

## OREGON TRANSPORTATION COMMISSION

### Minutes of the Regular Monthly Meeting June 19 and 20, 2008 Enterprise, Oregon

On Thursday, June 19, 2008, the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) met in Toma's Conference Room at the Wallowa County Business Center in Enterprise to receive a presentation of the Biennial Report of the North East Area Commission on Transportation (NEACT) and to approve a resolution renewing the NEACT Charter. A no-host social hour was held later that afternoon at the Outlaw Restaurant and Saloon in Joseph. OTC members and local partners had dinner and discussion at the same location.

On Friday, June 20, 2008, at 8:00 a.m., the OTC and ODOT staff held a briefing session and reviewed the agenda at the Best Western Rama Inn in Enterprise. The regular monthly meeting began at 9:30 a.m. at the Toma's Conference Room.

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

Commissioner Janice Wilson  
Commissioner Alan Brown  
Commissioner David Lohman  
Director Matthew Garrett  
Deputy Director Central Services Lorna Youngs  
Trans. Development Administrator Jerri Bohard  
Communications Division Adm. Patrick Cooney

Governor's Sr. Trans. Advisor Chris Warner  
Region 1 Manager Jason Tell  
Region 2 Manager Jane Lee  
Region 3 Manager Paul Mather  
Region 4 Manager Bob Bryant  
Region 5 Manager Monte Grove  
Commission Assistant Kim Jordan

### June 19, 2008

Commissioner Wilson called the meeting to order at 2:00 p.m.

The Commission held an informational discussion with members of the North East Area Commission on Transportation. (*Background material in General Files, Salem*)

Baker County Commissioner/NEACT Chair Fred Warner and ODOT Northeast Area Manager Frank Reading presented the biennial report of the North East Area Commission on Transportation (NEACT).

Commissioner Warner said NEACT has always been challenged by disparity in the gas tax which is based on motor vehicles and people, rather than road miles. NEACT has talked about northeast area needs and believes they can do something about the need for a charter-based regional air service and increased mass transit to offset increased fuel prices. He said that while the current rail system works fairly well, improvements could be made.

Union County Commissioner Steve McClure talked about the regional Wallowa Union Railroad. The timber mill decline of the early 1990s led to the closure of the Joseph/La Grande rail line. Local communities, with Wallowa County's lead, decided to try and preserve the line. By working with the legislature, a \$2 million grant was secured, along with an additional \$4.5 million in federal funds. Maintaining the line has been a challenge, but most feel if eliminating debt service and working with Economic Development can be worked out, preserving the infrastructure will prove itself in the long run.

Wallowa County Commissioner Mike Hayward said one of the roles of a county commissioner is keeper of the infrastructure. As witnessed in other counties in the area, once a railroad is lost, you cannot get it back. The challenge has been to make the railroad pay for itself in a county where there is no longer an operating saw mill. However, increasing fuel prices have generated interest in rail shipment of other local products, such as shipping racehorse hay to Kentucky or post and poles to New York.

There are 63 miles of track that if scrapped would be worth \$8-10 million. The value of the infrastructure, verses the value of the business, is hard to defend, and most short lines are in the same position. While the private sector might see the advantage to scrapping the lines for profit, the state has to consider the cost of replacing that infrastructure with asphalt, which would be a far more significant cost. The infrastructure of the short-line rail system is very unhealthy, but the short-line is the small business, in terms of economic backbone, for helping move freight, commerce and people.

Mary Jo Carpenter, Community Connections of Baker County, talked about the high cost of fuel and demand for transit in northeast Oregon. Budgets in rural areas are usually small to begin with, and this year is no exception with the budget being the same amount as the year before. This year however, gas is taking up 17% of the budget, up from 13% last year. They are examining what can be scaled back to cover the difference. There has been a 22% increase in the cost per ride which has not yet been passed on to riders as an additional fare, but there are plans to do so. In rural areas, much of the public transportation is servicing people who are transportation disadvantaged, such as seniors and low-income families.

Carolyn Pheaster, Community Connections of Wallowa County, spoke about community ride patterns. She said there is increasing demand for public transit as greater numbers of people are moving into the area to retire and often bringing their elderly parents. They expect that public transportation will be provided and available.

Commissioner McClure spoke about the challenges facing transportation in rural areas. He said while Community Connections is doing a great job for the area, there are still issues. Amtrak no longer runs through the area, and attempts to re-establish service have failed. An air-taxi service, which began a few years ago, failed because the business did not have enough capital to provide reliable service. Pendleton is the only

community in NEACT that has scheduled air service, and it has been a challenge to keep it. The cost of security, even for small airports, is very prohibitive.

Judge Terry Tallman, Morrow County, talked about the history of timber payments, county road issues and secure rural school funds. Historically, Forest Service gave counties 25% of the value of the cut, which in 1991 amounted to \$1 million. These funds went to the road department, along with \$850,000 in gas tax. The decline of mill operations in eastern Oregon will result in only \$100,000 from Forest Service this year. Combined with \$1 million from gas tax, there is a \$750,000 shortage.

Commissioner Warner said counties are struggling with the issue of the federal government not paying their fair share of land taxes, counties' limited abilities to generate revenue, and the fact that Measures 47 and 50 have hamstrung counties' ability to generate tax. Counties don't have the same means of raising money that cities do. Counties can't charge franchise, utility or right-of-way fees. He noted that state revenue funding shows state revenue per-mile rankings have huge disparities; going from \$1,357 in Harney County to \$133,498 in Multnomah County. Counties with small population and big road miles suffer in their budgets.

Ken Helgerson, Baker County Public Works Director, talked about road department issues. Baker County employees have a proven track record of turning back money on projects and pride themselves on their ability to use funds, and do quality work with their own staff that will stand up against contractors.

Burke O'Brien, Morrow County Public Works Director, talked about the cost of asphalt and paving, and the need to cut people and services because of funding issues.

Commissioner Warner is glad the governor is taking transportation issues seriously. The Commission can count on NEACT to do anything needed to help make the case for funding in the legislative session.

Director Garrett said the Commission has adopted the Oregon Transportation Plan, which includes a triage direction, which means that if there is no new money coming in, we do exactly what NEACT suggested. We throttle down and protect the existing transportation system. We need to continue to articulate the challenges we face with our citizens and have discussions with our statewide policy makers. In addition, ODOT is:

- Continuing to participate on the Governor's Timber Tax Task Force and has put several ideas on the table, one of which is to look at jurisdictionally blind investment strategies, or more important, to tailor investments to preserve the existing systems.
- Identifying small counties by SAFETY-Net for special county allotments.
- Exploring redirecting federal dollars from the Federal Forest Land Highways Program.

ODOT will continue to pursue aggressively the types of partnerships that have proven successful, like the Jackson County/ODOT partnership.

The Commission emphasized the huge challenge ahead getting the public to understand the depth of these complex issues. If the public wants a transportation system that really serves them, it has to help find a way to pay for it.

Alice Trindle talked about Scenic Byways and their role with the transportation system, NEACT, and tourism. She said one very important group that uses rural roads and has been so much a part of the discussion today is tourists and visitors. The goal is to make sure they are safe on the road and, in turn, get the economic impact of these travelers that is so important to all the counties. The Governor's Task Force on Transportation and Tourism is vital to building bridges to get all parties involved, and Scenic Byways are a tie in to the many different land agencies that are involved with a byway, such as the Bureau of Land Management, the Forest Service, the Bureau of Indian Affairs, other tribes, local agencies, county agencies, and grass root groups. Scenic Byways also play a big role in economic impacts from the revenue generated by visitors. Sixty-five percent of people going into visitor centers ask for information on scenic byways.

Michael Johnson, Confederated Tribes of the Umatilla Indian Reservation General Council Chair, thanked the Commission for coming to eastern Oregon and for the information supplied.

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Commissioner Warner requested approval of a resolution renewing the NEACT Charter. *(Background material in General Files, Salem)*

Commissioner Lohman moved to approve renewal of the NEACT Charter. The motion passed unanimously.

The discussion ended at 4:45 p.m.

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**June 20, 2008**

Commissioner Wilson called the meeting to order at 9:30 a.m.

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Director's report highlights:

--Director Garrett announced that the agency's bridge program has won two national awards:

The American Road and Transportation Builders Association (ARTBA) has presented the Oregon Department of Transportation its 2008 Globe Award, for "Greening Oregon's Bridges: Clarks Branch to Tunnel Mill Race." ARTBA presented the award in recognition of ODOT as one of the nation's leaders in environmental protection and mitigation on highway infrastructure projects. The award specifically honors ODOT's work on 11 Interstate 5 bridges between Eugene and Roseburg, as part of the OTIA State Bridge Delivery Program.

In the course of this work, ODOT contractors recycled to other projects roughly 30,000 cubic yards of demolition materials and 80 prestressed concrete box beams. The new bridges also include features that help protect habitats for bats and chub fish, reduce the number of water disruptions, and feature bioswales to treat storm water runoff.

The award-winning project required replacement of 10 bridges and repair of one other. It involved 180,000 staff hours—the equivalent of 10 people working every day for more than 20 years. It also involved laying more than 8,000 tons of aggregate base and bridge pilings, erecting 200 precast girders of various dimensions, installing 800 tons of reinforcing steel, and paving roadways with more than 12,400 tons of asphalt. The concrete used—more than 6,400 cubic yards—is equivalent to a football field, end line to end line and sideline to sideline, a full yard deep.

Globe Awards are presented annually to recognize agencies that excel at enhancing and protecting the natural environment during the planning, design and construction of U.S. transportation infrastructure projects.

--ODOT tied for second place in the American Road and Transportation Builders Association's annual environmental excellence awards, in the bridges category. The agency was cited for recycling and other steps to protect the environment during its two-year effort to replace 10 bridges and to repair one more on Interstate 5 between Eugene and Myrtle Creek. The agency and its contractors recycled materials and minimized the amount of construction equipment and materials they had to place in the waterways running beneath the bridges.

--The American Association of State Highway and Transportation Officials Standing Committee on Quality presented ODOT its 2008 Team Excellence Award for our bridgework specific to GIS information. The Silver Pathfinder Award was awarded to the Bridge Program Geographic Information Systems Team.

This brings to 12 the number of awards won to date for the OTIA III Bridge Program.

--Oregon Transportation Commission Chair Gail Achterman has been named "Woman of the Year" by the Portland Chapter of the Women's Transportation Seminar. Achterman received the award at the group's annual meeting in May. WTS' 'Woman of the Year' is given to a woman who has been a leader in transportation and has made an

outstanding contribution to the transportation industry. Director Garrett said he had the honor of introducing Gail and presenting her the award.

--During the week of May 12<sup>th</sup>-16<sup>th</sup>, 2008, the Sheriff's Office, ODOT's Motor Carrier Division, and partnering agencies introduced the Ticket Aggressive Cars and Trucks campaign, or TACT, to Oregon motorists along Interstate 5 in the Willamette Valley. TACT is designed to reduce truck crashes through education and enforcement. Specifically, TACT focuses on aggressive driving around large trucks.

Through a multi-agency traffic team effort, several additional agencies participated. Those agencies included the West Linn Police Department, Lake Oswego Police Department, Molalla Police Department, and Canby Police Department. Law enforcement officers rode in commercial trucks looking for car and truck drivers doing dangerous things like speeding, tailgating, and changing lanes unsafely. The Sheriff's Office airplane was also used to observe these violations from the air and provide the details to the ground units who would affect the traffic stops. During the stop, motorists were handed educational brochures that explained how to drive around large commercial trucks.

Trucking companies such as Blue Line Transportation Company Inc., Oak Harbor Freight Lines Inc., Redmond Heavy Hauling Inc., Independent Dispatch Inc., May Trucking Company, Haney Truck Line Inc, and Bennett Truck Transport LLC generously provided commercial vehicles and drivers in support of the effort.

By the end of the educational and enforcement campaign, deputies and officers had stopped 362 cars and trucks. Of those vehicles stopped, there were 351 citations issued, 97 warnings given, and 30 truck inspections performed. The top two violations were unlawful lane changes and tailgating.

--Oregon saw a decline in truck crash rates in 2007, ending a multi-year stretch in which crashes have been increasing steadily. The state recorded 1,245 truck crashes, down 11% from 1,403 in 2006. Every type of truck crash declined in numbers except crashes involving hazardous materials, which were up 11% to a total of 52 last year.

Both injuries and fatalities were down dramatically. There were 520 persons injured and 52 killed, representing declines of 20% and 17% respectively compared with 2006.

Truck crash totals include every incident involving a fatality, injury, or damage requiring that any vehicle be towed.

The 1,245 truck crashes include 692 truck-at-fault crashes, down 8% from 751 in 2006. Consistent with previous years, the truck driver was at-fault in 649 of the truck-at-fault crashes, and only 43 were attributed to a mechanical problem. Truck-at-fault figures are unique to Oregon because no other state or federal agency analyzes crashes to assign fault.

Trucks traveled an estimated 1.871 billion miles in Oregon last year, which means there were 0.665 crashes, and 0.370 truck-at-fault crashes, per million miles. Oregon will again compare very favorably to national rates when those become available for 2007. Nationally in 2006 there were 1.670 truck crashes per million miles and only 0.746 per million miles in Oregon.

Well done, Motor Carrier Transportation Division!

--ODOT and Oregon State Police have been working very closely to develop a mutual assistance agreement and as of March 31, 2008, the agreement was signed. Among other things, the agreement sets a mutual goal to safely clear highway incidents within 90 minutes.

The Commission thanked NEACT for hosting this visit and for all the excellent information and ideas provided.



Oregon Department of Aviation Director (ODA), Dan Clem gave a presentation on the 2007 Oregon Aviation Plan. (*Background material and PowerPoint presentation in General Files, Salem*)

Mr. Clem said ODOT's current approach of looking at transportation on a multimodal basis is critical. The Oregon Aviation Plan includes goals that are consistent with the Oregon Transportation Plan. The system components include, by statute, the requirement for a master plan for the state and an economic impact study. A number of surveys were conducted, using an inventory methodology, of the 97 public use airports in the state (85 publically owned and 12 privately owned) and 350 registered private airstrips.

Using a statewide approach, looking at trends, forecasting future operations, and making demand projections to determine needs for 2025. The majority of general aviation airport traffic is composed of small aircraft. Aurora State Airport is the busiest general aviation airport in the state with over 93,000 landings or takeoffs each year, one third of Portland International Airport's operation.

ODA looked at functional airport roles and performance measures based on user accessibility criteria, developmental criteria, economic support criteria, and safety criteria. They classified the airports in five categories and made some recommendations based on those classifications. Mr. Clem noted that increased community and public demand has raised the category on many of the airports.

ODA is exploring several airport and aviation funding programs: the Airport Improvement Program; *ConnectOregon* I and II, Financial Air to Municipalities Grant Program; Military Airport Program; Navigational Aids, Airport Districts; and funding responsibility.

Mr. Clem talked about the role aviation plays in contributing to Oregon's economy, providing employment, and protecting the environment.

Commissioner Wilson thanked Mr. Clem for attending, for his presentation, and said the Commission looks forward to a continued working relationship.



Transportation Development Division Administrator Jerri Bohard requested approval of the projects recommended as "approved projects" by the *ConnectOregon II* Final Review Committee to receive funding through the *ConnectOregon II* program. *(Background material in General Files, Salem)*

The Commission expressed great appreciation and thanks to the Metropolitan Planning Organizations, Area Commissions on Transportation, modal committees and all the ODOT staff who worked so hard during the *ConnectOregon II* process.

Jerri Bohard presented the top 30 projects selected for *ConnectOregon II* which total \$99.6 million. In follow-up to questions raised at the last OTC meeting about how projects would be selected in the future should any funds become available in the interim, the selection committee recommended that the Commission select the highest priority project, from the final review committee report, that is appropriate for the funds available. To determine the project that is most appropriate, the Commission should consider minimum regional allocation requirements, such as the \$10 million requirement for each of the regions, project priority order, the amount of funds available, project timelines, or other project related information. The goal is to set a foundation for how future projects will be selected.

Commissioner Brown moved to adopt the *ConnectOregon II* Final Review Committee's recommendations with the following wording included: *If, for any reason, program funds allocated to an approved project are not dispersed or are returned to the Oregon Department of Transportation, the Commission will consider and select "replacement projects" for subsequent assignment of the funds. The Commission shall select the highest priority project from the Final Review Committee report that is appropriate for the funds available. (Oregon Administrative Rules 731-035-0080(8).) To determine the project that is most appropriate, the Commission will consider the minimum regional allocation requirement, project priority order, amount of funds available, project timelines, or other project-related information.*

Written comment was received from Cynthia Brown, Action for Sane Aviation Policy, in opposition to the award of a *ConnectOregon II* grant to McNary Field (Salem Municipal Airport) to expand the landing capabilities of the airport. *(Written comments in General Files, Salem)*

The motion was approved unanimously.



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Deputy Director for Central Services, Lorna Youngs requested approval of the Oregon Department of Transportation's proposed 2009 – 2011 Agency Request Budget. *(Background material in General Files, Salem).*

The budget brought for approval has been reduced by \$30 million from the budget the OTC reviewed in May because of a reduction in debt service cost. This budget also includes a \$10 million Policy Option Package (POP) that was omitted from the May package. The POP accompanies the legislative concept to implement the Federal Real ID Act.

Public comment was received from:

- Donna Hippert from Portland spoke in favor of POP 120, the last resort herbicide spray program.

Commissioner Lohman moved to approve the Agency Request Budget. The motion passed unanimously.

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Director Garrett talked about the process ODOT has been engaged in for several months to identify liabilities, and investment strategies, in the bridge program. It has become apparent there is still more work to do in the area of filters and criteria used to allocate bridge funds. The Commission wants to make sure the finite funds available are invested in the most strategic manner. To that end, an economic filter has been applied to projects, and staff were asked to engage in conversations with stakeholders. The timing of the STIP process is a little awkward as we seek to secure this type of direction. The true application does not come until 2013-2015, but our STIP processes are engaged to the point that we will secure the 2010-2012 document later this year. Then we go immediately to the 2013-1515 timeframe.

That does not mean we cannot start the process now. Director Garrett understands the Commission's sense of urgency to get an economic filter in place, even though it cannot truly be applied until the 2013-2015 STIP. ODOT will come back to the Commission to make sure the appropriate course has been charted, and the various stakeholders have been engaged.

Director Garrett said he hopes three things come out of the next two agenda items;

- 1) We do move forward with the direction to invest the \$30 million;
- 2) We do move forward to invest the \$18 million;
- 3) The Commission gives this agency direction to secure a new economic overlay, or criteria that addresses the issues of return on investment or economic benefit.

Region 3 Manager Paul Mather requested approval of amendments to the 2008-2011 Statewide Transportation Improvement Program in order to allocate funds approved by the Commission at its November 2007 meeting to provide additional funding to meet bridge needs in the amount of \$30,000,000. These funds will be allocated to projects noted in the background material. *(Background material and PowerPoint presentation in General Files, Salem.)*

Commissioner Lohman moved to approve this item. The motion passed unanimously.



Region 3 Manager Paul Mather brought for approval amendments to the 2008-2011 Statewide Transportation Improvement Program in order to allocate \$18,100,000 in funding from Oregon's share of the additional federal bridge obligation limitation as contained in the 2008 Omnibus Bill. These funds will be allocated to seven projects as noted in the background material. *(Background material and PowerPoint presentation in General Files, Salem)*

Commissioner Brown moved to approve this item. The motion passed unanimously.



Region 1 Manager Jason Tell, and Right of Way Manager Dee Jones gave a report on potential projects and use of right-of-way in response to Senate Bill 566. *(Background material and PowerPoint presentation in General Files, Salem)*

In early 2005, ODOT's Property Management Program began developing a system to manage ODOT's real estate records that would allow quick identification of excess surplus parcels to sell.



*The presentation was interrupted to receive a telephone call from Governor Kulongoski. The Governor congratulated the Commission for all its work on ConnectOregon I and II. He also expressed his gratitude to Director Garrett for his leadership and efforts toward ConnectOregon.*



The presentation resumed.

An electronic system is in place that is usable by anyone in the department who needs access to property records. In the future the system will also be available to consultants and partners.

The Right of Way Data Management System (RWDMS) project is the first step in creating department-wide efficient electronic document management. The Internet-based system is used to search for right of way maps/files, contractor plans, general files, and includes GIS.

Senate Bill 566 requires the Commission to conduct a study, which is due July 1, 2008, to determine how to maximize the return on investments in ODOT owned properties to enhance resources in the State Highway Fund. The ODOT Property Management Leasing Study is ready to go to the Legislative Interim Committee.

A Policy Option Package (POP) was granted for \$4 million to move to the second phase of this project that required Internet access to ODOT owned properties to the public. The second phase of the project will improve the right of way acquisition process by using the new technology as much as possible.

Ms. Jones provided examples of the various types of revenue generated from leases, such as air space leases, regular leases, and communication leases, and discussed statutory requirements around buying, selling and leasing lands. All revenue generated by property management goes into the State Highway Trust Fund for projects and maintenance.

Jason Tell said elements of SB 566 required a study to 1) evaluate real property owned by ODOT to determine how to maximize the return on investments, 2) evaluate Oregon's highway system to identify projects required to reduce congestion, improve freight mobility, and enhance safety, and 3) evaluate projects of statewide significance that are capable of beginning constructed during the next two biennia. Jason noted that because many of the projects listed in the study are in different phases of project development, the cost estimates are very rough and in many cases, the exact design of the project is not known at this time. The next step in the process is to report the results of the study to the legislature. The agency is set to start a conversation in the 2009 legislative session about specific needs on projects that have been vetted through the MPOs and ACTs.



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

1. Approve the minutes of the May 13, 2008, Commission meeting in Salem.
2. Confirm the next two Commission meeting dates.
  - Wednesday, July 16, 2008, in Salem.
  - Wednesday and Thursday, August 20 and 21, 2008, in Redmond.
3. Adopt a resolution for authority to acquire real property by purchase, condemnation, agreement or donation.

4. Approve the following Oregon Administrative Rules implementing legal presence and facial recognition: Amendment of: 735-010-0008, 735-010-0100, 735-010-0130, 735-062-0005, 735-062-0010, 735-062-0020, 735-062-0030, 735-062-0090, 735-062-0110, 735-062-0120, 735-070-0004, 735-070-0010, 735-070-0020; Amendment and Renumbering of: 735-062-0000 to 735-062-0007; Adoption of: 735-062-0002, 735-062-0015, 735-062-0016, 735-062-0032, 735-062-0033, 735-062-0125, 735-062-0220; Repeal of: 735-062-0021.

5. Approve the following Oregon Administrative Rules:

a.	Amendment of OAR 735-016-0070, 735-062-0320, 735-064-0020, 735-080-0060 and 735-080-0070 relating to proof of residency, limited vision driver permits, hardship permits, parking identification cards.
b.	Amendment of OAR 735-024-0070, 735-024-0080, 735-032-0020, 735-152-0000, 735-152-0040, 735-152-0050 and 735-152-0060 relating to vehicle dismantlers.
c.	Amendment of OAR 735-040-0040, 735-040-0080, 735-040-0090 and 735-040-0100 and repeal of 735-040-0050 relating to veteran recognition registration plates.
d.	Amendment of OAR 735-046-0000, 735-046-0010 and 735-046-0050 relating to Congressional Medal of Honor registration plates.
e.	Amendment of OAR 740-200-0010, 740-200-0020 and 740-200-0040 relating to the readoption of the International Registration Plan, the International Fuel Tax Agreement and the Heavy Vehicle Use Tax.

6. Approve the route location and highway design for the relocation of the section of state highway described as Oregon 66: Klamath River (Spencer Bridge No. 00955), Greensprings Highway (No. 21), in Klamath County.
7. Adopt the Oregon 22 Access Management Plan in Mill City as a facility plan. Adoption of this plan will amend the Oregon Highway Plan to include an access management plan for Oregon 22 within the city limits of Mill City. Adoption will establish policies to guide ODOT and local governments in managing operations and future modernization of this section of the state facility. This access management plan has been adopted into local comprehensive plans and development codes.
8. Approve an amendment to the 2008-2011 Statewide Transportation Improvement Program to add the Interstate 5: Exits 14-11 Paving (Ashland) project. The total estimated cost of this project is \$1,000,000.
9. Approve an amendment to the 2008-2011 STIP to delay the I-5: Azalea to Glendale Northbound project (\$5,370,000) and the I-5: Elkhead Road Interchange – Rice Hill Interchange Northbound Section project (\$5,460,000), and add the I-5 Myrtle Creek – Canyonville project in Douglas County. The total estimated cost of this project is \$10,759,748.

10. Approve an amendment to the 2008-2011 STIP to modify the Oregon 39/140: Western – Lost River Diversion construction project in Klamath County to a development project. The total estimated cost of this project is \$800,000.
11. Approve an amendment to the 2008-2011 STIP to cancel the Oregon 18 Safety Improvements (Milepoint 5.7 – 6.0) project in Lincoln County because there have been no reported crashes in the area since 2005, and the project is not a top Safety Priority Index System site. The total estimated cost of this project is \$618,899.
12. Approve an amendment to the 2008-2011 STIP to cancel the U.S. 20: Milepoint 34.2 Curve Improvement project in Linn County because only three crashes have occurred since chevron warning signs were installed along the curve, and the location is no longer a top Safety Priority Index System site. The total estimated cost of this project is \$2,500,000.

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

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Public comment was received from:

- Art Schlack, Association of Oregon Counties, who talked about the loss of federal forest funds and the failure of the one-year extension. The Governor’s task force report on the impacts to counties of the loss of secure rural school funds will be released June 23<sup>rd</sup>.

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Commissioner Wilson adjourned the meeting at 12:05 p.m.

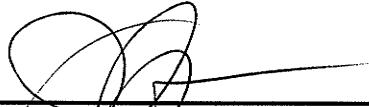
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Was not present.

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Gail Achterman, Chairman


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Janice Wilson, Member

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David Lohman, Member

Was not present.

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Michael Nelson, Vice Chair

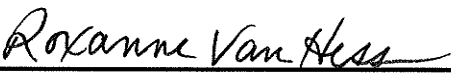
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Alan Brown, Member

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Roxanne Van Hess, Commission Support