

OREGON TRANSPORTATION COMMISSION

Minutes of the Regular Monthly Meeting August 23 – 24, 2006 Grants Pass

On Wednesday, August 23, the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff, along with local officials, met at the Best Western Grants Pass Inn for a tour of local transportation projects. A no-host social hour and dinner were held that evening in the Clubhouse Grille at the Grants Pass Golf Club.

On Thursday, August 24, at 8:00 a.m., the OTC and ODOT staff held a briefing session and reviewed the agenda in the Courtyard Conference Room of the Grants Pass City Hall. The regular monthly meeting began at 9:45 a.m. in the City Council Chambers.

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 Stuart Foster
Commissioner Gail Achterman
Commissioner Mike Nelson
Commissioner Janice Wilson
Director Matthew Garrett
Chief of Staff Joan Plank
Deputy Director, Central Services, Mike Marsh
Deputy Director, Highway, Doug Tindall
Transportation Dev. Administrator Craig Greenleaf

Executive Officer for Highway John Jackley
Chief Engineer/Technical Serv. Mgr. Cathy Nelson
Public Transit Interim Administrator Troy Costales
Region 1 Manager Jason Tell
Region 2 Manager Jeff Scheick
Region 3 Manager Paul Mather
Region 5 Manager Monte Grove
Commission Secretary Kim Jordan

August 23, 2006

Tour highlights: potential development and impacts of the maintenance yard; 6th – 7th Street project; Park – Lewis – Harbeck – 6th – 7th Street project; South Y and possible relationship to the 4th Bridge; Highway 238 – New Hope Road – Urban Growth Boundary; Highway 199 Expressway; Highway 99 – Miracle Mile; and the Merlin – North Valley Interchange.

The dinner program included remarks from USF Reddaway Terminal Manager for Grants Pass and Rogue Valley Area Commission on Transportation (RVACT) Co-Chair Jeff Hunter; Grants Pass City Manager David Frasher; and Grants Pass Daily Courier Editor Dennis Roler. Comments focused on RVACT's transportation role; enhancing community values, and local transportation needs. Closing remarks, provided by Oregon Transportation Commission Chair Stuart Foster, included comments on *ConnectOregon*, multi-modal challenges, and steps being taken to solve them; Highway 199, being sensitive to the community's needs, and the importance of partnering; and,

the huge transportation financing challenges. (*PowerPoint presentation provided by David Frasher in General Files, Salem.*)

The dinner program ended at 8:35 p.m.

August 24, 2006

Chair Foster called the meeting to order at 9:45 a.m.



Director's report highlights:

- The Oregon Department of Transportation, in partnership with Associated General Contractors and the small business community, kicked off an Oregon Small Business Initiative. The goal of the initiative is to look for ways to stimulate participation from small businesses in ODOT's construction program. A small working group has been formed and will meet monthly to remove barriers, simplify processes, and cultivate opportunities for businesses of all sizes to compete in ODOT's construction projects.
- On September 5, the agency has an extensive agenda of testimony before the House Interim Committee on Transportation. The agenda includes ODOT testimony on the OTIA Bridge Program, Design-Build Contracting, *ConnectOregon*, Columbia River Crossing, and other transportation issues.
- ODOT has convened a Transportation Policy Group with its partners in the metropolitan planning organizations, counties, and cities, to discuss policy issues and critical transportation needs. Chair Foster represents the Commission in this group, and the Governor's Transportation Policy Advisor Chris Warner also participates. Director Garrett sees this group playing a major role in shaping the transportation system investments of the future.



Commission member reports:

Commissioner Achterman had no report to give this month.

Commissioner Nelson advised that in mid-August a new tourism/transportation task force held its first meeting in Salem. It was attended by numerous state agencies, the Federal Highway Administration, private sector, AAA, the trucking industry, and the hotel/motel industry. Topics focused on tourism, transportation and economic development. Commissioner Nelson also commented on a local pedestrian and bicycle bridge, referred to as the GP Bridge, involving funds from ODOT's Transportation Enhancement Fund. He advised this bridge has received several awards and accolades.

Commissioner Wilson attended the August MWACT meeting. She pointed out this group is extremely supportive of ODOT and its staff, and in particular, Don Jordan, ODOT District 3 Manager. Commissioner Wilson reported that Mr. Jordan led a Highway 18 emergency project and the community was thrilled with how quickly the issue was dealt with. MWACT meeting participants and attendees were obviously thankful and appreciative of Mr. Jordan. Commissioner Wilson commented she had attended her first audit committee meeting. She also spent time with Troy Costales regarding changes in the Public Transit Division.

Chair Foster participated in a joint committee meeting with the Land Conservation and Development Commission (LCDC) that focused on the continuing effort to look at the Transportation Planning Rule. The most recent meeting concluded that further changes were not necessary to the Transportation Planning Rule at this time. Chair Foster advised they will continue to meet on a regular basis and reflected on the importance of understanding LCDC issues and LCDC understanding how the state's transportation system is planned.



Troy Costales and members of the Oregon Transportation Safety Committee (OTSC) provided an overview of the 2007 Oregon Traffic Safety Performance Plan. Committee members included Chair Mark Koberstein, Mike Lavery, Jerry Cooper and Marian Owens. Louis Ornelas was unable to attend. (*Background material in General Files, Salem.*)

Mr. Costales explained the performance plan outlines the expectations and deliverables of the division, along with funding for the various highway safety programs. Committee members briefed the Commission on various areas of the plan, such as traffic safety goals, death/crash data, funding priorities, seatbelt usage, and the driver education program.

The Commission noted it was highly indebted to the Oregon Transportation Safety Committee. The Commission praised the Committee for being one of the most diligent, hard-working committee's in Oregon and its efforts should be viewed as saving lives.

Commissioner Achterman moved to approve the 2007 Oregon Traffic Safety Performance Plan and authorize the Transportation Safety Division Administrator to sign the necessary agreements to carry out projects in the safety program. The motion passed unanimously.



Troy Costales and Mark Koberstein provided an update of the Transportation Safety Action Plan – An Element of the Oregon Transportation Plan. The Plan will serve as Oregon's strategic plan as called for in SAFETEA-LU (Safe, Accountable, Flexible,

Efficient, Transportation Equity Act – Legacy for Users). *(Background material in General Files, Salem.)*

Mr. Koberstein advised Oregon's Transportation Safety Action Plan met most of the federal requirements for a highway safety plan. Areas needing to be fixed were and those changes are incorporated in the 2006 Amendment One, Oregon Transportation Safety Action Plan – An Element of the Oregon Transportation Plan. Oregon is one of the few states that had most of the federal requirements already in place, and it is eligible for the funding.

The Commission reiterated how important the Committee's work is. It urged the Committee to think about whether or not it's time to employ technology to monitor highways so that Oregon's speed law compliance might have the same remarkable results as its safety belt compliance.

Commissioner Achterman moved to approve the 2006 Amendment One, Oregon Transportation Safety Action Plan – An Element of the Oregon Transportation Plan. The motion was unanimously passed.

In closing, Mr. Koberstein invited Oregon Transportation Commission members to the Annual Transportation Safety Conference, September 25 – 27, 2006, at the Eagle Crest Conference Center near Redmond.



Chair Foster provided some interesting history on the North Medford Interchange project. He noted his involvement began with the initial genesis to rebuild the North Medford Interchange. The project is almost finished and will improve safety, traffic flow, air quality, and provides a more direct route from Interstate 5 to Oregon Highway 62. *(Background material in General Files, Salem.)*

It was with distinct pleasure that the Commission thanked former U.S. Representative Bob Smith for his outstanding efforts in getting the \$19 million earmark that resulted in the rebuild project moving forward.

The Commission also recognized the following individuals for their work on the design and location of the project: Skip Knight, Medford City Council; Curt Burrill, Citizens Advisory Committee; and Mike Montero, Project Solutions Team. The hard work of ODOT staff was recognized. In particular, Monte Grove, former Area Manager; Frank Stevens, Project Leader; and Art Anderson, current Area Manager.

A commemorative plaque was unveiled that will be displayed on the retaining wall overlooking Biddle Road at the North Medford Interchange.

Former U.S. Representative Bob Smith thanked the Commission for its recognition of his efforts and for the Commission's tenacity in following this project through to

completion. He stated he was proud to be a part of the project and felt it was widely accepted and a great improvement for the community.



Director Garrett presented information on the prestigious 2005 National Partnership for Highway Quality National Achievement Awards for the Highway 238 – Jacksonville Reconstruction project. The \$3.5 million project through Jacksonville, a community that is on the National Register of Historic Places, was cited by the National Partnership for Highway Quality for balancing the need to construct a roadway with the needs of the historic, tourist-oriented community. *(Background material in General Files, Salem.)*

Director Garrett appreciatively recognized the following award recipients and presented them with framed awards: Jim Lewis, Mayor of Jacksonville; Linda Graham, Jacksonville Chamber of Commerce; John Holmes, Owner, Johnny Cat; Joe Thomas, Project Manager; Mark Thompson, Assistant Project Manager; Dan Boyle, Senior Inspector; Jason Sheadel, On-Site Inspector; Leon De La Grange, Inspector; Bill Boyett, Public Service Representative; Gary Leaming, Public Information Specialist; and Carol Bolton, Administration. Vivian Payne, Project Leader, and Tracy Harris, Designer, were unable to attend.

The Commission indicated this was an example of the partnerships it encourages and is a wonderful project for Jacksonville.



Jeff Scheick and Erik Havig, ODOT Northwest Region and Planning Development Manager, presented an overview of the Woodburn Interchange Area Management Plan. Mr. Scheick passed along the appreciation of Mayor Kathy Figley, City Administrator John Brown, and Councilor and MWACT Chair Richard Bjelland, for the partnership they have with ODOT. Mr. Scheick noted the plan reflects a win-win solution for both the department and the City. *(Background material and PowerPoint presentation in General Files, Salem.)*

Erik Havig briefed the Commission on key elements of the plan, including ODOT's and Woodburn's implementation measures; proposed interchange redesigns – west of I-5 and east of I-5; and planned local road improvements.

The Commission commented on the exceptional work of region staff on this plan. Terry Cole, ODOT lead planner on the project, was recognized for his excellent work with the City of Woodburn and for the outstanding presentation he gave to the Real Estate and Land Use Section of the Oregon State Bar.

Commissioner Wilson moved to adopt the Woodburn Interchange Area Management Plan as a facility plan amendment to the Oregon Highway Plan. The motion passed unanimously.

The Commission asked ODOT staff to extend its appreciation to the City of Woodburn for its leadership in making this happen.



Doug Tindall, ODOT Office of Innovative Public-Private Partnerships (OIPP) Manager Jim Whitty, and Pamela Bailey Campbell, formerly of Carter Burgess and currently with Parsons, Brinckerhoff, continued the tolling policy discussion carried over from earlier Commission meetings. (*Background material and PowerPoint presentation in General Files, Salem.*)

Pamela Bailey Campbell focused her comments on the tolling policy work the State of Washington has done. Some of the significant differences between the two states were pointed out.

- The Washington Department of Transportation (DOT) has moved into a cabinet position, thereby removing the link between the Washington Transportation Commission and the Washington DOT. However, the Washington Transportation Commission retained authority over tolling.
- Specific statutory authority is required in Washington to toll any facility.
- The way the State of Washington's public-private partnership legislation was passed, it has no authority to finance projects privately. It must be done on a public basis.

The Commission had a philosophical discussion about Washington DOT's proposed tolling policies. It was pointed out that the discussion was meant to stimulate conversation about what a neighboring state is doing, and not a discussion about what Oregon is going to do. (*Washington's nine proposed policies are outlined in the background material in General Files, Salem.*) Discussion focused on staff securing an understanding of the direction the Commission wanted to proceed. Key points made were to: continue to look at all the options; think broadly, move carefully – but not study the options endlessly; we want to be successful, we want to be sure we are comprehensive, and we want to understand all the dynamics at play – while at the same time moving with due haste. Having said that, the Commission indicated it wants to take baby steps, focus on the facility, and communicate to Oregonians that tolling isn't un-American. Staff assured the Commission that it will continue to have a long-term discussion with the Commission about "why do you toll?"

Mr. Tindall noted that as part of the pre-development work for the three proposed toll facilities (Newberg-Dundee, South 205, and the Sunrise projects), the Oregon

Transportation Improvement Group requested policy guidance from ODOT in the following areas:

- Should transponders used for electronic toll collection in Oregon be technically interoperable with Washington?
- Should Customer Service Center operations be centralized within an ODOT-controlled system that includes violation processing activities?
- Should the OTC be the exclusive tolling authority and rate setting board for state highways?
- Should we allow a combination of all-electronic toll collection with cash collection with migration to all-electronic toll collection over time?
- Should tolling violation enforcement including video enforcement be authorized?

Mr. Tindall indicated discussions on the above issues will continue, and specific guidance from the Commission will be requested at a future meeting. In the meantime, staff will fully vet the issues, and will fully inform the Commission of the department's recommendations before bringing to the Commission for approval.

For the record, Chair Foster noted a letter dated August 22, 2006, had been received from Oregon Representative Kim Thatcher, expressing concerns about the direction the state is headed on toll road policies in general, and specifically, in Yamhill County. *(Copy of letter in General Files, Salem.)*

The Commission advised it appreciated hearing about Washington's tolling policy progress and thought it was very helpful in thinking about the issues surrounding tolling in Oregon.



Doug Tindall provided a monthly status report on the Statewide Transportation Improvement Program (STIP), Oregon Transportation Investment Acts (OTIA) of 2001, 2002, and 2003, and the OTIA III State Bridge Delivery Program. *(Background material in General Files, Salem.)*

Mr. Tindall called the Commission's attention to the following:

- 100% of the OTIA I and II projects are in design, in construction, or complete.
- 64% of the OTIA III State Bridge Delivery Program projects are in design, in construction, or complete.
- The entire package, including the Statewide Transportation Improvement Program, represents about \$1.2 billion worth of construction that is out there now.
- ODOT is delivering its programs and will continue to deliver.

At the Bend OTC meeting, the Associated General Contractors (AGC) brought forward a concern about ODOT's plan for the OTIA III State Bridge Delivery Program. In particular, having projects of a size and schedule that would allow Oregon contractors to continue to compete for the work was discussed. Mr. Tindall advised the schedule has been adjusted, and with the help of AGC and the American Council of Engineering Companies (ACEC), a plan has been developed to deliver the OTIA State Bridge projects in a manner that is compatible with the desires of AGC and ACEC. Additionally, it was discussed with the Oregon Trucking Associations from a mobility standpoint. While the new plan schedule will lengthen the completion of OTIA III State Bridge projects by approximately 15 months, it is still within the ten-year completion window.



Paul Mather requested a project authorization increase of \$3,909,600, or 8.69%, on the Interstate 5: Sutherlin – Roseburg Design/Build project in Douglas County, Contract No. C13070. This changes the total project authorization from \$44,970,090 to \$48,879,690. *(Background material in General Files, Salem.)*

Paul Mather advised this was a complex request and provided reasons for the increased costs: additional pavement work was added to the project; unanticipated asphalt escalation costs, striping changes; changes to Exit 127 (North Roseburg Interchange); and additional improvements to the old North Umpqua River Bridge on Highway 99 at Winchester.

Commissioner Nelson moved to approve the increase in project authorization on Contract No. C13070 from \$44,970,090 to \$48,879,690. The motion was unanimously approved.



Craig Greenleaf and Jerri Bohard, Planning Section Manager, provided a review of the comments received on the update of the Oregon Transportation Plan, including key plan changes resulting from the public hearing on July 19, 2006, and the 45-day comment period. *(Background material in General Files, Salem.)*

Mr. Greenleaf advised:

- Comments received from key partners (such as the Area Commissions on Transportation and Metropolitan Planning Organizations) will receive a response letter from the Transportation Development Division to let them know how we have responded to their comments.
- The Department of Land Conservation and Development (DLCD) has received the materials shared with the OTC, and they have provided favorable comments.
- Federal agencies have been consulted to ensure the plan is SAFETEA-LU compliant.

Mr. Greenleaf also advised the proposed compact community concerns DLCD and its Commission brought forward at the last OTC meeting were resolved. ODOT is adding a compact development definition to the plan's glossary. *(Additional plan changes resulting from comments received are detailed in the background material.)*

A request to adopt the Oregon Transportation Plan and Final Findings of Compliance with Oregon's Statewide Planning Goals will be brought before the OTC at its meeting on September 20, 2006.



Mr. Tindall provided information on the status of the Immediate Opportunity Fund (IOF). He advised allocated funds for the current biennium (which ends June 30, 2007), total \$7 million. In summary, approximately \$1.8 million has been expended and, if the Commission approves the following two IOF requests, a balance of more than \$3.8 million will remain. *(Background material in General Files, Salem.)*

Jason Tell briefed the Commission on the \$1 million IOF grant request to fund transportation improvements on NW Cornell Road in Washington County. The total project cost for the roadway improvements is estimated to be \$10,608,000.

Genentech, a leader in the biotechnology industry, selected Oregon and acquired a 100-acre, state-certified industrial site in Hillsboro for the construction and development of a state-of-the-art biotherapeutic "fill/finish" facility. The company expects to break ground on its new \$250 million campus later this year, with completion in 2008. The facility is expected to be licensed and operational in 2010. The expansion will potentially bring 250 – 300 new jobs to the area by 2015. The average annual salary is estimated to be \$65,000 for salaried employees and \$35,000 for hourly employees.

Mr. Tell also requested Commission authorization for the ODOT Director to negotiate the job commitment and creation requirements with Washington County in consultation with the Oregon Economic and Community Development Department.

Jeff Scheick provided information about the City of Salem's Immediate Opportunity Fund grant request in the amount of \$325,000. Total project cost for roadway improvements is estimated to be \$725,000. Immediate Opportunity Funds will be used for transportation improvements on Turner Road in Salem.

Garmin Industries is a worldwide company that designs, manufactures, and markets navigation and communications equipment (including global positioning systems) for aviation and consumer markets. The Salem facility on Turner Road currently employs 167 people. The company is planning a \$9.7 million expansion at the Salem facility that will allow hiring an additional 93 employees. The majority of the new employees will be highly paid operations technicians and engineers.

The Commission commented that the Immediate Opportunity Fund is a vitally important tool to foster the Governor's agenda for economic development in the state. Currently, ODOT and OECDD are working to assure the remaining IOF allocation is spent.

Commissioner Wilson moved to approve both Immediate Opportunity Fund requests as noted above. The motion passed unanimously.

On a related subject, the Commission commented on Consent Calendar Item 19, a request to amend the Multnomah County – DuPont Photomask, Inc., Immediate Opportunity Fund grant. The Commission was supportive of the amendment and urged staff to continue conversations with local officials about identifying and protecting a corridor linking I-84 to US 26.



Mike Marsh provided an overview of the Oregon Transportation Infrastructure Bank (OTIB) fund. OTIB loans are given a tax-exempt interest rate and go on the basis of the borrower's credit quality. They are to be used to accelerate project completion. Mr. Marsh provided a handout on the background and status of the OTIB. (*Handout and background material in General Files, Salem.*)

Mr. Marsh presented two OTIB loan requests from Multnomah County:

- \$2,000,000 for the Burnside Bridge Main Span Rehabilitation project. Total project cost is \$9,116,775. (Key Number 12374, 2004 – 2007 Statewide Transportation Improvement Program.)
- \$3,200,000 for the 223rd Undercrossing Sandy Boulevard – Bridge Street project. Total project cost is \$6,708,259. (Key Number 11429, 2004 – 2007 Statewide Transportation Improvement Program.)-

Discussion focused on Multnomah County bridges being vital to the transportation system functioning in the Portland metropolitan area and concerns about the County's responsibility to maintain them.

Commissioner Achterman moved to approve the two OTIB loans in the amounts noted in the bullets above, with the condition that Multnomah County be required to prepare a strategic plan for funding, managing, and maintaining all of its bridges by the end of September 2007. In order to assure that the plan is well thought out, the Commission asks the county to come to its March 2007 meeting to discuss the scope and timeline for the plan. The motion passed unanimously.



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

1. Minutes of the July 19, 2006, Commission meeting in Salem.
2. Resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
3. Approve the following Oregon Administrative Rule actions:

a.	Amendment of OAR 735-050-0010 and 0070 relating to reportable accidents.
b.	Amendment of OAR 735-062-0020 and 0030 relating to proof of age, identity and residence address.
c.	Amendment of OAR 735-062-0190 relating to hazardous materials endorsements.
d.	Adoption of OAR 735-070-0015 relating to national database checks prior to reinstatement of driving privileges.
e.	Amendment of OAR 740-300-0035 relating to motor carrier civil penalties.
f.	Amendment and repeal of rules in OAR Chapter 741, Divisions 300 through 335 relating to railroad clearances, walkways and sanitation.
g.	Temporary amendment of OAR 735-062-0080 and 0140 relating to completion of a motorcycle safety education course.

4. City of Salem Immediate Opportunity Fund grant request in the amount of \$325,000. *(This item was removed from the Consent Calendar and placed on the regular agenda. See pages 9 – 10 for Commission action.)*
5. Washington County Immediate Opportunity Fund grant request in the amount of \$1 million. *(This item was removed from the Consent Calendar and placed on the regular agenda. See pages 9 – 10 for Commission action.)*
6. Canyonville Exit 99 Interchange Area Management Plan and associated findings to implement the Oregon Highway Plan.
7. Amendment to the 2006 – 2009 Statewide Transportation Improvement Program to add the Interstate 5: Sexton Pass to Stage Road Pass project north of Grants Pass in Josephine County. Total estimated cost for this project is \$1,341,187.
8. Amendment to the 2006 – 2009 STIP to add the Oregon 99E: Little Muddy Creek Bridge and Oregon 99E: Creek Bridge projects. Total estimated cost for these projects is \$4,417,000 (\$2,897,000 and \$1,520,000 respectively). Both projects are in Linn County, north of Harrisburg.
9. Amendment to the 2006 – 2009 STIP to add preliminary engineering work for the Oregon 138E: Williams Creek Fish Passage project in Douglas County. Total estimated cost for this work is \$75,000.
10. Amendment to the 2006 – 2009 STIP to cancel the Oregon 22: Willamette River Bridges project in Salem. Total estimated cost for this project is \$6,437,000. The savings will be used to cover vertical clearance improvements to the Bullards Bridge on U.S. 101 in Coos County, and to partially fund the revised estimate for the Spencer Creek Bridge project on U.S. 101 in Lincoln County (\$510,000 and \$5,927,000 respectively).

11. Amendment to the 2006 – 2009 STIP to cancel the Oregon 202: Region 2 Fish Passage project in Clatsop County, and transfer funds to use on other high priority fish passage projects. Total estimated cost for this project is \$462,000.
12. Appearance before the September 2006 meeting of the Legislative Emergency Board to request retroactive approval to apply for a \$3,890,244 grant from the Federal Highway Administration. This grant will provide for the rehabilitation, repair, or preservation of covered bridges that are listed, or eligible for listing, on the National Register of Historic Places.
13. Appearance before the September 2006 meeting of the Legislative Emergency Board to request retroactive approval to apply for a \$519,219 grant from the Federal Motor Carrier Safety Administration. This grant will assist in implementing a federally-mandated driving record check with other states prior to issuance of commercial driver licenses.
14. Appearance before the September 2006 meeting of the Legislative Emergency Board to request increases in expenditure limitation relating to debt service for lottery backed bonds.

Debt Service Adjustments			
	Adopted Budget	Projected Expenditure	Adjustment Needed
Connect Oregon		\$2,728,649.00	(unknown)
South Metro Commuter Rail		\$ 43,942.00	\$ 43,942.00
Short Line	\$ 812,045	\$ 812,045.04	\$ 1.00
Industrial Spur	\$1,417,987	\$1,417,987.18	\$ 1.00

15. Appearance before the September 2006 meeting of the Legislative Emergency Board to request limitation increases for the following three items:
 - An increase of \$22,000,000 in Other Funds in the Maintenance expenditure limitation to cover costs associated with damages caused by winter storms during December 2005 and January 2006.
 - An increase of \$10,000,000 in Other Funds in the Maintenance limitation to offset increased material, fuel and energy costs.
 - A limitation increase to the 2005 – 2007 Legislative Adopted Budget for the Reimbursables program (\$12,200,000 in Other funds), Fleet (\$2,800,000 in Other Funds), Traffic Signal Services Unit (\$420,000 in Other Funds) and Photo/Video Services (\$1,400,000 in Other Funds).
16. Oregon Transportation Infrastructure Bank loan request from Multnomah County in the amount of \$2 million. *(This item was removed from the Consent Calendar and placed on the regular agenda. See page 10 for Commission action.)*
17. Oregon Transportation Infrastructure Bank loan request from Multnomah County in the amount of \$3.2 million. *(This item was removed from the Consent Calendar and placed on the regular agenda. See page 10 for Commission action.)*
18. Technical amendments to and accept the compiled version of the 1999 Oregon Highway Plan, as amended, for online publication and a limited print run.

19. Amendment to the agreement related to the Multnomah County – DuPont Photomask, Inc. Immediate Opportunity Fund grant. The amendment is needed to allow new investment and development in the area that was previously scheduled to be occupied by DuPont Photomask, Inc. No additional funds are requested.

Chair Foster declared he had a conflict of interest on the US199 @ Laurel Road (Cave Junction) property on the Redwood Highway (Map No. 39-08-09B) contained in Consent Calendar Item #2.

Commissioner Achterman moved to approve all Consent Calendar items, with the exception of the US199 @ Laurel Road (Cave Junction) property as noted above. The motion passed unanimously.

Commissioner Achterman moved to approve the US199 @ Laurel Road (Cave Junction) property on the Redwood Highway (Map No. 39-08-09B) contained in Consent Calendar Item #2. Chair Foster abstained from voting. The motion passed unanimously by the remaining members.



The Commission confirmed the next two meeting dates as:

- Wednesday and Thursday, September 19 and 20, 2006, in Portland
- Tuesday and Wednesday, October 10 and 11, 2006, in Prineville



Public comments were received from the following individuals:

- James Rafferty, Selma area resident, advised he is a member of the Highway 199 Citizens Advisory Committee. He is concerned that we are putting the Highway 199 project in front of the South Y project. He believes the South Y project will have a larger impact on the eastside of the project if we continue as planned. As far as the westside project goes, he believes we can continue with that without problems, other than internal ones.

The Commission advised that issue had been discussed during yesterday's tour and ODOT staff will do what it can do to coordinate the planning for the projects.

- Art Schlack, Association of Oregon Counties, provided clarification on the status of the Secure Rural Schools Act (PL106393). Newspaper articles around the state have led people to believe there would be a full one-year extension of federal funds. Unfortunately, that is not true. Rather, the Administration issued letters to U.S. Senators Wyden and Smith indicating the Administration would not be opposed to the extension of 106393 for a year if money could be found. That doesn't change

anything. Mr. Schlack advised there is a September fly-in to Washington DC planned by at least 30 county officials to lobby Congress with regard to the reauthorization of 106393.


- DLCD Director Lane Shetterly commented he had hoped to be present for the OTP public comments agenda item and would follow-up with Director Garrett on that issue later. He thought the last go-around with the joint committee was an excellent exercise. His Commission wanted a little better understanding and he thought they got that out of the meeting. The up-shot was that his commission did want to keep an eye on the compact community issue, but it was premature to sound the alarm. The opportunity to discuss the issue with both staffs and commissions present was helpful, and they look forward to further opportunities.

The Commission noted it was pleased that representatives of DLCD and LCDC were attending the October OTC workshop in Prineville to talk about, among other things, how the alignment between the transportation planning process and the land use planning process could be reshaped.

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Chair Foster adjourned the meeting at 1:50 p.m.

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Stuart Foster, Chairman



Gail Achterman, Member

Not present at the meeting.

Randy Papé, Member



Mike Nelson, Member



Janice Wilson, Member



Karen Elliott, Commission Support