

OREGON TRANSPORTATION COMMISSION

**Minutes of the Regular Monthly Meeting
October 15-16, 2015
Medford, Oregon**

On Thursday, October 15, 2015, at 1:00 p.m., the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff met in the MacKenzie Room at the Ramada Medford Hotel, 2250 Biddle Road, Medford, Oregon.

That afternoon, at 3:05 p.m., the Oregon Transportation Commission and ODOT staff participated in a bicycle tour of the Bear Creek Greenway. The tour departed from the Rogue Regency Inn lobby.

That evening at 6:30 p.m., the OTC and ODOT staff held a no-host dinner with members of the Rogue Valley Area Commission on Transportation (RVACT) and the Regional Solutions Team in Banquet Room A at the Rogue Regency Inn, 2300 Biddle Road, Medford.

On Friday, October 16, 2015, the formal monthly meeting was held. At 8 a.m., the OTC and ODOT staff held a premeeting briefing session in the Umpqua Room at the Ramada Medford Hotel.

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 meeting included:

Chair Tammy Baney
Commissioner Dave Lohman
Commissioner Alando Simpson
Commissioner Sean O'Hollaren
Director Matthew Garrett
Asst. Director for Public Affairs Travis Brouwer
Trans. Development Div. Admin. Jerri Bohard

Int. Central Services Dep. Dir. Kurtis Danka
Highway Division Administrator Paul Mather
Communications Section Manager Tom Fuller
Region 3 Manager Frank Reading
Government Relations Manager Leah Craft
Rogue Valley Area Manager Art Anderson
Commission Assistant Jacque Carlisle



Thursday, October 15

Chair Baney asked for a moment of silence for Roseburg. The meeting was called to order at 1:02 p.m.

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Workshop Item 1

Jackson County Commissioner Colleen Roberts welcomed the OTC to Medford and expressed gratitude to the commission for recent funding of some projects in Jackson County. Funding is so miniscule, and Jackson County feels very fortunate to have received those funds.

Medford politician Al Densmore spoke on behalf of the mayor of Medford and the City Council and conveyed their appreciation for the OTC holding its meeting in Medford, and for those opportunities that the city of Medford and Jackson County partnered with ODOT, and the close cooperation shared.

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Workshop Item 2

The commission participated in a panel discussion with members of the Rogue Valley Area Commission on Transportation (RVACT). ODOT Rogue Valley Area Manager Art Anderson led the discussion. (***Background materials in Director/Commission/History Center File, Salem.***)

Background:

In 2013, RVACT amended its bylaws to increase modal representation. RVACT is considering amendments to its bylaws to create a chair and vice-chair position from either Jackson or Josephine County in place of co-chairs from each county. The ACT is also considering expanding its membership to include tribal governments as voting members pending their interest in participation on the ACT.

The following questions for the Rogue Valley Area Commission on Transportation were provided for members to consider as part of the OTC discussion:

- 1. As the OTC, we struggle with the balance between maintaining current transportation assets and expanding the transportation system. What does this balance look like in your area of the state?*
- 2. As we look to find new revenue for transportation, what are the key opportunities for transportation investments to help the economic situation here? What investments covered meet the statewide needs?*
- 3. What can the commission and the department do to help the ACTs better carry out their charters?*

Discussion:

RVACT Chair Mike Montero introduced RVACT members participating in the discussion on its biennial report to the Oregon Transportation Commission.

- ~ Mike Montero, Co-Chair, Jackson County
- ~ Jon Elliott, Rogue Valley Transportation District

- ~ Dave Kellenbach, Josephine County
- ~ Lora Glover, Grants Pass Parks and Community Director
- ~ Darin Fowler, Grants Pass Mayor and Middle Road MPO (MRMPO) Chair
- ~ Dan DeYoung, Grants Pass City Council President
- ~ Simon Hare, Josephine County Commissioner
- ~ Art Anderson, ODOT Area Manager
- ~ John Vial, Jackson County Public Works

Art Anderson gave a brief overview of the biennial report and talked about some of the accomplishments of the past year, which included developing a regional process for the STIP and reaching consensus during the 2015-2018 STIP process, prioritizing Region 3's *ConnectOregon V* projects, educating members on issues relative to the Rogue Valley, and working through the 2018-2021 Enhance process.

Commissioner Lohman said one of the questions he would like answered is if there are any ideas on how the OTC could make better use of RVACT members' time. A lot is asked of the members and we are getting down to such a small amount of money for each area of the state, at times it seems flipping a coin to make decisions because the amount of money is not going to make much difference. Lohman wants to preserve the relationship with the ACT, but he worries that with the dollars being so low that relationship will start to fray.

Mike Montero agreed that with such scant funding, at times you wonder. But the commitment of the members of the ACT is that they view their time as an investment. Transportation funding is fluid, but what cannot be made fluid is a process that has the regional contacts that the area commissions do. Everybody on the commission represents a particular interest but they check that interest at the door because their charter is to give the OTC the best recommendations that reflect the local needs in view of our commitment to make the state system function better.

Simon Hare noted that after ODOT builds an infrastructure, it is really the State Police and the County Sheriff's office that maintain the safe operation by the users. There's an argument that they should have a seat at the table as far as how the infrastructure is working on a day to day basis. It may look great on paper when the engineer is building it, but it might be a different story when in use. However, Hare said he does not want to spend forever on the structure of the ACT and not do what they are charged to do, which is present the best projects, spending very little money.

Dan DeYoung said that as the money dwindles, it becomes even more important for organizations like RVACT to really sit down and weigh each project as to its benefit to the system. No one on the ACT feels their time is wasted, because no matter how small it is, those smaller projects sometimes have more of an impact locally than the bigger projects. DeYoung said that as the money goes away, it's frustrating at the ACT level when they see an awful lot of money up north, and by the time everyone takes their little piece of the pie, we get some crumbs at the end.

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RVACT members responded to question #1: *As the OTC, we struggle with the balance between maintaining current transportation assets and expanding the transportation system. What does this balance look like in your area of the state?*

Darin Fowler said that balance is still out of whack. Jackson and Josephine counties are an older brother, younger brother relationship that is based on money only and not on which project does the most good for the community. We have watched projects go through Jackson County, not only in RVACT silos but other ones, of multi-million dollar interchanges where as in Grants Pass we just get replacement bridges. Another \$120 million is going to the Highway 62 bypass, and these series of big projects over the past 10 years have left Grants Pass with no big projects and they don't have any major infrastructure changes, they have little projects that help on the fringe. Grants Pass has the South "Y" project that has been on the horizon for years, and nobody is even talking about it at the ODOT level. We need to get back on the horizon because we are still suffering through the inequity of 22 voting members in Jackson County and seven in Josephine County.

Simon Hare said the issue at hand is funding. Nothing else matters if there isn't adequate funding. Hare said his answer to Question 1 is that it is kind of like owning a boat. Everyone knows that when you own a boat, count on 10 percent of that value being required for maintenance every year. The balance for how we treat our transportation system has to be long-term sustained funding to maintain the asset we have before you and go buy the new stuff like the depth finder or the GPS. But if you don't have the money to maintain the infrastructure you've already built, you're putting added liability out there for the future generation to maintain and pay for, and without the mechanism to do so. That is his number one issue.

Hare said the ACT's voting disparity isn't an issue if there isn't any money. It's like the timber challenge; it's never going away. The sentiment in Josephine County is to go home and play nice. He thanked ODOT for funding the Exit 61 project and doing a very thorough job, making all the lights mesh together. Hare said the county got that re-appropriation of funds by one vote, and that is the most fundamental element of impediment to economic development in Josephine County. For it to win by one vote makes him question how this is working. Nothing else matters infrastructure wise in Josephine County but that and the South "Y" which is incredibly challenging and it needs to be addressed. It's got to be on the radar.

Dan DeYoung applauded ODOT for trying to take the blame for every problem small towns have on their transportation systems. But traffic count studies show that often the traffic is primarily local traffic. He suggested trickling money off Enhance projects and applying it to local municipalities to strengthen their traffic grids and arterials, and in turn keep traffic off the state system. That's money well spent. When we're down to small amounts of money, sometimes small amounts of money given to a municipality to use at their discretion and without federal mandates, can do an awful lot to keep people off the state grid.

Another thing DeYoung finds frustrating is bike lanes right smack in the middle of all the traffic lanes. There are logging trucks, fire trucks, delivery trucks and there are bicycles right in the middle of it. And the bicycles for the most part do not pay attention. There is plenty of room to

the right for a multimodal lane shared by bikes and pedestrians. That makes much more sense from a safety aspect than having his 5-year-old grandson next to a loaded log truck. That is a recipe for disaster.

Mike Montero said with Interstate 5 coming through the center of the community, we are one plugged culvert and one failed bridge away from disaster. We've contemplated the consequences to the state and to coastal economies if that were to happen, but it affects us here locally also. It's not without real sacrifice that our area supports the allocation of funds to Fix-It because the consequences of failure are catastrophic to us. Where funds are not available, we have to be proactive in ensuring funds sufficient to care for the function of the state system has top priority.

John Vial said they understand very well the concept of how we feel about the balance between maintaining the current system and expanding the transportation system. Many local governments have simply eliminated their capitol program. If not for grants, there is not a capitol program. The local governments are not using their own investment dollars to expand the system; instead any money is used just to take care of the system. That's important for the OTC to recognize because were it not for grant programs, like Enhance and some of the federal grant programs ODOT administers, there is no capitol program for many of the local governments.

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RVACT members responded to question #2: *As we look to find new revenue for transportation, what are the key opportunities for transportation investments to help the economic situation here? What investments covered meet the statewide needs?*

Mike Montero said all regions of the state experience the consequences of decisions made many, many years ago. For instance, the decision was made for I-5 to go straight through the center of Medford, yet it skirts Grants Pass. It's arguable which one is better off. Having said that, Montero said there is a larger issue that Oregon is sandwiched between California and Washington so our infrastructure is not the sole property of the state of Oregon. It's used by the two neighboring states and two neighboring countries. Maintaining capacity and safety on the Oregon system is paramount. At the end of the day, Oregon's ability to grow its economy, in large measure, is wholly dependent on the infrastructure we have available. If you try to grow the community, you have to navigate through the Oregon Transportation Planning Rule. If you want a zone change to site the "dream" company in your community, then the more congestion you have and the less funding you have, you can't meet the test and therefore you can't have the land use decision; therefore you can't attract that business owner.

As a second matter, when economic opportunities come our way, one question asked without fail is, what would be the regulatory path we would have to take, and how much risk is there in navigating through it? Montero said that in the state of Oregon it is formidable. What needs to occur is that the state of Oregon and local communities need to be very strategic about land use decisions and about transportation investment policy. They ought to look at those transportation investments as exactly what they are: an investment where a return can be secured to both the city, local government like the county, and the state as well. The least-cost

planning and MOSAIC ODOT is developing is headed in the right direction, but we are not there.

Simon Hare responded to the question by saying placement of facilities for hubs. Public works, transit systems, and bus facilities are using prime employment lands within a very small opportunity space. He has been looking at courting ODOT and the city and county to come together to form a centralized area, using less-than prime employment lands and freeing up dozens of acres for employment lands.

Darin Fowler agreed and said public utilities like power and phone are on prime business property also. One of the things he would like to see is Highway 199 improved. CALTRANS has made great improvements on 199, but coming into Oregon it is narrow and dangerous. A lot of commerce travels that road which comes into a major hub – Grants Pass. But it will take a huge amount of money and forward thinking to improve that, but he wasn't able to get it on the radar.

Simon Hare he would like the OTC to continue to support solutions that solve overall transportation problems like the Table Rock Road and Foothill Road. He asked that the OTC continue to support truck climbing lanes and be aware of the viaduct that needs improvement.

Jon Elliot represents the bus community and said he doesn't have a problem with anything on I-5. The only problem he might have is that \$100 million is an awful lot for an intersection. He suggested that some transportation money would be mightily well spent trying to change the public perception of small public transportation systems. A good investment would be a public relations campaign to sway the public perception of public transportation in your area when you don't really to use it. Those are the people we need to talk to. It is so simple to get in your car and go from here to there. It's really hard to go wait for the bus, but it needs to be done - especially in these small local transportation districts that survive on public money.

Darin Fowler said the rail system is becoming more popular with travelers. There are many new tourist and vacation destinations to be had if passenger service was connected between Eugene and Grants Pass/Medford, and Klamath Falls.

Art Anderson spoke as ODOT Area Manager and said the South "Y" project is very important and we need to at least start the Environmental Impact Statement (EIS) process.

Mike Montero talked about what things are working, things that are the result of work the commission has already done. Examples include construction of the Rogue Valley's first compressed natural gas station, the viaduct reroute, and seismic event preparations.

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RVACT members responded to question #3: *What can the commission and the department do to help the ACTs better carry out their charters?*

John Vial said the ACTs have created a transparency for projects, and provided a voice for members to help prioritize projects and created a direct voice from the locals to the OTC. All

those things have been a huge benefit, but as the money gets smaller, that becomes a bigger challenge. Vial said he would ask the commission to err on the side of continuing to give the ACT work. Look for opportunities to give the ACT other policy issues; ask them to do things that might help the commission guide the overall transportation approach in the state; and ask for their opinion on this other than project prioritization.

Darin Fowler said when federal dollars finally make their way to local jurisdictions, the proportion of federal requirements is very burdensome. A change in those regulations to make them less restrictive for smaller projects would greatly help these communities.

Dave Lohman said there has been a lot of conversation on how to trade out funds so state funds can get spent on projects that otherwise federal dollars would be used and it would be a lot more money to get it done. This is a frustrating issue and Lohman believes ODOT is doing everything it can to deal with the issue.

Director Garrett said they had a very similar conversation with the ACT in La Grande recently. The most important thing we can do is to keep talking about it, and not only to the OTC and ODOT, but to your congressional delegation and your state delegation. Commissioner Hare was spot on that every point comes back to funding because when you have more funding you have more options. Garrett wants as much federal money to come to the state as possible. The challenge is how we deal with it. If additional federal and state money was realized, we can exchange the federal money for the state money which removes the federal strings and allows a little more flexibility for local government. But to do this, we have to lean into the conversation and not be shy about saying it takes dollars to run this system that you use each and every day and you own a little bit of this.

Mike Montero said that over the past 10-12 years the focus of need always gets corralled by funding. That is shortsighted, and the ACT would like the OTC to think about having the regions provide a list of projects that meet their needs, regardless of what they cost. They might not be funded, but that doesn't change the fact that they are needed. RVACT developed an area inventory tool about 10 years ago that takes local transportation plans and overlays them on the state system to look for opportunities where small investments can sequentially advance toward some systemic whole. That is a very important tool for us to use and would be of benefit to all the state of Oregon.

Montero said the OTC's direction to not look at different transportation modal providers as competitors for scarce funds, but rather to bring to the table the transportation assets they have. Transit has a substantial potential to deal with some of the impacts to the state system, but when they originally came to the table, the reaction was, "What are you doing here, it's our money and we aren't sharing." The same is true of freight, bike/ped, and rail, and we ought not to think like that. The OTC's direction to work with other modes has helped better inform us, with a goal of how best to use those very valuable assets and leverage them together to meet the need in the communities.

Simon Hare noted two things that could be changed to the benefit of the ACT. One is policy action that needs to be taken on bridges that are changing to accommodate a river's

meanderings, and are getting longer, because they are not given the authority to maintain the approaches. A bridge previously 100 foot long is now 250 feet because it has to follow the river, at a cost of ten to twenty thousand dollars a foot to build. That is one policy example when the ACTs could weigh in on a local level. The second that we will never raise enough money to pay for a project so long as the process gets tacked on with one or more studies that needs to be done before we replace infrastructure. At some point we have to say, that's enough, we just need to build this road.

Commissioner O'Hollaren said it is not always easy to wrestle these issues to the ground. Our primary focus is to let commerce move, but having safety first and foremost. There are lots of competing interests fighting for limited resources, which is universal around the state and country. He thanked each and every one of RVACT's members for participating. Government is not a spectator sport.

Commissioner Simpson asked what kind of dialog is taking place on the generational, or age group, level of people who are not focused or interested in transportation systems. Despite the fact that we work to figure out the issues, it's going to come from the grassroots and the people that essentially mandate what's necessary for us to maintain our assets. The only way we are going to move the dial is if we get everyone engaged and involved in the conversation. What messaging and outreach is happening to energize people and get more interested in the conversation?

Simon Hare responded that younger people just take the transportation infrastructure for granted. They don't know where the funding comes from, they just assume it will be there and the road won't have holes and the lighting will work. We need to drive home an awareness that they are paying for this and what would you like to see. We can see the drive socially from communities that put a big emphasis on livability and have mostly young families and students. But as they mature in their life, their priorities might shift as they start looking at transportation as something they rely on for their business or job.

Jon Elliott said if fewer people choose to drive and they choose to live closer to where they work and participate in activities that help keep them from getting in their car, investments in local transit systems become even more important.

Art Anderson said the generational issue is huge. When we were growing up the first thing we wanted was a car. Now it is a cell phone. Cell phones can do so much it is almost a form of transportation in a lot of regards.

Dan DeYoung said everything we do and promote is paid for with fuel tax. So if you conserve on electricity, somewhere down the line someone is being short changed because you are not spending as much money. That's one of the big challenges along with the generational issue.

Darin Fowler said we need to open up public meetings to find a way that people can electronically attend and electronically comment, and in a way that is in real time so they feel they are attending the meeting.

Commissioner Simpson said he was thinking in terms of shifting the paradigm to convey a consistent message of the importance of the transportation system. The question is how do we get people engaged and excited, even if we have to start with kindergarteners drawing maps of bridges and roads and go home and talk to their parents about what they did that day and start that conversation.

Commissioner Lohman said this has been a very instructive conversation that exemplifies the value of having an ACT. The OTC gets to hear things that it might not have thought of, like the idea of freeing up industrial lands by getting the various jurisdictions together on their maintenance yards and figuring out a better place to put them. That's an important conversation and we want to make sure it gets pursued. Lohman said he is interested in hearing more about Exit 61 and the bike route through there. At some point, he would like to sit down and talk through how the decisions were made on that and whether they are the right decisions to be replicated in similar situations elsewhere. Those are things that would not have come to our attention were it not for this conversation. That shows the value of the ACTs.

Chair Baney closed the conversation by saying she had two requests for the ACT. One is, please stay engaged. We do value your voice and this dialog is beneficial if we are going to move forward. Second, we are in this together. The ACT holds the trust of the communities that it represents. We have incredible needs in front of us and we need to articulate that to those that can help us make that change – the federal and state legislature and congress. Please partner with us and use your voice as we go forward.

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Workshop Item 3

The commission received an informational update about the work of the Southern Oregon Regional Solutions Teams. ODOT Rogue Valley Area Manager Art Anderson, Regional Solutions Coordinator Jeff Griffin, Department of Environmental Quality (DEQ) representative Kate Jackson, and Oregon Business Development Department representative Larry Holzgang gave the presentation. (***Background materials in Director/Commission/History Center File, Salem.***)

Background:

Regional Solutions Centers (RSCs) are places for state agencies to collaborate with each other, local governments and other public, private and civic interests to solve problems and seize opportunities. Regional Advisory Committees are made up of Oregonians appointed by the governor from business, civic organizations, government, foundations and higher education to identify priorities to help guide the work in each of the ten regions. The committees also help connect resources from the community to expand the state's collective capacity to solve problems and seize opportunities.

Governor Brown believes that to rebuild Oregon's economy, all of us - public, private and civic partners - must work together. The state can no longer afford single objective investing. The RSCs allow regional leaders and citizens to leverage all available funding to complete the highest

priority projects. Regional Solutions Centers are located in Bend, Medford, Eugene, Portland, Tillamook and La Grande. Satellite offices are located in Salem, The Dalles, Klamath Falls and Coos Bay.

Regional Solutions Centers are staffed by Regional Solutions Teams composed of a representative from each of five state agencies: the Department of Environmental Quality (DEQ), the Department of Land Conservation and Development (DLCD), the Oregon Department of Transportation (ODOT), the Department of Housing and Community Services (OHCS) and the Business Development Department (OBDD). Other state agencies are added to the teams as needed for regional priorities. The teams are led by a Regional Coordinator who represents the governor as a catalyst for action in each region. State agency directors meet regularly with the governor to review and evaluate the RSCs' work based on the number of projects completed.

RSCs complete projects addressing the priorities identified by the Regional Solutions Advisory Committees (RSACs). Team members collaborate with each other, local officials, private citizens and with other organizations to effectively complete projects. RSCs are also part of the Oregon Solutions Network which links them with the state's dispute resolution program, Oregon Consensus, and the state's collaborative implementation program, Oregon Solutions. For each regional priority, the coordinator develops a work plan including objectives, expected outcomes, agency involvement, targets and milestones. Through collaboration, efficient communication and strategic action, the RSCs work to achieve Oregon's most important economic and community objectives.

Presentation:

The following Regional Solutions Team representatives provided updates and participated in the discussion:

- ~ Jeff Griffin - Regional Solutions Coordinator
- ~ Kate Jackson - Department of Environmental Quality
- ~ Larry Holzgang - Oregon Business Development Department
- ~ Art Anderson - Oregon Department of Transportation

Highlights of the presentation include the following:

- o A review of current projects the Regional Solutions Team is working. These include projects for a regional food hub, industrial park infrastructure, thermal energy, irrigation systems, chemical storage, economic development of industrial land to procure new out of state business, rail service, freight movement, airport and downtown revitalization projects.

Discussion:

Commissioner Simpson said Larry Holzgang had mentioned an Asian company that is funding a lot of valuable real estate in southern Oregon, and uses a natural resource to create batteries made in Nevada for Tesla. He asked what that natural resource was. Holzgang responded that the company manufactures a chemical component that goes into lithium batteries. Currently all its production is in Japan and it was looking for a west coast site to start a plant in the

United States. Southern Oregon is the region selected to do the production work, and it wasn't really a natural resource issue.

Commissioner Lohman said the underlying theme seems to be the value of cross connections among jurisdictions and agencies. Oregon taxpayers should have a chance to hear a presentation like this to see how well things can work when agencies talk to each other.

Lohman had two comments. First, he said, about a dozen years ago, the WISE project had plans that showed what this region could look like as a biking mecca if all the irrigation ditches were piped and then those rights-of-way used for bikeways. It would be a remarkable tourist attraction and he raised the point in the hope that transportation connection doesn't get lost. Kate Jackson responded that one of the issues with piping the canal system is that several of the small communities, and the entire county, rely on those canals for storing water. When the idea of also making them pathways came up, the thought was, "that is too far ahead."

Lohman's second comment was that there are no Ashland projects on the list. Jackson said Union Pacific, which no longer owns the rail line but still owns a rail yard in town, is back before the Ashland City Council for the third time trying to come to agreement about cleaning up the property. When the city comes around and says there is a land use component and it wants to do a more detailed master plan, then there will be a Regional Solutions project in Ashland.

Jeff Griffin said there was some discussion earlier about maintenance yards. RST has worked quite a bit on the Kroeno property in Ashland and one of the remaining issues that still needs solving is access, good access in the Kroeno-Miller area. Something also has to be done about the ODOT Maintenance Yard there. There was an RFP (request for proposal) out, but nothing came of it, and it would be great to take another shot at that.

Director Garrett agreed. We have been revisiting how we packaged those conversations because we cast the nets, but no fish swam into the net. But to that point, and not only the Ashland opportunity, he was intrigued by the comment by the good folks of Grants Pass speaking about the opportunities there and looking at not only the public sector jurisdictions but also private sector opportunities. This co-location conversation is something we need to lean into. Given the depth and breadth of interest, and parties at play, Garrett asked if Regional Solutions has looked at that as an initiative into the future. What is the status of that?

Garrett said he applauds the partnerships, for the alignment of the agencies and how they are leveraging their collective wisdom. He asked what the relationship is like with the Area Commission on Transportation, and is that another overlay RST puts on in terms of developing a list of projects? There is a host of transportation projects on the list and Garrett asked if RST holds its list up to that to see if they sync up. Jeff Griffin said RST and the ACT do work together, not so much formally, but informally there is a lot of communication that allows them to do projects that work well together and don't overlap or duplicate. Griffin said he has not seen this as being an issue, because of the region's size and the amount of involvement, it seems to work. Art Anderson agreed that the dialog to get things done happens in those

informal conversations where he carries the message from the ACT, more so than in formal conversations with the ACT.

Garrett agreed that Art Anderson was the thread that binds the two organizations, but said a little more reflection on that is needed to tighten it. It gets to the point where the list of needs can go on forever and we have to be very disciplined in where we take our human, as well as our financial, resources and target them. As we create these lists, Garrett wants to make sure we are in better alignment.

Chair Baney said she would like to see that as a check in point for the ACTs to say, here is where we're headed, and here is what we are working on, and a way to cross pollinate those conversations and make sure they are coordinated.

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Chair Baney adjourned the meeting at 3:27 p.m.

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That afternoon, at 3:05 p.m., the Oregon Transportation Commission and ODOT staff participated in a bicycle tour of the Bear Creek Greenway. The tour departed from the Rogue Regency Inn lobby.

That evening at 6:30 p.m., the OTC and ODOT staff held a no-host dinner with members of the Rogue Valley Area Commission on Transportation (RVACT) and the Regional Solutions Team in Banquet Room A at the Rogue Regency Inn, 2300 Biddle Road, Medford.

Friday, October 16

On Friday, October 16, 2015, at 8:00 a.m., the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff held a premeeting briefing session and agenda review in the Umpqua Room at the Ramada Medford Hotel. Highlights of the premeeting briefing session and agenda review were:

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

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ODOT Assistant Director Travis Brouwer walked the commission through the latest draft of the agenda for the Annual Workshop that will be held in November, which includes presentations

by the co-chairs of the Governor’s Transportation Vision Panel and a discussion with ACT and modal committee chairs on project selection.

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ODOT Highway Division Administrator Paul Mather discussed the process for changing speed limits on state highways. When the legislature passed legislation in the 2015 session to increase speeds on eastern Oregon highways, they left out two sections that could prove problematic:

- US 97 between the California border and Klamath Falls;
- I-82 between Washington and I-84.

Mather indicated he looked into the process of having the commission adjust the speed limit on I-82 and found that the commission cannot adjust the speed limit on US 97. However, the process requires changing administrative rules and would take about 12 months. Mather recommended giving the legislature the opportunity to modify speed limits on both highways in February, and the commission did not object to this approach.

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Chair Baney called the formal monthly meeting to order at 9:00 a.m.

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***OTC Chair’s Remarks
Agenda Item A***

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Chair Baney had an opportunity to share lunch with Congressman Blumenauer, who is a great advocate for transportation and our work, and who really wants to engage with the Oregon Transportation Commission, and at a level we haven’t had until recently. Baney sees this as a great success for us in terms of that partnership and opening those doors.

Last month, Baney attended the Transportation Options meeting. She said it is a group of wonderful individuals who are very dedicated to options around the state of Oregon, like transit, etc. Baney is excited to see that partnership from the commission side, as we look at being a multimodal agency.

Baney also had the opportunity to be at the ribbon cutting ceremony for Murphy Crossing in Deschutes County last week. In 1990, the crossing started as a thought to connect a community and serves as a reminder of how the work that we do affects the lives of those within the community by bringing together the east side and the west side of a community.

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Commissioner Sean O’Hollaren said that as the newest member of the commission he is trying to get out to see and learn. Since the last meeting, he joined Commissioner Simpson on a trip to see the Sellwood Bridge, a major undertaking.

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Director's Report
Agenda Item B

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DMV, Taiwan Sign Reciprocity Deal

Only nine months after a request by Taiwan, the Driver and Motor Vehicle Division (DMV) reached a reciprocity agreement that allows waiver of the driver skills test when exchanging driver licenses between Oregon and Taiwan. Now, Oregonians and Taiwanese, 18 years and older, can obtain each other's Class C driving privileges without taking a driver skills test. This is a convenience to foreign exchange students, business people and foreign employees who live for extended periods overseas.

A local consul from Taiwan approached Tom McClellan in January. Edward Lu from the Taiwan Economic and Cultural Office in Seattle dropped in to the Transportation Building when Tom McClellan was there. Tom welcomed him and saw it as a great opportunity to apply DMV's customer service values. They agreed to explore the idea and research their driving skills testing standards. After substantial program and legal reviews, the document was ready to sign in just nine months.

Director General Andy Chin and Consul Lu expressed sincere gratitude during the signing ceremony at the Transportation Building on Sept. 28, and expressed how the agreement reflects the strengthened economic tie between Oregon and Taiwan, as well social ties and educational relationships.

Garrett said kudos to Tom McClellan and his professionals at DMV to work this international agreement.

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New Transportation Excellence Awards Program

Director Garrett said the annual conference and awards program, the Fall Forum, was held Wednesday Oct. 7, 2015 at the Salem Convention Center. This year a new awards program was launched. The Transportation Excellence Awards points to a focus on people because Garrett believes you will fail or succeed at any endeavor by the quality of the individuals you bring to the table. ODOT has had those successes and those individuals need to be acknowledged.

This is also an opportunity to continue and focus in on how we integrate intermodal thinking in our design, planning, construction, and maintenance processes and protocols, and also into our interaction with stakeholders and partners as well. An awards program that encompasses all these areas helps to continue the cultural change happening in ODOT.

The award recognizes individual ODOT employees who have made significant contributions to the agency for their efforts to envision, design, build, and maintain an effective multimodal transportation system. Garrett said he had the pleasure to present eighteen awards in three categories; emerging leaders, professional achievement, and lifetime achievement. These are people who continually demonstrate outstanding service and leadership embodying ODOT's

Intermodal Oregon themes — intermodal solutions, integrated decision-making, efficiency gains and improved customer service.

Garrett said you could learn more about the awards program by visiting the Fall Forum webpage: <http://transnet.odot.state.or.us/od/IO/Pages/Fall-Forum-Collaboration.aspx>.

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NASCIO Award

The National Association of State Chief Information Officers (NASCIO) was founded in 1969 as a nonprofit association representing state chief information officers and information technology executives and managers from across the nation. Its mission is to foster government excellence through quality business practices, information management and technology policy. Each year, NASCIO honors outstanding information technology achievements in the public sector through its highly regarded Recognition Awards.

In 2014, ODOT was presented the award for *Cross-Boundary Collaborations and Partnerships* for the Oregon Interoperability Service (OIS) project, an initiative with ODOT, Oregon State Police, Deschutes County 911 Services, and Hood River Dispatch to communicate and share critical incident response information in real time to better ensure assets are deployed in times of crisis.

Garrett said he is proud to announce ODOT has completed a “2-peat” earlier this week in terms of ODOT and the OReGO Project receiving the 2015 NASCIO Award for *Emerging and Innovative Technologies*. Garrett congratulated Kurtis Danka and the OReGO Team for doing this agency proud.

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Commission Chair Baney Reappointed

Garrett ended his report by speaking about an individual that plays a very critical role in the success of this agency, this commission, and this state. This is a person who has an intense intellectual curiosity and a true interest in learning about the experience of others; a person who listens carefully and is committed to working through topics and issues in an independent and impartial manner. This is an individual who tirelessly works to advance critical thinking and dialogue in a way to create and shape public policy.

Garrett said we are all made better working along-side this individual and he was happy to announce that this person’s tour of duty has been extended. On September 28th, the reappointment of Tammy Baney as the Oregon Transportation Commission Chair was confirmed by the Oregon State Senate. Chair Baney’s second term officially began July 2015 and runs through June 2019. On behalf of the ODOT family, Garrett congratulated Madam Chair Baney and said he looks forward to accomplishing great deeds under her continued leadership.

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Public Comments
Agenda Item C

No public comments were received.

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Siskiyou Summit Railroad Revitalization Project
Agenda Item D

The commission received a presentation on the Transportation Investment Generating Economic Recovery (TIGER)-funded Siskiyou Summit Railroad Revitalization project. ODOT Rogue Valley Area Manager Art Anderson, ODOT Local Agency Liaison Kelli Sparkman, Genesee & Wyoming Region Senior Vice President Jim Irvin, and Genesee & Wyoming Assistant Vice President of Government Relations Carla Groleau gave the presentation. **(Background materials in Director/Commission/History Center File, Salem.)**

Background:

The Central Oregon & Pacific Railroad (CORP) route over the Siskiyou Summit is the only freight rail line directly connecting the timber producing regions of northern California with numerous timber-processing facilities in southern Oregon. This rail line has been closed to traffic since 2008. For the past seven years, companies producing veneers and logs in California's Siskiyou County have relied solely on trucks to transport raw materials over the Siskiyou Summit.

The Oregon Department of Transportation, in partnership with CORP, Douglas County and Jackson County, was awarded a 2012 TIGER Discretionary Grant to rehabilitate, upgrade and reopen the short-line railroad over the Siskiyou Summit between Medford, Oregon and Weed, California.

The project began in May 2013 and is expected to be completed in December 2015. The project budget of just over \$13 million includes \$7 million in TIGER funds, \$6 million in CORP contributions and small contributions from both Douglas and Jackson Counties.

CORP will present information about the current status of the project and potential benefits that will be realized once it is completed. Next steps include construction completion in fall 2015, an opening ceremony which is expected to be held in November 2015, and TIGER grant closing activities to occur in winter 2015.

Presentation:

Art Anderson started the presentation by saying railroad projects are different and have different elements and talking about some the challenges faced, like understanding the difference in languages – paving roads versus putting down track, different funding sources – no gas tax money, understanding the construction process, and interstate responsibilities that cross borders.

Kellie Sparkman talked about some of the challenges and lessons learned while performing the day-to-day administrative duties of the TIGER grant to shed light on how the project was set up and managed. Key lessons learned were to coordinate early with stakeholders, to communicate with major partners on a regular basis, and to not be afraid to ask questions. Genesee & Wyoming's (G&W) Region Senior Vice President Jim Irvin, Assistant Vice President of Government Relations Carla Groleau, and General Manager Bob Colvin gave the presentation, highlights of which included:

- U.S. freight railroads, which move 40 percent of national intercity freight traffic and one third of all national exports, are four times more fuel efficient than trucks.
- A brief history of G&W, which with a market capitalization of \$5.5 billion, has 120 railroads worldwide on 16,000 miles of track, and is run by 7,500 employees worldwide. One hundred of those railroads have been purchased since 2000. G&W's 1,300 locomotives move about 2 million carloads each year.
- Locations of G&W lines nationally and internationally.
- Gross capital investments; industry leading safety performance and customer satisfaction.
- The Pacific Region is composed of six railroads with 1,550 miles of track that run 95 locomotives and move 200,000 carloads annually.
- The Portland and Western Railroad Line and Oregon's Commuter Rail Service (WES).
- CORP operations and its top customers.
- An overview of the Siskiyou TIGER Project to reestablish railroad freight operations between Medford and Weed, California, with a total project cost about \$13.2 million. The project includes tunnel repairs, rail and tie replacement, surfacing, and bridge repairs.
- Moving freight into the future program designed to reduce truck traffic on I-5 and state roadways, move freight in the most environmentally sound way, and provide more opportunities for shippers in Medford.

Discussion:

Chair Baney said she is excited to see this and told Director Garrett she sees a tour or field trip in future. She asked for more detail on what the savings would be in terms of the benefit to shippers along the rail in terms of what they are saving, whether it is transport time or some other savings. Bob Colvin said the saving comes from having to load one car to ship versus having to purchase four truck, four trailers, load four trucks and trailers, pay for drivers to haul them, and then unload the trucks.

Commissioner Lohman said, having had the opportunity to view the line recently, he saw there was a real need for rehabilitation on the line. As City Attorney for Ashland, Lohman said he has already begun to hear comments from people concerned about the crossings and he anticipates hearing more. He suggested getting in front of some of the city councils to officially invite people to attend the opening ceremony coming up at Porters as a way of getting a better understanding of the benefits to the community and educated so that they can respond to their constituents when they ask questions.

Commissioner Lohman gave a big thanks to Jackson County and Douglas County for investing in the project, a critical piece for making this work. He also thanked Genesee & Wyoming for

expanding its ownership into this state and hopes we can do more with the many short lines in the state that someday will be critical to our economy.

Commissioner O'Hollaren said Oregon shippers are very lucky to have G&W picking up those short lines and having that service. The key thing is the intensity of the capital outlay that is required in infrastructure, which without these grants is private capital. The operating expense is significant and ongoing, and the short lines are often shed because the economics don't bear out, so we are grateful for the opportunity.

Director Garrett said the short line railroads in Oregon need to be optimized because there is a significant deficit in short lines. A greater conversation is needed on how we ensure that the network is functioning in a maximum way to better serve Oregonians and assure G&W is making the profit intended. The time for that conversation is now, and not in the future.

Commissioner Lohman said the November meeting has a session on "Keep Oregon Trade Moving," and part of that discussion is on how to get Class 1 lines to realize there may be some benefits to them as we deal with loss of the container service at the Port of Portland.

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Oregon 62 Bypass Project
Agenda Item E

The commission received an informational presentation about the Jobs and Transportation Act (JTA)-funded Oregon 62 Bypass project from ODOT Rogue Valley Area Manager Art Anderson. ***(Background materials in Director/Commission/History Center File, Salem.)***

Background:

The Oregon 62 Bypass project received \$100 million of Jobs and Transportation Act (JTA) funding during the 2009 legislative session. This brought the total budget for the project to \$120 million. At the time, the Oregon Department of Transportation (ODOT) was well into an Environmental Impact Statement (EIS) process for a full-build bypass proposal estimated to cost \$450 million. With JTA funding in hand, ODOT immediately began the process of using the existing Citizen's Advisory Committee (CAC) and Project Development Team (PDT) to focus on the highest priority build phase for \$120 million, concurrent with the full build-out plan.

This became known as the JTA option which extends 4.5 miles, starting with three lanes of eastbound traffic at Poplar and Bullock Roads near Fred Meyer, through a small directional interchange located across from Whittle Road, traveling along a four-lane expressway on the east side of the Medford Airport, spanning Coker Butte and Vilas Roads and connecting to existing Crater Lake Highway near White City. The project has two phases with the first phase set to bid late this year.

Presentation:

Rogue Valley Area Manager Art Anderson gave the presentation on the Oregon 62 Expressway Project. Highlights of the presentation were:

- An overview of the project intended to improve transportation safety and mobility, simplify transportation system connections, and identify potential improvements for non-highway modes, while maintaining the regional economic role of OR 62.
- Environmental impact statement (EIS) – Full-build project estimated at \$450 million.
- 2009 Legislative Decision focused on the JTA Phase, a \$120 million project which was incorporated into Environmental Impact Statement (EIS). It is important to note that the same decision stakeholders were involved on the overall EIS. That is important to understand as we talk about the challenges faced.
- The current situation of Phase I and Phase II projects. Phase I design is complete, going to bid in February 2016. Phase II design will be complete March 2016, with an August bid date.
- Challenges include FAA approval on the runway protection zone (RPZ).

Discussion:

Commissioner Simpson said the Newberg/Dundee project toured earlier this year would have been an RPZ as well. Director Garrett said it was a similar type conversation, but we avoided those conflicts at Newberg/Dundee.

Commissioner O’Hollaren recommended that our federal delegation be dialed in that this conversation is taking place as they are ideally positioned to be able to weigh in on our behalf and say: here is a situation that doesn’t compromise safety and it is an expensive fix for us that doesn’t do anything to improve the quality of transportation or surface safety. It hasn’t been an issue, and it’s just clashing regulations that probably warrant a grandfather or some kind of exception.

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***Interstate 5 Exit 127 Interchange Area Management Plan (IAMP)
Agenda Item F1***

***Interstate 5 Exit 33 Interchange Area Management Plan (IAMP)
Agenda Item F2***

***Oregon 99 Rogue Valley Corridor Plan
Agenda Item F3***

The commission considered requests for approval to adopt the Interstate 5 Exit 127 Interchange Area Management Plan (IAMP) and adopt the findings in support of this action; to adopt the Interstate 5 Exit 33 Interchange Area Management Plan (IAMP) and adopt the findings in support of this action; and to adopt the Oregon 99 Rogue Valley Corridor Plan and adopt the findings in support of this action. Adoption of these plans will result in an amendment to the Oregon Highway Plan. ***(Background materials in Director/Commission/History Center File, Salem.)***

Background:

The plan was prepared in coordination with the city of Roseburg. The Oregon Department of Transportation worked with the city to develop a plan that protects the function of the system and identifies needed improvements. The city is scheduled to adopt the IAMP into its comprehensive plan on October 26, 2015. A notice of intent to adopt and a copy of the plan were also sent to Douglas County. No comments were received. ODOT Region planning staff contacted the Oregon Department of Land Conservation Development which indicated support for the plan; however, no written correspondence was received.

Presentation:

Region 3 Planning Manager Mike Baker gave the presentation on Region 3 facility plans.

Highlights of the presentation were:

- People don't want to know what a planner does; they want to know why they do it, which is to provide a safe and convenient transportation system for all users. They plan to be able to balance the needs of our ODOT goals and policies and standards along with the community and local stakeholders. They also plan to identify the right projects at the right time, and to assure those projects are financially reasonable.
- Some of the types of plans developed include statewide, transportation systems, facilities, transit, and access management.
- Facilities plans are 20-year plans that examine all modes, balance land use and transportation needs, are coordinated with local government, and include projects and policies.
- Alexandra Coates talked about IAMP 127, the north Roseburg interchange which addressed infrastructure improvements and management measures like access management, funding responsibilities and future transit route potential.
- Thomas Guevara talked about IAMP 33, Exit 33 at Central Point, strategies to preserve and improve the safety and capacity for the foreseeable future by addressing function, safety, capacity, access and design through signal timing modifications, pedestrian improvements, left-turn lanes, and a shared use path.
- Ian Horlacher talked about the OR-99 Rogue Valley Corridor Plan to address safety and access issues.

Discussion:

Commissioner Lohman applauded the effort because this is not an easy planning effort. The corridor plan is a challenging discussion because a lot of people look at a project like this as taking away highway capacity. But most admit the project has been a great success because it really is safer for not only pedestrians and bikers, but also for the drivers. These Interchange Area Management Plans (IAMPs) are an objective manifestation of the notion that we really have one transportation system where we work with communities to get off-system improvements that help the state transportation system and vice versa. That kind of global thinking about the transportation system is really important, especially when resources are stretched so thin. IAMPs also represent an objective manifestation of the commitment to coordinate transportation planning and development with land use planning and development.

Commissioner O'Hollaren asked what costs are associated with the IAMP before we move to improve and are these costs within scope. Director Garrett said a budget was allocated for each of these disciplines well within the financial discipline. There is a hierarchy in investment, from basic operational type issues to significant infrastructure investments. These are documents that are forward-looking, as well as insuring that the investments that are taking place around the interchange. We are indeed protecting the investments this commission gavels down. That is at the core of the IAMP. This discipline has evolved beyond that. There was a time we literally looked at four quadrants, the concentric circles of the local government and how that compliments. That has been part of the evolution of this. But it gets to the point that each of these professionals has made - that it is transportation system that we have to work to ensure it functions as efficiently as possible given the constraints we have across both human, as well as financial, resources. As this agency is evolving, practices and protocols evolve as well.

Action:

Commissioner O'Hollaren moved to approve:

IAMP 127 to adopt the Interstate 5, Exit 127 Interchange Area Management Plan as an element of the Oregon Highway Plan and adopt the findings in support of this action;

IAMP 33 to adopt the Interstate 5, Exit 33 Interchange Area Management Plan as an element of the Oregon Highway Plan, and adopt the findings in support of this action; and

Oregon 99 Rogue Valley Corridor Plan to adopt the Oregon 99 Rogue Valley Corridor Plan (Garfield to South Valley View Road) as an element of the Oregon Highway Plan, and adopt the findings in support of this action.

Commission members unanimously approved the motions.



***Amend the 2015-2018 Statewide Transportation Improvement Program (STIP)
Agenda Item G***

The commission considered a request for approval to amend the 2015-2018 Statewide Transportation Improvement Program (STIP) to advance specific *Fix-It* projects from design only to construction. ODOT Highway Division Administrator Paul Mather presented the request. ***(Background materials in Director/Commission/History Center File, Salem.)***

Background:

The 2009 Jobs and Transportation Act (JTA) was constructed based on revenue expectations of \$300 million per year. Since its implementation, revenue attributable to the JTA has fallen short of those projections, producing only about \$270 million per year.

The legislature designated projects totaling \$960.3 million in section 64 of the bill, but provided bonding for \$840 million. To ensure there was enough revenue to support the projects designated

in section 64, the department took a very conservative approach to implement other elements of the bill. This approach and underperformance of the revenue meant that portions of the bill were underfunded. The largest of these was the expectation to spend an additional \$45 million per year in maintenance, preservation and safety (Fix-It).

During the development of the 2015-2018 STIP the Oregon Transportation Commission (OTC) chose a funding split between Fix-It and Enhance that allocated more funding into Enhance with the condition that if additional funding became available those funds would be allocated to Fix-It projects. To support this, the OTC included in the 2015-2018 STIP \$150 million of Fix-It projects that were only funded for design work. These “shelf projects” were intended to be used to ensure we had projects ready if additional funding was realized.

Over the last year, we’ve seen a dramatic change in driving habits and an increase in vehicle miles traveled for both passenger vehicles and heavy trucks. This increase in fuel usage and weight-mile tax has increased the revenues raised through JTA. We now project that JTA will meet its intended \$300 million per year by 2016 or 2017. Given the recent increase in revenue, the agency is in a position to meet the original intent of the bill and supplement funding for Fix-It projects.

This increase in driving has also increased the revenue to the Federal Highway Trust Fund which means the trust fund can now support current spending through near the end of federal fiscal year 2016. Because the Oregon Department of Transportation (ODOT) assumed a reduction in federal funding in federal FY 2016, ODOT needs to plan to spend unanticipated federal funding above the amount assumed when we developed the STIP. Any unanticipated federal funding must be obligated to projects by September 30 or it will be lost.

To follow the direction of the OTC in building the 2015-2018 STIP and the intent of the legislature in the 2009 Jobs and Transportation Act, as well as make use of potential unanticipated federal funds, we recommend the following projects be added to the STIP.

By moving these approved projects from design to construction, ODOT’s Project Delivery staff will be positioned to deliver these projects in an efficient, planned way rather than having to make heroic efforts to ensure we obligate all these funds. It is important to note that if these recent trends in funding reverse themselves, these projects will be the first to be cut or delayed. By moving these projects to construction does not mean we are committed to these projects if the funding is not there to support them. To be specific, by this action we are committing construction funds to the projects in 2016 (\$17.5M). Projects listed as 2017 and 2018 will move forward if there is funding available to support them. This action to move already approved projects from design to construction is about positioning these projects to be delivered in an efficient and thoughtful manner.

Presentation:

Highway Division Administrator Paul Mather asked for approval to move already approved STIP Fix-It projects from design to construction. ODOT has been very conservative when creating STIPs to make sure we don’t over commit or over promise the amount of projects. At the same time, we have to be conscious that if funding does not materialize, we have to be positioned well to have the right projects ready to be able to take advantage of the funding that

is available. To this end, \$150 million worth of projects was put in the 2015-18 STIP that were only allocated toward design funding and not construction funding.

Mather said a change in economic times has increased revenue and placed us in a position to revisit design-only projects and move some of those projects forward so staff will be positioned to deliver these projects when it becomes time to obligate these funds.

Discussion:

Chair Baney said she very much supports this conservative, responsible approach of not making commitments that we are not certain we can fulfill. She much prefers this conversation of how we can get more funds from the shelf on to construction, than if we were to be doing the opposite.

Commissioner Lohman said it speaks well for the decisions the staff and the commission made earlier to have the projects on the shelf and ready to go.

Action:

Commissioner Lohman moved to approve amendment of the 2015-2018 STIP to advance specific Fix-It projects from design only to construction. Commission members unanimously approved the motion.



**Update on Agency Intermodal Transformation
Agenda Item H**

The commission received an informational update about the ongoing transformation which will continue the agency's vision of an intermodal agency that considers all modes in order to create more integrated solutions. The discussion highlighted the work and achievements that have occurred in the past couple of years. ODOT Highway Division Administrator Paul Mather and ODOT Transportation Development Division Administrator Jerri Bohard gave the presentation. ***(Background materials in Director/Commission/History Center File, Salem.)***

Background:

This effort began in April 2012 when Oregon Department of Transportation (ODOT) Director Garrett issued a message to the entire agency, restating and emphasizing the vision for a "multimodal ODOT" and identified it as Intermodal Oregon. This effort was in concert with the direction provided by the Oregon Transportation Commission (OTC) with the new Enhance and Fix-It programs for the 2015-2018 Statewide Transportation Improvement Program (STIP), which also emphasized the need for selected projects to benefit the state's multimodal transportation system. Using the agency's mission statement, as well as the policy direction provided by the Oregon Transportation Plan, goals were established for Intermodal Oregon:

- *Enhance the value of Oregon's transportation system through a holistic, intermodal approach to our work,*
- *Establish ODOT as a leader in intermodal capability and solution delivery, and*

- *Build ODOT's ability to continue evolving to changes in the transportation, technology, lifestyles, economic trends, etc.*

ODOT today is much more than the "highway department" it was when established a century ago. The agency is involved in and/or oversees projects and services that include rail (heavy and light), bus, truck, pedestrian, and bicycle, as well as their interfaces with aviation and maritime resources.

Several initiatives have been undertaken as part of this work and have been guided by various leadership teams within the agency, specifically the Intermodal Leadership Team which includes representation from Transportation Development, Rail and Transit, Aviation, Safety and within Highway: Technical Services and each of the Regions. There are also key business partners including DMV, Motor Carrier, and Federal Highway Administration whom participate regularly in the discussions. Since its formal kick-off in spring 2012, Intermodal Oregon emerged as a challenging culture shift in the agency's history, requiring stepping outside of "business as usual" and embracing more integrated decision-making.

Presentation:

Paul Mather and Jerri Bohard gave the update on the intermodal transformation of the agency. Mather said this is not just about organizational movement of boxes and titles on an organizational chart; it is a fundamental and cultural shift in the organization. Highlights of the presentation included:

- The world is changing and people are changing in what they want. ODOT is built upon its funding streams and these are changing as well as ODOT moves away from the 37 individual programs funded, to just the Fix-It and Enhance programs.
- Intermodal means making connections and creating choices through integrated decision making, efficiency in operations and improved customer service.
- Efforts to create and sustain the cultural change include an annual work planning process, a collaborative approach and continual learning and engagement.
- Success stories include the railroad baggage depot that went from a condemned building to a part of an intermodal hub, bike-friendly work done in Clatsop County, and multimodal solutions used to improve conditions along the Mt. Hood Highway Corridor.
- Intermodal efforts currently under way include pop-up Park and Rides, project initiation enhancements, multimodal local planning, and regional roles in transit project delivery.
- 2016 priority efforts included local programs, data warehousing, and implementing statewide transportation policies.

Discussion:

Commissioner Simpson asked how safety affects our goals and aspirations for the future system as we continue to focus on an intermodal system. Is there a dollar amount that is essentially anticipated for safety specifically in the future downstream as things are more intertwined? Paul Mather said there aren't enough funds for all our needs, but what we try to accomplish with this initiative is to make sure safety improvements and safety thoughts are incorporated into our work and projects and as plans are created.

Director Garrett said just like we are trying to better align the portfolios within the agency, we are trying to better align the conversations with our partners, and safety is a perfect example. Work zone safety, for example, has not only the Highway portfolio and Transportation Safety portfolio to the table, but also the Oregon State Police, the trucking industry, the contracting industry, and AAA. We have taken the same discipline we have applied to align the agency, to our partners to change the face of what a work zone looks like for the men and women of not only ODOT, but construction, law enforcement, those folks who deliver goods and services and the traveling public as a whole.

Garrett said Oregon State University is also at the table because the academic conversation and the ability to use the opportunities at OSU will one day bloom into a statement that we will say with pride and confidence that it is the state of Oregon where best practices in work zone safety were birthed.

Commissioner Lohman was skeptical when he first heard of intermodal, thinking it was just going to be rhetoric and that we were going to need to prove by our actions that we were truly intermodal. His orientation has changed. This is not just a matter of the director making speeches, it is a truly serious effort at organizational change that undertakes real projects that make a difference on the ground.

Director Garrett said there was a conscious decision to make the individuals who own the process from a visioning, planning, development, and delivery approach, to own this.

Commissioner Lohman asked how the Mt. Hood effort relates to MOSAIC. Lohman said his perception of MOSAIC was to start from the aspect of what is the problem we are trying to solve instead of starting from the aspect of what is the project and how do we get it funded. Jerri Bohard said MOSAIC is being piloted with the Albany MPO's update of its Regional Transportation Plan. There was some truth to that with what was done at Mt. Hood, but it wasn't really a planning process, it was more of a recognition there was a problem and looking at what could be done in the quickest fashion. Bohard said where MOASIC is struggling is that it is data hungry. MOSAIC is a decision making process. It's about the decision maker really thinking about the implications of the decision being made and how they can be more transparent about the decisions they are making. MOSAIC was never about throwing data in and then knowing what the right suite of projects are going to be, it's more about the transparency in the decision making.

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Consent Calendar
Agenda Item I

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

1. Approve the minutes of the September 17, 2015, commission meeting in Salem.

2. Confirm the next two commission meeting dates and approve the 2016 OTC Meeting Dates and Locations:
 - Thursday and Friday, November 12-13, 2015, Annual OTC Meeting and Workshop in Silverton.
 - Thursday, December 17, 2015, meeting in Salem.
3. Request approval to adopt a resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
4. Request permission to appear before the Interim Joint Committee on Ways and Means to seek bonding authorization of \$40 million in net bond proceeds, to be included in the 2016 bond authorization bill for the State Radio Project (SRP) to complete project funding. The debt service is estimated to be split 50/50 between State Highway Funds and General Funds.
5. Request approval to appear at the November 2015 meeting of the interim Joint Ways and Means committee to request approval for a Capital Construction limitation to acquire a parcel of property and to conduct initial planning to move industrial functions off the East Salem Compound.
6. Request permission to appear at the November 2015 meeting of the Legislative Emergency Board to request permission to apply for federal grants totaling up to \$3,000,000 from the Federal Railroad Administration (FRA) to improve highway-rail crossings and track along energy routes.
7. Request approval to appear at the November 2015 meeting of the interim Joint Ways and Means Committee to request an increase in the Maintenance Limitation of approximately \$5 million to help offset the damages and fire response to the 2015 fire season.
8. Request approval to amend the 2015-2018 Statewide Transportation Improvement Program (STIP) to cancel the construction phase of Oregon 99E: American Drive to F Street in Halsey and move the \$425,100 of funding from this phase to the existing Preliminary Engineering phase changing this from a construction project to a design project. This bicycle-pedestrian project is located on Oregon 99E between American Drive and F Street in the City of Halsey, in Linn County, Region 2. The total estimated cost of this project is \$544,100.
9. Request approval to submit the attached proposed proclamation to Governor Brown for her signature designating December as "Drinking and Drugged Driving Awareness Month."
10. Request approval of a draft report to the Oregon Legislature on the 2009 Jobs and Transportation Act.

Action:

Director Garrett acknowledged that Consent Calendar Item #6 had wording that had not been changed. Item #6 should read, "*Request permission to appear at the November 2015 Interim Joint Ways and Means Committee which speaks to the Legislative Emergency Board to request permission to apply for federal grants totaling up to \$3,000,000 from the Federal Railroad Administration (FRA) to improve highway-rail crossings and track along energy routes.*"

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

Commissioner O'Hollaren moved to approve the Consent Calendar. Commission members unanimously approved the motion.



Chair Baney adjourned the meeting at 11:42 p.m.



The Oregon Transportation Commission met with the Rogue Valley Public Transit District Board for lunch at the Medford-Jackson County Library, 205 South Central Avenue, in the Large Conference Room and attended the Rogue Valley Transit District's 40th Birthday Celebration.

<i>[Original signature on file]</i>	<i>[Original signature on file]</i>
Tammy Baney, Chair	David Lohman, Member
Not present.	<i>[Original signature on file]</i>
Susan Morgan, Member	Alando Simpson, Member
<i>[Original signature on file]</i>	<i>[Original signature on file]</i>
Sean B. O'Hollaren, Member	Roxanne Van Hess, Commission Support