

OREGON TRANSPORTATION COMMISSION

Minutes of the Workshop and Regular Monthly Meeting April 28 - 29, 2004 Coos Bay

On Wednesday, April 28, at 1:30 p.m., the Oregon Transportation Commission (OTC), and ODOT staff held a workshop in the South Umpqua Conference Room at the Red Lion Hotel in Coos Bay. Following the workshop the OTC viewed surrounding area projects en route to Bandon Dunes. A no-host social hour and dinner followed, with local officials and other interested parties in attendance.

On Thursday, April 29, at 8:00 a.m., the OTC and ODOT staff held a briefing session and reviewed the OTC agenda. The regular monthly meeting began at 9:30 a.m.

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

Chair Stuart Foster	Trans. Safety Administrator Troy Costales
Commissioner John Russell	Interim Chief of Staff Lori Sundstrom
Commissioner Gail Achterman	Public Transit Manager Martin Loring
Commissioner Randy Papé	Region 1 Manager Matthew Garrett
Commissioner Mike Nelson	Region 2 Manager Jeff Scheick
Director Bruce Warner	Region 3 Manager Paul Mather
Deputy Director for Highways John Rosenberger	Region 4 Manager Bob Bryant
Deputy Director for Central Services Mike Marsh	Region 5 Manager Tom Schuft
Communications Administrator Patrick Cooney	Chief Engineer/Tech. Serv. Mgr. Cathy Nelson
Trans. Development Admin. Craig Greenleaf	Commission Secretary Jill Pearson

WEDNESDAY, APRIL 28, 2004 Workshop

Chair Foster opened the workshop at 1:40 p.m. He and Director Bruce Warner welcomed attendees to Coos Bay. At the February OTC meeting in Bend the Commission requested an informal workshop that focused on public transportation.

Martin Loring, Public Transit Division Administrator, thanked the Commission for requesting this type of workshop. He then introduced Mr. Werner Brög, who presented material titled, "Human Behavior and Transportation Options – Thinking Boldly about the Future." (Presentation in General Files, Salem)

Mr. Brög thanked the Commission for inviting him to speak. His presentation compared Portland with other European cities on mode choices such as walking, car (as driver or passenger), bicycle, motorbike, and public transportation for various activities, such as going to and from work and shopping. While mode of choice varies from place to place the activities are very similar.

Mr. Brög said that most trips either begin or end from home. For the Portland area, the information presented focused on Multnomah County. People in Multnomah County choose to drive their cars 64% of the time. Car drivers in Multnomah County translate to approximately 682 trips per year per person. A 15% reduction in cars would equal about two trips per week. This translates to each person using an alternate mode of transportation once a week (round trip). In Multnomah County, 52% of all car trips are within three miles.

Forty-six percent of people know that public transportation is available to them, and 54% do not. Even if they know that transportation alternatives exist, people do not necessarily know the quality of the alternatives.

People perceive travel time by public transportation to be twice as long as it really takes. On the other hand, we think that travel time by car takes less time than it really does. Mr. Brög said that on average, data indicate travel times by car and public transportation to be about equal. Changing peoples' perceptions is difficult, but it is easier and less expensive than changing the system.

The "homeopathic" method of changing perceptions of public transportation includes motivation, empowerment, partnership, dialogue, support and help that is personalized and customized. This method works best when focused on those two trips per week mentioned above – short trips; small changes.

The first pilot project in the United States took place in 2002 in Portland with 600 households and about 1,200 people living in those households. The pilot concentrated on regular users of public transportation who did not need more information regarding public transportation, regular users who did need more information, and those who were interested, but were not regular users of public transportation. The pilot did not include people who were not interested in learning about public transportation. Participants were provided information, rewards, and even home visits from local transit company bus drivers. At the end of the pilot an evaluation was done to determine how successful the pilot was. After the Portland pilot study was completed, transportation by environmental friendly modes (walking, cycling, and public transportation) increased an average of 15% per person per year (a 9% reduction in car traffic).

A large scale project in Portland that includes 14,000 people is nearly complete. Seattle has contracted two pilot projects. The Federal Transit Administration (FTA) is now involved and recently received 66 proposals from 33 states. The cities selected to participate in the projects conducted by the FTA were Bellingham, Cleveland,

Sacramento, and Triangle in North Carolina. All four projects are scheduled for completion by September 2005.



Martin Loring, Public Transit Division Administrator, introduced Gordon Price, Adjunct Professor at the School of Community and Regional Planning at the University of British Columbia and former elected official. Mr. Price made a presentation titled, "Transportation, Land Use and Vancouver, B.C." (Presentation in General Files, Salem)

People have six assumptions about the car:

1. The private sector builds the vehicles, and government builds the roads.
2. As we buy more cars, government will build more roads.
3. There's always room for one more.
4. The road is our commons – someplace where everybody has equal access.
5. The next trip is free – in most cases, people don't have to pay per trip.
6. The car should not be constrained by other cars. The car should not be constrained by anything.

In 2002 the number of cars in the Portland metro area was about 1 million. The increase in the number of vehicles per year is about 13,000. Each car is about 15 feet in length. It would take 37 miles of a single-lane roadway to park 13,000 cars. Every day, on average, another 35 cars are on Portland roads.

In the City of Vancouver, B.C., over the last 20 years, less than 20 miles of new roadway was built. In 1989, almost immediately after widening the Interstate 90 Bridge across Lake Washington and Mercer Island, total cross lake traffic jumped 20 percent. Widening roads doesn't just accommodate more traffic, it creates more traffic.

There are no freeways in the City of Vancouver. Instead, they chose to build parks, residential real estate developments and bike/pedestrian facilities. With 30 years of policy to constrain the car and give priority to pedestrians, cyclists and transit users, Vancouver is rated one of the most livable cities in the world.

For every trip by car, people can choose whether to take their own car, a friend's car, a carpool or vanpool, a car co-op, a rental car or a taxi. In Vancouver, condo purchasers have access to pooled cars. Parking spaces are sold separately from condos. Other mode choices include bicycles, feet and transit (bus, train, light rail, etc.). Vancouver's bus rapid transit offers a U-Pass to students, which is extremely cost effective. After U-Pass was implemented, parking applications went down 20 percent. In addition, Vancouver has well integrated trolley and bikeway networks, as well as greenways.

During the time Vancouver was building large numbers of new condominiums, the number of pedestrian movements increased from about 70,000 in 1994 to 108,500 in

1999 (up 55%). At the same time car movements decreased from about 116,998 in 1994 to 101,371 in 1999 (down 13%).

Several questions to consider about the challenge of sustainability:

- Will business, government, and society move towards a strategy of sustainability?
- How long will denial delay action?
- Will current events overwhelm our ability to respond strategically?
- Will it matter?

Chair Foster adjourned the workshop at 4:15 p.m.



Following the workshop the OTC viewed Coos Bay and surrounding area projects en route to Bandon Dunes. A no-host social hour and dinner followed at Bandon Dunes. The dinner program included comments from John Whitty, Chairman of the Bay Area Chamber of Commerce Transportation Committee, Martin Callery, Marketing and Communications Director of the International Port of Coos Bay and Co-chair of the Bay Area Chamber of Commerce Transportation Committee, Gary LeTellier, Coos County Airport Authority Executive Director, and the Honorable Gordon Ross, Coos County Commissioner and Member of the South West Area Commission on Transportation. Topics included the South West Area Commission on Transportation, Transportation in the Bay Area, the North Bend Airport Terminal Expansion Project, and the Local Bridge Program.



THURSDAY, APRIL 29, 2004

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



Director's report highlights:

- On April 29, ODOT introduced a new TripCheck real time speed reporting feature aimed at Portland area commuters. TripCheck.com now offers a map showing travel speeds on Portland freeways. Road segments on the map change color, depending on the current average speed at a given location. This feature, combined with incident reporting and more than 60 cameras, provides Portland metro-area travelers with more quality information to help them plan their routes.

- The 21 Oregon weigh stations with Green Light weigh-in-motion and transponder systems passed another major milestone when they precleared the four millionth truck on Saturday, April 3. The event occurred at 1:11 p.m. when a 72,500-pound, five-axle truck operated by Steve Train Trucking of Yakima, WA, was signaled to proceed without stopping at the Woodburn northbound I-5 weigh station. In the past five years it is estimated that by avoiding unnecessary stops at Oregon weigh stations, truckers have saved at least \$25 million in operating costs and 350,000 hours of travel time.
- A major Utah based trucking firm recently enrolled in the Green Light program which will eliminate a significant number of trucks that need to and be weighed at ODOT's weigh stations.
- ODOT made an appearance before the Joint Interim Committee on Transportation and Economic Development in Eugene on April 15. Lorna Youngs made her legislative debut as the Interim Rail Administrator and spoke briefly about the availability of lottery funds for shortlines and industrial spurs, and updated the Committee on the Union Pacific track improvements we committed to during the last legislative session. Ms. Youngs also talked about the Amtrak Cascades service between Eugene and Portland, the Lewis and Clark train from Portland to Astoria and the Washington County Commuter Rail Project.

Other speakers on the general topic of rail included representatives from Union Pacific Railroad, Burlington Northern Santa Fe Railroad, and the Oregon Shortline Association. The Port of Portland also presented a report by Cambridge Systematics on Freight Rail and its impact on the Oregon Economy.

Area Manager Bob Pirrie briefed the group on the I-5 bridge projects and the I-5 Beltline Road Interchange.

The next meeting of the interim committee is scheduled for May 20th in Boardman.

- The timing of the highway reauthorization bill is still in limbo. The White House continues to threaten to veto any bill over \$256 billion, and House and Senate leaders have said they will not send the President a bill that he would veto. The construction industry, labor and others are calling for at least \$218 billion. The House and Senate have passed bills - Senate bill is \$218 billion; House bill is \$275 billion. (TEA-21 was \$218 billion.)

The current extension of TEA-21 expires on April 30. Congress is expected to pass another extension by then but there is no agreement on how long this latest extension should last (1-4 months). House and Senate leaders are scheduled to meet with the White House to discuss reauthorization this Wednesday. They may attempt to reach agreement on a funding level that would be acceptable to the House, Senate and White House Republicans.

- Chief of Staff Lori Sundstrom and Director Warner joined other state agency directors and staff on a field trip to Redmond, Prineville and Bend on April 6 with the Governor's Economic Revitalization Team. They met with local business leaders and elected officials and toured several potential future industrial sites. They heard many compliments on the partnering work that ODOT is doing with these communities.

Bend is a new Metropolitan Planning Organization (MPO) and the group had some interesting discussions on where they might go with their transit planning.

- Director Warner was proud to announce that ODOT received the State Controller's Gold Star Certificate for fiscal year 2003 for excellence in financial accounting and reporting and for meeting statewide fiscal goals. He recognized two of Mike Marsh's lead accountants, Kathy Ross and Scott Hayes, for their good work.
- Director Warner drew the Commission's attention to two documents in the "Division Reports Section" of their meeting packets. The first was a copy of ODOT's Sustainability Plan as approved by the Oregon Sustainability Board on April 2, 2004. ODOT will make a presentation to the OTC at a future meeting and will talk about how ODOT is incorporating the concepts of sustainability into department operations and into the revisions to the Oregon Transportation Plan. The second document was a table that shows the status of the department's efforts to implement legislation passed in 2003, organized by division. Eighty-one bills were removed from the February update because implementation is complete. The OTC receives periodic updates of ODOT's progress in implementing legislation. The department has a few bills that need some attention and Director Warner is working with division administrators to ensure obligations are met.
- On April 1 Jim Whitty was selected as the Manager of the Office of Innovative Partnerships and Alternative Funding after a competitive, nationwide recruitment process. Jim has been with the department for two-and-half years as administrator for the Road User Fee Task Force and Innovative Finance Advisory Committee. Jim is an attorney and has spent his career in a variety of public policy venues. He has worked on his own as a public policy consultant for both public and private sector clients. He was Manager of the Industry Development Division at the Oregon Economic and Community Development Department for a year-and-a-half, and before that he spent seven years with Associated Oregon Industries. His career focus has been transportation and environmental public policy. Jim was born in Portland and raised in Coos Bay. Director Warner is very happy to have him lead this important new effort.
- Director Warner acknowledged Jill Pearson's Birthday, April 29. He thanked Jill for her continuing efforts to hold OTC meetings out of town and in Salem.



Public comments were received from:

- Bill Perl, local citizen – Mr. Perl proposed that the Cape Arago Highway be extended to Beaver Hill Road where it connects to Seven Devils Road. (Written comments in General Files, Salem)
- Pat Simpson, local citizen – Ms. Simpson felt that ODOT should not employ the Public-Private Partnership Program. She feels that the program would exclude the “real public” (e.g., retirees). She also objected to ODOT contracting with the out-of-state companies that comprise the Oregon Bridge Delivery Partners.
- Ralph Dunham, Stuntzner Engineering – The local engineering company for which Mr. Dunham works previously performed on-call surveying services for ODOT. He feels that local firms are being excluded from the contracting business.



The Commission considered approval of OAR 734-020-0010 establishment of speed limits on Interstate Highways. (Background material in General Files, Salem)

Ed Fischer, State Traffic Engineer, summarized the changes made to the proposed rule since the March 24 OTC meeting and public hearing in Salem.

ODOT is working on the engineering investigation report which should be complete by June. ODOT is also working with Portland State University under an existing intergovernmental agreement to address the issues report for all the speeds. ODOT is studying speeds on all interstate highways in the state. The issues report should be completed by the end of July. Those two items need to be completed before ODOT makes recommended speed changes and starts the OAR process. Approval for the OAR process should be brought back to the Commission in December 2004.

The Commission requested ODOT to perform an analysis of the impacts of increasing the speeds during nighttime hours and time of year (winter vs. summer). Mr. Fischer said ODOT would review those factors and prepare an analysis.

After adoption of this rule, as the OTC reviews the speed limits for individual segments of interstate highways, if increases in crashes occur on specific segments, the Commission wants the ability to reduce the speed limits again.

Commissioner Achterman moved to adopt the April 15, 2004, version of OAR 734-020-0010 Establishment of Speed Limits on Interstate Highways with the correction that everywhere the words “interstate speed” are used that “highway” be inserted between “interstate” and “speed.”

The Commission approved adoption of OAR 734-020-0010 Establishment of Speed Limits on Interstate Highways by a unanimous vote. In addition, the OTC recommended further discussion on the following items:

- Weather and how it relates to speed on Interstate Highways
- Day versus night driving
- Economic Impacts of increased speed limits on Interstate Highways
- A trigger to provide the ability to roll back the speed change if an increase in crashes occurs on specific segments.



The Commission moved to Agenda Item I, OTIA III Status Update.

Paul Mather, Region 3 Manager; Heather Catron, State Bridge Delivery Unit Manager; and Michael Hatchell, Program Manager for the Oregon Bridge Delivery Partners (OBDP), updated Commission members on the OTIA III State Bridge Program Management. (Presentation in General Files, Salem)

Paul Mather acknowledged and thanked Chair Foster and Commissioner Papé for their participation and creativity during the process of hiring the program management firm.

Mr. Mather reported the status of Stage 1 through 5 projects and provided current program cost estimates. As of March 2004 information from baseline engineering reports indicate 355 bridges need repair or replacement and 75 remaining projects with scope changes. Total program cost estimates range from \$1.1 billion to \$1.7 billion.

The Commission wants ODOT to have a plan for what to do if there is a budget shortfall. A plan should be developed as soon as possible. Mr. Mather said that ODOT will be working with the program management firm on a budget plan.

The Grave Creek Bridge will be the first OTIA III project to be completed. The contract was let last fall and the dedication ceremony is scheduled for May 13.

Heather Catron said that after selecting Oregon Bridge Delivery Partners through the proposal process, ODOT entered into contract negotiations with them. Two simultaneous tasks were done; negotiating an agreement to agree, which includes conditions of working together, insurance, and payments, and the work order contract, which gets into the specifics of what will be the first tasks, costs, etc.

The agreement to agree is an eight-year joint venture between ODOT and OBDP with a two-year extension option, which eliminated any insurance issues and provides full guarantees of both the Fluor and HDR firms.

Work order contract #1 is split up into four major tasks:

1. Nine-month program management service to develop the program management plan
2. Transferring management of Stage 1 and Stage 1A projects from ODOT to the program management firm
3. Management of crossover projects that the regions are currently handing
4. Initiation and management of Stage 2 design packages

The total fee for work order contract #1 is \$17,430,748.

Michael Hatchell reviewed the structure of the Program Management Firm. Mr. Hatchell reports to Heather Catron. The groups reporting to Mr. Hatchell include an integration manager (diversity, economic stimulus, public involvement/relations, environmental), safety, quality control/assurance, administrative functions, construction management and design management.

The Commission requested an enlarged copy of the program management firm organization chart. They also asked Mr. Hatchell to refer to the presentation made during the interview process and provide any pertinent information to the Commission.

The Commission thanked Mr. Hatchell for making a number of adjustments, including changes to the structure from an LLC to a joint venture partnership.

Twenty-eight alignment sessions with internal and external stakeholders are scheduled in April and May. Thirteen of these sessions have already been held.



Jeff Scheick, Region 2 Manager; Dan Bartlett, City Manager from Astoria; and Dennie Houle, Oregon Economic and Community Development Department, requested approval of an Immediate Opportunity Fund grant of \$278,628 to enable the development of a 12-acre industrial site on the eastern end of Astoria for which roadway improvements are needed in order to access the site. The developer, Astoria Business Park LLC, will provide matching funds of \$278,628. (Background material in General Files, Salem.)

Commissioner Nelson moved to approve the Immediate Opportunity Fund grant of \$278,628 to enable the development of an industrial site in Astoria. The motion passed. (Commissioners Achterman and Russell were not present.)



On behalf of Region 5, the City of Pendleton and the Oregon Economic and Community Development Department, Monte Grove, Region 5 Area Manager, requested approval of an Immediate Opportunity Fund grant in the amount of \$107,475. If approved, the

grant would fund transportation improvements accessed via NW Westgate Drive in Pendleton for expansion of Keystone RV Industries.

Commissioner Papé moved to approve the Pendleton IOF grant. The motion passed. (Commissioners Achterman and Russell were not present)



Gregg Dal Ponte, Motor Carrier Transportation Division Administrator, and Martin Callery, from the Port of Coos Bay and Chairman of the Projects Subcommittee of the Freight Advisory Committee, updated the Commission regarding the Freight Advisory Committee's high priority freight mobility project recommendations. (Background materials in General Files, Salem)

Mr. Dal Ponte expressed greetings from the Chair of the Freight Advisory Committee (FAC), Tom Zelenka, who also sent his regrets for not being able to attend the OTC meeting. Mr. Dal Ponte acknowledged the outstanding work of ODOT's Steve Kale. He also acknowledged Commissioner Papé for his faithful attendance and valuable contributions at each FAC meeting.

The report entitled Oregon Freight Advisory Committee Recommendations, High Priority Freight Mobility Projects, prepared for the OTC meeting, was unanimously approved by the full FAC. There is no minority report.

The FAC was thinking multi-modally when it put together these high priority freight mobility project recommendations. About half of the projects on the highest tier (Tier 1) of project recommendations are on the National Highway System intermodal connectors.

Several of the high priority freight mobility projects are adjacent to or provide access to projects to create industrial land access and/or projects that are consistent with the Governor's or the Oregon Economic and Community Development Department's recommendations for projects that stimulate jobs.

Martin Callery reviewed information provided in the Oregon Freight Advisory Committee Recommendations, High Priority Freight Mobility Projects report. He said that the next assignment for the FAC Projects Subcommittee is to begin a similar process for rail projects as well as other modes. The framework for the highway process established eligibility screening and prioritization processes that can be adapted to rail and other modes.

Mr. Callery also acknowledged Steve Kale and other ODOT staff such as Matthew Garrett, Lori Sundstrom, Craig Greenleaf, and Gregg Dal Ponte for their input and support.

The Commission asked whether the FAC discussed the possibility of finding local leverage funds for some of the high priority freight mobility projects. For example, they asked whether there was any discussion with the City of Bend as to how they could partner with ODOT on the project located on US-97 at the north end of Bend that requested an estimated \$15 million. Partnering would substantially benefit the industrial park located there.

Mr. Dal Ponte said that information regarding local funding sources was solicited, but that information did not guide the FAC's prioritization of each freight mobility project. The data were captured and the FAC intends to make it available to the Commission to guide decisions regarding project selection.

The Commission made an observation about a Tier 2 project which would cost approximately \$48 million to make improvements to Highway 140 in Klamath and Lake Counties. The most recent data available indicate average daily trips of 70 on that highway. A report done within the last five years for ODOT by Dye Management Group notes that if Highway 140 were to be improved, daily trips would not increase. The Commission believes that the trucking community would rather have the \$48 million spent on improvements to US-97.

The Commission thanked Martin Gallery and the Freight Projects Subcommittee for outstanding efforts in developing these recommendations.



Public comments were received from:

- Charlotte Lehan, Mayor of the City of Wilsonville, expressed concerns regarding the FAC's recommendation on the reconstruction of the Interstate 5 Wilsonville Interchange project (Tier 3). (Written Comments in General Files, Salem)

The Commission said that the FAC's process was very thorough. They asked Mr. Dal Ponte whether this is the sort of process that would lend itself to a more thorough, scientific, research oriented process. Mr. Dal Ponte said that it was the Commission's desire to create more of a formulaic approach to prioritizing the freight mobility projects in the manner that the bridge ranking process lent itself to an objective kind of formulaic expression. He believes there is an opportunity to do so, but it may also be implausible to render it completely objective. There are many subtleties and subjective considerations that don't lend themselves to objective quantification. In this particular instance, there were specific subjective and philosophical reasons the freight community, by their votes, did not have this Wilsonville project rate higher.

Mr. Dal Ponte said that ODOT and the FAC would work toward a quantitative analysis of high priority freight mobility projects.

Chair Foster again thanked the Freight Advisory Committee for a quality product.



Mike Marsh, Central Services Deputy Director, requested approval of the proposed 2005-2007 Agency Request Budget policy packages. (Background material in General Files, Salem)

Mr. Marsh said that this is the initial portion of the Agency Request Budget discussion. This item will be brought back to the Commission in June to discuss the revenue forecasts as well as other issues coming from the Department of Administrative Services about the budget request process. The base budget plus these packages will be finalized to a complete budget request before it is forwarded to DAS in September. Subsequently, ODOT will discuss the packages and budget with the Governor's Office and budget analysts from DAS. The Governor's recommendation for the budget will be made by December 1 and then the budget will go to the legislature for discussion.

The proposed policy packages are divided into five categories including a limited number of enhancement packages, facilities packages, maintenance of service level issues, issues around federal mandates and some technical adjustments.

Mr. Marsh summarized only the more substantive packages.

Policy Package #101 (\$1.5 million) - Highway Environmental Protection Agency Regulations require that ODOT ensure that our fuel storage tanks and dry wells have protections against ground or surface water contamination. ODOT is committed to address those concerns by 2006.

Policy Package #102 (\$5.2 million) – This package will provide funding for ODOT capital construction to complete the third phase of the Sylvan maintenance station (\$1.2 million) and replace two vintage 1940s buildings at the East Portland maintenance site (\$4 million).

Policy Package #201 (\$1.2 million) – This will allow DMV to restore about 80 percent of the cuts that dealt with temporary services and overtime reductions in the current biennium. DMV will use temporary employees to do tasks such as administer tests take photos and other jobs that can be done on a temporary basis during peak workload times.

Policy Package #411 (\$1.5 million, 3.00 FTE) – This package will provide Information Technology program enhancement for regional trip planning. It is contingent on receiving a \$1.5 million Intelligent Transportation System earmark. If received, ODOT will use the remaining funds to complete this project. This project builds on the success of a transportation trip planner jointly developed by the Departments of Transportation in Oregon and Washington and it ensures the public enjoys an easily readable format to

build online travel itineraries. The positions will be used to conduct outreach and maintain up-to-date information for the public.

Policy Package #421 (\$4.9 million) – This package requests general funds to maintain the current service levels and level of funding for the Willamette Valley Passenger Rail Program.

Policy Package #472 (\$1.1 million) – This package will upgrade ODOT's critical information technology infrastructure by upgrading virus protection infrastructure, increasing data storage capacity and management tools, replacing old servers no longer supported by vendors, and increasing maintenance budget for ODOT computing equipment and software.

Policy Package #473 (\$2.9 million) – This package provides funding for information technology contractors to support current ODOT business systems and computing infrastructure. It will enable internal Information Systems staff to work on new development efforts associated with Project Delivery, Intelligent Transportation System, Enterprise Resource Planning, DMV and Motor Carrier systems.

Policy Package #474 (\$8.6 million) – This package provides funding for the lease of other space while the ODOT Headquarters Building is being renovated. The ownership of the Headquarters Building will transfer to the Department of Administrative Services. During renovations, ODOT will require expenditures for moving costs, leaseholder improvements, and leasing of other buildings.

Policy Package #476 (14.8 million) – This Enterprise Resource Planning (ERP) project is a business process software that will replace ODOT's current financial management system. As we replace the old system, we need to make sure that we are doing it efficiently and that it brings together all the elements of human resources, asset management and other planning processes that relate to the financial system. ODOT will work with DAS on the project and return to the Commission before the June OTC meeting to discuss specifics and then be prepared to go before the Legislative Committee on Information Management and Technology to discuss the process and request approval. The funding will be used to identify the requirements to go through the process of scope and request for proposals to bring forward the package, select the vendor and begin implementation.

Mr. Marsh said that the ERP package will be brought back to the Commission before June to be discussed in more detail.

Commissioner Russell moved to approve the proposed 2005-2007 Agency Request Budget policy packages with the understanding that it will be brought before the Commission for final approval in June. The motion passed. (Commissioner Achterman was not present)



Craig Greenleaf, Transportation Development Division Administrator, requested approval to commit funding to the state's Metropolitan Planning Organizations (in State Fiscal Year 2005) in order for them to conduct their transportation planning programs and authority for the Transportation Development Division Administrator to sign the necessary agreements and agreement amendments for disbursement of the above noted planning (PL) and Surface Transportation Programs (STP) funds. Mr. Greenleaf informed the OTC of ODOT's decision to work with the MPOs to determine future treatment of matching funds that this Department pays on behalf of the MPOs for the organizations' transportation planning programs. (Background materials in General Files, Salem)

ODOT is interested in discussion and ongoing work with the Metropolitan Planning Organizations (MPO) to explore the possibility of how to deal with the matching funds in the future. ODOT acknowledged that the action taken today, because of the interdependencies of the federal reauthorization, and because there are still actions to happen in Congress to fully resolve the levels of funding, that the Commission is only approving seven-twelfths of the funding. ODOT does not intend to come before the Commission to secure additional approval. ODOT will carry this forward as an administrative detail in the event that the funding levels are as anticipated. If Congress is to make marked changes to funding levels, ODOT will be required to go before the Commission to edit the amounts to be approved today.

Oregon is one of two states that fully support the match obligation at 100%. In other words, ODOT provides the entire match required for the MPO out of state resources. Some states share the responsibility for match at half or one quarter levels.

Over the next year ODOT and the MPOs will work together to develop a proposal that will work and has broad support. The proposal will be brought before the Commission in approximately one year.



Public comments were received from:

- Andy Cotugno, Metro; Richard Schmid, Mid Willamette Valley Council of Governments; Ali Bonakdar, Corvallis Area Metropolitan Planning Organization; Tom Schwetz, Lane Council of Governments, expressed concerns about the six-year phase out of the match ODOT currently pays to the MPOs for federal and Surface Transportation Planning funds. They urged the Commission to explore options to sustain its financial support of the MPO resources to ODOT. (Written comments in General Files, Salem)

Sue Kupillas, Chair of the Rogue Valley Metropolitan Planning Organization Policy Committee, provided written comments expressing concerns about the six-year phase out of the local match the state provides to the MPOs. (Written comments in General Files, Salem)

Commissioner Russell moved to approve the continuance of the current funding formula for MPO match for fiscal year 2005 and authorized staff to discuss with the MPOs future match formulas and options. The motion passed. (Commissioner Achterman was not present.)



Jeff Scheick, Region 2 Manager, requested approval of an increase in project authorization in the amount of \$599,746 to replace the main water distribution line for the City of Warrenton (US Highway 101 Business: SE 5th to SE 12th Streets; Key Number 10418, Contract 12942). (Background information in General Files, Salem)

Commissioner Nelson made a motion to approve the increase in project authorization. The motion passed. (Commissioner Achterman was not present.)



The Commission approved the next two meeting dates as:

- Wednesday, May 19 in Salem.
- Tuesday, June 22 and Wednesday, June 23 in The Dalles.



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

1. Approve the minutes of the February 18-19, 2004, Commission meeting in Bend; approve the minutes of the Special March 3, 2004, OTC meeting in Salem; approve the minutes of the regular March 24, 2004, OTC meeting in Salem.
2. Adopt a resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
3. Approve the Annual Report of Financial Transactions of the Director for the fiscal year ended June 30, 2003.
4. Approve the cancellation of OTIA II funding for Unit 4 of the Pacific Way to Dooley Project through Gearhart and increase Unit 2 of the Pacific Way to Dooley Project through Seaside by \$ 3 million.

5. Approval to amend the 2004-2007 STIP by adding a project to the Interstate Maintenance program to retrofit ten sets of bridge rails along Interstate 84, Pendleton – North Powder Section. Funding will come from the Interstate Maintenance Program as approved by the Pavement Management Committee. The total project cost is \$ 3,210,000.
6. Approval to amend the 2004-2007 STIP to increase the project length of Oregon 238: Long Gulch-Hanley Paving (Jackson County, west of Medford). Funding will come from transferring and advancing funds from Region 3 Durable Lines in 2005 and Safety Countermeasures (Region-wide) in 2006. Funds will also be transferred from Oregon 99: Charlotte Ann Drive – Colver Road, to Oregon 238: Long Gulch – Hanley Paving. Total project cost is \$ 4,870,000.
7. Approval to amend the 2004-2007 STIP to add the Powers Slide Repair project (Coos County, south of Myrtle Point). Funding will come from a lower project cost on the Rocky Creek Shoreline Protection and from Region 3 operations reserve funds. Total project cost is \$ 500,000.
8. Approval to amend the 2004-2007 STIP to add Safety Project US 199 at Willow Lane Channelized Median (Grants Pass) by transferring and advancing funds from Safety Countermeasures Regionwide in 2006. Total project cost is \$ 370,000.
9. Approval to amend the 2004-2007 STIP to add the Interstate TravelSmart Project for 2004. This will provide funding for the no-build individualized marketing project to reduce car trips and improve the efficiency of transportation infrastructure in the Interstate Corridor. The action requested will include funding for expansion of the target population of the original project, in-depth travel behavior surveys, home visits, materials, brochures, and incentives.

The Commission received written comments on Consent Calendar Item No. 8 from Mr. D. W. “Del” Robertson who cites a significant safety problem at the Willow Lane Channelized median project on US 199 in Grants Pass. His main issue is that he thinks there should be a traffic signal at the intersection. ODOT staff will review Mr. Robertson’s concerns and discuss the issues he raised with him. (Written comments in General Files, Salem)

Commissioner Russell moved to approve items 1 through 9 on the Consent Calendar. The motion passed. (Commissioner Achterman was not present.)



Commission member reports included the following information:

Commissioner Russell was briefed by Bob Bryant, Region 4 Manager, on a couplet committee meeting for the City of Sisters. Commissioner Russell submitted a letter in which the main points were to avoid a bypass at all costs, beware of adding to the length of Sisters, and produce a plan that provides as many through options as possible. Mr. Bryant said the meeting was inconclusive, but another meeting will take place.

The Transit Mall Steering Committee held its final meeting in Portland at which a resolution of the way light rail would behave on the mall was unanimously agreed upon. It is the last piece of the puzzle for the next phase of light rail which goes along I-205 and enters into downtown. The process was a delight, even though there was an issue about pedestrian sidewalk interference to continued auto access on the mall.

At the request of ODOT, Commissioner Russell spoke at a National Historic Roads Conference. Oregon is among the states for which that group holds high regard.

Commissioner Russell plans to attend with Chair Foster and others a celebration on April 30, and on May 1, the opening of Interstate Max.

Commissioner Russell and Greg Baldwin gave the presentation called the "12 Axioms," which was also given at the October 2003 Commission meeting, to the Tri-Met Board and the City of Portland Planning Commission.

Commissioner Russell is the chair of a public transit discretionary grants committee. The committee met and approved the grants. In the process of doing that and meeting with Martin Loring, Commissioner Russell offered to produce a video in cooperation with ODOT, and in particular, Patrick Cooney, that tells the story of the elderly and disabled aspect of public transportation throughout the state. He hopes it will illustrate the value of those kinds of programs. A meeting has been set for next week. A video should be available sometime during late summer.

Commissioner Achterman was not present to provide a report.

Commissioner Papé had nothing to report.

Commissioner Nelson thanked Director Warner and ODOT staff for arranging the excellent presentations from Werner Brög and Gordon Price.

Last October, Commissioner Nelson had watched a video called "Going Nowhere Fast," produced by the *New York Times*. Patrick Cooney was able to obtain copies, which were distributed to Commission members.

Commissioner Nelson met with Commissioner Achterman and representatives from several other state agencies at the Governor's Office regarding a program to develop

economic stimulus through ODOT on a multi-agency tourism strategy. He thanked Patrick Cooney for writing an excellent memorandum in support of the program.

Commissioners Papé and Nelson discussed participating as ODOT's representatives to the Oregon Business Council. Commissioner Nelson was honored to attend his first OBC meeting, which was very enlightening. He asked Commissioner Papé if it would be possible to have a state Chief Executive Officer talk to the group and provide perspective on ODOT's role.

Commissioner Nelson has also attended several Area Commission on Transportation meetings.

Chair Foster, Director Warner, a representative from Congressman Wu's office, a representative from Senator Smith's office and Oregon Senator Bruce Starr met with Newberg-Dundee representatives. The discussion was positive and spirited. It looks like they will receive a federal earmark for \$6-7 million. The project is a \$300 million project. The reality is that we are supportive of the project, but for it to move ahead, along with several other projects of statewide significance, ODOT will need to put together a modernization funding program, or, as Senator Starr suggested, it could be funded with a public-private partnership. If they could enter into such a partnership by this fall, it would be a good way to get the project built.

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Chair Foster adjourned the meeting at 1:02 p.m.

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_____ Stuart Foster, Chairman	_____ John Russell, Member
_____ Gail Achterman, Member	_____ Randy Papé, Member
_____ Mike Nelson, Member	_____ Jill Pearson, Commission Secretary