

OREGON TRANSPORTATION COMMISSION

Minutes of the Regular Monthly Meeting July 19, 2006 Salem

On Wednesday, July 19, the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff held an agenda briefing session in Room 135 of the Transportation Building, 355 Capitol Street NE, Salem. The regular monthly meeting was held in Conference Room 122.

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

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| Chair Stuart Foster | Motor Carrier Trans. Admin. Gregg Dal Ponte |
| Commissioner Gail Achterman | Rail Division Administrator Kelly Taylor |
| Commissioner Randy Papé | Interim Public Transit Administrator Troy Costales |
| Commissioner Mike Nelson | Chief Engineer/Technical Serv. Mgr. Cathy Nelson |
| Commissioner Janice Wilson | Region 1 Manager Jason Tell |
| Deputy Director for Highways Doug Tindall | Region 2 Manager Jeff Scheick |
| Deputy Director for Central Services Mike Marsh | Region 3 Manager Paul Mather |
| Communications Administrator Patrick Cooney | Region 4 Manager Bob Bryant |
| Trans. Development Administrator Craig Greenleaf | Region 5 Manager Monte Grove |
| Executive Officer for Highways John Jackley | Commission Secretary Kim Jordan |
| Chief of Staff Joan Plank | |

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Chair Foster called the meeting to order at 9:35 a.m.

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Director's report highlights:

- **ConnectOregon Appreciation.** Director Garrett expressed appreciation to department employees for their dedicated, behind-the-scenes hard work. Julie Rodwell, Cary Goodman, Karen Green, and Teddie Baker, Freight Mobility Section; Marty Andersen, Local Government Section; Sally Ridenour and Shelley Snow, Communications Division; and Diane Hopper and Karen Jorgensen, Central Services, were specifically recognized for their first-rate efforts.
- **The Green Light Weigh Station Preclearance Program.** This program just precleared the 7-millionth truck in its history. In the early years of the program, the Motor Carrier Transportation Division estimated the benefits of weigh station preclearance by using a truck-costs-per-mile calculation developed by the American Trucking Associations (ATA).

Based on an ATA estimate, 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.

A total of 4,056 trucking companies now participate in Green Light, and transponders have been placed in 39,394 trucks.

- **House Interim Transportation Committee Testimony.** On July 10, department staff delivered approximately six-and-a-half hours of testimony to the House Interim Committee on Transportation. The committee meeting was held in Newport and chaired by Representative Alan Brown.
 - Vivian Payne, Region 2 Area Manager, participated in a panel discussion focused on coast mobility and valley access issues. Ms. Payne also provided testimony about the Highway 20 Pioneer Mountain – Eddyville project.
 - Doug Tindall gave a safety corridor presentation.
 - Paul Mather provided testimony on recent trends in costs of construction.
 - Lorna Youngs presented testimony on problem drivers.
 - Commissioner Gail Achterman appeared before the committee to present an overview of the draft Oregon Transportation Plan.

Director Garrett reported the testimony was well received, ODOT and staff are strongly supported by this committee, and there is a high level of interest in our projects.

In addition to the department's testimony, Jessica Adamson, Associated General Contractors, appeared before the committee to talk about increases in construction costs. Ms. Adamson's testimony supported the information the department presented and she spoke well of ODOT and the joint efforts to work cooperatively on projects.



Commission member reports:

Commissioner Achterman also commented on her Oregon Transportation Plan (OTP) presentation to the House Interim Transportation Committee in Newport. She advised that after hearing her presentation, there was consensus among the Committee members that they were extremely concerned about transportation funding. Also, with regard to the OTP, Commissioner Achterman advised she received a call from British Broadcasting Corporation, informing her that its documentary production crew was coming to Portland to do a series on public services, a hot issue in England. They will film a transportation segment in Oregon because they believe our state has demonstrated "best practices." On a separate note, Commissioner Achterman advised she has also been tracking the University Transportation Center start up.

Commissioner Papé reported that he spent a great deal of time on the West Eugene Parkway (WEP) project. He explained the project has been on the drawing board for

more than 20 years, has a significant financial commitment of more than \$12 million, and it was ODOT and the Federal Highway Administration's (FHWA) desire to bring the process to a conclusion. The conclusion, after considerable discussion within the community, was to reject the current alignment north of the railroad tracks and the proposed Federal Highway Administration's (FHWA) alignment south of the railroad tracks. Commissioner Papé thanked David Cox, FHWA Division Administrator, for his participation in the process, and also thanked Director Garrett, Deputy Director Tindall, Region 2 Manager Scheick and staff for their involvement efforts. The department's "no-build" recommendation is now moving forward to FHWA, who will make the final project alignment decision.

Commissioner Nelson thanked Commissioner Papé for all the time and effort he put into the WEP project. Commissioner Nelson advised he spent time with Senator Peter Courtney and ODOT Region 5 Manager Monte Grove at the State Highway 86 project ribbon-cutting ceremony in Richland, Oregon. For the small community of Richland, this Statewide Transportation Improvement Project (STIP) is an important improvement to its highway system. Commissioner Nelson thanked Monte Grove for his involvement.

Commissioner Wilson reported that she and Commissioner Achterman met with Bruce Warner, Executive Director of the Portland Development Commission, to discuss issues of mutual interest.

Chair Foster advised the entire Commission concurred with Commissioner Nelson's comments that Commissioner Papé's participation and hard work in the difficult situation surrounding the West Eugene Parkway was very much appreciated.



The following public comments were received:

- Rob Zako commented that he thought, in the long run, the Commission's decision to not move forward on the WEP was a good one. He said it provides an opportunity for the local community to develop an acceptable solution to traffic problems in West Eugene. Mr. Zako handed a July 19 letter, with maps, to the OTC about what happens now. The Commission thanked Mr. Zako for the great maps, which one Commissioner observed, shows vividly what the problem is.
- Cheryl Gribskov, representing the tourism industry, provided information about a task force that wants to do more information sharing with different groups and commissions about how things are going between transportation and tourism. Ms. Gribskov also shared instances of ODOT field staff working with tourism to better serve the traveling public.
- Bill McKenzie, Intel Communications Manager, advised that a partnership with ODOT, Oregon Travel Information Council, and State Parks and Recreation Department, implements a new wireless program prototype being tested in state parks and rest areas. He thought this program is an opportunity to put Oregon at the

forefront of services offered to its travelers. Mr. McKenzie encouraged the OTC and ODOT to take a hard look at the wireless program and to consider expanding it.

The Commission commented it hoped to talk more with Intel about ODOT's intelligent transportation system and a whole variety of transportation applications. The Commission also thanked Cheryl Gribskov and Doug Tindall for their good work and support in the tourism area. It was also noted that the Malin Rest Area wireless program was a great service to the traveling public and that it combines well with the travel and accommodation information now on ODOT's TripCheck website.

- Kathy Thole provided comments opposing the Fort Hill Highway improvement plans and provided a June 28, 2006, Sheridan Sun news clipping about a fatal Highway 18 accident. Ms. Thole urged the Commission to not do anything more to the road until the bridge is widened.

The Commission indicated it would follow up on the background information provided by Ms. Thole, check on the project's status, and the bridge improvement schedule.



John Jackley summarized the *ConnectOregon* Program process to date, the Consensus Committee's project recommendations, and the substantial input received from the public hearing process. He shared three important lessons learned: (*Background material, including the recommended project list, in General Files, Salem.*)

- There is a tremendous, untapped need for multi-modal transportation projects across the state. The biggest challenge in the evaluation process was that there were so many good projects. Virtually every application had economic benefits and a tremendous amount of merit. The challenge was to pick the best projects.
- Collectively, a fair and open process was created for a brand new program.
- And, most importantly, the greater transportation community in Oregon could put their statewide "hat" on through the process, and the Consensus Committee could reach a broad consensus on the most strategic projects.

The Commission thanked everyone involved in the *ConnectOregon* selection process and for the outstanding work on the recommended project list. The Commission was also impressed with how the overall program process helped open eyes to think more about investing in a multi-modal, connected system across the state.

The Commission provided the following key statements as an overview:

- \$230 million worth of project applications were received.
- The Consensus Committee forwarded a \$104 million-plus package for Commission consideration, with \$99.5 million to spend.
- The \$4 million, Region 5 Port of Morrow project is the one project on the "bubble." The understanding and commitment is that if any other projects drop off, as long as

statutory funding goals are met for each region, the funding difference would go to fund the Port of Morrow project. However, this still brings the total request to more than \$99.5 million. Given that, the Central Oregon and Pacific Railroad, Winchester Freight Rail Yard project will be adjusted from \$7.7 million to approximately \$7 million, with the understanding that if something drops off the list, it will be funded first. After that, funding would go to the Port of Morrow project. By doing this, the Commission is within its \$99.5 million budget.

- As the Commission pointed out at its June 29 meeting, the action it takes today does not guarantee project funding. Rather, it authorizes staff to go to contract, consistent with the project applications. The Commission expects each contract to strictly conform to the application terms, and a decision made about whether the individual project can be delivered within the stated time. It is also the Commission's expectation that there will be project performance measures giving benchmarks to evaluate how the projects are moving along. Continued project funding will be contingent upon benchmark achievements.

Commissioner Achterman moved to approve the *ConnectOregon* project application list and delegate authority to the Director of the Oregon Department of Transportation to enter into contracts with the applicants, subject to the following:

- That the Oregon Department of Transportation is directed to work with the Oregon Department of Aviation and the applicants to get projects under contract by October 31, 2006;
- That projects advanced today to the contracting process must be able to produce all documentation in the project application, including feasibility, readiness to construct, permits, and other promised elements, and that the inability to meet this documentation may result in the loss of project funding. Documentation indicates that there is a reasonable likelihood that the project can be completed in the time frame planned;
- That the amount of funding to be advanced to contract for Project 019-06 (Central Oregon and Pacific Railroad, Winchester Freight Rail Yard) be reduced from the Consensus Committee's recommendation by \$750,000 for a revised total of \$6,967,000;
- That because Clackamas County voluntarily removed Project 039-06 (Oregon Iron Works Inc.) from the *ConnectOregon* process and will fund that project from other sources, Project 038-06 (City of Sandy Transit Operation Facility) in Region 1 is hereby advanced to the contract stage, subject to a binding agreement from Clackamas County to fund the Oregon Iron Works Inc. project. If such a binding agreement cannot be reached, the Oregon Iron Works Inc. project will be funded through *ConnectOregon*, and the City of Sandy project will not be funded;
- That in the event additional *ConnectOregon* funding becomes available due to the inability of a project on the approved list to go to contract, the \$750,000 for Project 019-06 (Central Oregon and Pacific Railroad, Winchester Freight Rail Yard) will be restored. The next project to be funded would be Project 084-06, Port of Morrow

(East Beach Multi-Modal Freight Transload Facility, \$4.08 million) as long as the region allocations in Senate Bill 71 can still be met;

- And that the Oregon Department of Transportation is directed to report on the status of the *ConnectOregon* contracting process at the November 2006 meeting of the Oregon Transportation Commission to identify any substitutes for projects that are unable to get under contract.

The motion passed unanimously.

Governor Kulongoski provided comments to the Oregon Transportation Commission by speaker telephone. He thanked the Commission and others who made the program a success. He also committed to asking the Oregon Legislature to pass a *ConnectOregon II* Program.

The Commission thanked the Governor for his leadership in making *ConnectOregon* happen. It also acknowledged how critical it is for the program to be successful in delivering the *ConnectOregon* projects, and the absolute need for future funding.



Michael Cobb, ODOT Office of Civil Rights Interim Manager, presented information on the statewide Disparity Study, noting that federal law requires recipients of federal funding to have a Disadvantaged Business Enterprise (DBE) program in place to encourage use of small businesses. He explained that ODOT has always had a program like that; but in May 2005, the 9th Circuit Court of Appeals determined that while the Federal DBE Program was constitutional, the use of race-conscious DBE goals in contracting by the Washington State Department of Transportation lacked sufficient supporting data to assure the program was narrowly tailored. Subsequently, FHWA advised all states in the 9th Circuit District to discontinue the use of race-conscious goals until they could provide evidence to show that their program was narrowly tailored. (*Background material in General Files, Salem.*)

In April 2006, ODOT issued notice that it would no longer require hard goals, but would go to aspirational targets because it had not done a Disparity Study in the past. In moving forward, ODOT has gone to a race-neutral program. In order to resume using race-conscious goals, it needs to do a Disparity Study.

The Commission commented on the importance of representing the diverse citizens of Oregon. It is essential for the Commission and the department to look at past history, where it is today, what it thinks the future will look like, and what roles it needs to play. The Commission also observed that it is critical ODOT be a leader in the state to assure it represents all citizens.

Commissioner Wilson moved to approve the statewide Disparity Study to provide established and anecdotal data to determine the future use of contract-specific, race-conscious goals. The motion passed unanimously.



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

Mr. Tindall advised they continue to make progress in all of the programs. In addition, Tom Lauer is working with the Associated General Contractors regarding concerns expressed about bundle sizes and use of design-build in the State Bridge Delivery Program at the May 2006 Commission meeting in Bend.

The Commission recognized Tom Lauer's efforts, noting that others have been highly complimentary of the work he and his staff are doing.



Doug Tindall and Scott Chaukley, Highway Performance Management Manager, provided an update of the Highway Division's Performance Management System. The presentation included information on progress made since the last update in December 2005, current performance management system topics, and next steps. (*Background material and PowerPoint presentation in General Files, Salem.*)

Mr. Tindall commented on the good work completed by Cambridge Systematics and ODOT Highway staff. Cambridge Systematics brought what they had learned in terms of best practices; but, more important, they listened to staffs' concerns. It was a successful process.

Mr. Tindall concluded by noting three important messages:

- Linking the measures back to our mission and goals is a critical factor in communicating the measures to employees; it's easier to explain the measures when you can show how they measure what we're doing.
- With regard to the feedback loop discussion, Doug explained his experience with performance measures: you rarely hit the measures that really work on the first try. So, the feedback loop provides an opportunity to use the measures as a living document. He advised staff will use them, find out through experience what the impacts are, how they guide our decisions, and they will make sure they are guiding us in the right way.
- It is time to implement the measures, start using them, and find out where we are; rather than trying to refine the measures until they are perfect. Staff will move forward and occasionally report back to the Commission on how they are doing.

In response to Commission inquiries, Mr. Tindall committed to provide the following information: 1) background material from the Cambridge Systematics report on

sustainability-related performance measures; and 2) information about developing performance measures on other kinds of things the department is doing, like CS³ (Context Sensitive and Sustainable Solutions), and how they may be linked back to other measures.



Doug Tindall, Jim Whitty, Office of Innovative Public-Private Partnerships Manager, and Pamela Bailey Campbell of Carter Burgess, continued the tolling policy issues discussion that began earlier in the year. The purpose of these on-going discussions is to help frame issues and begin to formulate policy direction. *(Background material in General Files, Salem.)*

Mr. Tindall advised the Commission of a joint meeting with the Washington State Department of Transportation scheduled in the near future. Macquarie Infrastructure Group, Inc. will offer information about issues that surround tolling, as Oregon and Washington wrestle with funding for the Columbia River Crossing project.

The ongoing tolling policy issues discussion focused on supplementing all electronic toll collection, “why” toll?, equity concerns, and other issues. The Commission made clear that it is interested in an ongoing exploration of all tolling options and requested staff to continue to bring more information to its meetings.

Mr. Tindall advised they would be back next month to talk about the State of Washington’s tolling policies.



Barnie Jones, ODOT Research Unit Manager, provided information on the National University Transportation Center in Oregon, established by the SAFETEA-LU (Safe, Accountable, Flexible, Efficient, Transportation Equity Act – Legacy For Users) transportation reauthorization bill. The Center, housed at Portland State University, involves four institutions: Oregon Institute of Technology, Oregon State University, Portland State University and the University of Oregon. Mr. Jones’ presentation provided information about past practices and current plans for ODOT research project selection. *(Background material and PowerPoint presentation in General Files, Salem.)*

The Oregon Department of Transportation stands to benefit in many ways from the activities of the Center, designated the Center for Transportation Studies. By leveraging Center funds, ODOT’s research effort could effectively double, with only a small increase in additional ODOT resources and staff to manage more projects, as well as managing a more complex system for project selection and development.

Mr. Jones described how ODOT and the Center for Transportation Studies intend to coordinate and integrate its respective research selection. The integrated process does not sacrifice ODOT’s ability to control project selection or management. With the

exception of the current year, the two processes are expected to run concurrently and should not cause anything more than nominal delays. It will often identify investigators earlier in the process and that should give ODOT an advantage in terms of time. It should shorten the start-up process. Most important, the integrated process outlined does not commit ODOT to collaboration with the Center for Transportation Studies. It is designed instead to maximize our opportunities to collaborate and preserve our option to go our own way.

The Commission thanked Mr. Jones for the presentation, pointing out the new process sounds like it is headed in the right direction, and requested periodic updates.



Craig Greenleaf summarized the public outreach process for the draft Oregon Transportation Plan (OTP). He advised written comments would be received through August 14, 2006. Staff will present recommended plan changes resulting from the comment period and today's public hearing at the August 24 Commission meeting. Plan adoption will likely be presented for Commission consideration at its September 20 meeting in Portland. *(Background material in General Files, Salem.)*

Following Mr. Greenleaf's summary, Chair Foster opened the public hearing. Public comments were received from the following individuals:

- John VanLandingham, Chair of the Land Conservation and Development Commission, recognized the important partnership between the two departments. He shared concerns that: 1) the current draft OTP should say more about supporting compact development; 2) the plan needs to recognize planning for compact development is still a work in progress; and 3) with the limited funding we all have, it is important the policies guide transportation improvements that prevent or discourage sprawl. He also advised that staff had submitted written comments detailing their concerns. *(Copy of comments in General Files, Salem.)*
- Lane Shetterly, Director of the Department of Land Conservation and Development (DLCD), echoed Chair VanLandingham's comments and committed to work with Director Garrett and ODOT staff if further work needs to be done.

The Commission expressed appreciation for DLCD's collaborative involvement throughout the process. However, the Commission advised it understood there was no disagreement about the objectives of the policy and it was not the intention of anyone involved to weaken the commitment to compact community development.

- Robert Zako provided some general comments and committed to follow-up with more detailed written comments. Mr. Zako commended Commissioner Achterman, the steering committee, and the policy advisory committees for their efforts to look at the whole transportation system, its challenges, and solutions. However, he thought the plan lays out a sober message, and stated it seems to "not be up to the challenge." Mr. Zako also emphasized the importance of land use planning.

- John Charles, Cascade Policy Institute, stated he thought the current OTP version lacks focus. He explained it covers too many issues: all modes, all kinds of sociological concerns about sustainability, global warming, land use planning, and sprawl. Mr. Charles felt emphasis needs to be on a state highway system that functions and on new capacity.
- Onno Husing, Director of the Oregon Coastal Zone Management Association and OTP Steering Committee member, talked about compact development and felt the Commission's earlier characterization of the Steering Committee's commitment to compact development was accurate. He complimented Commissioner Achterman for her testimony to the Interim House Transportation Committee on July 10.

The Commission recognized Mr. Husing's productive and valued participation in the development of the OTP.

Chair Foster closed the public hearing at 2 p.m.



Paul Mather provided information on cost trends in Oregon's construction program, including the impact to the STIP and the OTIA III Program. Mr. Mather's presentation included information about trends seen over the past several months in the department's construction costs, why some of the dramatic increases are occurring, mitigation measures ODOT is taking, and potential impacts to its programs. *(Background material in General Files, Salem.)*

Mr. Mather advised that between 1990 and 2001, there was a stable environment for construction costs, resulting in the ability to forecast future project costs fairly accurately. During that time, Oregon had an average construction cost index growth rate of 2.3%. Since 2004, dramatic spikes have been seen. In 2005, the construction cost index growth rate was 13.1%. Identified reasons included: increased commodity costs; inflation increases; the sheer number of projects Oregon is letting; national weather disasters; shortages in trucks and railcars; and ample amount of work from other sources which tends to discourage new contractors from bidding state contracts.

On the labor front, a shortage of skilled labor in the construction field is forecast. About 1,100 more skilled workers will be needed by 2008. Given the impacts of retirements and normal turnover, an additional 2,200 workers will need to be found or trained to meet new employment needs. While demand in Oregon grows, the flow of labor from Washington and Idaho will be restricted by larger program increases in those states. In addition, a shortage of skilled labor could raise labor costs between 5.3 and 12.4%.

Additional information was provided about what mitigation measures the department is taking:

- As it commits future dollars to meet current commitments, fewer projects will be added to the STIP, and that will have long-term impacts to our pavement and bridge conditions.

- On the material side, it is looking at putting cost escalators into the specifications, and material substitution may be taken into consideration.
- Extending construction timeframes.
- On the workforce development side, it continues to look at partnerships within community colleges, as well as within ODOT regions, plus increasing the number of apprentices and on-the-job training opportunities.
- On the competition side, timely execution of design contracts.
- Creating new opportunities and new contractors to bid on ODOT projects.
- Increasing the number of bid openings.

The Commission acknowledged this situation is another reason why research investment is so vitally important to ODOT and thanked Mr. Mather for the informative presentation.



Bob Bryant requested Commission approval to file an appeal with the Land Use Board of Appeals on The Dalles Comprehensive Plan Amendment #32-06 and Zone Change Amendment #71-06 for 67 acres near the Chenoweth/I-84 Interchange. (*Background material in General Files, Salem.*)

The 67-acre parcel of property in the industrial area of The Dalles has been proposed for rezoning from industrial to commercial. The City approved the zone change through a recent ordinance. Department staff met with the City of The Dalles, including Representative Dallum and Mayor Van Cleave. The meeting concluded with the mutual understanding that ODOT would put together an intergovernmental agreement to conduct certain work to gain additional information about the interchange's reserve capacity and improvement costs. At that meeting, ODOT staff also talked about the need for a potential appeal to the City's decision as a placeholder, in case the department was unable to move forward with what was verbally agreed to. The City of The Dalles agreed.

The Commission voiced a strong concern about the importance of The Dalles maintaining its industrial lands base. It also emphasized the need to draw up a tight interchange area management plan to ensure the Chenoweth/I-84 Interchange is not compromised.

The Commission provided an opportunity for the City of The Dalles and the developer to address the Commission; no oral testimony was received.

Commissioner Achterman moved to approve filing an appeal with the Land Use Board of Appeals on The Dalles Comprehensive Plan Amendment #32-06 and Zone Change Amendment #71-06 for 67 acres near the Chenoweth/I-84 Interchange. The motion passed unanimously.



The Commission approved the next two meeting dates as:

- Wednesday and Thursday, August 23 and 24, 2006, in Grants Pass.
- Tuesday and Wednesday, September 19 and 20, 2006, in Portland.



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

1. Minutes of the June 28 and 29, 2006, Commission meeting in Boardman.
2. Resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
3. The following Oregon Administrative Rule actions:

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| a. | Temporary amendment of OAR 731-005-0600 relating to public inspection of bids and proposals. |
| b. | Temporary amendment of OAR 735-062-0190 relating to Commercial Driver License hazardous materials endorsements. |

4. Approve an increase in construction project authorization of \$796,643.33, or 4.75%, on the Interstate 205: Columbia River Bridge – Willamette River Bridge (Unit 2) Section. This will change the current authorization from \$16,776,935.04 to \$17,573,578.37. This project is in Multnomah County.
5. Approve an amendment to the 2006 – 2009 Statewide Transportation Improvement Program to add the construction phase and new culvert work to U.S. 26: Mill Creek – Jefferson County Line project. Funding will be provided by the Culvert Repairs Program (\$150,000), Public Lands Discretionary Program (\$435,500) and Region 4 (\$130,500). The total estimated cost for this project is \$716,000.
6. Approve an amendment to cancel the U.S. 101: Logan Road – North 29th (Lincoln City) Development project and add the U.S. 101 at South 32nd Street (Lincoln City) project to the 2006 – 2009 STIP. The total estimated cost for both projects is \$750,000.
7. Approve an increase in project authorization of \$5,000,000 or 35.32%, on the Tollgate Section construction project. This will change the project authorization from \$14,154,804.86 to \$19,154,804.86. This project is on Oregon 204 (Weston – Elgin Highway) in Umatilla County.
8. Approve an increase in project authorization of \$1,120,539 or 17.66%, on the Oregon 126: Jenkins Drive to Silver Creek Section preservation project located in

Lane County. This will change the project authorization from \$6,344,265 to \$7,464,804.

Commissioner Papé moved for approval of the Consent Calendar. The motion passed unanimously.



Public comments were received from the following individual:

- John Congdon, Drivers Education Advisory Committee, provided comments about his support for the updated Drivers Education Curriculum. However, he voiced concern about OAR.0030 #2, Part A, relating to curriculum requirements covering a minimum of 30 hours of classroom instruction not exceeding three hours per day. He stated the Committee advises allowing 6 hours of drivers' education on Saturday in lieu of during the week. The Committee also believed the classroom and the driving instruction must be integrated and not concurrent.

The Commission directed Director Garrett to look into Mr. Congdon's issues and to report back to them.



Chair Foster adjourned the meeting at 2:45 p.m.





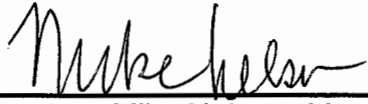
Stuart Foster, Chairman



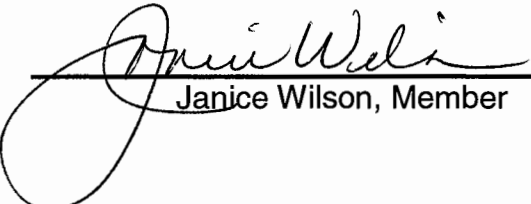
Gail Achterman, Member



Randy Papé, Member



Mike Nelson, Member



Janice Wilson, Member



Karen Elliott, Commission Support