

OREGON TRANSPORTATION COMMISSION

**Minutes of the Regular Monthly Meeting
December 12, 2007
Salem**

On Wednesday, December 12, 2007, 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	Transp. Development Administrator Jerri Bohard
Vice Chair Michael Nelson	Region 1 Manager Jason Tell
Commissioner Janice Wilson	Region 2 Manager Jeff Scheick
Director Matthew Garrett	Region 3 Manager Paul Mather
Chief of Staff Joan Plank	Region 4 Manager Bob Bryant
Deputy Director for Highways Doug Tindall	Region 5 Manager Monte Grove
Deputy Director for Central Services Lorna Youngs	Commission Assistant Kim Jordan
Communications Administrator Patrick Cooney	

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

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Director's report highlights:

Director Garrett attended the Sixth Annual Oregon Leadership Summit on December 3rd in Portland. In his opening remarks, Governor Kulongoski validated and reaffirmed that transportation is a priority for the 2009 Legislative Session. Director Garrett is optimistic that by the time the 2009 legislative session ends, we will have a viable investment strategy.

The afternoon of December 3rd, Mother Nature let loose with a big storm. The wind began near Bay City and moved up the coast snapping timber much like toothpicks. The wind was followed by significant rainfall amounts as it moved through Clatsop and Columbia Counties. Power outages completely isolated Clatsop County. Rivers overflowed, flooding Vernonia, with four to five feet of water in its downtown area. ODOT continues to shine in its initial response. We partnered with the Oregon Military Department the night of December 3rd, and cut our way through to the folks who were isolated.

We have a significant problem on Highway 47 and it carried over with timbers spewed across Highway 6. It then became a timber operation to remove the downed trees and

those leaning over the highways. We partnered with the Oregon Parks and Recreation Department in this effort.

We are working on the Black Bridge near Highway 101 on Highway 26, which is scoured and the footings on one side are damaged. The highway is open, with ODOT crews providing flagging.

A section of Highway 34 east of Waldport washed away. Crews are working to reopen the highway.

In Douglas County, a rock the size of a house fell onto Highway 38 west of Elkton. In less than 24 hours, that major corridor was reopened.

Director Garrett expressed sincere gratitude to the agency's maintenance crews. He is very proud to be a part of this department.

We partnered with the Federal Highway Administration, Federal Emergency Management Association, Department of Corrections, Department of Human Services and many others on the recovery efforts. FEMA and FHWA will provide financial assistance to help restore our infrastructure.

PacificCorp worked very quickly and hard to restore communications. They also bought food for those who stayed at Camp Rilea, as did Safeway, Home Depot and Costco.

The Commission thanked ODOT's employees for their heroic efforts during this storm event and for what they do everyday. Its members hope that we can do something special for all the employees involved to acknowledge the extraordinary time and effort they have put in for Oregonians.



The Commission received an update on the Metro Regional Transportation Plan. *(Background material in General Files, Salem.)*

Metro Councilor Rex Burkholder provided an overview of the Metro area RTP update underway. On December 13, the Joint Policy Advisory Committee on Transportation and Metro Council are both scheduled to consider the federal component of the Regional Transportation Plan. To meet federal requirements, an update of the RTP is done every four years. If the federal component is approved by JPACT and Metro Council, the next step is to look into how it complies with the state requirements, which are quite different from the federal requirements.

Issues the RTP must consider are the fiscal constraints (fewer fuel tax dollars and cost increases), climate change and energy supply, and the population growth rate.

Two objectives in the RTP that continue to need discussion and resolution are value pricing and regional transportation system definition, funding responsibilities and establishing priorities.

Two recommendations have moved forward in regard to value pricing. One is to use value pricing as a management tool and promote it. Another is to consider a broader application of value pricing as a potential management tool.

Everything is important to the regional transportation system, right down to residential streets. It is difficult to set priorities for where money should be spent and who should spend that money. Many local jurisdictions are looking at their own gas taxes, registration fees and utility fees to cope with the fiscal crisis.

The challenge of how to ensure mobility in the corridors, most of which are ODOT facilities, remains. Value pricing is one potential management tool.

Climate change will have a major impact on funding for transportation expansion and capacity. The RTP will look at appropriate ways to plan for that.

The RTP will include where strategic investments should be made that will get the most results for the investment. Investment is needed in the specific areas where freight goes.

The RTP must comply with the Transportation Planning Rule and the Oregon Highway Plan. It needs to be consistent with the Oregon Transportation Plan. There may need to be changes to the OHP and the TPR to reflect the new realities.

Region 1 Manager Jason Tell recognizes that updating a regional transportation plan is an extremely difficult task. His role in the process is to bring the state perspective to the table. This regional plan needs to fit into the state goals and relate to the other regions of the state. Portland is truly a hub for the entire state, economically and for moving people.

The most recent draft of the RTP includes mobility standards which brings it into compliance with the OHP standard. The RTP refers to a congestion management plan or system. It is not clear what that means and how it will address congestion issues.

In the most recent draft, economic competitiveness has been downgraded as a priority. Mr. Tell said that this an issue that is incredibly important and will need to be addressed.

In the last year or so, the Commission adopted policies on tolling. This will help the agency to gain public understanding and determine the types of tolling it will use and where tolling will be used.

ODOT would like the RTP language changed to consider value pricing rather than to promote it. To promote it assumes that value pricing or congestion pricing will fit and

work. It depends on the application. We need to allow the OTC to help determine which applications make the most sense, and where we know it will work and have support.

The Portland region is competing within the state, nationwide and internationally in the economic realm, and it is also competing for funding. When the RTP process is complete, the document must meet all the state and federal rules. Equally important is that it must be supported by everyone in the region.

The Commission thanked Councilor Burkholder for separating the federal and state requirements. The federal requirements had very specific timelines and those timelines didn't allow the kind of dialog needed on the issues Mr. Tell spoke about. The Commission agrees with the background information provided for this agenda item. The RTP must fit with the statewide transportation system. JPACT must thoroughly and thoughtfully discuss the issues. This process needs to get regional consensus. With thoughtful discussion and understanding, even though people may not always agree, they will understand.

The Commission noted that it took its members and ODOT staff too much time to locate the comments they made in the draft because any revisions to the document were not visibly tracked. The Commission is delighted that Metro provided a "strikethrough" copy. It is important to be transparent. People must feel they were heard and understood.

Mobility standards are absolutely critical. There have been discussions to see if, in the future, mobility standards could be changed. The Commission is open to that and to working in partnership to make sure it meets all of our needs.

In the past, Metro has done an outstanding job in the Portland region in the areas of public transit, pedestrian access and bicycles. More work is needed in the areas of economic competitiveness, freight mobility and the movement of goods and services. These areas are priorities for the Commission. The language must not be watered down.

The Commission will give attention to the criteria used in funding proposals. The Twenty-nine priorities currently in the draft RTP are too many. JPACT will have to do the difficult work to reduce the number of priorities. We all must look more strategically.

The Commission agrees with the comments Mr. Tell made on value pricing. There must be enough time in the process to have the important, in-depth discussions on these issues so we not only educate ourselves, but also educate the public about the needs and complexities of the issues that need to be solved.

The Commission is confident that by extending the time frame for the state portion that there will be opportunities for discussions about the important issues. When the RTP comes back to the Commission, it must be in agreement with the state plan.

The Commission appreciates the time Councilor Burkholder committed to attending its meeting and looks forward to working with Metro on the complex issues.



Public comments were received from:

Sharon Nasset, Portland, commented on a concept called the “port to port connection,” which was removed from further study for the Columbia River Crossing project. The “port to port connection” would connect industrial areas and would build a structure outside the I-5 corridor, the bridge influence area and the project area. She opposed the removal of this concept and wants the project team to study the concept. She is also concerned about the lack of participation by the ports.

The Commission thanked Ms. Nasset for her comments. It recognizes that the CRC is a major issue facing the agency and Commission. The Governor also recognizes its importance to the state.



The Commission received the monthly status report on the Statewide Transportation Improvement Program, Oregon Transportation Investment Acts of 2001, 2002 and 2003, OTIA III State Bridge Delivery Program and *ConnectOregon* Program. (*Background material in General Files, Salem.*)

Major Projects Branch Manager Tom Lauer noted that the OTIA I and II programs are on track for completion by the end of 2008. The OTIA III modernization program is also continuing according to plan and is scheduled for completion in 2012.

The OTIA III Bridge Program is moving forward, generally on plan. Issues on Columbia River Gorge projects continue to be worked out. The projects are expected to be completed within the goals of the program.

The American Public Works Association presented ODOT with its 2007 Diversity Exemplary Practices Award, recognizing ODOT’s Workforce Development Plan. The agency continues to maintain dialog with the construction industry and workforce alliance partners on how to improve and enhance that program.

Marty Andersen, program manager for the *ConnectOregon* program, noted that letters were sent to participants in September, and a major update of the program was done to make sure all projects are on track. Except for two projects that will be cancelled, the program is moving forward on schedule.



The Commission received a report on the Tourism/Transportation Task Force *Oregon Strategic Rest Area Plan*. (*Background material in General Files, Salem.*)

Travel Information Council Executive Director Cheryl Gribskov noted that the Rest Area Plan is just one of the projects the task force has completed. The plan was done at the request of former Federal Highway Administration Division Administrator David Cox to find ideas to bring Oregon's rest areas up to speed, find a dedicated funding source that is not part of the highway fund and could reduce the burden on ODOT personnel.

Its goal is to gather a foundational assessment on rest area conditions and to bring the OTC some initial recommendations. One challenge still facing the task force is gathering good data on deferred maintenance costs and capital upgrade costs to present a budget to address the financial needs.

Oregon Tourism Commission Executive Director Todd Davidson shared the findings and key recommendations from the report. The challenges include crime, safety, old systems and deferred maintenance, and truck parking. There are opportunities for public-private partnerships and increased program base to enhance revenue.

The recommended action plan is to gather stakeholders and Transportation/Tourism Task Force members in a facilitated meeting to set direction. The group welcomes the attendance of an OTC member to provide the ODOT vision at that meeting. The action plan resulting from the meeting should potentially include pursuing the viability of local jurisdictional partnerships which would alleviate the burden on ODOT's system through sharing the maintenance of rest areas.

The action plan will also pursue the viability of establishing the "Oasis Program" in areas where a business is located on a convenient interchange, which could enhance visitor safety and promote more economic development opportunities.

The task force wants to use recommendations from other surveyed states and establish a program that provides optimal safety to visitors in all publicly maintained rest areas. It also wants to use recommendations from the Oregon Trucking Associations and other states to establish a program that provides optimal capacity for truck parking for truckers to garner needed rest breaks safely.

It wants to use the models that were provided by other states to establish a statewide design and criteria for optimal visitor services, and identify the rest areas where visitor services can and should be enhanced. This includes facility design and appropriate agency ownership.

Ultimately, it wants to create a rest area strategic action plan that identifies a funding mechanism that does not impact the highway fund, but creates a dedicated funding source that would be defensible during the 2009 legislative session.

This action plan will be developed by the membership of the Transportation and Tourism Task Force and administered by the Oregon Travel Information Council. ODOT personnel are not expected to be significantly involved. However, the task force would

like one ODOT employee to serve as an information and referral guide to help identify the costs per rest area for deferred maintenance and the required level of investment to upgrade an optimally maintain the rest areas for the next 50 years.

Ms. Gribskov presented a letter of thanks from Governor Kulongoski to Director Garrett regarding the Oregon Winter Driving Guide produced by the task force with help from the American Automobile Association, Les Schwab Tires, tourism industry, ODOT, Travel Information Council and Travel Oregon. Ms. Gribskov thanked Patrick Cooney and Shelley Snow of ODOT's Communications Division, and Troy Costales and Ann Holder of the Transportation Safety Division for their assistance.

The Commission thanked Ms. Gribskov and Mr. Davidson for providing this timely and excellent report. It also thanked the ODOT staff who have dedicated countless hours to working on the task force, and Sharyl Parker, with the Oregon Travel Information Council, for everything she does on behalf of the task force.

For ODOT staff, it will be important, particularly if we want to work with the new partnership on a meaningful legislative package for the 2009 session, that we pin down the deferred maintenance costs and operations and maintenance costs. The plan will not be effective without the data.

The survey information from the rest area report states that people want traffic information at rest areas. As the strategy is developed, the task force should recognize this is an economic development issue as well as a tourism industry issue. It is also a fundamental safety and congestion management issue. The Commission is very aware of these issues and will keep its eye on agency missions and the correlation of rest areas to the effective and safe operation of the whole system in providing information about congestion, alternative routes and how information is delivered.

Chair Achterman asked ODOT staff to write a letter for her signature to Les Schwab Tires for its participation in the winter driving brochure.



The Commission considered a request to authorize the Oregon Department of Transportation to negotiate a Cooperative Improvement Agreement with the City of Bend and a private developer for the first "phase" (Murphy Road Overcrossing) of the U.S. 97 South Parkway Refinement Plan implementation. (*Background material in General Files, Salem.*)

Commissioner Nelson moved to approve this request. The motion passed unanimously.



The Commission received the Immediate Opportunity Fund Annual Report for State Fiscal Year 2007.

Transportation Development Division Administrator Jerri Bohard noted that the Immediate Opportunity Fund Policy Guidelines require an annual review of the IOF program. Since the Commission last reviewed the program in October 2006, no changes have occurred that significantly affect the program.

If the OTC approves the City of Moro's request for IOF funds at this meeting, the program will have expended slightly more than \$5 million. In fiscal year 2006, the OTC approved about \$1.8 million. Of the \$7 million approved for the biennium, the program will have a balance of about \$1,700.



Region 4 Manager Bob Bryant requested approval of a Type A Immediate Opportunity Fund grant to the City of Moro in the amount of \$632,842 to provide street improvements along 4th Street/Van Gilder Road (Sherman County). (*Background material in General Files, Salem.*)

ODOT and the Oregon Economic and Community Development Department support this request.

The Commission asked that future IOF reports include more background information about the type of business being conducted and reasons for the relocation of the businesses.

Commissioner Wilson moved to approve this request. The motion passed unanimously.



The Commission considered a request to grant the Oregon Department of Transportation Director authority to commit a Type A, \$500,000 Immediate Opportunity Fund grant to the City of Wilsonville to make improvements to the Interstate 5/Wilsonville Road Interchange. (*Background material in General Files, Salem.*)

ODOT, OECDD and the Governor's Economic Revitalization Team support this request.

The \$500,000 will be needed when the interchange at Wilsonville moves forward to construction. The project is included in the 2008-2011 Statewide Transportation Improvement Program. The timing is not such that the funds are needed now. The company will make its decision whether or not to expand its capacity in Wilsonville very soon. The formal grant will happen when it is needed and will be brought to the Commission for its consideration.

Commissioner Wilson moved to grant the Oregon Department of Transportation Director authority to commit a Type A, \$500,000 IOF grant to the City of Wilsonville to make improvements to the I-5 Wilsonville Road Interchange. The OTC supports this request because of the timing. A formal grant approval will come before the OTC when

the funds are needed, timed with the I-5 Wilsonville Road Interchange project in the 2008-2011 STIP. The motion passed unanimously.



Region 1 Manager Jason Tell requested approval of an increase in construction authorization in the amount of \$874,883 on the Oregon 99E: Division Street – Ross Island Bridge (Portland) project. This will change the construction authorization from \$5,860,474 to \$6,735,357. (*Background material in General Files, Salem.*)

Commissioner Wilson moved to approve this request. The motion passed unanimously.



The Commission considered the adoption of the South Medford Interchange Area Management Plan. Adoption of this IAMP implements Policy 3C of the Oregon Highway Plan and is consistent with the IAMP requirements of the department's Access Management Rule (OAR 731-051-0155). (*Background material and PowerPoint presentation in General Files, Salem.*)

Local governments and state agencies reviewed and commented on the IAMP. The City of Medford and the Metropolitan Planning Organization declared that the IAMP is consistent with their plans. Jackson County was notified by letter and telephone, but made no response. The Department of Land Conservation and Development provided suggestions for policy.

Commissioner Nelson moved to approve this request. The motion passed unanimously.



The Commission received a follow-up report on action planned by staff as a result of the April 2007 Dye Management Report: Project Delivery Organizational Assessment. (*Background material and PowerPoint in General Files, Salem.*)

Deputy Director for Highway Doug Tindall said the first review of the project delivery process was conducted by Dye Management in 1999. It made a number of suggestions for potential restructuring. Over the course of the next five years, ODOT implemented those suggestions.

This effort was undertaken in early 2007 and completed in April. ODOT has made presentations before the Legislature and the Commission.

Dye Management found it difficult to determine if agency staffing levels are appropriate because it has so many vacancies. It had a number of suggestions around recruitment and retention that the Department has made part of this work plan and it incorporates with the organization-wide employee survey conducted recently.

Region 3 Manager Paul Mather provided key findings.

1. ODOT has significant business risk due to the difficulties it is facing in recruitment and retaining professional staff at all levels
2. Recruiting and retention challenges require ODOT leadership attention
3. There is a growing compensation gap between ODOT and other governmental agencies and the private sector

Technical Services Manager and Chief Engineer Cathy Nelson discussed the ODOT Highway Division technical/professional recruitment and retention strategy.

- Growing the transportation pool at the middle and high school levels
- Growing the connection to ODOT at the college and ODOT entry levels
- Growing ODOT's future leaders
- Messages to potential and current staff, strategic advertising and outreach, as well as alignment with State of Oregon branding efforts.

ODOT currently outsources 70% of the direct work done in the regions and 25% of the support work done in Technical Services Branch. Ten percent of the total resources in the project delivery business line do program and asset management work. The new business model proposes to outsource 80% of the direct work and 20% of the support work.

To deliver projects on time and within budget, ODOT must have the right people with the right skill sets on the job. The regions are tasked with looking out over the next three to four years at larger projects to determine whether they have the experienced project managers for those more complex projects. At a future meeting, Deputy Director Tindall will show the Commission where the agency's areas of greatest risks are and provide options on how those risks could be addressed.

ODOT has also conducted an in-depth review of the role of its Technical Services Branch. The Dye Management report gave specific recommendation to restructure the role of Technical Services through a business based assessment that involved regions, business lines and technical disciplines. This was done with a review of the branch through the Project Delivery Leadership Team to make determinations of what the role of Technical Services should be and how well it was working for the organization. A survey of 124 decision-makers in project delivery within the regions was conducted.

The role of Technical Services was reestablished and refined. The four components of the role of Technical Services are technical leadership, technical support, direct project delivery support and asset management.

ODOT looks to its professional staff when recruiting for management level positions. Dye Management indicated that the department had a 100% salary overlap between the Professional Engineer 2, the highest level technical position, and the Principal Executive Manager E, which is a position that normally supervises a PE-2. Normally, ODOT looks

to the people in PE-2 positions when hiring a PEM-E. The recent management raises have, for the most part, created the 10 percent gap in salaries the agency needs.

The department has created "talent areas" for all key management positions in the Highway Division. For about the next year, the division will apply the talent areas when recruiting for those positions.

A career path guide was created. Individuals can use the guide to look at their career development. Managers can use it to help coach their employees about the opportunities, skill sets needed, resources, etc.

ODOT will request additional resources for recruitment and retention during the 2009 legislative session. It will also identify areas where the agency is "one-deep" and develop a legislative request for about 50 additional positions. In the event that the legislature does not approve the department's request, regions performed a review of their gap areas and determined alternatives for addressing those gaps.

Deputy Director Tindall has communicated with the Associated General Contractors and the American Council of Engineer Consultants about the need for four or five dozen more positions inside the Highway Division to ensure the department can effectively manage its outsource program. Both associations are very supportive of this concept. ODOT has support from the people it works with and the partners we need in order to deliver successfully for this level of request.

The Commission is pleased to know that ODOT has done the in-depth work in Technical Services and that the work will continue. The quality and creativity of the work is good. The Commission looks forward to hearing more about the issues and solutions.

Ms. Nelson introduced Blake Dye who prepared the publications and recruitment strategy. He has visited many universities on behalf of ODOT's recruitment efforts and developed over 115 relations with different universities. Mr. Dye has done a fabulous job on behalf of ODOT.

Chair Achterman has communicated to representatives from Oregon State University, University of Oregon and Portland State University that she is committed to engaging undergraduates to heighten their interest in and awareness of the opportunities in the transportation field.

The department has had real success on permit streamlining related to the bridge delivery program. It has certain predictions about cost savings that it could achieve. The Commission wants to make sure that as part of the strategy for the 2009 legislative session, there is accountability of the transportation community. An evaluation of the savings ODOT thought it would get, and the savings it did achieve on the permit timelines and costs associated with the bridge program should be done. That evaluation should be combined with lessons learned and best practices that could be translated

into materials to be used by city and county partners. The Commission would like to see follow-up on this.

The Commission wants ODOT to also consider landscape architects and other academic sectors, as well as engineers, as design professionals. ODOT needs teams of people with diverse skill sets.

The Commission thanked Dye Management and ODOT staff for the outstanding report and excellent follow-up work done to date.



The Commission considered the adoption of the Fort Hill Interchange Area Management Plan. Adoption of this IAMP amends the Oregon Highway Plan to include an IAMP for the Salmon River Highway (Oregon 18)/Fort Hill Interchange in Polk County. Adoption also establishes new mobility standards applicable to the interchange that call for better mobility conditions at the interchange than called for by the OHP. *(Background material and PowerPoint presentation in General Files, Salem.)*

Commissioner Wilson moved to approve this request. The motion passed unanimously.



The Commission received the biennial report of the Mid-Willamette Valley Area Commission on Transportation and considered approval of amendments to the MWACT charter. *(Background material in General Files, Salem.)*

MWACT Chair Richard Bjelland noted the proposed amendments to the MWACT charter:

- A representative from Yamhill County Area Transit District will be added to the ACT
- The biennial transportation workshop for legislators and other elected officials will be deleted
- A work topic will be added to inform and educate members of the state legislature and local elected officials on transportation issues generally and specifically to the mid-Willamette Valley area.

ACTs understand local transportation issues and are in a good position to present that information to policy- and decision-makers to address Oregon's transportation needs, such as the financing mechanism needed to get projects to construction.

The Commission thanked Chair Bjelland for his outstanding leadership and for the work MWACT does. MWACT is effective and extremely creative in solving complex problems.

Commissioner Wilson moved to approve the amendments to the MWACT charter. The motion passed unanimously.



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

1. Approve the minutes of the November 14 and 15, 2007, Commission meeting in Canyonville.
2. Confirm the next two Commission meeting dates.
 - Thursday, January 24, 2008, in Salem
Potential agenda items may include:
 - Presentation on the state of the practice in multimodal tradeoff analysis
 - Thursday, February 21, 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.	The amendment of OAR 731-001-0025 removing the email fee for transmission of documents in public records requests.
b.	The temporary amendment of OAR 731-005-0050 relating to bid security requirements in Construction Manager/General Contractor contracts.
c.	The adoption of OAR 734-059-0020 to 0050 relating to the outdoor advertising sign program.
d.	The amendment of OAR 735, divisions 10, 70, 90 and 160 relating to moving Driver and Motor Vehicle Services (DMV) hearings officers to central Office of Administrative Hearings.
e.	The temporary amendment of OAR 735, divisions 24, 32 and 152 relating to vehicle dismantlers.
f.	The adoption of OAR 735-030-0300 to 0330 relating to Low-Emission Vehicle Program Standards.
g.	The amendment of OAR 735-032-0050 relating to the application of vehicle registration fees.
h.	The temporary amendment of OAR 735-040-0040 to 0100 relating to the establishment of Gold Star Family/Veterans Recognition registration plates.
i.	The temporary amendment and renumbering of OAR 735-046-0010 to 0050 relating to the establishment of Congressional Medal of Honor registration plates.
j.	The amendment of OAR 735, divisions 60, 62, 63, 74 and 76 relating to DMV medical programs, including Commercial Driver License qualifications.
k.	The amendment of OAR 735-062-0050 to 0380 and the adoption of 735-062-0390 relating to DMV vision standards.

l.	The amendment of OAR 735-064-0020 and 735-072-0035 relating to offense tables used in the driver improvement program.
m.	The amendment of OAR 735-080-0010 to 0080 relating to disabled person parking permits.

5. Approve a request to appear before the January 2008 interim Joint Committee on Ways and Means to request the following limitation and staffing changes and present requested information.

a.	Increase of \$5,619,682 in Other Funds in the Highway Division Maintenance limitation for the damages caused by winter storms during December 2005, January 2006 and November 2006. The increase in limitation will permit the completion of repairs that were not completed during the 2005-2007 biennium.
b.	Increase of \$13,000,000 in Other Funds in the Highway Division Maintenance limitation. The increase in limitation will implement direction given by the OTC in November 2007 to increase funding for maintaining and preserving the existing infrastructure.
c.	Transfer of \$3,400,000 in Other Funds between the limitation for the Highway Bridge Program and the limitation for Transportation Program Development. The transfer of limitation will redirect funding to the State Bridge Inspection Program that was mistakenly allocated to the Highway Bridge Program.
d.	Increase of \$6,399,999 in Other Funds in the Highway Division Capitol Construction limitation for the Sisters Maintenance Station. The limitation amount will increase the \$1 placeholder included in the department's legislatively approved budget to the amount needed for the construction of a new maintenance station.
e.	Transfer of the Oregon Commercial Drivers License Waiver of Physical Disqualification Program from the Motor Carrier Transportation Division to the Driver and Motor Vehicle Services Division (DMV). The transfer aligns with other proposed actions to consolidate and centralize the processing of other driver medical qualifications at DMV and reduces inefficiencies and confusion caused by having two different department divisions involved in the program.
f.	Increase of \$925,000 in the Transportation Safety Division (TSD) Federal Funds limitation for the new Section 2011 Child Safety and Child Booster Seat Incentive Grant program that provides incentive funding for state child safety seat and child restraint programs. The increase will allow TSD to make expenditures planned for the new federal funds.
g.	Increase of \$6,774,000 in Other Funds limitation for the Rail Division for the Industrial Rail Spur program, the Shortline Railroad Rehabilitation program and for freight rail system upgrades in support of the Amtrak <i>Cascades</i> regional passenger rail service between Eugene and Portland. The increase in limitation will permit completion of projects that were not completed during the 2005-2007 biennium.
h.	Transfer one position from the Highway Division to Central Services Division. The transfer will accomplish a goal established during the 2005-2007 biennium to consolidate procurement staff.

i.	Transfer two positions between the Motor Carrier Transportation Division (MCTD) and Highway Division. One position will be transferred from MCTD to the Highway Division and one position will be transferred from the Highway Division to MCTD. The transfer of positions will better align the position responsibilities and increase communication and support for traveler and freight mobility.
j.	Present ODOT's 2008-2013 Funding Allocation. This action will fulfill the Legislative Fiscal Office request that the department provide the committee with information on funding priorities for the next six years.

6. This item was moved to the agenda as item G-1.
7. Approve an amendment to the 2006-2009 Statewide Transportation Improvement Program to add the Grand Ronde Road Upgrade (Phase 1), Oregon 18 to Oregon 22 project in Polk and Yamhill Counties. The total estimated cost for this project is \$6,535,180.
8. Approve an amendment to the 2006-2009 STIP to add the Interstate 5: South Umpqua Weigh-in-Motion project in Douglas County. The total estimated cost for this project is \$1,578,000.
9. Approve an amendment to the 2006-2009 STIP to add the I-5: Winchester Paving project in Douglas County. The total estimated cost for this project is \$2,030,000.
10. Approve an amendment to the 2006-2009 STIP to add the Ninemile Slough (Airport Road) Bridge local OTIA bridge project in Harney County. The total estimated cost for this project is \$710,000.
11. Approve a request from the Local Agency Bridge Selection Committee to add the Multnomah Channel Bridge (Sauvie Island Road) in Multnomah County. This increase in construction costs is estimated to cost \$3,000,000. This project increase will be funded with Local OTIA III funds that have been returned by local agencies.
12. Approve a request from the Local Agency Bridge Selection Committee to add the following local bridge projects to the OTIA III Local Bridge Program. The projects will be funded with Local OTIA III funds that have been returned by local agencies.

a.	Rhea Creek Bridge (Road Canyon Road) in Morrow County. The total estimated cost for this project is \$386,000.
b.	McKay Creek Bridge (SW Quinney Avenue) in Umatilla County. The total estimated cost for this project is \$1,881,602.
c.	North Fork Molalla River Bridge (Dickey Prairie Road) in Clackamas County. The total estimated cost for this project is \$3,235,149.
d.	Columbia Slough Bridge (North Vancouver Avenue) in Portland. The total estimated cost for this project is \$10,424,000.
e.	Glenn Creek Bridge (Riverbend Road) in Polk County. The total estimated cost for this project is \$875,000.



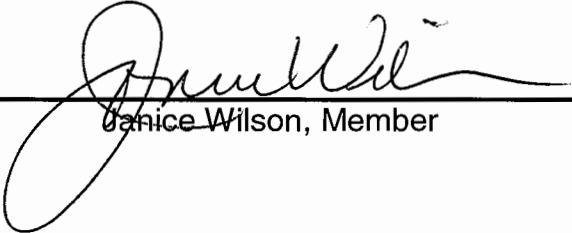

f.	Sucker Creek Bridge (Holland Loop Road) in Josephine County. The total estimated cost for this project is \$2,941,000.
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Commissioner Wilson moved to approve the items on the Consent Calendar. The motion passed unanimously.

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Chair Achterman adjourned the meeting at 2:30 p.m.

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 _____ Gail Achterman, Chairman	 _____ Mike Nelson, Vice Chair
 _____ Janice Wilson, Member	 _____ Kim Jordan, Commission Assistant