

OREGON TRANSPORTATION COMMISSION

Minutes of the Regular Monthly Meeting March 21-22, 2007 Salem

On Wednesday, March 21, at 1:30 p.m., the OTC, Oregon Department of Transportation staff and representatives from the Oregon Freight Advisory Committee held an informational workshop in Conference Room 122 of the Transportation Building, 355 Capitol Street NE, Salem.

That evening, the OTC, OFAC and ODOT staff met for dinner and a work session at J. James Restaurant, 325 High Street SE, Salem.

On Thursday, March 22, at 8:00 a.m., the OTC and ODOT staff held a briefing session and reviewed the agenda in room 135 of the Transportation Building. The regular monthly meeting began at 9:30 a.m. in Conference Room 122.

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

Chair Stuart Foster
Commissioner Gail Achterman
Commissioner Randy Papé
Commissioner Janice Wilson
Director Matthew Garrett
Chief of Staff Joan Plank
Deputy Director for Highways Doug Tindall
Deputy Director for Central Services Mike Marsh

Communications Administrator Patrick Cooney
Trans. Development Administrator Jerri Bohard
Field Services Manager Paul Mather
Region 1 Manager Jason Tell
Region 2 Manager Jeff Scheick
Interim Region 3 Manager John Vial
Region 5 Manager Monte Grove
Commission Assistant Kim Jordan



Wednesday, March 21, 2007

The Commission held an informational workshop and panel discussion regarding national, regional and statewide multimodal freight issues with three national freight industry specialists. (*Background material and PowerPoint presentations in General Files, Salem.*)

Commissioner Achterman opened the workshop at 1:40 p.m.

Commissioner Papé thanked everyone for attending and said that this workshop will focus on freight and its importance to Oregon's economy. He introduced the panel of presenters: Lance Grenzeback of Cambridge Systematics; Monica Isbell of Starboard Alliance Company; Gordon Proctor of Gordon Proctor Associates; and OFAC Chair, Tom Zelenka.

Jerri Bohard, Transportation Development Division Administrator, noted that this workshop is a first step in an 18-month-long planning effort to prepare an Oregon freight master plan, which will update the 1999 ODOT report called, "Freight Moves the Oregon Economy." This report is available online (<http://www.oregon.gov/ODOT/TD/TP/FME.shtml>).

Lance Grenzeback, Cambridge Systematics, Inc., presented information on freight trends and issues: demands, bottlenecks, and policy directions.

Monica Isbell, Starboard Alliance Company, LLC spoke about supply chains; Growth-related trends; shipper dynamics, trends and issues; trade-reliant infrastructure realities and trends; Oregon shipper transportation issues for highway and rail freight; and implications and recommended actions for Oregon and ODOT.

The Commission expressed interest in this quote Ms. Isbell read from a January 2007 article: "Transportation and congestion has moved up to the executive suite," Thomas Donahue, president of the U.S. Chamber of Commerce said, explaining that top management now sees congestion as something that could harm productivity and economic growth. Infrastructure is among the high priority items on which his group will focus in 2007. "We're getting to the point where we are running out of capacity. We are 20 years behind," Donahue said. "The hole is getting deeper and ladder is getting shorter."

Gordon Proctor, Gordon Proctor and Associates, and former director of the Ohio Department of Transportation, informed the Commission about best practices in freight planning. He recommended that Oregon study the Washington model on rail freight project selection as well as the Florida model in its entirety. Both models provide excellent benchmarks, and Oregon would benefit from comparative analysis of the two models.

Tom Zelenka, Chairman of the Oregon Freight Advisory Committee, said the business model is changing. We need to figure out how to change some of its policies and procedures.

There is no question about the need for freight capacity. Oregon and the nation have been using up the fruit from the seeds that were planted in the 1960s. The challenge for us now is how to plant new seeds to grow new transportation fruit.

Oregon did well with its legislation regarding shovel ready industrial lands policies and OTIA III. It needs to look at whether and how we expand on those programs, not only to new projects, but existing properties in the corridors that we are serving.

Oregon is doing reasonably well with respect to freight planning, and we can do better. We recognize that freight is multimodal, but the regulatory and funding mechanisms have been siloed.

It can be a challenge to find ways to leverage and maximize which projects are selected – project readiness and market readiness are often difficult to measure.

Mr. Zelenka encouraged ODOT to work diligently to complete the Oregon freight master plan.

The Commission noted to staff that it is interested in knowing more about how strategic operational analyses of interchanges can be done at a number of locations in Oregon.

At the March 7 OFAC meeting, Smith Siromaskul, Mobility Coordinator for the Oregon Bridge Deliver Partners, presented material on Diverging Diamond Interchanges. (Background: DDI is a relatively new interchange concept being considered across the country. It provides several traffic operational benefits that are capturing the interest of many people and is being considered for several sites around Oregon.) The Commission might be interested in viewing the presentation.

The Commission thanked the three panel members for sharing their knowledge, thoughtful comments and insightful presentations. It also thanked Mr. Zelenka for his work on the OFAC, and TDD Administrator Jerri Bohard and Freight Mobility Manager Julie Rodwell for organizing the workshop.

The workshop adjourned at 5:10 p.m.



That evening, the OTC had dinner and held a work session with members of the OFAC and ODOT staff at J. James Restaurant in Salem.

Thursday, March 22, 2007

Commissioner Achterman called the meeting to order at 9:30 a.m.



Director's report highlights:

ODOT continues to communicate to the legislature on a number of topics, including statutory requirements to comply with the Real ID Act, increasing the annual fees for maritime pilots, safe routes to schools, retractable studded tires, outsourcing jobs on the international level, safety corridors, mobile communication devices, licensures for people in the construction trades, revocation of driving privileges for habitual offenders, etc. This agency continues to deliver on its mandates. Many dedicated people are focusing their attention to the Legislative Assembly. Director Garrett extended his appreciation to all ODOT employees who are working to address legislative issues.

Director Garrett was honored to give welcoming remarks on March 20th at a Columbia River Crossing History Seminar. Doug MacDonald, secretary of the Washington

Department of Transportation, delivered remarks on the issues that his department, and he as the administrator of WashDOT had when they unearthed 300 Native American bodies on a Port Angeles project. It was interesting how it became more than a permitting or compliance with sanctions situation. It evolved into a spiritual conversation. He grew not only professionally, but personally. This has great application to the Columbia River Crossing in that there are roughly 40 tribes or bands of tribes that have migrated around that area. There are eight tribes that have Usual and Accustomed rights to fish in that area. Our relationship with the Native American tribes on the Columbia River Crossing project is extremely important. There must be mutual respect among our peoples; open, honest and clear communication; an investment in time to build relationships and trust. We spoke about building a bridge between two states and across a great river, but that day was about building trust and relationships, building bridges with people who have been there and have a different approach to the land.

It is Director Garrett's belief that the men and women of ODOT represent the best and the brightest in state government. This was validated again as Doug Tindall was named a Distinguished Engineer by the College of Engineering at Oregon State University at the Ninth Annual Oregon State University award ceremony on February 26th.



Commission member reports:

Commissioner Papé met with the Central Oregon Advisory Commission on Transportation. This active organization does a lot of work on transportation planning and focuses regionally and even more broadly at times because central Oregon depends on a number of other transportation modes in order to get goods and services throughout its communities. He attended several groundbreaking ceremonies; one in Newport for the Spencer Creek Bridge, and another for the Philomath Couplet on Highway 20. Commissioner Papé had numerous conversations with business leaders following the Oregon Business Plan. In January, at the Oregon Business Plan Summit, it was announced that business leaders would come forward with a transportation package that would help recover some of the lost funding due to inflation that has occurred since the last gas tax increase in the early 1990s. The Oregon Business Plan is proposing a \$350 million annual funding increase to the Legislative Assembly. The specifics of the package are now being pulled together. Commissioner Papé also attended an Oregon Freight Advisory Committee meeting in early March. The March 21 workshop focused on freight mobility and congestion throughout the state and region and was followed by a dinner with many of the OFAC representatives.

Commissioner Wilson worked with Metro and ODOT staff regarding the Regional Transportation Plan.

Commissioner Achterman met with Commissioner Wilson and experts from Cambridge Systematics on tolling, tolling policies and alternatives. She met with ODOT's Planning and Research staffs to talk about how we are running the research program. She

assured the OTC that staff is doing an outstanding job working with the new University Transportation Research Center to find ways to take advantage of Congressman DeFazio's funding talents, and that we align the research agenda with the needs of the Commission. Commissioner Achterman met with county officials about projects in the central valley and statewide funding issues the counties face.

Chair Foster was not present during this portion of the meeting.

Commissioner Nelson was not present.



Public comment was received from:

- Sandra Bishop, Driving School Association of Oregon, urged the OTC to delete from the Consent Calendar the Oregon Administrative Rules relating to traffic safety education courses. The Association feels that the rules, as currently written, should not be adopted.



The Commission considered approval of a Type B Immediate Opportunity Fund grant in the amount of \$242,469 to fund construction of a street from Highway 30 into the City of Rufus Industrial Park. (*Background material in General Files, Salem.*)

Commissioner Papé moved to approve this Type B IOF grant request. The motion passed unanimously.



The Commission considered approval of a Type A Immediate Opportunity Fund grant in the amount of \$410,640 to fund improvements on Columbia Avenue at the Port of Morrow East Beach Industrial Complex. (*Background material in General Files, Salem.*)

Commissioner Wilson moved to approve this Type A IOF grant request. The motion passed unanimously.



Tom Lauer, Office of Statewide Project Delivery Manager, provided the monthly status report on the Statewide Transportation Improvement Program, Oregon Transportation Investment Acts of 2001, 2002 and 2003, and the OTIA III State Bridge Delivery Program. (*Background material in General Files, Salem.*)

The OTIA III State Bridge Delivery Program remains on track. We are managing scope, schedule and budget to continue to deliver the program along the program guidelines.

During 2006 the agency completed over 2,000 environmental compliance site visits and continued a three-year record of no violations within the program. Additionally, we completed the draft programmatic monitoring report and met with regulatory agencies. We have found great success and acceptance of the program from those regulators. They were highly pleased with its progress. Mr. Lauer was pleased to note that there was a high level of credibility of ODOT staff, not only within the project delivery program, but also from Technical Services and the Regions. Our consultant partners, Oregon Bridge Delivery Partners, also enjoyed a high level of respect and credibility with the regulatory agencies in how it is monitoring this program.

The Commission was very pleased to hear about the enhanced relations with the regulatory agencies and hopes that will carry over into future projects. It was also interested in the job development part of the program.

The Project Delivery Program has worked through the five regions in the state to build workforce alignments. The program is being successfully promoted by ODOT's Civil Rights Office as well. We have active candidates who are ready and able to join apprenticeship programs in active construction projects to help contractors meet their apprentice goals. ODOT is working toward new, invigorated outreach efforts, with the Associated General Contractors and others involved in the program, on how to connect to this program and bring people to the apprenticeship program.



The Commission considered approval of a construction authorization increase in the amount of \$681,754 on the U.S. 30/Oregon 203: West City Limits La Grande-Union and Telocaset-Baker City Section project in Union and Umatilla Counties. (*Background material in General Files, Salem.*)

Commissioner Achterman moved to approve this construction authorization increase. The motion passed unanimously.



The Commission considered approval of a construction authorization increase in the amount of \$835,953 on the Oregon 42: North Fork Coquille River – Guerin Lane project in Coos County. (*Background material in General Files, Salem.*)

Commissioner Wilson moved to approve this construction authorization increase. The motion passed unanimously.



Doug Tindall requested approval to proceed with development of a tolling policy and public outreach/feedback plan. (*Background material and PowerPoint presentation in General Files, Salem.*)

Mr. Tindall reminded the Commission that over the last one-and-a-half years, the OTC has received several briefings about tolling and its intricacies. At its February meeting, the OTC received information about the tolling study prepared for the Washington Transportation Commission. Mr. Tindall briefly reviewed the WTC's recommended tolling policies.

The OTC has taken action to address two tolling issue areas. It is now responsible for tolling policies and criteria. The Commission also adopted a policy that Oregon's tolling method will be interoperable with Washington.

As the agency moves forward, Cambridge Systematics would like ODOT and the OTC to consider:

- How important is congestion to people?
- How do people view the adequacy of transportation funding and the project selection system?
- How effective is tolling compared to other approaches at achieving policy objectives?
- How does highway operating efficiency compare to economic benefit?
- Winners and losers
- The use of toll revenue for purposes other than the toll project on which it is collected

Mr. Tindall asked the OTC to approve a request to proceed with an outreach/feedback effort on tolling. As Cambridge Systematics builds the framework around the above considerations, it will do the research necessary to make sure the Commission understands the ramifications of the questions. It will help the Commission and ODOT staff to understand what we are telling and asking people. He recommended an intermediate outreach effort with stakeholder groups like AAA, who represent many people, to make sure they understand it as well, because their constituents will go to them. Once that step is complete, the outreach/feedback effort with the public will take place. We will explain the ramifications of the potential policies and request feedback from the public regarding congestion issues and its appetite for tolling. We will then have a full body of information with which the Commission can decide where it wants to go in terms of policy-making. As we approach the public-private partnership questions, this level of detail will be beneficial. Funding for the outreach/feedback study will come out of the \$20 million the Commission made available for public-private partnerships. It is anticipated that the study will cost approximately \$1.5 million and take between 12 and 18 months to complete.

The Commission was very impressed with the work Cambridge Systematics has done. It outlined the key issues and questions for which answers are needed to move tolling from an emotional discussion to one of facts. Based on those facts, we will determine how people feel about it.

Because the OTC has worked on this issue for so long, it is ahead of where others are. All OTC members should receive a set of the PowerPoint slides Commissioners Achterman and Wilson received from Cambridge Systematics. It will help the OTC to frame the issues around tolling so that solid information can be communicated. Most public bodies are not precise about why they are tolling; what they are trying to achieve, financing objectives, and congestion reduction. What ODOT and the OTC will get through this investment, is a much more refined understanding of the issues and concerns, and the information needed to structure a public conversation about those issues.

The Legislature should be one of the groups to participate in the outreach/feedback effort.

Commissioner Wilson moved to approve proceeding with development of a tolling policy and public outreach/feedback plan, which will cost approximately \$1.5 million and use funds set aside for public-private partnerships. The motion passed unanimously.



Bob Bryant requested approval of the Redmond Interchange Area Management Plan. Approval is conditional upon local adoption of IAMP implementing provisions by the City of Redmond. (*Background material and PowerPoint presentation in General Files, Salem.*)

At the table with Mr. Bryant were Redmond Mayor Alan Unger and Public Works Director Chris Doty.

U.S. 97 runs through downtown Redmond. The volume of traffic, particularly truck traffic, has had a detrimental impact on the business community and livability within the downtown core. ODOT worked closely with the City of Redmond to identify a solution and develop an alternative for realigning Highway 97 outside the downtown core on the north end of Redmond. The \$88 million project is now in the construction phase. The Interchange Area Management Plan is located at the north end of that project. The project now underway is the first phase. A similar solution must still be developed for realigning Highway 97 on the south end of Redmond to accommodate freight and traffic volumes.

Mr. Bryant acknowledged Ed Moore, who was the senior planner and project manager for the development of this IAMP. It was Mr. Moore's outstanding work that resulted in this very comprehensive IAMP. Mayor Unger also complimented Mr. Moore and Region 4 for the great relationship it has with the city.

Redmond's population is growing about 11 percent each year, so it is considering expanding its city limits as needed. Redmond will move forward with its approval of the IAMP on April 16, when the Redmond Planning Commission will hear about the Comprehensive Plan and Transportation System Plan amendments. On May 8, the

plans will be considered by the City Council, and public hearings will be held. Mayor Unger anticipates approval of the Comprehensive Plan and Transportation System Plan amendments, with an emergency clause that makes them effective immediately.

Mr. Bryant stated that the existing portion of U.S. 97 that runs through downtown Redmond will be transferred to the City of Redmond, and U.S. 97 will move to the reroute.

The Commission applauded the City of Redmond and Region 4 for accommodating the connectivity needs of the local community and understanding the Commission's desire for free flow of traffic on U.S. 97, from border to border.

Mr. Bryant reminded the Commission that with the adoption of the IAMP, ODOT will ask the Commission to approve the addition of interchange ramps back into the project that is currently under construction. The ramps were removed from the project because the IAMP had not yet been adopted.

Commissioner Papé moved to approve the North Redmond U.S. 97 Interchange Area Management Plan conditional upon local adoption of IAMP implementing provisions by the City of Redmond. The motion passed unanimously.

The Commission thanked Chris Doty and Mayor Unger. The OTC really appreciates the collaborative relationship it has with the City of Redmond. The IAMP is an outstanding product.



Consent Calendar item 9 was moved to the regular agenda as agenda item J (1). The Commission considered approval of an amendment to the 2006-2009 STIP to add the U.S. 97: J Street project in Madras through the preliminary engineering design acceptance phase only. The estimated cost of this project phase is \$350,000.

Commissioner Achterman moved to approve this request. The motion passed unanimously.



The Commission received a presentation on federal funding, including the Highway Trust Fund and outlook for funding levels in the next federal reauthorization cycle. *(Background material and PowerPoint presentation in General Files, Salem.)*

ODOT's Federal Affairs Advisor, Travis Brouwer, said thanks to Congressman DeFazio guaranteeing Oregon's portion of federal funds, Oregon enjoys 1.21 percent of the apportionments that go to the states. To date, Oregon's expected funding levels under SAFETEA-LU and the next reauthorization bill is fairly close to expectations.

We are now entering a period of funding uncertainty, primarily due to the condition of the federal Highway Trust Fund, but also because of the revenue situation. From last year's presidential budget to this year's, the Congressional Budget Office showed a significant deterioration in anticipated receipts to the Highway Trust Fund. It appears the amount of revenue in the highway account of the Highway Trust Fund has been downgraded by about \$1 billion per year.

While the American Association of State Highway and Transportation Officials and others use the term "bankrupt" as an alarmist term to get Congress's attention, it is true that there will be a continued revenue stream that will continue to fund some of the obligations under SAFETEA-LU and future authorization bills. It is much like the Social Security Trust Fund, there will still be money flowing into Social Security, but it will only be able to meet a portion of the obligations that are projected under that program. The official revenue forecast, which is based on a 1.9 percent annual increase in vehicle miles traveled, is probably a bit overly optimistic. Last year, the official VMT increase came out at less than a one percent increase. We are now seeing the effect of higher gas prices translating into a smaller increase in the number of miles driven.

The important thing to note is that the Highway Trust Fund is not really bankrupt. The cash balances have been used and the revenue may be dropping, so we won't be able to do as much, but there is still money available.

Current projections show that Oregon will run a deficit in the highway account in 2009, which could run anywhere from \$200 million to \$3-4 billion nationally. The balance of the Highway Trust Fund depends not only on funding levels, but also on revenue levels, and also outlays, which depend on how quickly states draw down the money they have been apportioned in a fiscal year. As an example, if states were to draw down their funding at a two percent faster rate, we may see the Highway Trust Fund dip into negative territory next year; much sooner than predicted.

There are three options for Congress to consider. One would be to engage in program cuts, essentially reducing the authorization. This would not be a popular move, particularly in a Presidential election year. Another option would be a revenue increase, but again, in an election year, Congress probably would not raise the gas tax or other user fees. The third, most likely option, would be for Congress to find a way to backfill from other sources. For example, it could have the General Fund loan the highway account funding or it could raid the transit account of the Highway Trust Fund. It is quite likely that Congress will need to resort to some sort of mechanism to avoid cuts or having to raise revenue.



The Commission confirmed the next two meeting dates and locations:

- Wednesday, April 25, 2007, in Monmouth.
- Wednesday, May 23, 2007, in Salem.

● ● ●

The Commission considered approval of the following Consent Calendar items (*Background material in General Files, Salem.*):

1. Approve the minutes of the February 21, 2007, Commission meeting in Salem.
2. Adopt a resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
3. Approve the following Oregon Administrative Rule actions:

a.	Adoption of OAR 731-001-0720 and 0730 and the repeal of 731-001-0100 through 0710 relating to confidentiality of dispute resolution by mediation.
b.	Amendment of OAR 740-100-0010, 740-100-0060 through 0100 and 740-110-0010 relating to readoption of federal motor carrier regulations.
c.	Adoption of OAR 737-015-0110, amendment of OAR 737-015-0020, 0030, 0050 0060, 0070, 0090 and 0100 and repeal of OAR 737-015-0040 and 0080 relating to traffic safety education courses.

4. Approve a proclamation for the Governor's signature designating May 2007 as Transportation Safety Awareness Month.
5. Approve an amendment to the 2006-2009 STIP to reduce the scope of the NE Alderwood Air Cargo Improvements project in Multnomah County. The fund balance resulting from this action will facilitate the transfer of \$1,052,000 to the East Columbia Boulevard – Lombard Street Connector project in Multnomah County as approved by the OTIA Steering Group on February 12, 2007.
6. **This item was deleted from this Consent Calendar and deferred to a future meeting.** [Approve a request to amend the 2006-2009 STIP, and add funding to projects in the 2008-2011 Draft STIP, for projects receiving reallocated funds from the cancelled West Eugene Parkway project.]
7. Approve an amendment to the 2006-2009 STIP to cancel the U.S. 101: Pistol River Bridge Rehabilitation project. This project is funded with bridge program funds and is estimated to cost \$5,672,000. Most of the construction savings will be used to fund a \$4.69 million increase for the Oregon 99: North Umpqua River (Old Winchester) Bridge Rehabilitation project. The remaining \$740,000 will contribute to the additional funding needed for the Oregon 34: Willamette River (Van Buren) Bridge Painting project.
8. Adopt the Stanfield Interchange Access Management Plan. Adoption of the plan will amend the Oregon Highway Plan to include an access management plan for the Stanfield/Echo interchange area (exit 188) along I-84. OTC adoption will establish policies for the interchange area to guide ODOT and local governments for

managing the interchange facility. The access management plan has been adopted into all relevant local comprehensive plans and transportation system plans.

9. **This item was moved to the regular agenda as Agenda Item J (1). See page 9 of this document.** [Approve an amendment to the 2006-2009 STIP to add the U.S. 97: J Street project in Madras through the preliminary engineering design acceptance phase only.]
10. Approve a request to amend the 2006-2009 STIP to add the Oregon 140: Drews Gap – Maddock Corner (Lakeview) project. The estimated cost of this project is \$4,091,000.
11. Receive information about Multnomah County’s strategic plan for funding, managing and maintaining the county-owned Willamette River bridges in the Portland Metropolitan area.

Commissioner Achterman moved to approve Consent Calendar items 1, 2, 3a and 3b, 4, 5, 7, 10 and 11. The motion passed unanimously.

Because the public comment period for the Oregon Administrative Rules under Consent Calendar item 3c, relating to traffic safety education courses, has been closed since February 7, 2007, the Commission cannot consider the testimony received today. The issues have been fully vetted. Commissioner Achterman moved to approve Consent Calendar Item 3c. The motion passed unanimously.

Commissioner Achterman moved to approve Consent Calendar item 8. The motion passed unanimously.

● ● ●

Public comment was received from:

- Mike Quilty, Chairman of the Rogue Valley Metropolitan Planning Organization and Member of the City of Central Point City Council, thanked the OTC for holding the freight workshop and dinner with the Oregon Freight Advisory Committee on March 21. He will participate on a national subcommittee that will look at the next federal authorization bill. He welcomed comments from the OTC and ODOT and offered to take a unified message to an upcoming meeting of the subcommittee.

The Commission thanked Mr. Quilty for his outstanding partnership with ODOT on transportation issues in Southern Oregon. The Commission appreciates his participation and hard work in this area.

● ● ●

The Commission participated in a budget and funding allocations workshop. (*Background material and PowerPoint presentation in General Files, Salem.*)

Doug Tindall explained that this workshop is a continuation of discussions that have been going on since December 2005. It will lead up to a final discussion of budget and funding allocations in October 2007.

Last October the OTC received information on things that guide and constrain ODOT under current rules and laws. It also received direction into how ODOT's budget is built and how program levels are established.

This workshop will cover the outcomes of additions to or decreases in funding to each one of ODOT's budget areas. However, because the agency does not have control over debt service, the infrastructure bank or other funds; this exercise will not cover those areas.

For this exercise, each division was asked to provide outcomes of a 10 percent increase and a 10 percent reduction in its program. The percentage increase or decrease was chosen arbitrarily and is only for illustration purposes.

Mr. Tindall asked the Commission for direction on any options it would like to see the department pursue if funds were to increase or decrease. These options will be discussed in more detail at a future meeting. In July, the Commission will receive information on specific direct outcomes and what, if any, laws or rules would have to change in order to implement the proposed options. In October, the Commission will receive a presentation of the program levels. In the two months after October, ODOT will refine the program levels, based on Commission direction, and the Commission will make its final decision in December.

The Commission provided input on the following program areas. Program areas that received no specific input are not shown.

Transportation Program Development

The OTC may want to add long-term corridor plans, such as U.S. 97 from border to border. This would fall into the TPD budget category of Statewide and Regional Planning.

ODOT's management systems are split among many areas – pavement, bridges, etc. It is not clear how to compare among the management systems. The Commission would like STIP project analysis flagged for more funding.

Each ODOT region maintains its own needs list. Each region has defined it differently. When asked to put together a list of projects, it is cumbersome to do. There has been talk about developing a statewide needs database which would include projects or programs in the areas of modernization, bridge, pavements, bicycle/pedestrian, asset management, etc. The result would be the ability to immediately provide a continually updated list of projects to the Legislature and other stakeholders.

Local governments are continually modifying their transportation system plans, which means ODOT's needs list also needs to be updated frequently. An investment in this area would help the agency to move more quickly toward building and then maintaining a statewide needs database that would be easily accessible to all users (federal, state and local governments).

From a total system standpoint, as in corridor management, an integrated system that provides data from the city, county, and state perspectives along the corridor, is needed. It would show where congestion is happening, where accidents are occurring, etc. The corridor would be treated as an entire system rather than being segmented by each level of government. The statewide needs database would also provide a more holistic view of all of the needs of a segment, rather than by a particular feature.

Central Services

When deciding whether or not to have a discretionary fund, the agency should consider setting up an information technology improvement and innovation fund and run an internal competition, asking all the different parts of Central Services to submit ideas on how to gain the most efficiency, and then designate a purpose for the funds. Mr. Tindall explained that ODOT does this sort of competition now with the Community of Interest.

Motor Carrier

The Commission believes that ODOT could pay for expansion of the Green Light program with carbon offset funds through the Climate Trust. We also need to find out if other ways to finance Green Light expansion are available.

Highway Maintenance

If ODOT has facilities in the areas where vehicle miles traveled is low, the Commission would consider the reduction of funding for highway maintenance in those areas, not by maintenance categories, but by the type of facility based on how it contributes to providing services to Oregonians. ODOT has established levels of service that differ by road type. A lower level of service is accepted on those lower volume highways in areas that are not as critical, than is accepted on freeways or statewide or regional highways.

If landscaping materials were changed to native vegetation that doesn't require mowing and ODOT finds ways to prioritize culvert repair to the highest risk areas with the greatest environmental benefits, ODOT could save significant costs over the life of the facility. Sustainability, prioritization and lifecycle cost maintenance are areas within maintenance where there is a lot of work to do, and ODOT could realize cost savings. Mr. Tindall will review the environmental benefit issue in terms of lifecycle cost to see if there are opportunities.

Highway Preservation

When the OTC takes a more in-depth look at highway preservation, it would be helpful to have the highway preservation condition rating charts. Mr. Tindall noted that about 38 percent of ODOT's maintenance budget is spent on the interstate system. The amount of funding spent for preservation of high volume, interstate highways is far greater than

the amount spent on low volume roadways. When communicating with stakeholders, the OTC feels it is important to have a sense of how much is spent to maintain/preserve each class of road.

OTC side note: Maps like those Mr. Grenzeback developed which show freight traffic patterns, vehicle miles traveled, etc., would be very useful as the OTC develops cooperative relationships with the counties and legislators. Charts like Mr. Grenzeback's will help people to understand if funding were moved away from high volume highways, it would have a significant adverse impact.

Highway Safety

So many of our safety problems are truly behavior related. It does not matter how safe the road is, how much it is widened, how much sight distance is improved; if people drive when they are drunk, people can be killed. The OTC would consider reducing funds to this area and adding the funds to the Transportation Safety Division or Highway Operations to achieve the safety objective. More significant benefits are gained when funding is invested in behavioral change.

Highway Operations

The OTC believes that ODOT under-invests in Highway Operations. We need to create a budget with opportunities to expand operational solutions in areas such as improving clearance times on accidents, reducing congestion from special events, reducing congestion at areas like Government Camp. The agency has a lot of experiential learning to test and fund alternatives to launch capital investments. The Commission wants to find ways to fund those experiments.

Highway Special Programs

To the extent that ODOT spends more funds getting mitigation banks pre-approved and established, it significantly reduces the cost and time to deliver all of its capital projects.

Because this exercise needed to be done program by program, it is difficult to see the synergy across the programs. As the OTC looks at the total budget, it should consider if funds are put toward one program, how other program areas are affected, e.g., if funds are put into the mitigation banks, where does it payoff and how much. The OTC is interested in looking at those intersections where a dollar invested rings bells in multiple program areas.

The OTC should focus how every dollar invested relates to reducing congestion, promoting economic development, reducing carnage on the roads, etc.



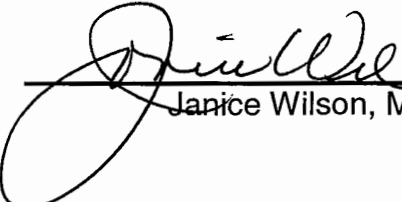
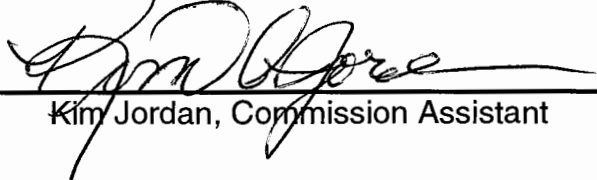
The OTC asked ODOT management to tell the OTC which programs are the most important and would really make a difference if more funds were invested in those programs.

Mr. Tindall will review his notes and form them into an email to the OTC. He asked for OTC feedback. He will come back to the OTC in June or July for a more detailed discussion with the OTC.

• • •

Chair Foster adjourned the meeting at 3:25 p.m.

• • •

 _____ Stuart Foster, Chairman	 _____ Gail Achterman, Member
 _____ Randy Pape, Member	Not present. _____ Mike Nelson, Member
 _____ Janice Wilson, Member	 _____ Kim Jordan, Commission Assistant