

OREGON TRANSPORTATION COMMISSION

**Minutes of the Regular Monthly Meeting
February 15, 2012
Salem, Oregon**

On Wednesday, February 15, 2012, at 8:00 a.m., the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff held a pre-meeting briefing session and reviewed the agenda in the PUC Small Hearing Room, at the Public Utility Commission (PUC) Building, 550 Capitol Street NE, Salem, Oregon. Highlights of the pre-meeting were:

A review of the agenda.

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Joan Plank – Director Matt Garrett acknowledged the Chief of Staff Joan Plank was retiring after 37 years of service and this would be her last OTC meeting. He thanked her for her service to the State of Oregon and ODOT.

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Federal Update/TIGER Grants – Senior Federal Affairs Advisor Travis Brouwer provided an update on the status of federal transportation legislation and a new round of TIGER grants.

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Bend DMV Office – Director Matt Garrett explained that he had made the decision to keep the DMV Field Office on the Region 4 compound in Bend.

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Legislative Update – Government Relations Section Manager Betsy Imholt provided a brief update of various bills working through the 2012 Oregon Legislative Assembly.

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The regular monthly meeting began at 9:30 a.m. in the Main Hearing Room.

Notice of these meetings was made by press release of local and statewide media circulation throughout the state. Those attending part or all of the meetings included:

Commission Chair Pat Egan
Commissioner Dave Lohman
Commissioner Mark Frohnmayer
Commissioner Tammy Baney
Commissioner Mary Olson
Director Matthew Garrett
Chief of Staff Joan Plank
Central Services Deputy Director Clyde Saiki

Interim Deputy Director of Operations Jerri Bohard
Communication Div. Administrator Patrick Cooney
Interim Rail Division Administrator Hal Gard
Region 2 Manager Sonny Chickering
Region 3 Manager Frank Reading
Interim Commission Assistant Jacque Carlisle



Chair Egan called the meeting to order at 9:50 a.m.



Director's Report

Director's report highlights were:

Director Garrett said we were saddened to hear about the death of Gail Achterman, Saturday, January 28, 2012, at age 62. Gail was a natural resources lawyer and a partner at the Stoel Rives law firm in Portland. She served as a natural resources assistant to former Gov. Neil Goldschmidt. She served on the Oregon Transportation Commission since 2000, and chaired it from 2007 until 2011. He said we are grateful for her wise leadership and great public service in Oregon over the span of her lifetime, and she will be missed dearly.

Director Garrett played a video of a speech given by Congressman Earl Blumenauer on the House floor that captures the essence of Gail Achterman, later in the meeting.

Commission members gave brief remembrances of Gail Achterman.



Public Comment

Public comment was received from: None



Access Management Revisions

The commission received a presentation from Planning Section Manager Erik Havig on access management revisions, prompted by Senate Bill 264 (2011), to the Oregon Highway Plan. A public hearing was conducted on the plan revisions. (*Background materials in Director/Commission/History Center File, Salem.*)

Background: Senate Bill 264 (2011) addressed the Oregon Department of Transportation's (ODOT) management of access to state highways. The legislation called for procedural and standard changes, with the goal of promoting and facilitating urban growth and economic development opportunities in Oregon's communities.

This legislation included changes to access management standards for spacing and mitigation requirements, use of medians, deviation and dispute resolution/appeals processes for access applications, as well as revisions to interjurisdictional transfer [of highways] agreements and highway classification reviews. These changes initiate

significant revisions to the State's Access Management Oregon Administrative Rule (OAR 734, Division 51). The legislation also prompted revisions to the OHP policies and actions relating to access management.

Planning Section Manager Erik Havig provided a summary of the OHP access management revisions to address Senate Bill 264 (2011).

ODOT Transportation Development Division (TDD) staff completed the draft OHP policy and access management revisions, and in October 2011 began public outreach to interested stakeholder groups and agencies throughout Oregon. The public outreach period concluded with the public hearing at the February 15, 2012, Oregon Transportation Commission (OTC) meeting.

Commissioner Lohman clarified that the changes in policy language will make us consistent with legislation, and there is nothing that goes beyond the legislation. Erik Havig said that was correct.

Public Hearing Oregon Transportation Commission Chair Pat Egan called to order the public hearing on the Oregon Highway Plan Access Management Revisions at 10:00 a.m.

Public comments were received from Tumalo Community Association Co-Chair Carolyn Perry, who said she was pleased to detect language in the revisions that encourage interjurisdictional partnerships. In addition, she requested language modifications, additions, and revisions, all of which speak to the action of improving relationships between ODOT and local jurisdictions by increased involvement of local jurisdictions and stakeholders.

Commissioner Lohman questioned if the right bargain was struck between short-term development and long-term cost in terms of congestion, safety, and infrastructure. A system has been set up that requires much more extensive engagement with local areas on the part of ODOT staff, and he's concerned about staffing impacts. While it is important to understand the needs of local areas, there is limited staff, and he fears staff will be pressed for time to devote to what are essentially labor and bargaining negotiations, and possibly into an appeal process, all of which take an enormous amount of staff time. He is concerned the tendency will be to acquiesce just to manage the workload.

Commissioner Baney asked if there was discussion about future unintended consequences of the classification review. Erik Havig said there was not, but this was something we will watch over time. Director Garrett said one of the duties of the Task Force is to review and monitor if the revisions are playing out as anticipated in terms of promoting economic opportunity, and if we are protecting the safety and operational efficiency of the system.

Staff will address the public comments received, and revise the plan as needed. The final plan revisions will be presented for adoption at the OTC meeting in March 2012.

Chair Egan adjourned the public hearing on the Oregon Highway Plan Access Management Revisions meeting.



Governor's Task Force on Veterans Transportation - Recommendations

The commission received a presentation on the recommendations of the Governor's Task Force on Veterans Transportation. Task Force members making the presentation were ODOT Public Transit Division Administrator Michael Ward and Oregon Department of Veterans Affairs Veterans' Services Division Administrator Tom Mann. *(Background materials in Director/Commission/History Center File, Salem.)*

Veterans' Services Division Administrator Tom Mann provided background on the Governor's Task Force on Veterans Transportation. The task force was commissioned in 2008, with the mission to identify issues facing Oregon veterans, and to provide recommendations to improve service delivery to those veterans. Public Transit Division Administrator Michael Ward served as Chair of the Task Force. The Task Force published its final report in October 2010, identifying 15 recommendations toward improving efficiency, encouraging partnerships, and creating funding opportunities to meet veterans' transportation needs and quality of life in Oregon.

One of the prevailing findings was the lack of transportation for veterans to and from Veteran hospitals and clinics, especially for non-ambulatory veterans. In response to several of the report's recommendations specific to transportation issues, ODOT's Public Transit Division (PTD), The Oregon Department of Veterans Affairs (ODVA), and the Veterans Administration (VA) created a first-in-the-nation pilot program in which surplus ADA-accessible transit vehicles were donated for veterans service. The Public Transit District identified the eligible vehicles, paid to have them brought up to public transportation standards of good condition, and then delivered them to the VA facility in Portland. It was a hallmark decision by the VA to accept used vehicles. Eleven ADA-accessible vehicles were donated.

The Oregon Department of Veterans Affairs Director recognized Michael Ward's efforts by awarding him the Distinguished Service Award given in appreciation for his service and dedication to Oregon's disabled veterans. Michael Ward has done so much to assure that disabled veterans in this state have the transportation to address their medical needs.

Michael Ward said that one of the challenges was to convince the Veterans Administration and the Oregon Department of Veterans Affairs volunteer programs to accept the small buses, because the service provided by these organizations had typically been done with standard (non-handicapped-accessible) vans and sedans. One 14-passenger bus and seven handicapped-accessible vans have been accepted for use in the Portland area. Two more 14-passenger buses will be distributed soon, one for

use in White City, and one for use in eastern Oregon. An additional vehicle is being transferred to Columbia County for public transportation focused on veterans' needs.

Transit agencies that donated vehicles were:

- Benton County (1)
- Coos County (1)
- Ride Connection, Inc. (4)
- Salem Area Mass Transit District (2)
- Sunset Empire Transportation District (2)
- Tillamook County Transportation District (1)

Chair Egan expressed his thanks to Michael Ward for the good work, and noted that the lack of veteran transit options is a very common problem nationwide. He hopes ODOT staff can share this success with other states, and at the federal level, to the benefit of veterans across the country.



Greenhouse Gas Emissions Reductions

The commission received an informational overview of the work resulting from House Bill 2001 (Jobs and Transportation Act - JTA, 2009) and Senate Bill 1059 (2010) addressing greenhouse gas (GHG) emission reductions from the transportation sector. The presentation addressed the partnership work of the Oregon Department of Transportation, Department of Energy, Department of Environmental Quality, Department of Land Conservation and Development, and many external stakeholders. It also included information on the agencies' other efforts addressing GHG beyond the transportation sector. (*Background materials in Director/Commission/History Center File, Salem.*)

Background: Portions of the JTA and SB 1059 require significant work efforts to achieve the greenhouse gas emissions reduction goals set forth in ORS 468A.205. The scope and defined outcomes of the required work have led to an important partnership between four agencies: the Oregon Department of Energy, the Department of Land Conservation and Development, the Department of Environmental Quality, and ODOT. Several staff and stakeholder groups have been necessary to achieve the technical and policy aspects of the efforts.

There are five areas of focus associated with the above legislative requirements:

- Statewide transportation strategy development
- GHG emission reduction targets for metropolitan areas
- Land use and transportation scenario planning guidelines
- Tools that support local governments in reaching their emissions reduction goals
- Public engagement

The commission received a presentation from ODOT Interim Deputy Director of Operations Jerri Bohard, Oregon Department of Energy (DOE) Director of Communications Diana Enright, Oregon Department of Environmental Quality (DEQ)

Administrator Andy Ginsburg, Oregon Department of Land Conservation and Development (DLCD) Land Use Transportation Planning Specialist Bob Cortright, and the Governor's Natural Resource Advisor Richard Whitman.

Highlights of the presentation were:

- Current efforts
- Directives timeline
- GHG reduction goals
- GHG reduction efforts
- Emission sources
- Emission standards
- Permitting and standards for large industrial sources
- Energy efficient standards and incentives
- Products/materials life cycle
- Transportation emissions
- Renewable fuel and low-carbon fuel standards
- Existing transportation management measures
- Sustainable transportation initiative
- Statewide transportation strategy (STS), scenarios, and phases
- Metropolitan scenario planning
- GHG reduction targets for Metropolitan Planning Organizations (MPOs) and Portland Metro
- Governor's 10-Year Energy Action Plan

Commissioner Lohman asked what the foundation is for the belief that a reduction in greenhouse gas emissions improves the economy. Richard Whitman explained that other than hydro-electro generation, and some wind generation, Oregon does not generate or have sources of power for the most part. Oregon is paying someone for all the carbon-based energy being brought into the state. That is income going out of the state, so to the extent that we can substitute for that import of energy with home-grown sources of energy, or reduce the energy use, we are reducing the amount of income that goes out of state at a very basic level. Energy conservation and renewable generation are themselves sources of significant potential job creation.

Chair Egan asked how tax credits or incentives figure into modeling and the proposed policies going forward? Diana Enright said that as we go forward there are a lot of assumptions counting on electric and alternative vehicles. That's part of what we have to watch, to see how it plays out and where it factors into the policy group's conclusions.

Commissioner Frohnmayr said the reality of fossil fuel supply is going to dictate a price increase over the coming decades. Instead of paying the extra dollar tax to the Middle East, can we actually take that head-on and get ahead of the curve by redeploying that capital in Oregon in an intentional way to actually solve the problem? While being a believer in the potential of electric vehicle technology, relying on that today as a solution that will come five to fifteen years in the future seems to be waiting way too long. The pressing nature of this particular problem suggests that we could do more on a policy

level to be more aggressive about deploying resources in a way that would mitigate those economic impacts as well as the climate impacts. Jerri Bohard said those are the conversations the policy committee is just starting to have as it works through the recommendations that have come forward.

Commissioner Lohman asked where the greatest opportunity to reduce fuel consumption is. Andy Ginsburg responded that the most progress has been made on the power side. There are opportunities in the agriculture sector, but we have to work on all the sectors as they interact.

Commissioner Olson said public awareness is increasing on this issue, and we're reaching the critical junction where we need to take advantage of the current economic situation and make sure we bring the public along with us. Oregon will have an unprecedented charging station system, and people need to know that. Now is the time to embrace the public to come on this journey with us, because this is an inevitable thing that all of us have responsibility for.



Oregon Freight Advisory Committee 2010-11 Report

The commission received an informational presentation on the Oregon Freight Advisory Committee's (OFAC) 2010-11 Report from Freight Mobility Planner Michael Bufalino, OFAC Chair Susie Lahsene, and OFAC Vice-Chair Martin Callery. (*Background materials in Director/Commission/History Center File, Salem.*)

Background: The Oregon Freight Advisory Committee (OFAC) submitted its 2010-11 report, as required in its bylaws, which the OTC adopted on May 18, 2005. The report summarizes OFAC's input to the OTC during 2010-11, and provides an overview of freight-related activities the committee undertook.

Susie Lahsene gave an update on the committee's activities over the past year. OFAC has been involved with allocation of *ConnectOregon* funds for many years and has begun to really appreciate the vast array of transportation freight-related needs throughout the state. Oregon is a trade-dependant state. From that standpoint, there are three areas to focus on in the future: a long-range investment strategy for freight mobility, a complete bottleneck and choke-point assessment of the system, and to improve on how performance is measured on that system.

Martin Callery said that OFAC is a unique group in that it has a very broad representation from all modes of transportation, and entities that are involved in using all modes. The bottleneck issue is one that is critical to solve, but we need to continue to focus on a statewide system with the Area Commissions on Transportation (ACT). While each ACT has unique problems in its area, those problems have to be put in context to the statewide system. The November OTC meeting included important conversation with the ACTs, and he encourages a continued exchange of information to bring the ACTs in closer to the process.

Commissioner Frohnmayer asked what the big picture goals are to make our system better, and what the measurements are. Susie Lahsene said it's making the big parts of the system that carry the bulk of the freight today perform well. It's making sure the connections between those modes are smooth and efficient. The road system is basically the workhorse for the rest of the modes performing well. That's just as critical in rural as urban parts of the state.

Commissioner Lohman noted that the three areas of focus mentioned earlier are part of the Freight Plan, and asked for a sense of how OFAC felt the department was doing on following up on those things. Susie Lahsene said the department was doing fine, but may need some additional help in terms of being able to describe the value of the outcome and the urgency. Progress is being made, but it's critical that we understand that these bottlenecks are going to help form our investment strategy ultimately. We need the performance on the system to really be able to understand where those bottlenecks are.

Commissioner Lohman said he is not sure we are finding the right balance between encouraging development and preserving the system. We need to watch this carefully over time, and enlist OFAC's help in being involved in those conversations. If we don't preserve the system we have, and we let local developments chew up existing capacity, new bottlenecks will be created. It's important that OFAC be involved in those conversations.

Commissioner Olson asked how well the freight community uses the road system from a timing perspective, and what the OTC can do to improve that use. Susie Lahsene said the concept of utilizing the more available capacity at non-peak times is a good goal to have, and some businesses are able to have freight delivery at off-peak times. But there is no perfect solution to this question. Through technology and information, however, we're going to be able to increase awareness about bottlenecks on the system and congestion chokepoints, so businesses can begin to think about how they operate.

Chair Egan said that as transportation funding has matured over the last decade, it's clear that the different modes and the different interests have learned to understand their differences, and are able to advocate to one another. He asked if there were other models or other states that worked particularly well, and/or, are there particular limitations in Oregon that need to be addressed from a funding standpoint? Susie Lahsene said *ConnectOregon* is a national model and is an incredible program that improves every cycle. The challenge is that there is more than the freight mode to address. It becomes more complicated when you mix the passenger and the freight modes into a similar program because there are different driving needs for that part of the system. Passenger and freight may have to be broken out separately, and thought about separately.

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Integrated Vegetation Management

The commission received a report and participated in a panel discussion on the Oregon Department of Transportation's Integrated Vegetation Management Program. State Maintenance and Operations Engineer Luci Moore and Vegetation Management Coordinator Will Lackey gave the report and led the panel discussion. (*Background materials in Director/Commission/History Center File, Salem.*)

Background: In May 2010, the Oregon Transportation Commission (OTC) received a brief report on ODOT's Integrated Vegetation Management Program (IVM). At the conclusion of the presentation, the OTC asked ODOT to conduct a review of its program and report back to the OTC. In addition, Director Garrett asked for a 25 percent reduction in statewide herbicide use, from the 2010 usage levels, to be achieved over the next five years.

The report provides the results of the review as well as background on why ODOT manages vegetation, the integrated approach used in managing vegetation on ODOT's right-of-way, as well as special programs and pilot projects under way. Highlights of a PowerPoint presentation on ODOT's Vegetation Management Program were:

- Statute defines Integrated Vegetation Management (IVM) as a coordinated decision-making and action process that uses the most appropriate pest control methods and strategy in an environmentally and economically sound manner to meet agency pest management objectives.
- Components of IVM are prevention, monitoring vegetation problems, establishing thresholds and treating vegetation problems.
- IVM provides for safe traveling experiences by improving visibility and promoting proper drainage.
- IVM preserves the infrastructure, promotes aesthetics, and prevents the establishment and spread of noxious weeds.
- Focus on prevention through appropriate plant selection, proper location, and use of weed-free seed and mulches.
- One of the biggest challenges to prevention is untarped loads.
- IVM is a multipronged approach consisting of mechanical, cultural, chemical and biological actions.
- Roadside zone management.
- Compliance and coordination.

The review of the IVM Program for process improvements and comparisons with other agencies resulted in the following actions: adoption of an ODOT-specific IVM policy, development of a statewide IVM plan, creation of a new district IVM plan template, and continued evaluation trials. Special programs and pilot projects include herbicide reduction pilot projects on Highway 101 and Highway 36. These actions resulted in a 23 percent reduction in non-noxious weed herbicide applications, and ODOT is on

target to meet statewide reduction goals. ODOT is committed to continue to work with environmental and health regulator agencies to look for herbicide reduction opportunities, and to monitor and evaluate herbicide use to maintain a safe highway system effectively.

A panel discussion addressed IVM issues. Panel members included:

- Lisa Arkin – Beyond Toxics Executive Director
- Jeffrey Jenkins – Oregon State University Professor, Environmental and Molecular Toxicology
- Dale Mitchell – Oregon Department of Agriculture Pesticides Division Assistant Administrator
- Jack Broadbent – (by phone) California Department of Transportation Chief of the Office of Roadside Management and Landscape Architecture Standards
- Chris Christopher – Washington Department of Transportation Co-director of Maintenance and Operations

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Lisa Arkin talked about Beyond Toxics, a nonprofit organization chartered in the State of Oregon to protect environmental health. Its three goals are pollution reduction, to protect children, pregnant women, and vulnerable others, and to develop verifiable measurement of reduced impacts. Emerging health science finds links between exposure during pregnancy and future health issues. A goal-based integrated vegetation management policy and program must come from the top down.

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Oregon State University Professor of Environmental and Molecular Toxicology Jeffrey Jenkins has an extensive history in IVM practices, and in the process of evaluating the potential impacts of the processes on both human health and the environment. His expertise is chemicals being put into the environment for some beneficial use, and what the trade-offs are. He said Oregon's policies are consistent with what he has seen around the country in both federal and state governments with regard to how to assess the risks of a certain action. Oregon needs to leverage its resources across the state between state agencies, and with the Land Grant University at OSU.

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Oregon Department of Agriculture (ODA) Pesticides Division Assistant Administrator Dale Mitchell oversees the compliance monitoring program for pesticide use. ODA's mission statement is to protect people and the environment from any adverse effects of pesticides use, while maintaining the availability of pesticides for beneficial use. He gave a presentation on pesticides and how pesticide products are regulated. Highlights of the presentation were:

- principles of pesticide regulations and who is regulated
- the ODA Pesticide Division ensures compliance of pesticide sales, use, and distribution
- pesticide product registration
- pesticide licensing, certification, and training
- compliance monitoring and enforcement
- water quality and endangered species protection

- o the Pesticide Analytical and Response Center (PARC)

California Department of Transportation Chief of the Office of Roadside Management and Landscape Architecture Standards Jack Broadbent said California's 1992 Environmental Impact Report moved the department to an integrated vegetation management approach. As an outcome of that report, a two-part herbicide reduction goal was put in place to reduce chemicals by 50 percent by the year 2000, and reduce them again by 80 percent by the year 2012.

The department's effort from 1992 to 2000 showed a downward trend in the use of chemical applications, but it wasn't hitting the 50-percent goal. Reduction then became a directive from the Maintenance Program.

This directive type approach was not the best way to handle integrated vegetation management. The consequences of pulling back on chemical applications without the resources available to do the generally more costly alternative methods, (mowing, hand vegetation control, etc.), resulted in a tremendous amount of weed growth along the right-of-way the following years. This growth caused cracking in the pavement, and in specific areas, a tremendous increase in the amount of roadside fire starts. Additional challenges arose the following years from fire department requirements for additional clearing beyond the typical road edge to the 100-foot clear zone around any structure.

There were a few positive things that came out of the Environmental Impact Report. Each of the 12 districts in California (comparable to Oregon's regions) now has a *landscape specialist*, who has a pesticide applicator's license and is responsible for developing the district's annual vegetation control plan showing what the district is trying to do, where its trying to do it, and the tools and methods used. Those plans are then loaded into the Integrated Maintenance Management System, which intersects with a mitigation checklist that includes sensitive areas and control methods looking for things like environmentally sensitive areas, areas where groundwater is present, wellheads, school bus stops, heavy public use, etc. This allows the landscape specialists to recognize what they're doing, where they're doing it, and to evolve over time to make the program better and better.

Washington Department of Transportation Co-director of Maintenance and Operations Chris Christopher spoke about Washington State's Integrated Vegetation Management for Roadsides program. He said one component that doesn't get talked about often and is a key factor, is cultural mindset, particularly with the maintenance community. Washington State's IVM program, set up in 2003, was never really taken to the field level to get it implemented and have the conversation about cultural mindset within maintenance. We never asked why we were doing what we're doing from a vegetation standpoint, or if things could be done differently with an eye toward reducing herbicide use.

From 2007 to present, WSDOT developed and implemented IVM plans for its 24 maintenance areas, and now review and update the plans annually. A five-year study

of pavement edge management completed in 2010 shows that in many cases, the least expensive alternative is maintenance of a narrow band of bare ground with herbicide.

The department is using considerably less herbicide than in 2003, and feels it has reached a sustainable level given all the things that have been incorporated in its plan. However, it continues to look at what is used, and why.

Public comment was received from Tom Kerns, Beyond Toxics board member, Concerned Citizens for Clean Air board member, and Director of Environmental and Human Rights Advisory. Mr. Kerns spoke in opposition to broadcast chemical herbicide use. He said the public does not know this is being done, and a human rights movement is growing in opposition to herbicide use.

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Flexible Funds Program Recommendations

The commission received a presentation on the Flexible Funds Program project selection process, and considered a list of project recommendations. A public hearing was conducted on the selection process and recommendations. Jerri Bohard and Erik Havig gave the presentation. (*Background materials in Director/Commission/History Center File, Salem.*)

Public Hearing Oregon Transportation Commission Chair Pat Egan called to order the public hearing on the Flexible Funds Program Project Selection process.

Background: The fall 2011 Flexible Funds Program application process generated 105 requests for funding for bicycle, pedestrian, transit, and transportation demand management (TDM) projects. The department received more than \$89 million in requests for the approximately \$23 million in available federal Surface Transportation Program funds.

One of two modal review teams reviewed the requests. One had experts in bicycle and pedestrian projects, the other had experts in transit and transportation demand management projects and programs. Second round scoring advanced 35 projects, which were the highest rated projects from each modal review team, and represent approximately 150 percent of the available funding. The department made this list public on the Flexible Fund Web page in November. The recommended project list includes a balanced package of Bicycle, Pedestrian, Transit, and Transportation Demand Management projects.

Public comments were received from:

Elaine Wells, Ride Connection Executive Director, spoke in support of the Gilsan Common project, which will offer an opportunity to further and more efficiently leverage transportation resources, while expanding transportation options for those in need.

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Bill Fashing, Mid-Columbia Council of Governments Community Development Director, spoke in support of the Dalles Transit Center project, which will provide transit services that are a critical element of the social support system in rural communities like The Dalles.

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Suzanne Dufner, Carlton City Planner, spoke in support of the 3rd and Polk Streets Bicycle/Pedestrian Improvements project. These two streets are critical to the Carlton bicycle and sidewalk networks, and provide linkage to the elementary school, the downtown, several bus stops, and residential areas.

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Kathie Oriet, Carlton City Mayor, also spoke in support of the much needed improvements that would result from the 3rd and Polk Street project.

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Chad Mast from Douglas County spoke in support of the Comstock Pedestrian Improvements project, which will connect several different elements of the transit system in Sutherland.

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Roger Averbeck, Chair of the Transportation Committee of Southwest Neighborhoods, Inc., spoke in support the SW Barbur Blvd. Demonstration project. In addition, he suggested a change in project scope to downsize the Barbur Demonstration Project, by about 50 percent, to only include critically needed and strategically located pedestrian crossing improvements such as marked sidewalks, median safety islands, and rapid flashing beacons as determined appropriate by ODOT traffic engineers. The intent being that the cost savings of this change in scope would allow the project to move up the prioritized project list.

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City of Nehalem Mayor Shirley Kalkhoven spoke in support of the Cloverdale Wayside project. This project is very strongly supported by the Northwest Area Commission on Transportation. Mayor Kalkhoven said that if the only ODOT rest area in Tillamook County is indeed closed later this year, as planned, it will be all the more important that this project is funded to give some capacity within the county.

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Tillamook County Commissioner Mark Labhart said the Cloverdale Wayside project has been ten years in the making and is a major revitalization project for the small community located on Highway 101 in south Tillamook County. The importance of the project to the community is why he has taken the time to drive over and talk about this project.

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Tillamook Transportation District Board Chair Bob Kenny spoke in favor of the Cloverdale Wayside project. He said Cloverdale is on the main north/south artery, Highway 101, and is the population and geographical center of southern Tillamook County. As such, it is a natural hub of connectivity through the county, and it needs the multimodal connectivity from the outside of the county, to the inside to this artery. It's rare when a single project can provide this kind of connectivity, as well as a safe way to get a bus off the road so people can get to the bus.

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Tillamook County Commission Chief of Staff Paul Levesque said the Cloverdale Wayside project could be the poster child for the beneficial re-youth of the Brownfield site. DEQ has asked Mr. Levesque to make a presentation on the project next week at its regional conference. The project has been ten years in the making, and is ready to go.

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Senator Lee Beyer spoke in support of the third phase of the Willamalane Park project, which is a pedestrian/bicycle commuter trail project that runs east and west through Springfield. The second phase is under construction now, and these funds will allow completion of that trail. Springfield is a narrow and long city, and the community has been trying for years to provide commuter connections for those who choose to use the bicycle, both for recreation and for commuting. This is the best chance to do this, and it connects into a system that runs along the Willamette River all the way to the very western edges of Eugene.

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Written public comments were submitted by:

- East Portland Land Use and Transportation Chair Linda Bauer in support of the East Portland Access to Transit Part II project.
- Coos Bay Public Works and Development Department Operations Administrator Randy Dixon in support of the Empire Pedestrian/Bicycle project.
- Portland Mayor Sam Adams in support of the SW Barbur Blvd. Demonstration project.

Chair Egan said there are a number of quality projects here that are chasing after a small amount of dollars. The outcome of the imminent selection is not final, and he urged everyone involved, particularly those not getting the funds looked for, to not give up.

Erik Havig said the commission will receive the final recommendations list for approval at the March OTC meeting.

Commissioner Baney asked for comment on the fact that safety does not appear to stand out when reviewing the criteria. Erik Havig said the Advisory Committee had discussed safety and felt it was not one of the top priorities for this particular program because there are other programs that have the safety component. While safety is a value in almost every application, there is more of an emphasis in this program around

connectivity and the availability of modes, choices and options. Those applications often have a safety component included.

Commissioner Baney asked for comment about the fact that Regions 1, 2, and 3 have a number of projects on the list, and how this affects the equitable distribution of resources. Erik Havig said equitable distribution was another issue that came up many times with the Advisory Committee. The committee purposely left it out of the criteria with the thought that we are not looking to equally distribute money across the state, but rather trying to find the best projects. In addition, rural areas generally submit fewer applications than metropolitan areas - 65-70 percent of the project requests, (dollar value), came from Regions 1 and 2.

Commissioner Lohman said the scarcity and importance of these funds makes this a very important decision. Being a bicycle commuter and a bicycle recreationist, he believes strongly in things that have a very high chance of getting people out of their cars and onto transit, bikes, and their feet. But, he also recognizes that the committee reviewing the requests has spent a lot of time and understands the projects far better than he does.

Chair Egan adjourned the public hearing on the Oregon Highway Plan Access Management Revisions.



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

1. Approve minutes from the January 25, 2012, meeting in Keizer.
2. Confirm the next two Commission meeting dates:
 - Wednesday, March 21, 2012, in Salem
 - Wednesday, April 18-19, 2012, in Madras
3. Adopt a resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
4. Approve the following Oregon Administrative Rules:
 - a. Temporary amendment of 731-001-0005 relating to discovery in contested cases.
 - b. Amendment of 734-035-0010 and 0040 relating to procedures for removing personal property from illegal campsites on state highway rights-of-way.
 - c. Amendment of 735-020-0010 and 0012 relating to DMV procedures for possessory lien foreclosures.

- d. Amendment of 740-100-0010, 0065, 0070, 0080, 0085, 0090 and 740-110-0010 relating to federal motor carrier regulations.
 - e. Amendment of 740-200-0020 and 0040 relating to annual readoption of HVUT and IFTA regulations.
5. Approve a request to amend the 2010-2013 Statewide Transportation Improvement Program to add the construction phase to the Interstate 84: North Fork Jacobsen Gluch – Idaho State Line (Phase 1) project in Region 5. Funding is provided by the Interstate Maintenance program. The estimated project cost is \$9,900,000.
 6. Approve a request to amend the 2010-2013 Statewide Transportation Improvement Program to add construction phase to the Interstate 5: Azalea - Canyonville project in Region 3. The funding for the construction will come from savings the Interstate Maintenance program has realized on existing projects. The estimated project cost is \$6,300,000.
 7. Approve a request to amend the 2010-2013 Statewide Transportation Improvement Program to add U.S. 26: (SW Kelly Avenue): Ross Island Bridge – Oregon 99W (Natio Parkway), an Operations/Safety Project in Region 1. TriMet will contribute \$20,000 and the remainder will be funded by savings Region 1 has realized on completed projects. The estimated project cost is \$750,000.
 8. Approve a request to amend the 2010-2013 Statewide Transportation Improvement Program to cancel U.S. 20: MP 3.50 – MP 3.90 (Corvallis) project and add the Interstate 5: Oregon 22 – Oregon 99E Median Barrier (Salem) safety project. The Interstate 5 median barrier project will be funded from the cancellation of the U.S. 20 project and from the Region 2 safety program reserves within the current STIP. The estimated project cost for the added project is \$3,000,000.

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

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Chair Egan adjourned the meeting at 5:05 p.m.

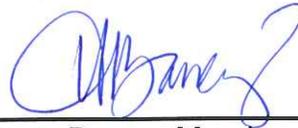
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The Commission met in Executive Session to consult with legal counsel on pending litigation in accordance with ORS 192.660 (2)(h). Executive Sessions are not open to the public.

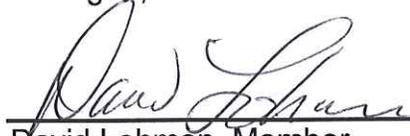
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Pat Egan, Chair



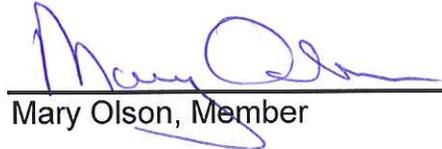
Tammy Baney, Member



David Lohman, Member



Mark Frohnmayer, Member



Mary Olson, Member



Roxanne Van Hess, Commission Support