

**OREGON TRANSPORTATION COMMISSION**

**Minutes of the Regular Monthly Meeting  
March 21, 2012  
Salem, Oregon**

On Wednesday, March 21, 2012, at 8:00 a.m., the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff held a premeeting 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 premeeting were:

A review of the agenda.

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Federal Transit Grants – *State of Good Repair Program* and *Bus Livability Program* – Michael Ward explained two grant programs and what ODOT would submit. He said the item would be on the commission’s agenda for approval next month.

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Right-sizing – Matt Garrett provided the commission an update on progress, and new changes under way to meet his objectives of a 2 percent reduction by 2013, and 15 percent by 2015, as well as the impacts of passed legislation on staffing levels.

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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	Interim Rail Division Administrator Hal Gard
Commissioner Mark Frohnmayer (by phone)	Safety Division Administrator Troy Costales
Commissioner Tammy Baney (by phone)	Region 2 Manager Sonny Chickering
Commissioner Mary Olson	Region 3 Manager Frank Reading
Director Matthew Garrett	Interim Commission Assistant Jacque Carlisle
Chief of Staff Dale Hormann	
Central Services Deputy Director Clyde Saiki	
Interim Deputy Director of Operations Jerri Bohard	
Communication Div. Administrator Patrick Cooney	

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Chair Egan called the meeting to order at 9:43 a.m.

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*Director's Report*

Director's report highlights were:

*IRF Quality Management Global Road Achievement Award*

Director Garrett introduced International Road Federation (IRF) Executive Vice President Michael Dreznes, ODOT Major Projects Branch Manager Tom Lauer, and John Craig from Oregon Bridge Delivery Partnership.

ODOT has received the 2011 IRF Quality Management Global Road Achievement Award with Delcan. Director Garrett said the agency is pleased to be recognized with a strong partner like Delcan for quality management initiatives on the OTIA III State Bridge Delivery Program. ODOT is committed to delivering the best possible projects for taxpayers. The International Road Federation acknowledgement of the bridge program team members is a testament to their hard work and dedication.

Director Garrett thanked Tom Lauer and John Craig for their leadership on the bridge program, and the Delcan team members for their valuable input at every step. Their experience and professionalism made this success possible. On behalf of ODOT, he sincerely thanked the International Road Federation for this recognition, saying the agency is proud of the success of its quality management program, and proud to be honored by this association.

International Road Federation (IRF) Executive Vice President Michael Dreznes, from Washington, D.C., spoke on the history of the award, and said it is a very competitive award for performance and capabilities. He said ODOT's bridge program, which has already been recognized by 30 awards nationally, is now recognized internationally as well, and ODOT should be extremely proud. He said motorists very often don't recognize the efforts made to intelligently spend tax dollars to maintain state assets, while minimizing disruptions to traffic. And when that very challenging objective is met, the people and organizations involved in accomplishing the feat need to be recognized and applauded.

John Craig from Oregon Bridge Delivery Partnership (OBDP) echoed Matt and Michael's sentiments, saying that the team's work on the bridge program has been best-in-class. He recognized those individuals whose leadership is reflected in receiving the award: Matt Garrett, Tom Lauer, Jim Cox, and Ray Mabey.

Tom Lauer accepted the award and spoke on ODOT's innovative approach to quality oversight on the bridge program. That innovative approach was embraced by the program management consultant, OBDP, which is a true partner in the quality program. Delcan's independent assessments helped build a strong foundation to support the program's successes. He said he was honored to be recognized with them by the IRF.

Photos were taken of the award being presented.

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*2012 National Environmental Excellence Award*

The Columbia River Crossing Project (CRC) received the National Association of Environmental Professionals 2012 National Environmental Excellence Award for its 2011 study of potential impacts to threatened and endangered fish in the Columbia River. The project's submittal, Columbia River Crossing Hydroacoustic Analysis on Threatened and Endangered Fish, was recognized for excellence in demonstrating use of the best environmental technology available.

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*Fiscal Year 2011 Gold Star Certificate*

ODOT received the State Controller's 2011 Gold Star Certificate, which is awarded to state agencies that provide accurate and complete fiscal year end information in a timely manner. Clearly, the Gold Star is a challenge to earn, and its achievement is due primarily to an agency's diligent efforts to maintain accurate and complete accounting records throughout the year.

The Gold Star Certificate was delivered to ODOT's lead CAFR accountant, Karen Krill. Director Garrett congratulated Karen, the agency, and its fiscal team for this outstanding work.

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*Public Comment*

Public comment was received from:

On behalf of Clackamas County Board of Commissioners Chair Charlotte Lehan, Commissioner Ann Lininger spoke in support of the Clackamas County, *Sunrise System*, TIGER IV grant application. This grant is the final piece of a \$168.5 million project designed to improve local and regional access for freight, motor vehicles, cyclists, and pedestrians to the Clackamas Industrial Area. The grant will fund the final two project components of a two-mile bike/pedestrian pathway that will greatly increase the sustainability and usability of that region, and it will also complete the Lawnfield Road reconstruction that will enable businesses more convenient access to key industrial, warehouse, and distribution facilities in the Clackamas industrial area.

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Joe Gillis of Northwest Motor Coach Association, and owner of Northwest Navigator Electric Coaches in Portland said the association has a common goal with ODOT – to get bad operators off the road. However, the roadside inspections being conducted at the Woodburn scales, as well as in the Gorge, need to be stopped. He compared pulling a 56-passenger, event destination vehicle into a scale to be inspected, to a plane, pulling onto the runway, being told to stop for a brake inspection. It is not a good idea because it adversely affects tourism and is a real detriment to the tourism industry. The association recommends destination inspections over roadside inspections.

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## *Oregon Least Cost Planning (OLCP) Methodology Development*

The commission received a presentation on Oregon Least Cost Planning (OLCP) Methodology Development project status and considered if it concurs with the project direction, particularly the choice of OLCP information comparison methods and a new name for OLCP. (*Background materials in Director/Commission/History Center File, Salem.*)

Deputy Director of Operations Jerri Bohard, STIP Stakeholder Committee Chair and Interim Dean of the College of Engineering, Oregon State University Scott Ashford, and CH2MHill Transportation Planning Director Sam Seskin gave the presentation.

**Background:** The 2009 Jobs and Transportation Act (JTA) included direction to the Oregon Department of Transportation (ODOT) to develop a least cost planning methodology to assist transportation decision-making for plan and project development. ODOT conducted initial research into other transportation agencies' similar efforts, and then divided its methodology development project into three stages. ODOT has worked through these stages with the help of the Statewide Transportation Improvement Program (STIP) Stakeholder Committee (SSC) and technical work groups. Stage 1 developed a framework for OLCP by examining current procedures and tools and identifying the kinds of impacts OLCP should evaluate. Stage 2 is in process to develop the OLCP methodology in detail. Stage 3 will include implementing the new methodology and analysis tool in a planning test case.

Scott Ashford said the STIP Stakeholder Committee struggled with whether to look at LCP at the program level or at the individual project level. The committee decided the initial value would be to start at the program level, where it looks at a bundle of projects, rather than trying to apply LCP to a specific project. The committee is also very cognizant of the disparity of data available from the Portland/Metro area, as compared to some of the more rural areas of Oregon. Working with a consultant, the committee has stressed the importance of making sure the data are available to run the model in a manner to not put undue burden on some of the more rural or smaller metropolitan areas. The committee is excited to look through a real-world example to really see the impact of how the tool works. The tool increases ODOT transparency and accountability, and brings a lot of issues to the table. In addition, it makes the public aware what the decision process is, along with the impacts and value of projects.

Sam Seskin represents the technical consultants working with the stakeholder committee, ODOT staff, and the management team of this project. He said this work is very much based and grounded in the Oregon Transportation Plan and Oregon transportation statewide policies. It also very much fits in with the way we plan for transportation in Oregon. Its intent is not to re-engineer the planning process, but rather offer new tools or techniques for planning and decision making. He gave a presentation on least cost planning.

Highlights of the presentation were:

- Legislative definition
- What it is, what it does
- Categories and indicators
- Project decision process
- Timeline
- Highlights of current work
- Renaming LCP
- Mosaic: Oregon's Value and Cost Informed Transportation Planning Tool
- Comparison process – what, why, how, and recommended method
- State and local staff involvement
- Specific indicators – core principles
- Focus on outcomes
- Summary
- Next steps

Chair Egan asked if there had been discussion on using the tool in the formation of policy. Is it the kind of tool that could be used to help policy makers evaluate how projects have been executed, and then applied to new projects? Sam Seskin explained that the tool is being designed to look at how to spend money across programs as well as within programs, so it holds that potential.

Commissioner Olson said she hoped the tool could be used to maintain the existing structure.

Chair Egan closed by saying he was at the table when the 2001 package was first envisioned and least cost analysis was just an idea. He said what he is hearing now is a very good execution of that idea. Hopefully, the extent to which the people who were advocating for lease cost analysis are hearing this, and are in agreement that it is moving in the direction envisioned, and is going to be a tool that helps do a good job of evaluating, selecting, and articulating the benefits of projects over time. Along those lines, he encouraged those involved to get in front of a legislative committee for the coming 2013 legislature, and articulate the progress made.



### *2011 Oregon Traffic Safety Performance Plan and Annual Evaluation*

Transportation Safety Division Administrator Troy Costales gave a brief presentation on the status of transportation safety in Oregon, and the commission considered accepting the 2011 Oregon Traffic Safety Performance Plan and Annual Evaluation. *(Background materials in Director/Commission/History Center File, Salem.)*

**Background:** From 1999 through 2011, Oregon has experienced the lowest number of fatalities in a 13-year span since 1951-1963. Over the past decade, Oregon reduced the number of traffic related injuries by more than 10,000 per year. Oregon's strong citizen-involved process continues to be a national model. In many program areas, Oregon has

met or exceeded expectations. The annual report influences initial work on the proposed 2013 and 2015 goals.

Troy Costales said the Highway Safety Program is very fortunate to have the five member Traffic Safety Committee, the Governor's DUII Committee, the Motorcycle Safety Committee, and also the department's management team, staff across Oregon, and partners in law enforcement and the judicial system, that all come together to work on the plan with the single goal - to save lives and reduce incidents and crashes.

The plan documents the goals set a year ago, how well the department did achieving those goals, and what funding sources were spent on. Examples of some of the successes are:

- o In 2010, Oregon ranked number three in the nation for safety belt use at 96-97 percent.
- o MADD reports that Oregon has the third lowest alcohol related fatality rate in the nation, based on population.
- o Oregon's antispeed and aggressive driving program has reduced the number of speed related fatalities by 100 per year from just three years ago.

Troy Costales noted that there is one aspect of the program in which totals will go up 8-12 percent in the next year due to a change in DMV accident reporting of injury and property damage. The number of crashes has not increased, but the amount of data being captured is, which will probably result in a change in performance measures.

Commissioner Olson moved to accept the Safety Performance Plan and Annual Evaluation. Commission members unanimously approved the motion.

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*May 2012 as Transportation Safety Awareness Month*

Troy Costales asked the commission to consider approval of the proposed proclamation, for Governor Kitzhaber's signature, that designates May 2012 as Transportation Safety Awareness Month. (*Background materials in Director/Commission/History Center File, Salem.*)

**Background:** Highway safety efforts in 2010 and 2011 made a difference, resulting in the fewest number of lives lost per year in more than 60 years. Each year, Oregon emphasizes the importance of transportation safety to its citizens during the month of May. One of the ways is by declaring May as Transportation Safety Awareness Month. Popular activities typically held during the month include:

- o National Safe Kids Week
- o Bicycle Safety Month
- o Pedestrian Safety Day
- o Oregon Motorcycle Safety Awareness Day and Awareness Month

- “Click It or Ticket” enforcement campaign
- “Sober Grad” events
- Safety Fun Fairs
- Work Zone Safety Emphasis

Commissioner Olson moved to approve the proclamation. Commission members unanimously approved the motion.

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***Oregon Commercial Electric Truck Incentive Program***

The commission considered approval of a request to enroll the Oregon Commercial Electric Truck Incentive Program into the Oregon Innovative Partnerships Program, and to allocate \$4 million in federal Congestion Mitigation and Air Quality Improvement Program, (CMAQ), funds to the program. Oregon Revised Statute 367.804 gives ODOT authority, through the Oregon Innovative Partnerships Program (OIPP), to enter into partnerships with private entities and units of government for transportation projects. Before ODOT can pursue such partnerships, Oregon Administrative Rule 731-070-0240 requires a determination by the Oregon Transportation Commission that the transportation project has the potential to accelerate cost-effective delivery, and promote innovative approaches to carry out the project. (*Background materials in Director/Commission/History Center File, Salem.*)

OIPP Project Manager Art James introduced Department of Environmental Quality Program Operations Manager Kevin Downing, and Transportation Electrification Executive Council Vice-Chair Charlie Allcock.

Art James gave a presentation on the Commercial Electric Truck Incentive Program (CETIP). Highlights of the presentation were:

- A new generation of electric vehicles is predicted to bring 1 million electric vehicles to the road by 2015.
- Oregon’s incentive program modeled after similar program in New York.
- Incentive is intended to encourage fleet operators to invest in zero-emission urban delivery trucks by offsetting the current high prices of these limited production vehicles.
- Electric trucks are predicted to bring substantial environmental benefits in pollutant reduction and reduced petroleum diesel use.
- Cost effectiveness.
- Cooperative support from multiple agencies and private industry.
- Overview of OIPP – the Oregon Innovative Partnership Program.
- Other electric vehicle initiatives underway – Governor-appointed Transportation Electrification Executive Council (TEEC).
- Brief review of draft implementation guidelines for incentive program.

CETIP is designed to improve air quality in nonattainment areas by creating a \$20,000 voucher incentive for the purchase of commercial zero-emission vehicles with a gross

vehicle weight of 10,001 pounds or more. The program will allow Oregon to address the need to replace commercial diesel vehicles with zero-emission plug-in electric trucks. The incentive is necessary in the short term to reduce the incremental cost between a diesel and a zero-emission vehicle and, in turn, to encourage both public and private fleets to make the transition to zero-emission vehicles. ODOT expects that costs will come down, and the need for the incentive will go away in two to three years as production ramps up and economies of scale are realized.

Commissioner Baney said she gets nervous when tax dollars start to spread into the private market to help share a vision. She is leaning heavily on the private/public partnership, and the \$20,000 voucher from the business is a large part of her saying yes. She does not want to “just try and set an example”, or make a statement, with tax dollars. While it is valuable to move in this direction, that partnership is very important also.

Commissioner Olson asked Charlie Allcock what kind of incentives the Transportation Electrification industry is planning in this area. Mr. Allcock said the industry’s particular interest is to ensure that the grid can handle the use of electricity as a transportation fuel, which it is fairly confident it can, and to use this as a learning experience also.

Commissioner Frohnmayer asked if there is a sunset date on the program. Art James said the CMAQ funds must be obligated by September 30th of this year.

Chair Egan asked for clarification on the process for application. What will happen if there are more applicants than funds available, or surplus funds remaining? Art James said the process is being defined, and once the Request for Proposal (RFP) goes out, we’ll know by the end of the year if there is sufficient demand to use the \$4 million. If not, the funds can be reallocated through the CMAQ program at a future date.

Commissioner Olson moved to approve enrollment of the Oregon Commercial Electric Truck Incentive Program into the Oregon Innovative Partnerships Program, and that \$4 million in CMAQ funds be allocated to the program. Commission members unanimously approved the motion.

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*Flexible Funds Program Project List*

The commission considered approval of the Flexible Funds Program project list for the Fall 2011 application cycle. *(Background materials in Director/Commission/History Center File, Salem.)*

Planning Section Manager Erik Havig presented the project list for approval.

In February 2012, the Oregon Transportation Commission received a staff presentation on the Flexible Funds Program selection process, considered the list of recommended

projects, and conducted a public hearing. The commission took testimony from eleven speakers, on behalf of six projects on the recommended list, and one project on the alternative list. Additionally, the department received 17 letters/written testimony on behalf of five projects on the recommended list and one project on the alternative list.

The recommended project list includes the balanced package of Bicycle, Pedestrian, Transit and Transportation Demand Management (TDM) projects that the commission considered at its February 2012 meeting, with one modification. Due to the availability of additional funds in the amount of \$2.1 million, the Eugene Highway 99 Bicycle and Pedestrian Improvement project was elevated from the alternate list to the recommended list.

This project was the first project on the alternate list as developed by the Oregon Department of Transportation (ODOT) selection committee and submitted to the commission at the February 15 OTC meeting. The Eugene/ODOT Highway 99 Bicycle/Pedestrian project will construct bicycle and pedestrian improvements along a one-mile segment of the highway in an economically depressed part of West Eugene. This facility connects a wide range of uses, including residential areas, schools, commercial centers and industrial areas, and serves a variety of modes.

The second change was correction of a \$30,000 error in reporting on the Lava Lane Project previously submitted to the commission. This project is in the Eugene/Springfield area. The correct amount for the application is \$960,000, and this does not change. It's one of the spread sheets that showed an incorrect amount of \$930,000.

Commissioner Olson moved to approve the Flexible Funds Program project list. Commission members unanimously approved the motion.

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*Highway User-Tax Revenue Bonds*

The commission considered approval of a resolution authorizing advance and current refunds of the Oregon Department of Transportation Highway User-Tax Revenue Bonds. Central Services Deputy Director Clyde Saiki and Debt and Investment Manager Lee Helgerson presented the resolution. (*Background materials in Director/Commission/History Center File, Salem.*)

Deputy Director Saiki said the U.S. municipal bond market has experienced sharp declines in interest rates over the course of recent months, which has pushed borrowing costs to near historic 45-year lows. These attractive rates make a refunding of certain maturities of the department's outstanding Highway User-Tax Revenue Bonds very compelling.

In light of the favorable interest rate environment, and after consultation with the department's financial advisors and on the advice of the Office of the State Treasurer, Financial Services staff has commenced the advance refunding process. With the approval of the commission, the department expects to price the 2012 Series refunding bonds the week of April 30, with the bond closing occurring on or about May 17.

Debt and Investments Manager Lee Helgerson gave a brief presentation on ODOT's Series 2012 Highway Revenue Refunding Bonds. Highlights of the presentation were:

- Why ODOT bonds
- When ODOT sells bonds
- Who is involved in the bonding decision
- ODOT's bond structure: senior lien, subordinate lien, composition of fixed and variable rate bonds
- Near all-time low tax-exempt rates
- Refunding summary

Commissioner Olson moved to approve the resolution authorizing the advance of refundings the ODOT Highway User-Tax Revenue Bonds. Commission members unanimously approved the motion.

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*Legislative Concepts*

The commission considered approval of legislative concepts to be submitted to the Department of Administrative Services on or before April 27, 2012. If approved by the governor's office, these concepts will be drafted as legislation and pre-session filed on behalf of the department before the 2013 Legislative Session. *(Background materials in Director/Commission/History Center File, Salem.)*

Government Relations Section Manager Betsy Imholt gave a review of the concepts going forward:

Governor's Office / Director's Office

- Nonroadway Transportation Funding, including passenger rail funding (placeholder)
- *ConnectOregon V* (placeholder)
- Columbia River Crossing Project Funding (placeholder)

DMV

- Clarification of Provisional Licensing Law
- Federal Commercial Drivers License Compliance
- Business Regulation Fee Increase

Highway Division

- State Radio System (placeholder)

Transportation Safety Division

- Teen Driver Education Expansion
- Repeal 2013 Sunset for Work Zone Photo Radar Pilot (placeholder for Oregon Transportation Safety Committee)

## Road User Fee Task Force

- Road User Charge

Chair Egan asked about the legislative concept for a fee increase for Business Regulation. With the range of cost of these fees being set at a true cost, (ODOT is not overcharging fees) he asked if we anticipate enough flexibility or upside in the fee. Is there a CBI (cost built in) calculation in the bill, or some allowance to increase fees over time? Amy Joyce from ODOT's Government Relations Section responded that there is not a CBI calculator in the fee bill. The fees have been in place for roughly ten years at the same rates, and this is one of those fees that has not included CBI in the past, and it wasn't looked at this time.

Chair Egan said because ODOT does not overcharge but rather sets true rate, by definition, in a few years we will be behind. He suggested that thought be given to having some flexibility built in to buy more than a biennium. Director Garrett said this might be a good conversation for the upcoming Southern Oregon circuit rides, and for conversation with legislators, sooner rather than later.

Commissioner Olson asked what funding ODOT was getting to cover the operations of the State Radio System. Director Garrett said that is exactly the conversation, and why there is a placeholder. ODOT is vetting that discussion with the Joint Legislative Oversight group specific to the State Radio Project. How will the four agencies that use the system be integrated, and how will the expense be allocated? The other side is to look at ways to garner investments to help cover the costs of operations and maintenance from interoperability with local governments and other private sector partners.

The Federal Communication Commission mandates the system be up and running by January 1, 2013. From there, it will be an incremental process in terms of turning things on and the integration. Oregon State Police and ODOT are the biggest users, and will be the first to integrate.

Commissioner Olson moved to approve the legislative concepts. Commission members unanimously approved the motion.



### *Final 2012-2015 Statewide Transportation Improvement Program*

The commission considered approval of a request to adopt the Final 2012-2015 Statewide Transportation Improvement Program (STIP). This action includes specific conditions of approval on eight projects. *(Background materials in Director/Commission/History Center File, Salem.)*

Jerri Bohard presented the request.

***Background:*** The Oregon Transportation Commission's adoption of the Final 2012-2015 STIP will enable the department to forward the document to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for final approval. Securing federal approval is the last step in the two-year STIP update cycle, and enables the department to continue to receive and use its federal transportation funds in a timely and orderly manner.

As part of the development of the 2012-2015 STIP, Project Criteria Summary Reports were completed for modernization, preservation, and state bridge projects funded with the regions' regular STIP allocation.

Project Criteria Summary Reports demonstrate how the chosen projects meet the approved STIP Project Eligibility Criteria and Prioritization Factors. Staff delivered those to the commission, with the Draft STIP document, at the May 2011 meeting. Some of these reports include conditions of approval on the project, as required by OTC policy, or as negotiated by the region, such as requirements for Interchange Area Management Plans or provisions for local contributions to the project. Adoption of the 2012-2015 STIP will include approval of these conditions.

The department made the Draft 2012-2015 STIP available for public review in June and July 2011. Each region held public meetings on the Draft STIP, and region and Active Transportation Section staff received comments. The Final STIP reflects any adjustments regions made to its programs in response to comments received.

The Final 2012-2015 STIP will be submitted to FHWA and FTA following commission adoption. The department anticipates Federal approval of the document by early June 2012. Changes to the STIP required after final approval will be processed by the standard STIP amendment process.

Chair Egan said there has been a lot of talk about breaking down silos, or changing the STIP process to some degree to take into account some of the other nonhighway types of projects potentially. He asked how FHWA or FTA would look at that if the process was changed. Jerri Bohard said these conversations are already occurring with FHWA.

Commissioner Olson moved to adopt the 2012-2015 STIP. Commission members unanimously approved the motion.

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*Active Transportation Section Update*

The commission received an update on the status of the new Active Transportation Section within ODOT, and on the combination of the application processes for the Transportation Enhancement and Oregon Bicycle and Pedestrian grant programs. The purpose of this update is to provide information on the organization, purpose and strategic direction of this new section within ODOT. (*Background materials in Director/Commission/History Center File, Salem.*)

Jerri Bohard introduced Sustainability Program Manager Margi Bradway.

**Background:** In July 2011, Director Garrett announced the formation of a new Active Transportation Section within the Transportation Development Division (TDD) of the Oregon Department of Transportation (ODOT). The Active Transportation Section is a grouping of similar ODOT programs that, by combining funding and strategic management, can maximize the value of transportation investments locally, regionally and statewide.

The Active Transportation Section brings together closely related programs that include the Bicycle/Pedestrian Program and the Transportation Enhancement Program; the Certification Program for Local Agencies; Program and Funding Services; the Sustainability Program; and the Economic and Financial Analysis Unit. The Active Transportation Section follows the direction of the Oregon Transportation Plan, the state's long-term transportation planning guide, in its vision of Oregon transportation as a "balanced multimodal system that optimizes available investment dollars." Active Transportation at ODOT considers all means of transportation, including bike paths, sidewalks, bus routes, light rail and other modes, and how they interrelate to the people, vehicles, and freight moving safely and reliably on the Oregon transportation system.

The Active Transportation Section is critical to continuing the agency's journey to reflect a balanced multimodal transportation system that makes the most of available funds. ODOT created Active Transportation to:

- Ensure efficient, prompt, accountable and complete use of available federal and state funding
- Support integration of multimodal and sustainable strategies into transportation solutions
- Enhance collaboration with local agencies through improved program and financial services
- Leverage funds by crossing program/project areas to meeting community and user needs

Margi Bradway gave a presentation on the Active Transportation Section (ATS).

Highlights of the presentation were:

- ATS Vision Statement – to strategically integrate program and funding sources to promote multimodal and sustainable transportation solutions
- First step: integrate statewide program units, program and funding services, and economic and financial analysis
- Promoting multimodal solutions
- Promoting sustainable solutions
- Challenges: integrate funding
- Pilot program: combine the Transportation Enhancement and Oregon Bike and Pedestrian projects selection for 2012

Chair Egan asked if other states were doing this. Margi Bradway said ODOT's Active Transportation Section is the first of any Department of Transportation in the country. Coming from the Sustainability Program, she said Oregon also had the first Sustainability Program, and Oregon is looked on as a leader in this area.

Jerri Bohard added that another reason for creating the Active Transportation Section was that a lot of the programs involve local partners, the cities or the counties, that have different applications, and different timelines. Part of this is the efficiency question with our partners, getting to one application that looked the same for difference programs, and a better understanding of timelines.

Commissioner Frohnmayer asked how this integrates with Mosaic, (Oregon's Value and Cost Informed Transportation Planning Tool), in terms of staging. Jerri Bohard said there is a link, but in a sense the two are separate because this is a funding mechanism. As the planning process starts, once we look at the right programs through least cost planning, and the local government or Metropolitan Planning Organization (MPO) concurs, it will streamline where to look for funding.

Chair Egan asked if one of the ultimate outcomes would be a list of projects, or considerations, that we don't have now. Margi Bradway said part of that answer goes to what role the Area Commissions on Transportation (ACTs) play in the future. But she hopes to see people thinking more strategically about bringing forward their best projects, with better connected and more accessible projects.



### *Transportation Investments Generating Economic Recovery (TIGER) IV Funding*

The commission considered approval of the designated statewide priority projects for Transportation Investments Generating Economic Recovery (TIGER) IV funding. *(Background materials in Director/Commission/History Center File, Salem.)*

Senior Federal Affairs Advisor Travis Brouwer presented the statewide priority projects for TIGER IV funding. This is the fourth round of TIGER grant funding.

To date, Congress has appropriated \$3 billion for this program, which is a really important program because it is multimodal. Because of that, it can fund any surface transportation program across any mode. Rail, bridge, electronic vehicle, and a transit/road/bike/pedestrian project have all been funded in Oregon because of the grant program. USDOT uses the TIGER program to fund projects that are difficult to fund under other funding streams, such as general highway and transit programs. In the first three rounds of TIGER funding, Oregon received a total of \$56 million.

USDOT looks at a number of factors, and scores across a number of objectives when reviewing projects:

- o Economic competitiveness
- o Community livability
- o Environmental sustainability
- o Safety
- o System condition

USDOT also looks at leverage. Most successful TIGER grant applications bring about 70 percent of the project funding.

ODOT is lead applicant on four projects:

- Interstate 5 Woodburn Interchange
- Newberg-Dundee Bypass
- Interstate 84 Ladd Canyon
- Siskiyou Summit Railroad Revitalization (bistate project with Siskiyou County)

ODOT will serve as a partner (essentially a co-applicant) on six projects. ODOT will serve as a partner on projects that are on, adjacent to, or otherwise impact the state highway system or other areas of ODOT responsibility.

- U.S. 20 Cascade Avenue Improvements (Sisters)
- Troutdale Reynolds Industrial Park Road Improvements (Port of Portland)
- Bike-Able Brookings (Brookings)
- Highway 34 Park and Rides (Linn County)
- Sunrise System (Clackamas County)
- U.S. 26 Helvetia/Brookwood Interchange (Hillsboro)

ODOT requests that the commission designate a number of projects as statewide priorities. ODOT staff reviewed pre-application materials and evaluated them against how well they meet the explicit and implicit TIGER IV criteria, as well as the statewide importance of the projects. Based on this review, ODOT recommends that the commission designate the following projects as statewide priorities:

- Troutdale Reynolds Industrial Park Road Improvements
- Interstate 5 Woodburn Interchange
- Newberg-Dundee Bypass
- U.S. 20 Cascade Avenue Improvements
- Sunrise System
- Siskiyou Summit Railroad Revitalization

These projects represent strong candidates for TIGER IV funding and are projects of statewide importance. This group includes a mix of urban and rural projects, and also shows diversity among modes. Projects designated as statewide priorities will receive a special letter of support indicating this designation, and can include this information in their applications. ODOT also plans to weigh in with U.S. DOT on the commission's statewide priorities.

Given the short timeline for applying for the grants, Chair Egan asked if there were states that would not submit any applications. Travis Brouwer said other states aren't

nearly as aggressive as Oregon, and when compared across all the federal grant programs, Oregon ranks high in the amount of funding received.

Commissioner Olson moved to approve the TIGER IV project recommendations. Commission members unanimously approved the motion.

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*Consent Calendar*

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

1. Approve minutes from the February 15, 2012, meeting in Keizer.
2. Confirm the next two Commission meeting dates:
  - Wednesday, April 18-19, 2012, in Madras
  - Wednesday, May 16, 2012, in McMinnville
3. Adopt a resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
4. Approve the following Oregon Administrative Rules:
  - a. Adoption of 731-003-0005 relating to Oregon Department of Transportation's relationship with Department of Aviation.
  - b. Adoption of 734-020-0485, amendment of 734-020-0020, 0400, 0420, 0430, 0470, 0480, 0500, and repeal of 734-020-0025, 0032, 0034, 0135, 0140, 0440, 0450, 0460, 0490 relating to traffic control devices.
  - c. Adoption of 734-060-0007 and a 734-060-0000, 0010, 0015, 0020, and 0025 relating to outdoor advertising signs including digital billboards.
  - d. Amendment of 735-032-0010 relating to a manufacturing fee increase for registration plates.
  - e. Temporary amendment of 735-070-0085 relating to the requirement for proof of treatment completion for reinstatement of DUII suspension.
  - f. Amendment of 740-300-0060 relating to general penalties for motor carrier safety violations.
5. Approve a request to amend the Oregon Highway Plan (OHP) access management revisions prompted by Senate Bill 264 (2011) and approve a request to adopt the supporting information for the OHP amendments.
6. Approve the Oregon Transportation Commission 2012-13 Work Plan.
7. Approve a request to release the draft Oregon Highway Plan Policy Element Revisions for Freight for public review and input.
8. Approve a request to change the scope, location and name of the Oregon 35/U.S. 30 Button Junction Intersection project, Key Number 16935.
9. Approve a request to adopt the Interstate 84 Exit 62 Interchange Area Management Plan and the Exit 63 and 64 Interchange Area Management Plan (IAMP), in Region 1.
10. Approve a request for the Oregon Department of Transportation Rail Division to appear at the May 2012 meeting of the Legislative Emergency Board to request an

increase of \$5,141,157 in Federal Funds Limitation, and \$13,500,808 in Other Funds Limitation.

11. Approve a request to amend the 2010-2013 Statewide Transportation Improvement Program to add the U.S. 101: Big Creek Bridge Cathodic Protection project in Region 2. Funding for his project will come from project savings contained in the State Bridge Financial Plan. The total estimate is \$1,631,000.
12. Approve a request to amend the 2010-2013 Statewide Transportation Improvement Program to add the U.S. 101: Hunter Creek Bridge Cathodic Protection Project in Region 3. Funding for this project will come from project savings reflected in the State Bridge Financial Plan. The total estimate is \$3,350,000.
13. Approve a request to amend the 2010-2013 Statewide Transportation Improvement Program to add the U.S. 101: Cape Creek Bridge Rail Retrofit project in Region 2. Funding for this project will come from project savings contained in the State Bridge Financial Plan. The total estimate is \$1,950,000.
14. Approve a request to amend the 2010-2013 Statewide Transportation Improvement Program to add the U.S. 101: Necarney Creek (Sam Reed) Bridge Painting project in Region 2. Funding for this project will come from project savings contained in the State Bridge Financial Plan. The total estimate is \$2,337,000.

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

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Chair Egan adjourned the meeting at 2:10 p.m.

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Pat Egan, Chair

Not Present

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David Lohman, Member

  
\_\_\_\_\_  
Mary Olson, Member

  
\_\_\_\_\_  
Mark Frohnmayer, Member

  
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Tammy Baney, Member

  
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Roxanne Van Hess, Commission Support