

# OREGON TRANSPORTATION COMMISSION

## Minutes of the Regular Monthly Meeting November 16, 2005 Salem

On Wednesday, November 16, the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff held an agenda briefing session in Room 135 of the Transportation Building, Capitol Street NE, Salem. The regular monthly meeting was held 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	Rail Division Administrator Kelly Taylor
Commissioner Gail Achterman	Motor Carrier Trans. Administrator Gregg Dal Ponte
Commissioner Mike Nelson	Public Transit Administrator Martin Loring
Commissioner Janice Wilson	Region 1 Manager Matthew Garrett
Interim Director Lorna Youngs	Region 2 Manager Jeff Scheick
Deputy Director for Central Services Mike Marsh	Region 3 Manager Paul Mather
Deputy Director for Highways Doug Tindall	Interim Region 4 Manager Mark Usselman
Communications Administrator Patrick Cooney	Region 5 Manager Monte Grove
Trans. Development Administrator Craig Greenleaf	Chief Engineer/Tech. Services Mgr. Cathy Nelson
Executive Officer for Highways John Jackley	Commission Secretary Kim Jordan

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Chair Foster called the meeting to order at 9:35 a.m.

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Interim Director's report highlights:

- Governor Kulongoski selected Matthew Garrett as the next ODOT Director. Matthew Garrett is the Region 1 Manager and has been with the department for almost nine years. Mr. Garrett will take over the helm on December 19. Interim Director Youngs will return to her DMV Administrator position on the same day. She thanked Tom McClellan for serving as Interim DMV Administrator.
- Motor Carrier Transportation Division's Green Light Program, preclearance system, has been in place for some time and by mid-October the program had precleared the six millionth truck in its history. By the end of September, Green Light stations had precleared trucks over one million times in 2005 alone. It is estimated the system has saved the trucking industry over \$37 million and 500,000 hours in travel time.

- Motor Carrier business was booming for Trucking Online in the 3<sup>rd</sup> Quarter 2005 as trucking companies used their computers to complete more than 38,000 transactions that would otherwise have required a phone call, fax, mail delivery, or field office visit. Compared with this year's 2<sup>nd</sup> Quarter, there has been a 52% increase in activity. Efforts to automate the system and move into the internet have been highly successful.
- The Fort-to-Sea celebration over the November 12 weekend went very well. Region 2 Manager Jeff Scheick attended and participated in the hike event along with the Governor. The department received many kudos.
- Interim Director Youngs presented Commissioner Achterman with a 5-year service pin recognizing her five years of committed service as a Commission member.



Commission member reports:

Commissioner Achterman commented on the fine work of the Oregon Transportation Development planning staff. Commissioner Achterman gave a presentation at the 4<sup>th</sup> Annual Symposium on Integrated Transportation and Land Use Modeling. Experts from all over the world attended, recognizing Oregon's integrated transportation and land use model as internationally cutting-edge. On another subject, Commissioner Achterman is a participant in the pre-pilot road mileage test vehicles program. Also, Doug Tindall and Commissioner Achterman attended the Governor's Natural Resources Cabinet retreat, and advised there were real opportunities for ODOT to work closely with those agencies to provide models on streamlining and targeted investments.

Commissioner Nelson complimented Gail's efforts on the Oregon Transportation Plan. He noted that all Commission members had the opportunity to participate in the ODOT Director interviews and that he learned a lot from the interviewees and the process, and specifically, that this department and Commission has some incredibly good people.

Commissioner Wilson met with Metro Councilor and JPACT Chair Rex Burkholder, who stated he is pleased with the working relationship in Region 1. Mr. Burkholder sees the system, understands the multimodal approach to transportation, and is an excellent partner to work with.

Chair Foster advised that he, along with ODOT staff and the Governor's Office, met with cities and counties to work toward reconstituting the Local Officials Advisory Committee (LOAC). It is anticipated that within the next six months, a consensus will be reached among the parties and a new, reinvigorated organization will be established.



Public comments were received from:

- Paul Edgar, Oregon City citizen, shared his concerns about investments into the Portland/Vancouver section of the I-5 and I-205 corridors, and specifically, the Columbia River Crossing. (Written statement in General Files, Salem.)



Mr. Tindall provided a monthly status report on the Oregon Transportation Investment Act of 2003 (OTIA III) State Bridge Program. He noted progress continues in opening more bridges to traffic, starting bridges into negotiation, and remaining largely on target with this program. Larger project packages will go out for the 2006 construction season. (Background material in General Files, Salem.)



Chief of Audit Services Marlene Hartinger gave a brief overview of the audit follow-up process and report requested by the Commission. Overall, management was found to be responsive to the audits, with significant action taken on the majority of the recommendations. (Background material in General Files, Salem.)

In response to the Commission's request, Ms. Hartinger described the process of how the internal audits work plan is developed for the upcoming year, as well as what they are doing next. The work plan is developed on a two-year basis, with annual plans for each year. It is based on an assessment of agency-wide risk, which is done by talking to internal and external stakeholders. Upcoming audit topics include: OTIA Programs, Contracting, Local Programs, Informational Technology, Bridge, and Revenue/Funding. The OTIA Program is at the top of the audit topic list.

The Commission asked about remaining challenges and oversight of the Intergovernmental Agreement (IGA) contracting process. Ms. Hartinger explained the report summarized about eight audits over a six to seven-year period of IGA's. Consistent issues were found across the department's programs and those issues will be discussed with the audit committee.

The Commission recognized that Ms. Hartinger has recently come on board as the Internal Audits Chief and that she has a great team to work with. They have won awards for excellence in internal auditing in state government from the Institute of Internal Auditors, a public-private organization.



Region 2 Manager Jeff Scheick, and Mid-Willamette Valley Area Commission on Transportation (MWACT) Vice Chair Ken Woods, presented a biennial report to the

Commission for its approval. Tony Snyder, new ODOT Area Manager, was recognized in the audience. (Background material in General Files, Salem.)

Mr. Woods provided information about the Area Commission, including projects it is working on and its role in identifying additional project funding; its commitment to the public-private partnerships concept; and that safety continues to be its #1 priority. Mr. Woods concluded that traffic growth continues in all areas of MWACT and invited Commission members to attend the meetings.

Commissioner Wilson moved to approve the Mid-Willamette Valley ACT biennial report. The motion passed unanimously.

The Commission recognized Mr. Woods' long-standing ACT participation, beginning with MWACT's formation. The Commission also emphasized the importance of Area Commissions in helping deliver a good transportation system to the citizens of Oregon.



Craig Greenleaf and Gail Curtis, ODOT's Oregon Transportation Plan Co-Manager, provided information about the public outreach plan for the draft Oregon Transportation Plan and requested approval of the draft plan for purposes of public review. (Background material in General Files, Salem.)

Key concerns the OTP Steering committee had:

- Funding concepts, including tolling, in Policies 6.1 and 6.2 (Page II-19);
- Investment strategies (Page IV-9 and following); and
- Whether the "potential investments" for capacity enhancements should be listed or removed from Key Initiative F (Page I-23, second set of bullets).

Three levels of investment identified in the OTP:

- Assumes existing revenue stream as it is today;
- Keeps pace with inflation; and
- Uses traditional and some new funding sources (the preferred level).

Key initiatives contained in the OTP:

- Investing strategically in the capacity and system enhancement issues;
- Supporting accessibility and mobility in the system;
- Economic vitality necessary to keep system effective and efficient in its deployment of resources;
- Assurance to continue on with achieving equity in the system;
- Public support for the work we conduct and do;
- Improve reliability, responsiveness, safety, and maintain a sustainable effort.

With respect to the overall deployment of the resources we have, we need to:

- Continue to work on major north-south moves, including emphasis on highway and rail needs;
- Preserve and extend the public transportation system and rail options in the north-south direction;
- Extend highway system capacity in that direction as well;
- Continue pushing to expand transit services;
- Sustain and expand air service, particularly air-freight service.

Mr. Greenleaf gave an overview of the public outreach efforts. Thirty meetings have been scheduled to cover the state. A detailed approach to the legislative outreach has not been developed yet, but staff is looking at various ways to best cover that area. In conclusion, Mr. Greenleaf explained the draft was ready to go out for public review, realizing the plan will require edits and tweaks to be responsive to the issues heard in the public dialogue.

The Commission discussed concerns about flexibility in the plan's language, specifically, did the plan require removing bottlenecks before adding lane capacity? If it did, that would be a poor, long-range strategy. The consensus was there is flexibility in the plan to develop a strategy with a broader vision.

Commissioner Achterman moved to approve the 2006 Draft Oregon Transportation Plan for purposes of sending it out for public review. Critical areas that need to be communicated to the public are: the department has a funding crisis; it can't continue in the way it has operated before; this department needs to radically change the way it delivers services and this plan brings home those challenges clearly. The motion passed unanimously.



The Commission held a public hearing concerning the designation of six Special Transportation Areas and two Urban Business Areas in seven local jurisdictions. This action would amend the Oregon Highway Plan. Before the hearing, Mr. Greenleaf briefly described the highway segment designations being advanced to the Commission for approval. (Background material in General Files, Salem.)

The following six highway segments were recommended for designation as Special Transportation Areas (STAs):

**Region 1:**

Cornelius, extension of existing STA: Extend the existing STA on OR 8 Couplet; Roadway 1 from Milepoint 16.06 to 16.44 and Roadway 2 from Milepoint 16.07 to 16.44 (Adair and Baseline from 14th to 20th Avenues).

**Region 2:**

Cloverdale STA: US 101 from Milepoint 87.35 (easternmost commercial property) to 87.66 (Mill Road).

Garibaldi STA: US 101 from Milepoint 55.29 (12<sup>th</sup> Street) to 56.12 (Driftwood Avenue).

Warrenton STA<sub>1</sub>: Highway 104 from Milepoint 3.38 (1<sup>st</sup> Street) to 3.62 (4<sup>th</sup> Street).

Warrenton STA<sub>2</sub>: Highway 104 from Milepoint 0.10 (Ridge Road/Lake Drive) to 0.52 (Heceta Street).

Yachats STA: US 101 from Milepoint 164.12 (7<sup>th</sup> Street) to 164.46 (Yachats River Road).

The following two highway segments were recommended for designation as Urban Business Areas (UBAs):

**Region 3:**

Elkton UBA: OR 38 from Milepoint 36.17 (Third Street) to 36.32 (Main Street).

Myrtle Point UBA: OR 40 from Milepoint 20.53 (Ash Street) to 20.80 (Harris Street).

Chair Foster opened the public hearing for comments. Hearing no public comments, the hearing was closed.

Commissioner Nelson moved to approve the eight segments as described above. The motion passed unanimously.



Martin Loring, City of Portland Transportation Options Division Manager Lavinia Gordon, and Socialdata America Project Manager Derek Hofbauer, reported on the Portland Interstate TravelSmart® Project. (Background material and PowerPoint presentation in General Files, Salem.)

Mr. Loring provided an overview of the individualized TravelSmart® Project done in the interstate neighborhood of Portland. He explained the Legislature provided \$1.5 million in each of the 2003-2005 and 2005-2007 biennia for the department to market transportation options. This was the first, large-scale project done in the US.

Mr. Hofbauer provided additional project design details, stating the designated area targeted about 14,500 people. Everyone in the area was contacted by phone which helped them determine if they were 1) a regular user of one or more environmentally-friendly modes, such as walking, bicycling or using public transportation; 2) interested in using these modes; or 3) not interested.

Ms. Gordon gave a results overview of the Portland Interstate TravelSmart® project. Critical changes noted were a reduction in number of car trips and a big increase in walking, cycling and transit use.

Mr. Loring concluded with cost savings information, advising that the preliminary results were exciting. The final project report is expected in December, when ODOT's research staff and others will be asked to analyze the project data.

The Commission commented on the excellent results and how it fits in with the Oregon Transportation Plan agenda item discussed earlier. That is, as the department moves into the future, it needs to radically think about how it does business. The Commission requested staff to look at individualized marketing around route choices to reduce congestion. They also concurred that the evaluation component was critically important and the need to do comparative evaluations based on the methodology used, so the department can get the same before/after comparisons as in the TravelSmart® project.



John Jackley provided information about temporary rules establishing the Multimodal Transportation Fund, the \$100 million project funding mechanism developed under Senate Bill 71 (2005), *ConnectOregon* Program. (Background material in General Files, Salem.)

Mr. Jackley advised the temporary rule is the first step in implementing *ConnectOregon*. It is part of the process to bring project selection to the Commission by June 2006. The temporary rule allows the department to announce the application period, it provides for an eligibility review, along with the other nuts and bolts contained in the rule. The permanent rule, which will set the ground rules for project review and selection, will come before the Commission in January 2006.

An extensive outreach has been conducted all over the state, engaging the Area Commissions on Transportation, industry and stakeholder groups, cities, counties and others. Comments received from the outreach effort generally showed broad support and no objections to the temporary/permanent rule process.

Draft application forms and instructions will be completed soon. Applicants will be asked to document and quantify things like job creation, ready-to-construct status, cost sharing, demonstrate the inter-modal connections their project would bring, regional benefits and critical links to the statewide system. Drafts will be sent to representative stakeholders and advisory group chairs, as a kind of "temperature check." Does it make sense, are we asking the right questions, does it draw out the kinds of things the Commission would want to see in their projects? That feedback will be shared with the OTC.

The Commission wanted to make it clear to stakeholders there is still flexibility in tweaking the language in areas where issues have been raised. The permanent rule would be the place to make those tweaks.

Commissioner Nelson moved to approve the temporary rules establishing the Multimodal Transportation Fund. The motion passed unanimously.



The Commission approved the next two meeting dates as:

- Tuesday, December 13, 2005, in Salem.
- Wednesday, January 18, 2006, in Salem.



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

1. Minutes of the October 18-19, 2005 Commission meeting in Medford.
2. Resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
3. Oregon Administrative Rule (OAR) actions:

a.	Temporary adoption of OAR 731-007-0335 relating to adjustments for the escalation in the cost of steel materials.
b.	Amendment of OAR 735-062-0030, 0105, 0110, 0115, 0120, 0135, and 735-070-0010 relating to replacement of driver licenses, driver permits and identification cards.
c.	Adoption of OAR 735-150-0033 and amendment of OAR 735-150-0010, 0040, 0050, 0055, 0110, 0120, 0130, and 0140 relating to vehicle dealer regulations.

4. Amendment to the 2006 – 2009 Statewide Transportation Improvement Program (STIP) to cancel the Lower River Road Drainage (Grants Pass) project and use the funds on I-5: Exit 99 Interchange Improvements and Bridge Replacements Bundle 355 (Douglas County). Total amount of this request is \$313,000.
5. Appearance before the January 2006 meeting of the Legislative Emergency Board to report on efforts to manage available cash as directed by Budget Note included in the 2005 – 2007 Legislatively Adopted Budget.
6. Authorization for the Transportation Enhancement Advisory Committee to adopt implementing procedures for the Transportation Enhancement Discretionary Account, consistent with the current policy guidelines in place for those funds.



7. Route location and highway design for the relocation of the state highway section described as Powers Slide Repair, Powers Highway (#242), in Coos County – Highway Corridor and Design Resolution No. 547.
8. Amendment to the 2006 – 2009 STIP to cancel OR212: Tong Road – Wy’East Road (\$4,459,911), and transfer \$1,401,000 to US26: West Ski Bowl – Government Camp Loop, and transfer \$1,893,000 to OR213: Molalla Avenue – Meadow Drive. Projects are located in Clackamas County. Total amount of this request is \$3,294,000.

Chair Foster advised of a conflict of interest on Item 2, specifically, the South Medford Interchange project.

Commissioner Achterman moved for approval of the Consent Calendar items, excluding the land acquisition authorizations in Item 2 for the South Medford Interchange. The motion passed unanimously.

Commissioner Achterman moved for approval of Item 2, specifically, the South Medford Interchange project, Map No. 1A-23-16. Chair Foster abstained from voting. The motion passed unanimously.



Chair Foster adjourned the meeting at 11:55 a.m.



Stuart Foster, Chairman	Gail Achterman, Member
<i>Not present at the meeting.</i>	Mike Nelson, Member
Randy Papé, Member	Kim Jordan, Commission Secretary
Janice Wilson, Member	Kim Jordan, Commission Secretary