

OREGON TRANSPORTATION COMMISSION

**Minutes of the Regular Monthly Meeting
November 14 – 15, 2007
Canyonville**

On Wednesday, November 14, the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff held a briefing session and reviewed the agenda in the Dogwood Room at the Seven Feathers Hotel in Canyonville. The regular monthly meeting began at 1:30 p.m. in the Birch Room.

A social hour and dinner with local officials was held that evening in the Azalea Room.

On Thursday, November 15, the OTC received presentations from local officials on southwest Oregon projects of interest at the Douglas County Library in Roseburg. The Commission held an informal lunch meeting with ODOT staff and representatives from the Associated General Contractors and the American Council of Engineering Companies of Oregon at the ODOT Region 3 Headquarters, 3500 NW Stewart Parkway, Roseburg.

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:

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| Chair Stuart Foster | Trans. Development Administrator Jerri Bohard |
| Commissioner Gail Achterman | Region 1 Manager Jason Tell |
| Commissioner Janice Wilson | Region 2 Manager Jeff Scheick |
| Director Matthew Garrett | Interim Region 3 Manager John Vial |
| Chief of Staff Joan Plank | Region 4 Manager Bob Bryant |
| Deputy Director for Central Services Lorna Youngs | Region 5 Manager Monte Grove |
| Deputy Director for Highways Doug Tindall | Commission Assistant Kim Jordan |

November 14, 2007

Chair Foster called the meeting to order at 1:55 p.m.



Director's report highlights:

ODOT has completed the fourth of eight Joint Interim Senate/House Committee on Transportation hearings. Director Garrett shared some of the issues in which the agency has engaged the joint committee:

Report on Oregon Steel Deck Truss Bridges - Doug Tindall

Summary: Oregon has 47 bridges of the same design as the I-35W bridge that collapsed in Minnesota. Crews have conducted a "hands-on" inspection of 45 of these bridges. These inspections did not identify unexpected conditions that are of immediate concern. These bridges are safe. The OTIA III Bridge Program and existing federal

funding sources will repair or replace a number of structurally-deficient bridges, improving bridge conditions in the short term. Longer term, Oregon has a significant need for continued investment in bridges as evidenced by the number of structurally deficient, functionally obsolete and seismically vulnerable bridges.

Real ID Act Regulation Update - Lorna Youngs

Summary: On March 9, 2007, the Department of Homeland Security (DHS) released its draft Real ID regulations for a 60-day comment period. The regulations required states to be in compliance with the law by May 11, 2008, or that state's driver licenses and ID cards may not be accepted by federal agencies for official purposes. States can ask for an extension to December 31, 2009. However, states must be certified by the Department of Homeland Security by January 1, 2010, showing they are in compliance with the Act. The rules require a five-year re-enrollment period for all driver licenses and ID cards starting May 11, 2008. Even if a state is granted an extension, all cards issued, reissued, or renewed by the state must be Real ID compliant by May 11, 2013, in order to be accepted by federal agencies for official federal purposes. If the state is granted the extension, DHS will continue to accept the current cards until December 31, 2009. If the state begins issuing Real ID compliant cards on January 1, 2010, DHS will continue to accept both Real ID compliant and non-compliant cards until May 11, 2013.

Mexican-Domiciled Carriers Demonstration Project - Gregg Dal Ponte

Summary: In February 2007, the Federal Motor Carrier Safety Administration (FMCSA) announced a demonstration project to show that Mexico-based motor carriers can operate safely in the United States beyond the commercial zones along the border. The project, which is part of implementing North American Free Trade Agreement cross-border trucking provisions, allows up to 100 Mexican carriers to operate throughout the U.S. for one year. On September 6, 2007, FMCSA granted authority to the first Mexican carrier in the demonstration project. At least 38 other Mexican carriers have currently passed the required pre-authority safety audit. The Motor Carrier Transportation Division will now carefully monitor any Mexican-related inspection activity in Oregon. No special state legislative or administrative action is needed at this time.

Driving While Suspended/Driving While Revoked - Jack Evans

Summary: Suspended drivers represent a small percentage of the driving population. While it's unknown how many of these individuals continue to drive, there is a segment of that population that continues to do so, as evidenced by the number of DWS/DWR convictions. DMV is dedicated to administering the laws governing drivers with suspended or revoked driving privileges. However, enforcement resources are often constrained – making it a challenge for DMV and other Oregon partners to reduce the number of suspended or revoked drivers on the road.

Design/Build Contracting and Project Management - Doug Tindall

Summary: The Oregon Department of Transportation is managing a record number of projects using new methods to ensure efficient, effective construction. Because of the nature of highway construction, it is impossible to ensure there will be no problems, but

when they do arise, ODOT is positioned to deal with them swiftly and has a process to enact changes as necessary.

Railroads in Oregon - Kelly Taylor

Summary: Oregon's transportation system is critical to supporting a healthy economy and railroads are an important part of the system. Railroads have aging infrastructures issues similar to Oregon's highways. The Oregon Legislature has provided some funds to help address these issues.

Overview of Public Transit and Senior and Disabled Transportation Programs - Michael Ward

Summary: The Public Transit Division provides financial assistance, advocacy, and technical assistance to communities and local transportation providers that provide public and specialized transportation service.

DMV Services Benchmarking Project - Tom McClellan

Summary: The study identifies areas for further evaluation and potential improvement for the Oregon DMV in the future. A sample size of nine jurisdictions is too small to draw definitive conclusions. However, the benchmarking report indicates that Oregon DMV provides high quality customer service, while maintaining a low employee-to-customer ratio and comparable operating costs.

Final Results from the Road User Fee Pilot Program - Jim Whitty

Summary: The 2001 Legislature established the Road User Fee Task Force to develop alternatives to the state's gas tax because of an anticipated decline in the purchasing power of the gas tax. The fuel efficiency of newer vehicles, especially hybrids and alternative-fuel cars, has validated this prediction. Further improvement of fleet automobile fuel efficiency will continue to have a dramatic effect on gas tax revenues, especially if gas prices continue to rise. Results from the Road User Fee Pilot Program prove that a mileage fee system to replace the gas tax is viable as a central feature of Oregon's future road funding system. Anyone can follow the task force's and ODOT's efforts on our website. We have been completely transparent throughout our six years of development and testing. Everything we have produced can be found on this website. Our view is that we could not expect the motoring public to accept the idea of mileage fees unless they learned about them early and often.

The OTIA III Bridge Delivery Unit and our consultant partner, Edelman, won a Public Relations Society of America-Portland Chapter Spotlight Award in the Editorial/Op-Ed category for their great work. A PRSA Spotlight award is presented to public relations practitioners who have successfully addressed a communications challenge with exemplary professional skill, creativity and resourcefulness, all the while exhibiting the ethics and values of true professionals. For the kick-off of one of the busiest construction seasons in Oregon's history, ODOT and its partners created a video and print editorial starring Matt Garrett, me. Then they pitched the editorial, successfully placing it in almost two dozen outlets in Oregon. And, of course, they podcasted it! Congratulations to the entire team!

The team also won a 2007 PRSA Merit award at the same awards ceremony--Merit awards acknowledge the work of practitioners who have addressed a communications challenge with professional skill and sound practice; the award recognizes specific campaigns and tactics. The team's Merit award came in the category of Public Affairs; their entry was very appropriately entitled *"Building Bridges and Public Support."*

The Green Light weigh station preclearance program will preclear the nine-millionth truck in its history this month. As this Director's report was being submitted, the event was expected to occur November 20.

The program had its busiest month ever in October when it precleared trucks 143,973 times. It's on pace to have a remarkable year in which it will preclear trucks a record 1.5 million times.

If operating a heavy truck costs \$1.96 per minute and a truck saves five minutes when it avoids stopping at a weigh station, for every million trucks precleared by Green Light the trucking industry saves \$9.8 million in operating costs and more than 8,300 hours of travel time.

Program managers are submitting a research project proposal to help quantify one additional benefit -- the reduction of truck emissions. In 2003, it was roughly estimated that Green Light saves one metric ton of health impact pollutants for every 112,000 trucks that are precleared to pass weigh stations. The research proposal would be intended to document such savings in order to qualify for potential carbon offset funds in the future.

A total of 4,054 trucking companies now participate in Green Light and they've put transponders in 40,476 of their trucks.

Here's a recap of milestones in the Green Light program:

1 million -- Feb 2001	6 million -- Oct 2005
2 million -- Mar 2002	7 million -- July 2006
3 million -- May 2003	8 million -- Mar 2007
4 million -- Apr 2004	9 million -- Nov 2007
5 million -- Jan 2005	

Director Garrett represented ODOT at the tenth annual Government to Government tribal summit on November 8 at Kah-nee-ta. He has represented ODOT for nine years before our nine federally recognized tribes. ODOT's relationship with the tribes continues to be robust and healthy.

He attended a meeting with coastal mayors meeting on November 9 at Depoe Bay. Director Garrett gave kudos to Northwest Region Manager Jeff Scheick, Area Manager Vivian Payne, District Manager Bob Doran, and Senior Planner John DeTar for a good presentation. Mayors from Florence to Nehalem attended the frank, yet informative and

productive conversation. Director Garrett also commended Depoe Bay Mayor Jim White who had the idea for the meeting. He hopes this becomes the first of many as we take on the challenges of U.S. 101, as well as the arterials that connect the valley to the coast.

Director Garrett had the privilege of going to Washington, D.C. to give testimony on bridge inspections and what the bridge inspectors in the State of Oregon do. He provided his thoughts to Chairman DeFazio and his transportation infrastructure subcommittee. The level of engagement and scrutiny we apply just to training, certifying and having our inspectors maintain the bridge inspector status is head and shoulders above other states.

Director Garrett also attended a White House summit. He was asked to answer the question of how the federal aid system could be changed. He provided four thoughts. First, it lacks vision. There is not the discipline that came with the creation of the federal aid system (Interstate Act of 1956), where there was a mission and the mission was planned and executed. Right now, the federal government tries to be all things to all people, and the vision is scattered.

He spoke about some of the burdens and cumbersome protocols that come with federal dollars. The first being one federal dollar changes the complete complexion of a project and then the agency must, if it accepts that dollar, follow all the federal rules. That costs time and money. Might there be some ways to streamline and reduce redundancies that seem to be built into the federal process?

He noted that the federal aid program would be much more productive if the federal government would base its decisions on outcomes, allowing the states to tailor their programs to reach the outcome of saving lives or preventing accidents rather than sending monies into various silos with various restrictions. If we focus on outcomes and appropriate accountability by the states, we would do better.

Finally, he spoke about the opportunities and challenges we face regarding freight. As we look toward the 25-year horizon, we see freight doubling. The majority of that freight will continue to be picked up by the trucking industry. The federal government has yet to build a strong framework specific to freight. The economics of that discussion demand a focus on the freight industry.



Commission member reports:

Chair Foster announced that Commissioner Randy Papé submitted his resignation to the Governor. He will no longer participate on the Oregon Transportation Commission. Commissioner Papé was an outstanding member of this commission. He poured his heart and soul into an unsuccessful funding package during the last legislative session. If we do secure a funding package in the 2009 Legislature, it will be largely as a result of

Commissioner Papé's efforts. Chair Foster pointed out that Commissioner Nelson could not attend this meeting, but will participate by telephone for one agenda item.

Commissioner Achterman has been working with the Oregon Business Council's transportation initiative steering committee in preparation for the Oregon Business Summit on December 3. She has had several conversations with various people in the Governor's office, business associations and environmental groups on how to integrate climate change with a transportation strategy. She also did a presentation on the Oregon Transportation Plan to a meeting of all of ODOT's project delivery staff, and their role in seeing that plan come to fruition.

Commissioner Papé was not present.

Commissioner Nelson was not present.

Commissioner Wilson's activities included region one issues and the Audit Committee.



Public comment was received from:

Ray Jones, Vice President of Resources for Roseburg Forest Products, in Roseburg, spoke in opposition of the closure of the Coos Bay rail line. Twenty-one companies have formed the Coos Siskiyou Shippers' Coalition. This group is getting organized and will do what it can to help the situation.

The Commission thanked Mr. Jones for his comments. This Commission and ODOT are very concerned about this issue. Unfortunately, it has, for all practical purposes, no regulatory authority over shortline railroads or class one railroads. The federal government also has no regulatory authority.



Innovative Partnerships Manager Jim Whitty provided an update on the results of the Road User Fee Pilot Program. (*Background material and PowerPoint presentation in General Files, Salem.*)

In 2001, the legislature mandated the formation of the Road User Fee Task Force (RUFTF) to develop and design a system for revenue collection for Oregon's roads and highways that will replace the current system for revenue collection.

The gas tax raises substantial revenue. It is easy to pay, collect and administer. There is very little evasion possibilities. Privacy is protected and there is a minimal burden on business. On the negative side, the gas tax is no longer connected to the road system. Because so many vehicles get very good fuel economy, the range in the amount of gas tax paid has widened greatly. Those vehicles that get excellent fuel economy put a similar burden on the road system as vehicles that pay a greater gas tax.

There is also revenue erosion. With no further increases in the gas tax, between 2017 and 2023, our road revenues will enter permanent decline, notwithstanding increases in vehicle miles traveled (VMT).

The solution that RUFTF developed is a per-mile charge that would replace the state fuel tax on in-state mileage and create a reliable, broad-based charge to replace the fuel tax as the principal road funding mechanism. It would also create an electronically collected charge to assist management of road congestion levels.

The charge on miles driven within Oregon would be based on zones (in state, out of state, local option and rush hour). Miles would be collected using an on-vehicle device. The device is a global positioning system (GPS) receiver that receives signals from a GPS satellite, and that is how the device marks when it is inside or outside a particular zone. The device is not a tracking device, because it does not have an outgoing signal that could be picked up by someone else.

Collection occurs when the vehicle drives up to the fueling station. At the fueling station, there is a wireless radio frequency that is read by the device at the pump that reads the identifier of the car and the mileage totals in each zone. That enters the point-of-sale system at the fueling station. At that point, the point-of-sale system communicates with a central computer at ODOT. This is the first and only time ODOT is involved. ODOT compares the readings from the last time, subtracts the prior readings for current mileage totals in each zone, applies the mileage fee rates in each zone, and sends that back to the fueling station to give the billing to the motorist, who now does only one new thing – they pay the mileage charge. The fuel tax is deducted.

This system was tested in the pilot program that began in April 2006 and ended in late March 2007. There were 285 participants and three test groups.

The control group continued to pay the state gas tax. The VMT group paid 1.2 cents per mile, but no state gas tax. The rush hour group paid 10 cents per mile within congestion zone and .43 cents per mile for regular travel, but no state gas tax.

The final results of the pilot program include these successes: zone differentiation, mileage counting, and transaction administration worked perfectly. Vehicle identification worked 85% of the time (some technological difficulties occurred due to retrofitting of the devices into each vehicle). Once there was an association with the pump, there was 100% transaction accuracy. Additional benefits included a 22% reduction in peak driving and 91% of the participants would be willing to keep the devices in their cars and continue to pay the mileage fee in lieu of the gas tax if it were extended statewide.

More work is needed to perfect vehicle identification and improve cash transaction time.

We learned that retrofitting the devices into each vehicle is extremely difficult and we would need very good technical assistance to gas stations.

The public is concerned about privacy issues. In this pilot project, we proved that no data is transmitted outward and we are not retaining any historical data. Communication is critical if the public's concern is to be reduced.

The rate structure is a key policy issue. We tested the flat rate in the pilot program. The winners tend to be the vehicles that use the most gas, and the losers tend to be the more fuel efficient vehicles. The more fuel efficient vehicles may have to pay a flat rate to ensure no loss of revenue.

Key steps to implementation of a mileage fee include refinement of technologies and investigation of alternatives; manufacturing standards need to be defined; concerns of the fuel distribution industry must be addressed; and we must determine what the effects of the study (sociological, economic, environmental, income, energy).

A small state is unlikely to implement a mileage fee concept on its own. A consortium of small states could implement it in 10 to 12 years. If there were a strong effort by the U.S. Department of Transportation or a large state such as the State of California, it would take about three to five years.

If we continue to inform and educate the public about this program, acceptance and understanding will continue to grow.



Deputy Director for Highways requested adoption of the 2008-2013 Highway Division funding allocations and the 2010-2013 Statewide Transportation Improvement Program targets. *(Background material in General Files, Salem.)*

These allocations were presented to the OTC at its annual workshop in October. No changes were made.

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



The Commission considered approval of the final 2008-2011 Statewide Transportation Improvement Program, which includes specific conditions on some projects (see agenda item Attachment B) and the following provisions that will require amendments to the STIP:

- 1) Area Commissions on Transportation will defer projects to reduce modernization by \$70 million;
- 2) ODOT staff will identify \$30 million in bridge projects to be added;
- 3) ODOT staff will develop criteria for making \$8 million in operations funding available for projects without specific regional allocations. Priority will be given to

- projects that leverage other funding, and to projects that propose to reduce congestion or improve freight mobility; and
- 4) ODOT staff will identify \$30 million in maintenance projects. (*Background material in General Files, Salem.*)

Commissioner Nelson participated by telephone for this agenda item.

Transportation Development Division Administrator Jerri Bohard recommended one change to project number 13763 (U.S. 26: Connection to Spingwater Industrial Area) in Region 1. The project description will be changed to reflect that the project will include an existing intersection instead of building a new intersection. Also, the condition of approval will be changed to delete the reference currently in the appendix and insert that "if a new interchange is required in the future, an interchange area management plan will be completed before the interchange is built."

Chair Foster declared a conflict of interest on STIP project number 15514, Oregon 62: Owens Drive and Coker Butte (Medford).

Commissioner Achterman moved to approve the 2008-2011 STIP with the conditions noted in Attachment B, as revised regarding project number 13763, including provisions 1 through 4 as listed above, and excluding project 15514. The motion passed unanimously.

Commissioner Achterman moved to approve the inclusion of project 15514 in the 2008-2011 STIP, including provisions 1 through 4 as listed above. The motion passed with three affirmative votes (Achterman, Nelson and Wilson) and one abstention (Chair Foster).



Doug Tindall requested approval of new "focus areas" for Transportation Enhancement project selection for 2008 through 2010, to replace the focus areas adopted in January 2006. (*Background material in General Files, Salem.*)

The proposal recommends returning to equal consideration for the 12 qualifying transportation enhancement activities (see agenda item Attachment 1) and was circulated to Area Commissions on Transportation and Metropolitan Planning Organizations to seek comments. Responses from local agency staff or associations, like MPOs, bicycle and pedestrian advisory committees and TE Advisory Committee members were received. Comments provided general support of the proposal as submitted, requested retaining preference for counties facing a drop in road funds related to the Secure Rural Schools and Community Self Determination Act, or requested retaining preference for bicycle and pedestrian projects.

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



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.)*

Highway Division Deputy Director Doug Tindall reported that the Treasure Valley Railroad project has been cancelled due to lack of funding.

Except for about \$620,000, ODOT has now restored the funding commitment to the Port of Morrow for its project.

The \$7.7 million grant to the Central Oregon Railroad (CORP) is frozen. The funds have not yet been reallocated, but will not be expended until we get some assurances that those funds will be used to move forward the economy of southern Oregon.

Major Projects Branch Manager Tom Lauer reported that the OTIA I and II program has 178 active projects. Eighty percent of the projects are open to traffic. Currently, \$447 million of the program's \$500 million has been spent.

There are 58 active projects in the OTIA III modernization program. Out of the \$500 million allocated to the program, \$82 million has been expended. This program is on schedule to complete in December of 2012.

There are 175 bridges in the OTIA III Bridge Delivery Program in various stages of design or construction within the design/bid/build program. Under the design/build program there are 70 active bridge projects underway. In December 2007, we will request proposals for our next design/build bundle, which will close the request for proposal process and award some additional nine projects into that group as we move into January 2008.

We also are moving forward with our first Construction Manager General Contractor (CMGC) project with the Willamette River Bridge. The CMGC is a split between conventional design/bid/build and design/build, where the owner (ODOT) hires both the designer and contractor concurrently at the beginning stage of the job, before the design is built. As we move through the process, we negotiate the price of the project with the contractor and execute early release packages. If we fail to successfully negotiate, we put the project out to bid. We are able to regulate the design and choose the point at which the design is actually entered into a contract. This will be an exciting technique to employ into that bridge.



The Commission considered approval of an increase in project authorization in the amount of \$2,187,404 on the I-5: McKenzie River (Spores) – Goshen Grade (Design/Build) – Bundle 215 project in Lane County. This will change the project

authorization from \$65,051,625 to \$67,239,029. (*Background material in General Files, Salem.*)

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



The Commission considered approval of an increase in project authorization in the amount of \$1,850,000 on the I-84/U.S. 395: Stanfield Interchange project in Umatilla County. This will change the project authorization from \$9,918,753 to \$11,768,753. (*Background material in General Files, Salem.*)

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



The Commission discussed the “Projects of Statewide Significance” list, and options to make such a list more adaptive to the changing transportation environment. (*Background material in General Files, Salem.*)

In 2002, the OTC approved a list of projects of statewide significance. As demands increase and funding decreases due to inflation, there are more and more local jurisdictions asking if their new projects should be a project of statewide significance.

The department is seeing projects that are receiving federal earmarks or are funded through other means that are not necessarily any less significant to the state than the existing projects of statewide significance. Rather than attempt to maintain a living list and go through a regular process of adoption, staff recommends the OTC consider recognizing a list of “large unfunded projects,” which are projects on the state highway system, or projects that are already in a transportation system plan or regional transportation plan, that cost more than \$100 million and for which funding is not yet identified.

If the Commission were to approve this, a number of criteria could be used to judge the near-term viability of the projects, such as leverage of other funds, economic performance, rapid implementation or consistency with transportation system plans.

For the record, this does not eliminate the two legislatively adopted projects of statewide significance that are listed in statute. It will allow for more robust conversation about all large projects without the issue of some being on a particular list and some not.

Having a list of large unfunded projects would assist us for large increases in the transportation funding package. We certainly need incremental increases to keep up with maintaining the existing system, but we need to recognize that there are not just eight large projects that need funding. There are a number of projects that are

important, included in transportation system plans and we need to understand how large that need is as we talk about funding packages in the future.

The purpose of this request is to determine whether we are making meaningful progress on a given project, and if there is any hope of ultimately achieving that project.

The Commission agrees that the list of projects of statewide significance has not served the agency well. It does focus attention on these huge projects, but it also causes other problems.

As we move toward the 2009 Legislative session and implementation of the Oregon Transportation Plan, should we identify and prepare a list of large unfunded projects or should we focus our limited available staff time and energy on developing robust criteria for identifying strategic investment needs? The Commission is more inclined to spend time and energy working on criteria and tools to identify strategic investment needs than it is to developing this kind of list if it takes a lot of analysis, time and effort.

Mr. Tindall clarified that the list would simply be projects that are estimated to cost more than \$100 million, are on the state highway system and are in a transportation system and/or regional transportation plan.

Senate Bill 566 (2007) requires the department to identify projects that could, among other things, relieve congestion and improve freight mobility. We struggle with how to identify that list, when most any project could decrease congestion or improve freight mobility.

If we were to move away from the list of projects of statewide significance to an all-inclusive list, we need to have very coarse criteria that will easily allow the Commission and others to determine those projects that have a chance to be built and those that do not.

Options for meeting the requirement of SB 566 could include: listing all those projects that would cost more than \$100 million to build, providing the Columbia River Crossing project as the only project that absolutely must be considered, or whether the project could be built within a certain timeframe.

Mr. Tindall will prepare some options for the OTC's consideration. The Commission asked Mr. Tindall to consider the purpose when developing those options.



Eastern Oregon Region Manager Monte Grove requested approval of a Type A Immediate Opportunity Fund (IOF) request in the amount of \$251,658 from the City of La Grande for improvements to 12th Street to facilitate the siting of a Veterans' Administration Community Based Outpatient Clinic. The estimated total cost for this

project is \$699,665. (*Background material and PowerPoint presentation in General Files, Salem.*)

Union County Commissioner Steve McClure expressed his support of this grant request and asked the OTC to support it as well.

Commissioner Achterman moved to approve this IOF grant request. The motion passed unanimously.



The Commission considered approval of the amended Oregon Administrative Rules regarding the Multimodal Transportation Fund, the project funding mechanism authorized under House Bill 2278 (2007 legislative session), i.e., the *ConnectOregon* program. (*Background material in General Files, Salem.*)

Public input for this matter is closed. A public hearing was held on October 22, 2007. No comments were received. Written comments were received until October 22, 2007. Several written comments were received and provided to the OTC.

Commissioner Wilson moved to approve these OAR amendments as described in the background material, and including the amendment to OAR 731-035-0060 (2)(e) and the replacement of OAR 731-035-0060 (5) as described in the supplemental attachments. 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 September 18, 2007, Commission meeting in Portland.
2. Approve the minutes of the October 9 and 10, 2007, Commission meeting and workshop in Gleneden Beach.
3. Adopt a resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
4. Approve the next Commission meeting date as December 12, 2007, in Salem.
5. There is no Consent Calendar Item 5.
6. Approve the following Oregon Administrative Rules:

a.	The amendment of OAR 735-064-0070 and 0080 relating to the requirement for ignition interlock devices.
b.	The amendment of OAR 735-158-0000 relating to vehicle appraiser certificates.
c.	The adoption of OAR 735-020-0075 relating to release or assignment of ownership interest in a vehicle.

7. Approve an amendment to the 2006-2009 STIP to cancel the U.S. 97 at Reed Market Road project in Deschutes County. The estimated total cost for this project is \$328,000.
8. Approve an amendment to the 2006-2009 STIP to change the scope of the Bullards (Coquille River) Bridge No. 07020 project in Coos County. The estimated total cost for this project is \$5,015,000.
9. Approve an Oregon Transportation Infrastructure Bank loan to the ODOT Multimodal Transportation Fund in the amount of \$2,000,000 for a statewide multimodal transportation study enacted by House Bill 2278 (2007 legislative session). The estimated total cost for this project is \$2,000,000.

Commissioner Wilson moved to approve all items on the Consent Calendar. The motion passed unanimously.

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Chair Foster adjourned the meeting at 4:55 p.m.

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The dinner program included remarks from Cow Creek Band of Indian Tribes Chairperson Sue Shafer and Tribal Attorney Wayne Shammel. Their comments focused on the Creekside Development project. Closing remarks were provided by Oregon Transportation Commission Chair Stuart Foster. The dinner program ended at 7:00 p.m.

November 15, 2007

The Commission received presentations on southwest Oregon projects of interest. (PowerPoint presentations in General Files, Salem.)

Chair Foster opened the meeting at 9:10 a.m.

Welcome and Introduction

Sheila Cox (Acting City Manager, City of Roseburg), Jim McClellan (Chair, South West Area Commission on Transportation)

Oregon Gateway

Presentation on the proposed container facility at the Port of Coos Bay

Presenters: Rep. Susan Morgan, Sen. Joanne Verger, Martin Gallery (Port of Coos Bay)

North Roseburg Transportation Projects

Discussion of development in north Roseburg, improvements to interchanges 127 and 129, Old Winchester Bridge construction

Presenters: Nikki Messenger (Roseburg Public Works), Brian Davis (Roseburg Planning), Sheila Cox (Acting City Manager)

Highway 138E Corridor Solutions

Overview of the Highway 138E Study

Presenters: Brett White (CAC), Brian Davis (TAC/Roseburg Planning), Tim Freeman (Steering Committee/City Council), Sheila Cox (Acting City Manager)

Isthmus Slough Bridge Environmental Assessment

Overview of the Isthmus Slough Bridge Environmental Assessment

Presenters: Kevin Stufflebean (Coos County Commissioner), Martin Callery (Port of Coos Bay)

Weaver Road Bridge

Report on the County's earmark project connecting I-5 and Old Oregon 99

Presenter: Kerry Werner (Douglas County Public Works)

Douglas County Bridges

Update on the repair and condition of Douglas County Bridges

Presenter: Kerry Werner (Douglas County Public Works)

Chair Foster thanked everyone for their informative presentations. He commended the communities for including the public in the development of their projects. Working together on finding solutions is a win-win opportunity.

The presentations ended at 11:03 a.m.

The Commission had an informal lunch meeting with ODOT staff and representatives from Associated General Contractors and American Council of Engineering Companies of Oregon, at ODOT Region 3 Headquarters (ended around 1:30 p.m.).



Resigned.

Stuart Foster, Chairman



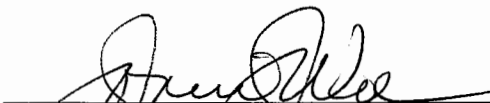
Gail Achterman, Member

Was not present.

Randy Papé, Member

Was not present.

Mike Nelson, Member



Janice Wilson, Member



Kim Jordan, Commission Assistant