

OREGON TRANSPORTATION COMMISSION

Minutes of the Regular Monthly Meeting September 22, 2010 Salem

On Wednesday, September 22, 2010, at 8:00 a.m., the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff held a briefing session and reviewed the Small Hearing Room of the Public Utility Commission Building, 550 Capitol Street N.E., Salem, Oregon. The regular monthly meeting began at 9:00 a.m. in the Main Hearing Room.

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

Chair Gail Achterman
Commissioner Alan Brown
Commissioner David Lohman
Commissioner Mary Olson
Director Matthew Garrett
Chief of Staff Joan Plank
Int. Deputy Director of Operations, Jerri Bohard
Communications Division Admin. Patrick Cooney

Highway Division Administrator Paul Mather
Region 1 Manager Jason Tell
Region 2 Manager Jane Lee
Rail Division Administrator Kelly Taylor
Int. Trans. Development Admin. Barbara Fraser
Public Transit Administrator Michael Ward
Commission Assistant Amy Merckling

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Chair Achterman called the meeting to order at 9:00 a.m.

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The Oregon Transportation Commission participated in a discussion with the Lane County Board of Commissioners, other elected officials, and transportation stakeholders on the Lane County proposed charter for the formation of an Area Commission on Transportation in accordance with provisions of Senate Bill 944. (This constitutes a joint meeting between the Oregon Transportation Commission and the Lane County Board of Commissioners.) (*Background materials in General Files, Salem*)

Region 2 Manager Jane Lee introduced the Lane County Board of Commissioners (BCC) participating in the discussion:

- Bill Fleenor, Chair
- Rob Handy, Vice-Chair
- Pete Sorenson, Member, South Eugene District

Chair Fleenor presented the proposed charter for the Lane County Area Commission on Transportation (LCACT). He said the Board of County Commissioners worked for broad representation within the charter, with half membership of elected officials, and half citizen members, but noted that a majority of BCC members opposed creation of

the ACT that was mandated through legislation. Regardless, Chair Fleenor asked the OTC to afford the opportunity to work for a compromise solution to resolve differences and avoid future legislative action.

Vice-Chair Handy thanked the OTC and Director Garrett for the collaboration with Lane County, on Highway 36, to have the first state invasive-weed adoption program. He testified to the Lane County Board's commitment to good governance, public participation, and collaboration with partner jurisdictions to arrive at a Lane County ACT in compliance with Senate Bill 944. To that end, Rob Zako was hired to form an advisory committee that would advise on the charter formation, and he described the process used to develop the charter.

The advisory committee provided good information for Lane County partners, and encouraged members from other ACTs around the state to share lessons learned and their experiences. Key thoughts that came out of these discussions were: to think regionally, really look at the big picture and include all stakeholders at the table; and to avoid the temptation to attempt to consolidate voting blocks in the ACT.

The County Board requests approval of the charter, which it believes meets the OTC's standards and the legal requirements of Senate Bill 944.

Public comments were received from the following: (Due to poor tape quality, these comments, and the Commission's responses and questions were not captured.)

- Lane County Commissioner Pete Sorenson
- Eugene Mayor Kitty Piercy
- Creswell Mayor Bob Hooker
- Lowell Mayor Warren Weathers
- Veneta Mayor Sharon Hobart-Hardin
- Oakridge Mayor Don Hampton
- Mia Nelson, 1000 Friends of Oregon

Chair Achterman said the outstanding problem with the charter is a lack of consensus on citizen stakeholder representation. There is not agreement on the number of private sector members, how members are appointed, and most important, who appoints the members, and that while there is a shared desire to avoid further legislation on creation of the Lane County ACT, the Commission can not approve the charter without consensus. To that end, she suggested approval be deferred until the November 9th OTC meeting so the Lane County Commissioners and local officials can reach consensus. She suggested the following actions:

- Discussion with county commissioners on why ACTs are needed.
- Create collaborative forum for transportation system in a region that gives everyone an avenue to address issues of importance to them, and do it locally instead of coming to Salem.
- Look at representation differently. Who needs to be at the table on each issue is more important than the number of people or proportionality.

Commissioner Olson moved to defer approval of the charter until the November OTC meeting. Commission members unanimously approved the motion.



Highway Division Administrator Paul Mather requested approval of three projects for Urban Trail Fund grants and addition of the projects to the 2008-2011 Statewide Transportation Improvement Program. In addition, approval of two alternate projects and delegation of authority to the Highway Division Administrator to advance one or both of these grants as funds become available. (*Background materials in General Files, Salem*)

The purpose of the Urban Trail Fund is to develop and maintain multi-use trails for non-motorized vehicles and pedestrians within urban growth boundaries. Two alternate projects have been identified to assure the funds are used should one of the projects develop difficulties.

Commissioner Olson moved to approve the three projects, two alternate projects, and delegation of authority. Commission members unanimously approved the motion.



Paul Mather requested approval of the Final 2010-2013 Statewide Transportation Improvement Program (STIP) and updates to project criteria summary reports. (*Background materials in General Files, Salem*)

Commissioner Brown moved to approve the final 2010-2013 STIP and updates to project criteria summary reports. Commission members unanimously approved the motion.



The Commission received an informational update on the status of the Freight Plan development effort and provided feedback related to the development of the freight plan strategies. (*Background materials in General Files, Salem*)

Freight Plan Steering Committee Chair Commissioner Lohman introduced this item. The steering committee is composed of fifteen people including representatives from Area Commissions on Transportation, Metropolitan Planning Organizations, shippers, railroads, the trucking industry, freight dependant industries, AAA, the Bike Association, and local and regional jurisdiction partners.

Commissioner Lohman introduced Interim Transportation Development Administrator Barbara Fraser and ODOT Freight Mobility Manager Michael Bufalino who gave a PowerPoint presentation that gave an overview of the strategies of the Freight Plan.

Highlights of the presentation:

- Establish a “Strategic Freight System”
- Multimodal corridor development
- Constraints, congestion, unreliability
- Over-sized and over-weight loads
- Freight funding



The Commission received an informational semiannual report from Public Transit Administrator Michael Ward on the Portland Streetcar Fund project, developed in accordance with House Bill 5036 passed during the 2007 Legislative Session. *(Background materials in General Files, Salem)*

Michael Ward introduced Oregon Streetcar Fund project representatives Rick Gustafson and Carter MacNichol from Sheils Obletz Johansen Inc., Chandra Brown from Oregon Iron Works, and Greg Jones from the City of Portland.

Rick Gustafson said the last streetcar made in the United States was built in 1952. With the start of Portland’s streetcar program, there was difficulty finding a streetcar that was small enough, and short enough, to operated efficiently on the street. A car was finally purchased from the Czech Republic. Shortly thereafter, Portland General Electric proposed having streetcars manufactured in the United States. Oregon Iron Works stepped forward, and with funds from the reauthorization bill of 2005, funds were earmarked to support the production of a domestically manufactured demonstration streetcar. United Streetcar has emerged from this effort, and has been successful in obtaining commitments from Portland and Tucson, with orders projected from Seattle, Cincinnati, and Washington, D.C. by the end of the year.

United Streetcar President Chandra Brown talked about the public/private partnerships that have made this endeavor a success.



Region 1 Manager Jason Tell requested approval to amend the 2008-2011 Statewide Transportation Improvement Program to add a Type A Immediate Opportunity Fund (IOF) request in the amount of \$1,000,000 to help fund transportation improvements and expand business capabilities of the Oregon Iron Works Company in Clackamas County. *(Background materials in general files, Salem)*

Commissioner Lohman moved to approve the amendment to the STIP. Commission members unanimously approved the motion.



The Commission received an informational presentation and participated in a discussion with the Public Transit Advisory Committee (PTAC). (*Background material in General Files, Salem*)

Public Transit Administrator Michael Ward introduced PTAC Chair Terry Parker and PTAC members Mary Jo Carpenter from the Oregon Transit Association, and Roxanne Rolls from the Transportation Option Group of Oregon (TOGO), and Salem-Keizer Transit.

PTAC Chair Terry Parker introduced PTAC members and gave a brief overview of PTAC and who it serves.

Mary Jo Carpenter spoke on rural transit issues.

Roxanne Rolls spoke on the use of flex funds to sustain special transportation.



The Commission considered approving items on the Consent Calendar. (*Background materials in general files, Salem*)

1. Approve minutes of the August 25, 2010, meeting in Hermiston.
2. Confirm the next two Commission meeting dates:
 - Tuesday and Wednesday, October 19-20, 2010, annual workshop and meeting in Bend.
 - Tuesday, November 9, 2010, in Keizer
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 734-030-0005, 0010, 0015, 0020 relating to rest areas.
 - b. Repeal of 734-059-0005 and 734-060-0005, 0015, 0020, 0025, 0030, 0035, 0040, 0045, 0050 relating to the outdoor advertising sign program.
 - c. Amendment of 734-059-0200 and the adoption of 734-059-0220, 734-063-0010 relating to the outdoor advertising sign program.
 - d. Amendment of 735-060-0000 through 0130 relating to CDL third-party testing system.
 - e. Amendment of 735-062-0120 relating to standards for issuance of a driver license without a photograph.
 - f. Amendment of 735-070-0160 relating to restoration of driving privileges for habitual offenders.

5. Approve a request to increase the project authorization for Interstate 5: Seven Oaks Interchange in the amount of \$1,436,083 in Jackson County. This will change the project authorization from \$27,881,942 to \$29,318,025.
6. Approve a request to amend the 2008-2011 Statewide Transportation Improvement Program to cancel the Oregon Transportation Investment Act III Freight/Jobs/Industrial Access NE Cornfoot Air Cargo Access Improvements project in Multnomah County. The total estimated cost savings is \$507,000.
7. Approve a request to amend the 2008-2100 Statewide Transportation Improvement Program to add a newly awarded Transportation Community and System Preservation Project on Oregon 70: Bonanza Safe Walk Project in Klamath County. The total estimated project cost is \$385,945.
8. Approve a request to appear at the September - October 2010 meeting of the Legislative Emergency Board to apply, receive and expend a federal grant offered by the U.S. Department of Transportation. An increase of \$300,000 in federal funds limitation is needed for the Highway Division.
9. Request formal approval of the \$500,000 Type A Immediate Opportunity Fund (IOF) grant to the City of Wilsonville as the city worked to enhance its economy through transportation improvements needed for the expansion of the Coca-Cola Enterprise Facility. This IOF was initially approved in 2007 on the condition that the grant funds would be awarded when the funds were needed for construction.
10. Approve a request to amend the 2008-2011 Statewide Transportation Improvement Program to add a Federal Transit Administration funded project for the Bend Transit District. Total estimated project cost is \$1,408,182.

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

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Public Comments: None

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Chair Achterman adjourned the meeting at 2:59 pm.

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Gail Achterman, Chairman

Not present

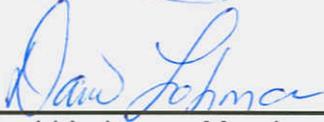
Michael Nelson, Vice Chair



Mary Olson, Member



Alan Brown, Member



David Lohman, Member



Roxanne Van Hess, Commission Support