



Oregon

John A. Kitzhaber, MD, Governor

Department of Transportation

Office of the Director
1158 Chemeketa St. NE
Salem, OR 97301-2528

DATE: December 2011

TO: Oregon Transportation Commission

FROM: Matthew L. Garrett
Director

SUBJECT: **Agenda H** – Discussion of 2012-2013 OTC Work Plan

Requested Action:

Continue discussion of the 2012-2013 Oregon Transportation Commission (OTC) Work Plan.

Background:

In September 2011, the OTC received a status report on the 2010-2011 OTC Work Plan. In October 2011, the OTC heard presentations on Future Trends that could affect departments of transportation and from the former PennDOT director about some of its initiatives around Pennsylvania's livability initiative and changes make due to financial constraints. Staff presented the financial issues facing the agency, as well as the conditions of a number of the state's transportation assets.

Based on that discussion, staff developed the draft 2012-2013 OTC Work Plan for the commission's November meeting. The Area Commission on Transportations (ACT) and ODOT Advisory Committee Chair members who attended also received a copy. Attached are the flip chart notes from the November meeting and the draft 2012-2013 OTC Work Plan. This agenda item continues discussion on the OTC Work Plan.

Attachments:

- Discussion Draft OTC 2012 / 2013 Work Plan - November 2011
- Flip Chart Information from November discussion with ACT and Advisory Committee Chairs

Copies (w/attachments) to:

Jerri Bohard
Executive Staff

Joan Plank
Region Managers

Patrick Cooney

Clyde Saiki



**Discussion Draft
OTC 2012 / 2013 Work Plan
November 2011**



For discussion at the November 2011 OTC Meeting

Table of Contents

Introduction	3
I. Work Plan Items	4-5
Policy Development	
Transportation Funding for the Future	
Funding Allocation Priorities for 2015-2108	
OTP Implementation	
Strategic Projects and Programs	
High Speed Rail Analysis	
OSTI - Statewide Transportation Strategy	
Fiduciary Responsibilities	
None Identified	
Partner and Stakeholder Relationships	
Expand and Enhance Partnerships	
Policy Analysis of Governance Issues	
II. Monitoring Items	6-7
Policy Development	
Least Cost Planning	
Rail Plan	
Strategic Projects and Programs	
Columbia River Crossing	
Multi-Modal Transportation System Management	
Revisions to the OHP Mobility Standards	
Innovative Pilot Projects	
Operations Innovation and Demonstration Program	
<i>ConnectOregon</i> IV	
Fiduciary Responsibilities	
Assessment of Large DSTIP and STIP Projects	
Partner and Stakeholder Relationships	
Strategic Communications	
III. Ongoing Work	8
Policy Development	
Strategic Projects and Programs	
Fiduciary Responsibilities	
Partner and Stakeholder Relationships	
Relationship of Work Plan to OTP Goals and Governor's Principles	9

Introduction

This work plan is the culmination of OTC discussions between October 2011 and _____. The plan is organized according to OTC Roles and Responsibilities:

- Policy Development
- Strategic Planning
- Strategic Projects and Programs
- Fiduciary Responsibilities
- Partner and Stakeholder Relationships

The primary drivers of this work plan are the above roles and responsibilities, the Oregon Transportation Plan, the Governor's message to the OTC in August 2011, and OTC priorities discussed at the 2011 OTC Workshop.

- Oregon Statutes provide the foundation of the OTC Roles and Responsibilities.
- The OTP, the 25-year plan for the entirety of Oregon's transportation system, requires continuous attention to ensure its successful implementation.
- The Governor's six principles are from his speech to the OTC in August 2011.
 1. Have the right group of people at the table at the beginning of the process to define the problem and solution together
 2. Determine who is best positioned to manage/own facilities
 3. Create programs that invest in the transportation system and meet a multitude of community objectives
 4. Move us closer to a sustainable, safe, lower carbon, multi-modal system
 5. Maximize benefit for the least cost under limited resources
 6. Move us closer to a transportation funding mechanism for the future
- OTC Commissioners identified the following thematic priorities during their workshop discussions.
 - a) achieving a multi-modal system
 - b) integrating 'health' into transportation discussions
 - c) implementing technology solutions
 - d) being innovative
 - e) developing sustainable funding mechanisms
 - f) solving inter-governmental transportation system problems

While the work plan focuses on the current biennium, consideration of long-term issues, incipient technologies and future challenges are an ongoing priority for the OTC

Work Plan efforts are divided into three primary categories:

- I. OTC Work Plan Items - work that requires OTC involvement in the current biennium.
- II. Monitoring Items - work developed by staff and provided to the OTC for oversight.
- III. Ongoing Work - ongoing, or recurring, work.

Also included in the plan is a chart showing the relationships of the work items and monitoring items to each of the OTP Goals and the Governor's principles.

I. OTC Work Plan Items

Categorized by OTC Roles and Responsibilities

Policy Development

Policies encompassing federal and statewide transportation policy; department planning and operations; and legislative affairs.

Transportation Funding for the Future

Current transportation funding streams and mechanisms are insufficient to support a sustainable multi-modal transportation system. To move forward in achieving improved, sustainable funding mechanisms, policy direction is needed.

Road User Fee Initiative

The Road User Fee Task Force was established by the 2001 Oregon Legislative Assembly. Its mission: To develop a revenue collection design that is funded through user pay methods, acceptable and visible to the public, that ensures a flow of revenue sufficient to annually maintain, preserve and improve Oregon's state, county and city highway and road system. The Road User Fee initiative is part of the larger policy discussion of addressing transportation funding. Two OTC commissioners are required to serve on this task force. The Commissioners currently serving are Mary Olson and Tammy Baney. The 2011 Legislature passed HB 2138, which made changes to the RUFTF legislation.

To view the House Bill: www.leg.state.or.us/11req/measpdf/hb2100.dir/hb2138.en.pdf

Funding Allocation Priorities for the 2015-2018 Timeframe

Provide guidance on investing federal and state funds in Oregon's transportation system. The importance of having funding allocation discussions for this timeframe is driven by development of the four-year Statewide Transportation Improvement Program (STIP). In order to determine priorities system-wide, the discussions need to take place prior to OTC approval of STIP program goals and funding allocations in November 2012. The OTC is scheduled to approve the STIP project eligibility criteria and prioritization factors in June 2012. The 2015-2018 STIP is scheduled for final approval by the OTC in August 2014.

<http://www.oregon.gov/ODOT/HWY/STIP/>

OTP Implementation

The agency will develop a strategic framework to implement the OTP. This framework, while identifying strategies and actions to accomplish the OTP goals, will address the OTC priorities of: a) achieving a multi-modal system b) incorporating 'health' into the transportation equation c) implementing technology solutions and d) being innovative. The OTC, on a recurring basis, will; review progress toward achieving each of the seven OTP goals. In addition, provide guidance on direction and priorities of implementation.

Strategic Projects and Programs

Specific initiatives or work items targeted at long-term transportation improvements or advancements. Direct involvement and briefing on major projects, programs, or issues.

High Speed Rail Analysis

ODOT has begun the process of studying options for high speed intercity passenger rail service between Eugene and Portland. The Oregon Passenger Rail Leadership Council, appointed by the Governor, will guide the project. www.oregon.gov/ODOT/RAIL/Passenger_Rail.shtml

Oregon Sustainable Transportation Initiative (OSTI) - Statewide Transportation Strategy
SB1059 from the 2009 Legislature requires the OTC to adopt a Statewide Transportation Strategy to Reduce Greenhouse Gas Emissions in the Transportation Sector. The strategy is to aid in achieving the greenhouse gas emissions reduction goals set forth in ORS 468A.205. The draft strategy for public review is anticipated in March 2012, with OTC adoption in June 2012.
<http://www.oregon.gov/ODOT/TD/OSTI/>

Fiduciary Responsibilities

Financial oversight of fiscal activities related to the financing and managing of transportation systems, including budget development, resource allocations, bond issuance, and financial audits.

None Identified

Partner and Stakeholder Relationships

Develop and support contacts and relationships to plan, problem solve and advocate for Oregon transportation.

Expand and Enhance Partnerships

The OTC and ODOT will work with ACTs and other advisory committees to assess opportunities to enhance or expand existing partnerships. Given the continued state of the economy and the federal and state transportation funding picture, it is important to include all appropriate stakeholders in Oregon's critical transportation policy and infrastructure issues.

Policy Analysis of Governance Issues

The OTC in collaboration with existing and expanded stakeholder and advisory groups will play a critical role in developing a system approach to achieving the OTP goals and managing Oregon's transportation system.

II. Monitoring Items

Categorized by OTC Roles and Responsibilities

Policy Development

Least Cost Planning

HB 2001, Sections 6 and 7, direct ODOT to develop a least cost planning (LCP) model for use in decision making in cooperation with local governments and Metropolitan Planning Organizations. The OTC sets the policy direction for LCP effort with assistance from the STIP Stakeholder Committee. It is anticipated that a beta tool will be ready for testing by Aug. 2012.

www.oregon.gov/ODOT/TD/TP/LCP.shtml

Rail Plan

The Oregon Rail Plan, a modal plan linked to the Oregon Transportation Plan (OTP), is scheduled for completion in 2013.

Strategic Projects and Programs

Columbia River Crossing

The Columbia River Crossing (CRC) project is a long-term, comprehensive solution to address safety and congestion problems on I-5 between Portland, Oregon and Vancouver, Washington. The Oregon and Washington transportation departments will replace the I-5 bridge, extend light rail to Vancouver, improve closely-spaced interchanges and enhance pedestrian and bicycle pathways. www.columbiarivercrossing.org/Default.aspx

Multi-Modal Transportation System Management

Management includes funding, planning, delivering, operating and maintaining Oregon's transportation system. Active Transportation Section. An organizational change was made that created a new Active Transportation Section within the Transportation Development Division. The purpose of this change is to integrate programs and funding sources to support the selection and delivery of projects that are multidimensional transportation projects, providing complete transportation solutions for communities and taking advantage of the unique features of each program and funding source.

Revisions to the OHP Mobility Standards

The Commission will take action on the revised OHP mobility standards at their December meeting to address the requirements of Senate Bill 795. The OTC will continue to monitor the applicator of the new guidelines to make sure they are striking the right balance in practice between economic development and mobility. www.oregon.gov/ODOT/TD/TP/OHP2011.shtml

Innovative Pilot Projects

Investigate and implement innovative pilot projects to determine applicability to the larger transportation system. With the decreasing cost of technology solutions, such an approach can provide timely feedback to the OTC and the agency. Successful projects also provide an opportunity for the general public to better understand transportation system challenges and the solutions being explored and implemented. Innovative Project Team ODOT is exploring the concept of an agency 'skunk works' group to investigate innovative, scalable solutions to transportation system issues.

Operations Innovation and Demonstration Program

In October 2008, the OTC approved eight projects to receive funding through the Operations Innovation and Demonstration Program. The program includes \$8 million for projects that demonstrate the ability to reduce congestion or improve freight mobility. Two projects were added to the Program that received funding from other sources. The majority of the projects has been completed and before and after data has been collected. Evaluations are underway and it is anticipated an update to the OTC will occur in the spring of 2012.

www.oregon.gov/ODOT/HWY/ITS/its_news_events.shtml#Innovative_Operations_Funding

ConnectOregon IV

The 2011 Legislature passed ConnectOregon IV (HB5036, Section 20) in authorizing the \$40 million program. OTC approval of ConnectOregon IV project list is scheduled for August 2012.

www.shiba.oregon.gov/ODOT/COMM/CO/index.shtml

Fiduciary Responsibilities

Assessment of Large DSTIP and STIP Projects

ODOT staff will develop a summary report on the resources being put toward development of large projects with the availability of construction funds being in serious doubt.

Partner and Stakeholder Relationships

Strategic Communications

The challenges and opportunities facing Oregon's transportation system, its owners, its stakeholders and consumers, are complex and far-reaching. Communicating with the state's residents on the complicated realities, and possible changes, is as challenging as it is important. The agency and the OTC will work to ensure that the transportation story is told, and told well.

III. Ongoing Commission Responsibilities

Categorized by OTC Roles and Responsibilities

Policy Development

Policies encompassing federal and statewide transportation policy; department planning and operations; and legislative affairs.

Potential Agenda Items:

- Amendments to OTP / Modal plans to address mobility, access management, tolling
- Driver license issuance policies
- Federal Authorization Implementation – provide guidance on authorization issues

Strategic Projects and Programs

Specific initiatives or work items targeted at long-term transportation improvements or advancements. Direct involvement and briefing on major projects, programs or issues.

Potential Agenda Items:

- Approval of various Facility Plans (Interchange Area Management Plans, Refinement Plans) from around the state
- Efforts that implement the Oregon Freight Plan
- Approval of Legislative Concepts prior to next session
- Oregon Administrative Rule approvals for all Divisions (Motor Carrier Transportation, Driver and Motor Vehicle, Transportation Safety, Highway, Public Transit, Rail, Transportation Development, Central Services)
- Safety Plan and Safety Annual Report
- STIP criteria approval and STIP Program Levels
- Flex Funds Advisory Committee recommendations
- Transportation Enhancement project recommendations
- Motor Carrier Transportation TRUE (Truck Road Use Electronics) project
- DMV's Annual Report on Legal Presence
- Motor Carrier Transportation 2012 Flat Fee Study

Fiduciary Responsibilities

Financial oversight of fiscal activities related to the financing and managing of transportation systems, including budget development, resource allocations, bond issuance and financial audits.

Potential Agenda Items:

- Monitoring of overall budget and approval of Agency Request Budget
- Approve transit grants to rural public transportation providers
- Bond sale authorizations
- Funding allocations
- Approve and monitor special funding packages – such as the Tiger applications
- STIP adoption and amendments
- Audits

Partner and Stakeholder Relationships

Develop and support contacts and relationships to plan, problem solve and advocate for Oregon transportation. Act as a sounding board for the ODOT Director.

Potential Agenda Items

- Meeting with an ACT during “on the road” commission meetings
- ACT Charter approvals take place on a biennial basis
- Inviting various advisory committees for discussions with OTC during Commission meetings

OTC 2012-2013 Work Plan Relationships

Relationship of OTC 2012-2013 Work Plan to OTP Goals and the Governor's Principles

	OTP Goals						Governor's Principles					
	Mobility & Accessibility	Management of System	Economic Vitality	Sustainability	Safety & Security	Funding Transp. System	Coord., Comm. & Coop.	right people at the table	best positioned to own	invest in system & communities	sustainable safe, low carbon, mm system	max benefit for least cost
OTC Work Plan Items												
Transportation Funding for the Future						✓						✓
Funding Allocation Priorities	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	
OTP Implementation	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓
High Speed Rail Analysis	✓	✓	✓	✓	✓		✓	✓	✓	✓		
OSTI–Statewide Transportation Strategy				✓			✓	✓		✓		
Expand and Enhance Partnerships							✓	✓	✓	✓		
Policy Analysis of Governance Issues							✓	✓				
OTC Monitoring Items												
Least Cost Planning	✓	✓	✓	✓								
Rail Plan	✓	✓	✓	✓			✓	✓		✓		
Columbia River Crossing	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓
Multi-Modal Transportation System Management	✓	✓	✓	✓	✓			✓		✓	✓	
Revisions to the OHP Mobility Standards	✓	✓					✓					
Innovative Pilot Projects		✓									✓	
Operations Innovation and Demonstration Program	✓	✓	✓	✓	✓					✓	✓	
ConnectOregon IV	✓		✓			✓		✓	✓	✓	✓	
Assessment of Large DSTIP and STIP Projects		✓							✓	✓	✓	✓
Strategic Communications							✓	✓				

November 16, 2011 OTC Meeting
Discussion with Area Commissions on Transportation (ACT) and
ODOT Advisory Committee Chairs

Commissioner Lohman's Proposition for the Discussion

In addition to responding to the four questions in the memo sent in advance, as well as the Current Realities presentation, provide your thoughts on two priorities:

- 1) Take maximum feasible advantage of non-auto modes, new technologies, and efficient utilization of existing infrastructure.
- 2) Refine and advocate for funding mechanisms – sustainable and flexible.

Roundtable Discussion Flip Chart Notes

- Public Respect (*keep/build on public respect of ODOT*)
- Role of the agency
- Land use / Neighborhoods
- Studded tires
- Opportunity for culture change
- Role of ACTs
- Least Cost Planning (LCP)
- Set the table for a different future.
- Beyond funding
- Multi-Modal
- Leverage: health, livability, economy, ...
- Project “case managers”
- Various agency silos (*ODOT, DLCD, ODOE, ODFW, etc.*)
- Seamless system (*regardless of city, county, regional, state, national*)
- Streamlining
- De-federalize and de-state funds
- Tighter agreements for jurisdictional transfers
- Rural public transit
- Transportation is a basic government service
- Flexibility in engineering
- Must preserve the system
- Cutting staff won't free up enough funds to make a difference
- Prioritizing mod projects not a 'full time' job for the ACTs
- Infrastructure of public transit
- Silos in public transit
- Brokerages to fill empty seats – it is a business model and technology can assist
- End competitive nature between advisory committees
- More alternative transportation folks on ACTs
- Support the growth occurring with non-motor transportation
- Re-define “trails”
- Triage mode
- Rails-to-trails
- Inform and educate the public
- Earthquake: preparation; response
- Doing government differently with more people (*external stakeholders, partners*)

- Travel shed challenges (*between ACT boundaries*)
- ACTs working together – regional solutions
- Traffic growth
- Successful design/build
- Citizens A B safely
- Freight to destinations
- Economic impacts
- *Connect*Oregon and market access
- Public transit important for economy – getting workers to their jobs
- System focus – leverage benefits across modes
- ACT access to multi-disciplinary teams
- Freight mobility staff out into the field
- Cross-ACT collaboration
- ACT input beyond Modernization is important
- Long term infrastructure plan
- Focus on economic needs
- LCP – measures – spending dollars wisely
- Enhance roles of ACTs and Advisory Committees
- More innovative
- Opportunity to improve processes
- ACTs involved earlier
- Projects grow later in process due to regulations
- Others involved earlier
- Support business
- Importance of Interstate 5; look at double-tracking between Portland and Eugene
- Rail congestion
- Look at the system
- ACT prioritization of project and modernization could work with others
- Meet business needs of getting goods to market
- Identify stakeholders
- Look to more groups as partners to provide input and dollars
- IAMP challenges – more flexibility (*beyond “that’s how we do it”*)
- All need to educate others regarding the funding issues
- “safety” always involved
- ACTs help identify biggest bang for the buck
- Cross-ACT collaboration
- Capital plan to address bottlenecks (Legislature)
- Develop partnerships to do public information and education - including ODOT
- Support approved comprehensive plans (TPR update) = supports economic development
- ACTs reach out to local jurisdictions
- Recognize time value of money and impacts - ACTs can help
- Need to be ready for influx of money (*have some projects ready to go*)
- Expand definition of “tourism related”
- Health as part of the transportation conversation (incl. lost \$)
- Historic Columbia River Highway & tourism – complete the project