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## OREGON TRANSPORTATION COMMISSION

### Minutes of the Regular Monthly Meeting September 10, 2008 Salem, Oregon

On Wednesday, September 10, 2008, at 8:00 a.m., the OTC and Oregon Department of Transportation staff held a briefing session and reviewed the agenda in Room 135 of the Transportation Building, 355 Capitol Street NE, Salem. 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 Gail Achterman	DMV Administrator Tom McClellan
Commissioner Alan Brown	Governor's Sr. Trans. Advisor Chris Warner
Commissioner David Lohman	Region 1 Manager Jason Tell
Chief of Staff Joan Plank	Region 2 Manager Jane Lee
Deputy Director Central Services Lorna Youngs	Region 3 Manager Paul Mather
Trans. Development Administrator Jerri Bohard	Region 4 Manager Bob Bryant
Communications Div. Admin. Patrick Cooney	Region 5 Manager Monte Grove
Public Transit Administrator Michael Ward	Commission Assistant Amy Nichols

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

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Director's report highlights: (none)

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Public Comments were received from:

Oregon Environmental Council (OEC) Deputy Director Chris Hagerbaumer asked the OTC to consider reviewing and updating the project eligibility criteria and prioritization factors for the Statewide Transportation Improvement Program (STIP). OEC feels current criteria give little weight to the state's major environmental and community livability concerns and far greater weight needs to be given to the environmental impacts of proposed projects. Because decisions made by the Commission can have long-lasting implications, OEC urged the Commission to adopt a timetable for review of the project selection criteria and suggests the OTC reconvene the STIP Stakeholder Group to perform the review. (*Written comments in General Files, Salem*)

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The Commission considered approval of an increase in construction authorization in the amount of \$64,995,101 for the U.S. 20 Pioneer Mountain to Eddyville project in Lincoln County. This will increase the total project to \$205,180,101. (*Background materials in General Files*)

Region 2 Manager Jane Lee said unanticipated additional work and overruns resulted from unforeseen landslides and other issues. Work was suspended a year ago while negotiations were

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held on who would be responsible for the work. The contractor accepted \$8 million of that responsibility and this request is for the remaining cost.

Commissioner Brown declared conflict of interest and abstained.  
Commissioner Wilson joined by teleconference for this agenda item.

Commissioner Lohman moved to approve the construction authorization increase. The motion passed.



The Commission received a presentation on the Department of Human Services and the Oregon Department of Transportation 2007 Budget Note Report from Michael Ward, Jennifer Dill, Ph.D., Portland State University Center for Transportation Studies, and Margaret Neal, Ph.D., Director of the Institute on Aging. (*Background material and PowerPoint presentation in General Files, Salem*)

The focus of the report is how to improve elderly and disabled transit. Mobility is crucial to the health and wellness of all Oregon residents. Many older adults and people with disabilities lack adequate transportation. There is an urgent need to identify funding strategies for meeting the public transportation needs of these people.

The report presented an estimate of the demand for and costs of transit for these groups through the year 2030 based on population trends, current transit services and costs, future demands, future costs, and funding sources.

Current types of service available include: public transit (fixed routes and demand response) and DHS transportation services (non-emergency medical and non-medical). The study shows continued increase in demand for these services (baby-boomers) but no stable increase in funding sources to support them. In addition, many current funding sources show declining revenues. Cigarette and gas tax revenues are falling as is revenue from the issuance of ID cards due to the changes in identification requirements. Demand response transit is estimated to grow by 7-14% annually and fixed route transit by 5-8%. As a result of this disparity, many rural areas are controlling their costs by not providing the services.

The Commission asked if fees could be charged for Disabled Placards issued by DMV for disabled drivers. Lorna Youngs responded that a class action lawsuit in 2000 prohibits charging for the placards, including recovery of printing costs.

The Commission made the following comments:

- The final report will need a clearer cost estimate from a legislative standpoint. Any request going to the Legislature will need to show total dollars currently spent versus projected costs.
- Clarification of what is encompassed by 'demand response.' What are the components and volume of use?
- It is imperative to coordinate transportation services, regardless of who provides the service. The report emphasizes the gaps in those services.
- The Governor's Transportation Initiative is being drafted and many of the issues in this report need to be linked to the initiative. Michael Ward will follow-up in this.
- Throughout our provision of transportation for the last 100 years, we've viewed it as a capital construction approach, but not as a mobility services approach. When viewing this issue from a mobility services approach, we need to consider demand management and learn to start

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managing the demand. We need to not just comply with ADA standards, but ask what the unmet demands are. What types of demands will most improve the quality of life of the elderly and disabled? What are our priorities and what methods can we develop to manage that demand to provide mobility services efficiently?

The Commission concluded by thanking Dr. Dill and Dr. Neal for the well done research report. Transportation services for the elderly and disabled is a major point in the Oregon Transportation Plan and this report will be a valuable tool for future use. The Commission asked Michael Ward and DHS to come back with an action plan to go with the Budget Note to take to the legislature.

Executive Director/General Manager for Lane Transit District Mark Pangborn noted that from the Board of Public Transit's perspective, this is not a crisis of the future, but a crisis now. He said finance problems have driven the process of attention to coordination like never before.

Julie Brown from Rogue Valley Transit District said they cut fixed route service delivery by 35% two years ago to balance their budget. Since then there has been a 50% reduction in paratransit services because of a change in prices in fare boxes from \$2 to \$4 dollars. This pushed people to fixed transit, which is now becoming bogged down, but there is no funding to support the increased demand.



The Commission reviewed the Strategic Investment Analysis and recommendations. This is an item on the OTC's work plan and is meant to help make the most strategic investments with our limited resources. (*Background material and PowerPoint presentation in General Files, Salem*)

Transportation Development Administrator Jerri Bohard and Planning Section Manager Barbara Frasier gave a PowerPoint presentation on Strategic Investment Analysis information and recommendations. This was followed by discussion with the Commission to get direction on the types of goals we might want to examine in regard to strategic investments, the evaluation questions we might want to ask in regard to strategic investment, and what programs will it cover within the STIP. Based on input received today and the data received from the analysis tools, the plan is to come back in December with the packet to forward to the Stakeholder Committee.

One proposal is that additional criteria be developed for the 2012-2015 STIP that emphasize contributions toward the first three Oregon Transportation Plan goals: mobility and accessibility; management of the system; and economic vitality.

The Commission made the following comments:

- The system we have in place already, and the plans we have to move forward, are very impressive. Caution is needed to assure we don't go overboard in trying to make it perfect. The concepts are good and balanced by real world input by many stakeholders.
- Would like more information on Maine's policy of attempting to integrate transportation land use planning and Washington State's tier program.
- An overarching question is, while least cost planning and return on investment analysis are analytical tools used to make strategic choices, if the mandate on least cost planning is adopted statutorily in 2009, could we position things to integrate that methodology into the 2012-2015 STIP? We need a better understanding of the vocabulary we use around least cost planning fits with the Governor's planning.
- The goal of a project ought to be the same as the Purpose and Need Statement for NEPA (National Environmental Policy Act) purposes. We need to think through how these are aligned.

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- Don't focus too much on correlating directly to OTP goals as a starting point. Look at the current information and descriptions, as well as the goals, to determine the criteria. The Commission does not want to state what the goals are, but rather have a robust conversation with ODOT staff and stakeholders to determine the goals.
- The current STIP is limited to three programs. More discussion is needed at the upcoming workshop to determine if this limitation remains the same. Criteria for program allocations is a different conversation that needs to occur in conjunction with this conversation.
- Ultimately, flexibility needs to be built into all criteria because there will always be exceptions.



The Commission received a presentation of the draft 2010-2013 Statewide Transportation Improvement Program (STIP) and considered a request to release the STIP for public comment.

The next step will be public involvement through October and November, followed by air quality conformity, reviewing ODOT's financial picture, reviewing comments received, and bringing forward the final STIP for approval in about a year.

The Commission wanted assurance that Area Commissions on Transportation (ACTS) have reviewed the Forest Highway Program Fund Allocations before moving forward with the draft. Director Garrett indicated there is a concurrent conversation engaged in regard to secure rural schools.

The Commission noted its continued question of whether good investments are being made with the fish passage and large culvert improvement funds. Considering the culvert risk situation, we need to make sure the fish passage projects are achieving other benefits at the same time. Are the projects done looking at things like water quality and hazards to facilities and not just fish passage?

Commissioner Brown moved to approve release of the draft 2010-2013 STIP for public comment. The motion passed.



The Commission considered approval of a Type B Immediate Opportunity Fund request in the amount of \$250,000 to the City of Maupin to provide transportation improvements along Deschutes Avenue/Highway 197 from Burnham Avenue to 3<sup>rd</sup> Street in the City of Maupin.

Region 4 Manager Bob Bryant introduced Maupin Mayor Denny Ross and Carolyn Reese of Oregon Economic and Community Development Department. Mayor Ross said the funds would be used for a sidewalk and bike path in downtown Maupin, which grows in population five to six months out of the year.

Commissioner Lohman moved to approve the request with the condition that the OTC receive a report back on how the \$600,000 funding gap (for the whole scope of the project) will be filled and what the plan will be if Maupin can't fill it. The motion was approved with this condition.



The Commission considered approval of emergency rule amendments implementing Senate Bill 1080.

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DMV Administrator Tom McClellan said that based on unforeseen difficulties in implementing the new driver license “full legal name” requirement, DMV initiated an emergency rule change to increase the number of documents customers can use to prove their current legal name. The changes will comply with the legislative intent of SB640. These temporary rules will be brought for approval as permanent rules this fall.

The Commission applauded DMV for recognizing the need for change.

Commissioner Lohman moved to approve the emergency rule amendments. The motion was approved.



The Commission considered priorities for Federal Surface Transportation Authorization.

Senior Federal Affairs Advisor Travis Brouwer said the next surface transportation authorization legislation is likely to be a large scale reform of the existing Highway Transit and Safety Programs. ODOT has worked with the Association of Oregon Counties and League of Oregon Cities to define a common agenda to assure we present a united front when going to our congressional delegation. This effort was expanded to include other stakeholders like the Oregon Transit Association, MPO's, and the ports.

The priorities are broken into three categories: funding and finance; investment; and program reform. The general approach laid out is consistent with the Oregon Transportation Plan and with the effort in the Governor's office regarding transportation. The focus is on a ‘fix it first’-type policy, multi-modal systems, green transportation systems, and freight.

The draft is being brought before the Commission today for input before seeking approval and endorsement from other organizations. Staff will return in November for approval of the revised document.

The Commission has already worked closely with Travis on this draft and feels it is sound. It looks forward to hearing comments from other stakeholders. There are still plans to conduct a transportation workshop with all the key players. We want to make sure there is clarity with the delegation, on both the authorization policy and the earmarks policy, and what we are trying to accomplish.



The Commission had an open discussion with the Mid-Willamette Valley Area Commission on Transportation (MWACT) over lunch. The Commission started having more in-depth discussions with the Area Commissions this year and the exchanges have been well received. Chair Achterman welcomed everyone and set the stage for the discussion.

Ken Woods, MWACT Chair, introduced MWACT members and provided an overview of the opportunities and challenges of the transportation system within the ACT boundaries.

--MWACT Chair Ken Woods said there is insufficient money available to address the growing transportation needs of the three-county area and the state as a whole. The transportation challenges facing the Mid-Willamette Valley are a combined result of the physical geography and the development patterns of this and the surrounding areas. There are mountain ranges on two sides and

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a major river bisecting the area. So while the valley floor itself is generally broad and flat, these other geographic features serve to focus major transportation flow into a few selected “choke points” that restrict movement and create problems that defy quick and easy solutions. The major transportation facilities are, to a large part, dictated by valley-wide and interstate pass-through traffic and are bisected by the major transportation corridor serving the west coast, Interstate 5 and the Union Pacific Railroad. Both of these facilities primarily serve through traffic, people traveling north/south or east/west to and from different activities such as visiting the coast, Mr. Batchelor, or attending a football game.

These geographic features cause their own unique sets of challenges. There are only three highway bridges over the Willamette in the area. One of these, the Independence Bridge, is unusable during high water and, due to other constraints on the route, will never carry freight. Routes through the mountains to Bend or the coast are restricted due to topography and are continually plagued by falling trees, rock slides, landslides and snow slides, requiring constant maintenance and causing a threat to safety, commerce/mobility, and ultimately resulting in congestion. The following issues are recurring themes in our transportation challenges; safety, maintenance and preservation of the existing system, mobility, and congestion.

--MWACT Vice Chair and City of Dallas Councilor Cathy Clark talked about the emphasis MWACT has placed on safety since its inception and the work being done with ODOT to identify the cause of collisions, how to improve safety on the region’s roads, and identifying projects that will address safety issues. These projects can take the form of a major construction project such as building a new interchange, a minor construction or maintenance project such as installing rumble strips or barriers in the median, or a request to law enforcement agencies to increase the number of patrols or perform saturated enforcement along a corridor. Not all safety problems need massive construction projects to adequately address the underlying issues. While there are some overarching safety issues along all of the corridors in the region, each road will have unique issues that require a specialized solution.

A number of safety studies have been completed for the area’s corridors. The study for Highway 99E found that many of the safety issues were related to people driving while intoxicated, which resulted in increased enforcement efforts. Based on other safety studies, MWACT requested ODOT complete a number of projects to address safety concerns on other corridors, including the installation of median rumble strips along Hwy 18 (the first in the region, if not the state), median barriers on Hwy 22, and constructing the Rickreall and the Stayton/Sublimity interchanges. These have resulted in improvements in safety along those corridors.

Improving the safety of an intersection or corridor has benefits beyond saving lives; it should reduce the amount of congestion attributed to the collisions, thus maintaining the mobility in that area. Currently, planning studies are underway for the area around the Highway 22 and 51 intersection east of Salem and to address pedestrian safety along the Salem Parkway as part of the construction of the new Kroc Aquatic Center.

--Marion County Commissioner Sam Brentano discussed the impacts of not having programs of continuous maintenance to maintain and preserve the function of a system. Natural processes wreak havoc on our roadways. Ancient landslides move, taking the facility with them, sometimes slowly, sometimes quickly. Dramatic natural processes such as large storms can quickly wash out roads, or block them with snow, trees and debris. But the daily actions of the wind and water, sun and temperature changes, in addition to the vegetation growing next to the facility, will slowly compromise the structural integrity of the infrastructure. Add in the wear and tear caused by the use of the facility and the use of devices such as studded snow tires, and the result is a need for continuous maintenance efforts.

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A program of continuous maintenance will allow for small problems to be fixed before they morph into something requiring larger and costlier fixes. Continuous maintenance requires less time to complete, resulting in less disruption to the system and the travelers using it, than if a larger project was required. And if we use a more inclusive definition of the transportation system, the facilities and vehicles used by the public transit agencies also require maintenance and replacement in a timely manner. Buses that have passed their expected operating lives are expensive to maintain, and more likely to break down resulting in degradation of the system's operation.

But it is not just the maintenance of the existing physical system that is important, it is maintaining and preserving the function of the system. When vehicles are backed up on I-5 due to an inadequate interchange, the function of the system has degraded. In many cases, small, relatively inexpensive projects can extend the lifetime of a system's function, preserving the initial investment. These projects typically work to optimize the traffic flow at intersections, or to use technology to provide information to the travelers regarding the system. Many of these solutions can work in rural, as well as urban areas.

These recurring themes are intertwined; inadequate maintenance of the physical infrastructure and/or preservation of the function of the system can have a direct impact on the safety, mobility and congestion experienced by the traveler.

The need to maintain and preserve the transportation system is crucial at all levels to ensure its proper operation. A well maintained state system would lose some of its functionality if the local roads were not maintained. Unfortunately, at all levels there are declining revenues available for the basic maintenance needed. Local agencies are not able to keep up with the cost of basic maintenance. Some local jurisdictions are able to pass bonds to maintain their roads, such as Polk County. Others are developing packages for consideration by the voters this November. We need additional revenues just to maintain the existing state and local systems we have. Recent maintenance projects in the area include repaving Highway 18 from Highway 101 to McMinnville. Future projects include repaving sections of Highway 99E from Aurora to Salem.

--Marcia Kelley, Salem-Keizer Transit (SKT), said providing mobility is the purpose of our transportation system. The region has many roads providing for auto, bus and truck traffic, both north-south and east-west; several railroads providing mainly north-south movement of goods and people; and a number of airports providing connections to other areas. However, some of these are limited in the amount and quality of mobility that they can provide by either geographic issues, or by the services that use them. As mentioned earlier, the geography of the valley, along with past investments in infrastructure, have resulted in limited options for traveling east-west.

While the majority of population centers in the valley are linked by some form of public transportation, resources currently limit their use for many of the area citizens. And times are changing. As gasoline prices rise, new opportunities arise. Yamhill County already has a relationship with the Confederated Tribes of the Grand Ronde to provide transportation between McMinnville, Willamina, Sheridan and Grand Ronde for local citizens' access to jobs. Salem Keizer Transit and the Tribes are currently working on an intergovernmental agreement to help the Tribe in retaining workers with a service from Salem to Independence, Monmouth, and Dallas to Grand Ronde.

When many in the state think public transit, they think Tri-Met with buses and light rail or Lane with their Bus Rapid Transit (BRT). While these system's operations are funded by payroll taxes, the majority of public transit is on some sort of property tax directly or through the governments that help fund them. In the Mid-Willamette Valley, CARTS provides some connections utilizing the Senior and

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Disabled Transportation Funds from cigarette and lawn mower taxes and leveraging local dollars and federal funding. This is not adequate to provide more than a lifeline, and that only for Monday-Friday service. We have tried to utilize cost savings by having the management and public outreach operations provided by SKT. Yamhill County has its own management that oversees contracting with providers. They provide service into the West Salem Transit Center operated by Cherriots and various routes to connect people where they want to go.

Salem-Keizer Transit (Cherriots) has its own challenges. Serving a population of about the same size as Lane Transit, Cherriots' funding structure provides more limited access to services than the urban population in Lane enjoys. In the fall of 2006, service levels were cut by about 15 percent, dropping frequency to once an hour on routes that were fairly well used. In November, voters will decide if additional cuts will be necessary.

If the 5-year levy does not pass, Salem and Keizer will have no public transit service on Saturdays, and on many other routes service will be reduced. This is the last thing that is needed. With the rising cost of fuel, Cherriots has realized gains in ridership. In the face of a July fare increase, which normally results in lower ridership, figures for Cherriots show an increase of 42,465 rides over July of 2007 with the same combination of service days. That is only the fixed route ridership. The federally mandated paratransit service provided over 127,000 rides in 2007. The paratransit service is creating fiscal woes for all transit districts. In Salem it has gone from 6% of our budget in 2001 to 20% of our budget in 2007. As a country we must start to face this issue as we face the increasing aging of our population.

There is also a little known method of moving people in the valley, the ferries. Marion County owns and operates two ferries, one at Wheatland and one at Buena Vista. While the Wheatland ferry is newer, the Buena Vista ferry is one breakdown away from being closed. Both ferries are subject to high water. Wheatland operating all year served 265,000 vehicles last year, and the Buena Vista, running from April to October, served over 7,000 vehicles. The Buena Vista ferry does not operate every day of the week. Combined, the ferries served over 5,000 bicyclists and pedestrians in 2007.

ConnectOregon funding initiatives have helped to address freight mobility issues but have limitations on what it can do to make operating and infrastructure improvements for public transit.

In my opinion after spending almost 20 years actively working for better public transit, we as a state lack a real vision for regional or statewide transit as well as a method to implement it. A complete evaluation of our systems is needed. What has been done so far seems to be done in silos: senior and disabled, student transportation, fixed route, intercity and paratransit service provision. We need to think outside the box and see how we can better capture our use of fossil fuel and provide more integrated methods of moving our populations around. This is even more important for our rural and semi-rural portions of the state. If mobility is not available, the rural areas will continue to lose their young population to areas where they can work and provide for their families. Thinking outside of the box has led Cherriots and representatives of Salem Keizer schools to explore the use of sponsored BETC credits to allow middle and high school students access to public transit for many of their activities. This could be a win/win situation and provide even more students with familiarity of using transit.

SKT appreciates what the commission is doing for mobility. Recent projects in the MWACT area include: ConnectOregon projects to support rail freight on two short lines, improvements at Salem Airport to benefit both freight and passenger flights, and funding for a transit station in Keizer. A proposed future project includes improvements to Highway 22 at Kissing Rock in the Grand Ronde

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area to allow trucks to avoid a sharp curve and remain on a state highway instead of using local streets.

--Newberg City Mayor Bob Andrews addressed the issue of congestion. Congestion affects the transportation infrastructure by hindering the movement of goods, increasing the travel time for commuters, reducing the effectiveness of mass transit, and ultimately impacting the commerce of the area as travelers and businesses avoid it due to the congestion. It also impacts the livability of the areas nearby, due to increases in noise and vehicle emissions. There is rarely an inexpensive, easy to implement and politically safe choice to deal with many of the congested areas in the region today. Land-use and transportation decisions made decades ago have resulted in many of the situations we face today – it isn't easy or cheap to change infrastructure, and lasting solutions take time to implement. In addition, congestion in a number of corridors is due to the geography and topography of the region. Do we modify the land that gives the area such a high quality of life, just to address congestion? Studies are underway in several locations in the region to address those areas where congestion has, or will soon, reach levels that directly impact the economic well-being of the community. These studies include:

- o The Newberg-Dundee bypass is designed to reduce congestion, improve livability, assure economic vitality and enhance the character of the cities of Newberg and Dundee. Over two-thirds of the traffic on 99W in this area is non-residents. Hwy 99W has the highest traffic volume of any two-lane highway in the state system. Traffic is forecast to increase up to 70% by 2025.
- o The Salem river crossing is currently at capacity, and demand is forecasted to increase 50% in the next 20 years. As a comparison, Hwy 22 now carries more traffic over the Willamette River than I-5 carries through the Salem-Keizer area. The need for an additional bridge is also a matter of connectivity and community safety, because there are no practical alternative routes.
- o The I-5/Woodburn Interchange is designed to address existing congestion and safety issues. Traffic from the off-ramps periodically backs up into the travel lanes of I-5, and the off-ramps are forecast to exceed a volume-to-capacity ratio of 1.0 by the year 2020. This is the poorest performing signalized interchange in ODOT Region 2.

--Chair Ken Woods offered some final general observations and thoughts for discussion.

The discussion to this point has been to identify some of the major themes that are impacting the transportation system in the Mid-Valley area. Studies have been completed, projects have been funded and implemented and outstanding issues identified. Some of the outstanding issues are larger than just the MWACT region, and solutions will require thoughtful discussion between the OTC and the ACTs to determine a strategy to address these issues in a timely manner. With this as background, MWACT offered a few general observations and topics for discussion:

1. Large projects – There needs to be a system approach toward large projects, large being defined as size and cost. Many projects have been identified through the planning study process that are beyond the reach of the local communities. Even federal earmarks do not make an appreciable dent in the financial resources necessary to implement these projects. Thus the projects either languish in limbo waiting for funding to start, or the project is divided into smaller segments that can be funded using a combination of federal, state and local resources.

One example is I-5 through Salem. The Environmental Impact Statement (EIS) for this project was completed in the 1980s. Work began on the first segment in the early 1990s, widening the road, rebuilding the interchanges and providing sound walls. After 20 years, the latest segment, Mission Street to Kuebler Boulevard is nearing completion. The final segment identified in the 1980s era EIS extends from Kuebler to Delaney Road, at the south end of the Salem area. This segment experiences congestion on many days, carries a high percentage of truck traffic and, unlike the majority of I-5 to the north, has a number of hills to contend with. Early estimates place the cost of this

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segment above \$150 million, with no real way of breaking it into smaller, more fundable projects. MWACT members are hesitant to start another “mega-project” with no funding identified or in sight. The area already has several projects on Region 2’s “Large Project List” and they haven’t been moving very fast. The region and the State need to develop a method or strategy of addressing large projects. We don’t have the answer, but we are eager to work with the OTC and others to develop a strategy to address these large outstanding needs.

2. Issue “de’jour” and temporary funding schemes (such as freight mobility and *ConnectOregon*) overlook the integrated nature of our overall transportation system and the varying needs of the different regions of the state. We need an overall plan for where the available funds will do the most good in an area and put the money there. The plan should address all modes, determine which project will provide the ‘biggest bang for the buck’, and allocate funds to that project, even if it is outside the traditional funding patterns. While these recent temporary efforts do some good, they could be more effective as part of a coordinated plan.

3. Too often it seems that there is no real discussion of connections between areas that involve other ACTs, MPOs, the League of Oregon Cities (LOC) and/or the Association of Oregon Counties (AOC) members. The state needs to identify a long-range strategy of important corridors, and dedicate sufficient resources to ensure that the mobility and maintenance needs in that corridor are met.

4. Beyond the environmental issues facing the state, pricing of the existing and future infrastructure will loom large in the near term, as the cost of construction materials continue to increase and as the ability to pay for the projects from the gas tax diminishes. It is time for ODOT to reconsider its design and mobility standards and evaluate them in light of the additional costs they incur in money, environmental and social impacts.

5. Like the OTC, ACTs are largely composed of dedicated volunteers. Sometimes, ACT members get a little frustrated with ODOT processes that don’t seem to value our input, even though it is asked for. What value does the OTC gain from the ACTs? How can the ACTs and the OTC work together in the future to ensure that ACTs provide the OTC with meaningful and valued input in a timely manner?

Vice-Chair Cathy Clark concluded by thanking the Commission for the opportunity to meet and said more regular conversations between the OTC and its partners such as the ACTs and the MPOs would be beneficial to all. The struggle with financial restraints has made us all more creative. There should be a number of topics the OTC, ACTs and MPOs can work together on to the joint benefit of all involved. MWACT is anxious to work with the OTC in the future to address the issues facing the Mid-Willamette Valley and the State in general. Key concerns MWACT would like to address include:

- o Large project strategies.
- o A commitment to all modes in an integrated system that removes some of the planning and funding barriers.
- o Preservation and maintenance of the infrastructure.
- o System-wide investment.
- o Flexible and stable funding strategies.
- o Bring all ACTs together to work with the OTC.

The Commission thanked the MWACT members for their participation today. Its goal is to engage the Area Commissions more fully and frankly than in the past. The Commission’s job is to put all the pieces together, but the ACTs know their regions and this collaboration will help work to getting the right solutions at the right level. Additional Commission comments:

- o The Commission understands the ACT’s frustration as some members of the OTC have previously served on their regional ACT.

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- Most public transit outside of Portland and Eugene don't share in payroll tax, only property tax.
- The Commission noted major areas MWACT emphasized: large projects that cross lines; multi-modal transportation; corridors; focus on maintenance; strategic investments; and the ConnectOregon process.

The Commission learned that as they look at all the grade separation capital improvement projects on the rail crossings, we might want to accelerate deployment of railroad crossing cameras before doing capital improvements. This might be a far less costly and more effective solution to some of the problems being encountered.



The Commission received a report on preliminary cost estimates and considered authorization to proceed with the design of the Transportation Building remodel. Central Services Deputy Director Lorna Youngs introduced Stuart Colby and Clark Brockman of SERA Architect who gave a presentation on the proposed Transportation Building remodel. *(Background material and PowerPoint presentation in General Files, Salem)*

The goals of the project fall into two categories, taxpayer value and improvement of the workplace. The building was completed in 1950 and eligible for listing on the National Historic Register, so there are historic constraints and regulations that highly restrict any modifications or additions to the exterior. In May and June, an extensive investigation of the building was conducted that documented the internal and external condition of the existing building.

SERA's goal is to bring the building into the 21<sup>st</sup> century with the main focus on enhanced worker productivity, environmental sensitivity and the most efficient use of resources. The particulars of changes to the building were reviewed including sustainability features.

The first step of project implementation is to start design work immediately, which will take about eleven months and then the design bid/build scenario will be put out on the street. During the bidding process, staff will be moved out of the building, followed by a 16-28 month construction period. These time-frames are subject to change if issues arise.

The Commission thanked SERA for the presentation. Chair Achterman said the Optional Start with Construction Management General Contractors (CMGC) would be preferable for all the reasons previously discussed and because it delivers the project faster, and ultimately at a reduced price. She is comfortable with the approach but her primary concern is giving guidance to staff without knowing the sentiments in the Governor's Office. The Governor's Transportation Package is the biggest priority and how would moving ahead with the project, without going through the legislative process, affect the conversation on other issues.



Public Comments: None noted.



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

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1. Approve the minutes of the August 20 and 21, 2008, Commission meeting in Redmond. (This item was not available for the meeting.)
2. Confirm the next two Commission meeting dates.
  - Tuesday and Wednesday, October 21 and 22, 2008, annual workshop and meeting in Gleneden Beach.
  - Thursday, November 13, 2008, in Salem.
3. Adopt a resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
4. Approve the following Oregon Administrative Rules:
  - a. Amendment of OAR 734-075-0010 relating to the transport of manufactured homes
  - b. Amendment of OAR 735-046-0000, 735-046-0010 and 735-046-0050 relating to Honorary Consular registration plates
  - c. Amendment of OAR 735-062-0092, 735-062-0110 and 735-062-0200 relating to re-issuance or replacement of driver licenses and repeal of OAR 735-062-0095 relating to transition to eight-year licenses
  - d. Amendment of OAR 735-080-0000 relating to Sno-Park permits
5. Approve an Immediate Opportunity Fund project amendment for the Gaffin Road Improvements, City of Salem to reduce the job creation requirement.
6. Approve an amendment to the 2008-2011 STIP to add the Interstate 5/ Interstate 84: Banfield/Morrison Interchange Ramps project in order to begin preliminary design work associated with the deck and rails on these interchange ramps. This project is in Multnomah County. The total estimated project cost for this phase is \$150,000.
7. Approve an amendment to the 2008-2011 STIP to cancel the Oregon 99 E: Pudding River Relief Channel Bridge #01830 in Marion County. The total estimated project cost is \$1,633,000.
8. Approve an amendment to the 2008-2011 STIP to cancel the Oregon 99 E: Partial Viaduct (southbound over Hillside) Bridge 07164 in Clackamas County. The total estimated project cost is \$604,000.
9. Approve amendments to the 2008–2011 STIP to cancel the I-205 at Oregon 213 Interchange (Oregon City) project and fund the Oregon 213 at Redland Road (Oregon City) project to improve highway operational capacity in the I-205 and Oregon 213 corridors. The total estimated project cost is \$3,030,226.
10. Approve an amendment to the 2008-2011 STIP to cancel the Oregon 99 W: Pacific Highway West over SW Multnomah Boulevard (#02010), project in Multnomah County. The total estimated project cost is \$613,000.
11. Amend *ConnectOregon* II Contract 24934 (*ConnectOregon* II application R20051) with Albany and Eastern Railroad in the amount of \$277,120 and decrease the “Total *ConnectOregon* Funds Requested” for Albany and Eastern Railroad’s *ConnectOregon* II application number R20052 in the amount of \$277,120.

# ADVANCE COPY ~ SUBJECT TO REVISION

Commissioner Lohman moved to approve the Consent Calendar. The motion passed.

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Commissioner Brown adjourned the meeting at 2:16 p.m.

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Not present

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Gail Achterman, Chairman

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Michael Nelson, Vice Chair

Not present

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Janice Wilson, Member

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Alan Brown, Member

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David Lohman, Member

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Roxanne Van Hess, Commission Support