide policy plans, what's in and what's out in a new era of plans.
- Implementation influences local jurisdictions as well as ODOT and the regions.
- Public review process.
- Plan development process and stakeholder engagement through Policy and Technical Advisory Committees, plan coordination team, stakeholder interviews, listening meetings, and Area Commissions on Transportation (ACTs).
- Policy Advisory Committee (PAC) members.
- Plan development process, and plan components which include chapters on introduction, background, policies and strategies, investment considerations, and implementation.
- The public review period runs from November 13, 2015 through February 18, 2016.

**Discussion:**

Commissioner Lohman said this plan is uniquely challenging because it has to be a sensitively designed plan to balance all the modes while considering the impact of a decision on other modes. Having staff come back and report as we learn more is a way to deal with that balance and Lohman applauded the committee for that. One of the values of having a robust bike/ped program is that it does help with costs for the whole system. As he read through the plan summary, Lohman said he wished for more emphasis on this point, that getting more people on bikes actually benefits our roadways because you don't have to spend so much on roadways for maintenance and expansion.

Commissioner O'Hollaren asked if the congestion impact on vehicle traffic was considered in the plan and how that fits into the mix. As we expand cycling efforts, are we impacting other modes? How does that fit into the mix and is running a part of that mix?

**Action:**

Commissioner Morgan moved to release the draft plan for formal public review. Commission members unanimously approved the motion.<sup>3</sup>

● ● ●  
**Consent Calendar**  
**Agenda Item F**

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 October 15-16, 2015, commission meeting in Medford.
2. Confirm the next two commission meeting dates:
  - Thursday, December 17, 2015, meeting in Salem
  - Thursday, January 21, 2016, 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 734-020-0018 and 734-020-0019 relating to variable speed zones.
  - b) Adoption of 735-032-0070 relating to exemption from county registration fees.
  - c) Amendment of 735-150-0055 and 735-150-0140 relating to dealer fees.
  - d) Repeal of 741-520-0010 relating to rail transportation of hazardous waste.

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

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



The commission and senior ODOT staff adjourned to the Lotus Room to participate in a working lunch. ODOT Director Matthew Garrett invited ODOT executive staff and region managers to share the trends and issues they are seeing within their areas of the agency and how they are responding. Discussion was wide-ranging, from the challenges of attracting and retaining a skilled workforce to the new technologies of connected and automated vehicles.

The regular monthly meeting was reconvened at 1:52 p.m.



***OTC Work Plan  
Agenda Item G***

The commission reviewed the status of items identified in the OTC Work Plan approved in January 2015. Based on this discussion with the commission, items may be added or deleted from the existing Work Plan. ODOT Assistant Director Travis Brouwer and ODOT Transportation Development Division Administrator Jerri Bohard led the discussion. ***(Background materials in Director/Commission/History Center File, Salem.)***

***Background:***

*Staff will provide information on the status of the work items identified in the 2015 OTC Work Plan. A conversation with the OTC based on other workshop agenda items, previous OTC meetings or other identified needs may lead to some modifications of the Work Plan for 2016. The Status Report on the existing work plan items is attached. The existing OTC Work Plan can be found at: <http://www.oregon.gov/ODOT/COMM/docs/OTCWorkPlan2015.pdf>*

***Presentation:***

Transportation Development Division Administrator Jerri Bohard gave a summary of items in the OTC Work Plan.

- Policy Development
  - OTP Implementation
  - Policy Implementation Oversight
- Strategic Projects, Planning and Programs
  - DMV Service Transformation Project
  - Succession Planning - Managing the Risk of Losing People and Knowledge
  - Intermodal Oregon
  - Program Oversight
- Fiduciary Responsibilities
  - Funding Allocation Priorities for the 2018-2021 Timeframe
  - Transportation Funding for the Future
    - Road User Charge Implementation and Expansion
    - DMV Cost of Service Report
- Partner and Stakeholder Relationships
  - Strategic Communications
  - Area Commissions on Transportation (ACTs)
  - Metropolitan Planning Organizations (MPOs)
  - Regional Solutions Teams and Advisory Committees
- Quarterly Planning Calendar and review of annual recurring items

The purpose of the work plan is to identify where the OTC is actively engaged in the conversation or key things the commission wants to provide more direction in with regards to its expectations for staff.

***Discussion:***

Commissioner O’Hollaren asked if any adjustments had been made to the plan in the area of safety, citing a backwards trend on highway fatalities, (pedestrian, motorcycle, bicycle). He said it seems fundamental as a department, and for us as a commission, that it should be a top priority to turn around that trend. Travis Brouwer responded that Transportation Safety Division Administrator Troy Costales is on the agenda to give the regularly scheduled safety update at the next OTC meeting, providing a specific focus on the increase in fatalities and serious injuries seen across all modes last year. Brouwer suggested that would be an opportunity to talk about incorporating that into the work plan, along with the commission’s role. Internal discussions have started on how to crank up ODOT’s machinery, especially around the communications side, where our communications professionals may be able to play a bigger role in that whole effort, particularly around distracted driving and some of those issues.

Director Garrett said this is a front and center issue, and the state of Oregon is unfortunately leading the way in terms of the percentage increase, and we have vehicles in motion right now to address the issue in the Safety Action Plan. Garrett asked Transportation Safety Division Administrator Troy Costales to speak on how recent events, in terms of the increased number of fatalities, are influencing the conversation. Costales said the Policy Action Committee took the longstanding goal of reducing fatal accidents to zero, and put an end date on it. This helped coalesce those 15 to 18 committee voices representing different parts of the state and different modes, and to put certainty on that goal. Being in the troughs of that increase in the state, after

having very low record years the last decade, this renewed push includes revisiting hot-spots, law enforcement availability, community traffic safety actions, and the application of new technologies.

Chair Baney asked if something tangible could be brought to the OTC next month, to be incorporated into the work plan, on steps being taken to stop and reduce the increasing fatality numbers. Costales stated he would like to share with the commission the where (map locations), the why (causal factors), and the who (the various modes) of these fatalities. This will show some surprising trends; different than what you would think.<sup>4</sup>

Commissioner Lohman asked what opportunities exist to work with insurance companies that adjust rates according to mileage, to make the provision that when someone is in an accident demonstratively related to distracted driving, their rates would go up over and above the normal increase associated with fender benders. Costales said Oregon's strong statute and case laws on privacy of information makes it extremely hard to get the required information for the insurance company.

Commissioner Morgan said part of the discussion should be around "personal responsibility" and what it would take to move that needle, not only to have people look at their own personal responsibilities, but also the responsibility to call out people who are behaving in ways that are unsafe. Commissioner O'Hollaren suggested a campaign approach to situational awareness.

Director Garrett said the issue is how to educate on personal responsibility, and what vehicles are available to inform people. Starting with the basic driver manual or driver education modules, are there inputs in those that could be used to educate from the earliest point? Should people be retested every few years? Should the Oregon State Police start buying a different type of car (clunker) to better observe people on the road? For many of these conversations, the responsibility will go the legislature to decide if certain types of activities will be allowed. Also included in that conversation is the issue of work load, so staffing capacity and succession planning are aspects that need to be included.

The suggestion was made for a general snapshot of activities and issues to be presented to the commission on a regular basis as a standing agenda item that speaks to the status of the major initiatives as well as some of the more significant projects occurring. Chair Baney suggested placing this as a Consent Calendar item, where the commission could call out particular items if it wished. Commissioner Lohman said he was envisioning more of a short agenda item, a verbal report. Director Garrett said staff would work on preparing the report.<sup>5</sup>

Commissioner Morgan said there are opportunities right now to bring people together around finding efficiencies in the rail system to deal with bottlenecks where it isn't wired well between short lines and the Class 1 lines, regulatory bottlenecks, and to deal with structural bottlenecks where physically the pieces don't exist to join all parts of the system together. Morgan charged the rail division with coming up with a plan to bring people to the table for discussion on desired outcomes and developing a short-list of topics that would be well served by having folks around the table.<sup>6</sup>

The commissions' fiduciary responsibility would be to be engaged in the upcoming audit review of management, in terms of crafting the scope of that activity, and possibly commissioners being part of some type of steering committee as we engage an independent set of eyes to scrutinize the agency's practices. Director Garrett said the governor also spoke of a funding conversation in the 2017 timeframe about maintaining the multi-billion dollar asset, seismic issues, operational congestion issues, as well as a multimodal investment. That conversation needs to be placed in the work plan and replace the JTA-like activities.

Commissioner Lohman said bureaucracy issues also need to be addressed as part of the conversation leading up to the 2017 legislative session. Director Garrett said Congressman Blumenauer said let's focus on the outcomes, not on process. We don't want to lower the bar, whether it's environmental or a regulatory bar, but instead look at streamlining activities from a different angle, like the conversation on reducing the redundancy in paperwork to avoid crossovers. Commissioner Lohman agreed, saying the video "Problematic Permit" is a great tool we should be using more to tell the story.

Commissioner Morgan said it is as important to be kept up to speed on progress made in streamlining bureaucracy, as it is for the progress made for on the ground projects. The ability to streamline permitting processes while staying within regulatory boundaries is what helps make those projects successful, and delivered on time and on spec.

Director Garrett said another part of the funding package discussion is the concern broached by our Association of Oregon Counties (AOC) partners about all the strings attached to federal funds. He suggested that a more robust state investment may allow a fund exchange at a level that removes some of those stings to some of those bigger counties or MPOs that can certify themselves.

Karmen Fore agreed with the importance of this conversation. With Congress working its way through its next reauthorization, streamlining is always a huge issue. There is that tension between mythology and reality, and while it's the episodic stories that tell the tale, it's equally important to combine that with educating people along the way, before 2017. While being truthful in the work being done, it's also necessary to recognize where there are problems and proactively be the leader in suggestions on how to improve it. At the same time, NEPA does provide the public the opportunity to give their input, but absent NEPA, the public doesn't have that choice. For us to understand that and be able to cogently have this conversation with legislators we need to know this topic well and how it plays out in Oregon.

Chair Baney believes an opportunity is being missed around the Oregon Health Authority (OHA) conversation and the ODOT conversation. Coordinated Care Organizations (CCO's) around the state are finding substantial surplus of funds. Those dollars are being reinvested back into the communities. Access issues and the ability to get to and from those who cannot drive are directly related to the health of an individual. While ODOT's memorandum of understanding with OHA is still rising to the top nationally as an innovative and bold statement, it hasn't gone much further in term of how to operationalize that in a way to help leverage non-transportation dollars to transportation, to meet outcomes that cross both transportation and OHA.

Hal Gard said ODOT conducted two pilot projects to look at human transportation services and CCOs. A report goes to AOC next week with more information on how those pilot projects are unfolding. Baney said the Center for Disease Control (CDC) and Federal Highway are categorizing ways to encourage healthy communities through safety, climate change, design and all those things we are doing, but we are missing the opportunity to tell the story on how to go from pilot project, to this is how we operate. The opportunities to use health care dollars to leverage transit districts are not being realized because they don't have the flexible dollars on the ground to meet the federal match. So health-related dollars that could come to the table are being left on the table. Baney tasked the commission to identify how to refine the message on the unique and innovative things already being done in Oregon, and how to use some of the non-traditional transportation dollars to help meet health outcomes which are also outcomes we are trying to achieve.<sup>7</sup>

Director Garret asked if the CCO funds mentioned came without strings attached. Baney responded that the Joint Management Agreement capped CCOs' profit at two percent. Anything over two percent goes to the health council, which conducts regional community health assessments and improvement plans which deal with things like access and aging populations. The CCO becomes the leverage. Garrett agreed with the need for an example to demonstrate the ability to take that rhetoric and do something tangible with it.

Commissioner Lohman said he didn't see much in the work plan about climate change. OSTI isn't enough. We need to be showcasing what's being done; showing we are in the conversation and doing all we reasonably can to reduce transportation's 30 percent contribution to the problem. As Director Garrett had stated, the plans for climate change are ready, but we don't have the funds to implement them. Lohman said a useful role for the commission would be to push the envelope that these are important things to do, that we don't have the money to do them, and that the legislature should come up with the money. Chair Baney asked Jerri Bohard to take a stab at this in terms of the work plan and bring it back to the commission next month.<sup>8</sup>

In closing, Travis Brouwer told the commission one final thing would be brought to the OTC in December for its input. The work plan has a section titled *OTC Initiatives and Liaisons*. These are some of the key areas where the commission is engaged to get liaisons for each of the various groups listed. Two areas have openings for liaisons. First, Chair Baney needs a successor to represent the commission on the *Road User Fee Task Force*. Second, the proposal is to have Troy Costales represent the OTC in place of Commissioner Lohman on *Oregon Travel Experience*.<sup>9</sup>

**Action:**

<sup>4</sup>Troy Costales will report back on tangible steps being taken to stop and reduce the increasing fatality numbers, and how to incorporate that in the work plan. Costales will also share with the commission the where, why, and who of the incidents that resulted in the increase.

<sup>5</sup>Staff will prepare a general snapshot report of safety activities and issues, to be presented to the commission on a regular basis as a standing agenda item, which speaks to the status of the

major initiatives as well as some of the more significant projects occurring. It has not been determined if this would be a Consent Calendar item or a regular agenda item.

<sup>6</sup>Commissioner Morgan charged the rail division with coming up with a plan to bring people to the table for discussion on finding efficiencies in the rail system to deal with bottlenecks, and developing a short-list of topics that would be well served by having these folks around the table.

<sup>7</sup>Baney tasked the commission to identify how to refine the message on unique and innovative things already being done in Oregon with human transportation services and CCOs, and how to use some of the non-traditional transportation dollars to help meet health outcomes which are also outcomes we are trying to achieve.

<sup>8</sup>Jerri Bohard will work on showcasing what’s being done to reduce transportation’s 30 percent contribution to the climate change problem in terms of the work plan, and report back next month.

<sup>9</sup>The commission will consider liaisons to represent the OTC on the *Road User Fee Task Force* and *Oregon Travel Experience*.



Chair Baney adjourned the meeting at 2:56 p.m.

<i>[Original signature on file]</i>	<i>[Original signature on file]</i>
Tammy Baney, Chair	Sean O’Holleran, Member
<i>[Original signature on file]</i>	<i>[Original signature on file]</i>
David Lohman, Member	Susan Morgan, Member
Absent	<i>[Original signature on file]</i>
Alando Simpson, Member	Roxanne Van Hess, Commission Support