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OREGON TRANSPORTATION COMMISSION

Minutes of the Regular Monthly Meeting
June 22-23, 2004
The Dalles

On Tuesday, June 22, The Oregon Transportation Commission (OTC) met with Oregon Department of Transportation (ODOT) staff and others at the Columbia Gorge Discovery Center to tour projects in The Dalles. After the tour, a workshop and dinner were held at the Columbia Gorge Discovery Center.

On Wednesday, June 23, at 7:45 a.m., the OTC, and ODOT staff held a briefing session and reviewed the OTC agenda at Cousins Country Inn. The regular monthly meeting began at 9:30 a.m. at the Columbia Gorge Discovery Center.

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

Chair Stuart Foster	Motor Carrier Trans. Admin. Gregg Dal Ponte
Commissioner Gail Achterman	Public Transit Manager Martin Loring
Commissioner Randy Papé	Region 1 Manager Matthew Garrett
Commissioner Mike Nelson	Region 2 Manager Jeff Scheick
Commissioner John Russell	Region 3 Manager Paul Mather
Director Bruce Warner	Region 4 Manager Bob Bryant
Deputy Director for Highways John Rosenberger	Region 5 Manager Monte Grove
Deputy Director for Central Services Mike Marsh	Region 5 Manager Tom Schuft, Retired
Communications Administrator Patrick Cooney	Chief Engineer/Tech. Serv. Mgr. Cathy Nelson
Trans. Development Admin. Craig Greenleaf	Commission Secretary Jill Pearson
Chief of Staff Lori Sundstrom	

Tuesday, June 22, 2004
Workshop

Chair Foster called the workshop to order at 2:45 p.m.



Craig Greenleaf, Transportation Development Division Administrator, reviewed the staff report and requested concurrence with the suggested direction and next steps for interchange management. (Background material in General Files, Salem.)

Mr. Greenleaf summarized some of the work already accomplished with respect to interchange management, including earlier discussions with the Commission about this

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issue. The staff report identifies additional work done in assessing risk attached to various interchange locations throughout the state and next steps for the department to take in trying to work out interchange management issues.

ODOT's objectives with interchange management include prolonging the useful life of interchanges, assisting and working with communities to balance the issues, recognizing what communities want to achieve for their transportation systems, establishing intergovernmental agreements and other arrangements to be more effective in working with interchange questions. Through cooperation with local governments, the department will monitor how interchange capacity is managed.

ODOT worked through some questions with the Department of Justice about how we can use the authorities we have, as well as the authorities of the Department of Land Conservation and Development, so that the practices employed are most effective in carrying this work forward.

The most important next steps are to do a more complete job of developing guidelines for interchange management, redirect staff and funding resources to develop Interchange Area Management Plans (IAMPs), give priority to the preparation of IAMPs for the highest risk interchanges, use the plan results to guide participation in the development review and local plan amendment processes, integrate the use of tools and authorities identified in this report and subsequent guidance during project development where there is no IAMP, give priority to plans and projects that protect interchange function, and bring completed plans forward to OTC as formally adopted facility plans.



Public comments were received from:

- Art Schlack, Association of Oregon Counties (AOC) – Mr. Schlack complimented ODOT staff for a good report. He emphasized the need for a collaborative process. Cities and counties believe that the appropriate place for review of these kinds of issues is with the Transportation System Plan (TSP). The TSP process gives the OTC the greatest assurances that the land use and transportation issues are looked at together and as part of the TSP and Comprehensive Plan, the issues are addressed. ODOT seems to be moving in this direction, and the cities and counties support this direction.



The Commission wants the report provided to the Land Conservation and Development Commission (LCDC), the League of Oregon Cities (LOC) and AOC.

The Commission wants coordination with LCDC rulemaking actions such as amending the Transportation Planning Rule and Goal 14 listed as next steps.

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If we need legislation to change the urban growth boundary (UGB) expansion criteria to have preservation and public transportation facilities called out, the commission would advocate changing the UGB expansion criteria. Preserving large public investments are as vital as preserving resource lands.

The Commission wants to participate in future discussions about whether ODOT should have the authority to purchase development rights in order to protect the function of an interchange.

The Commission commented on the difference between protecting and preserving interchanges. Protecting can be viewed as dropping a barrier around something so it doesn't change. Mitigation methods need to be reasonably defined so we understand the consequences of decisions. Preserving an interchange would stretch the investment, making it possible for the interchange to be modified if needed. Balance between community and state interests is necessary to facilitate growth.

Managing the state's interchanges is extremely complex. Certain interchanges need to be preserved, while others need to grow with urban development. This staff report allows for that flexibility. A collaborative effort between ODOT and local government will achieve the most success.

The Commission wants to make sure we use dollars wisely and we get the most we can for the money we spend.

The Commission complimented Craig and his staff for the excellent staff report on interchange management.

It would be an appropriate and valuable step to transmit this work in progress from the OTC to LCDC, AOC and LOC.

The Commission said that the planning horizon length should match the expected life of the facility. Fiscal planning and transportation system planning need to come together down the road. ODOT should have the vision to address functionality beyond the 20-year horizon. Policy should not assume that an interchange becomes obsolete at the end of 20 years. We need to have the flexibility to plan to preserve the system beyond the 20-year horizon.



Commissioner Achterman and Craig Greenleaf reviewed the Oregon Transportation Plan (OTP) Vision Statement and updated the Commission on the committee work and timeline for the OTP update. (Background material in General Files, Salem.)

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ODOT is required by law to prepare an update to the OTP. The other plans (transit, rail, highway, etc.) are based on and consistent with the OTP, as are the Transportation System Plans that local governments adopt.

Craig Greenleaf updated the Commission about what the OTP Update Steering Committee and Policy Committees have done so far. He also reviewed the OTP update schedule.

The Commission will receive regular updates as work moves forward.

Rather than taking the time to provide detailed comments at this meeting, Commissioner Achterman asked the other commissioners to provide comments on the vision statement to her later. She thanked Carolyn Gassaway, Gail Curtis, and Barbara Fraser for their ongoing work.

The vision statement is a good start, but it needs to be rewritten to be more general for the targeted audience (legislators, general public).

This plan, unlike earlier plans, must make very clear what the funding requirements are and look at what happens with current funding vis-à-vis the vision, and what we actually need in terms of money if we want to achieve the vision. The funding issues will be embedded in the planning exercise.

There is a recognition that, while this is a 20-year plan and that is the statutory horizon under federal law, we needed to look at short-, intermediate- and long-term goals.

The vision statement should address:

- Seamless integration of the transportation system, in terms of all modes and in terms of state, county, city.
- A transportation system that supports and complements land use and environmental quality.
- Oregon would be a leader in innovative transportation finance methods that build partnerships with all levels of government and private corporations.
- Lead the nation in adoption and implementation of new technology to optimize efficient use of existing facilities and connect communities to Oregon, the Northwest, the Nation and the World.
- Sustainability and mobility services would be the big themes for this plan update with an emphasis on economic development and funding as critical foundation pieces.

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The Commission suggested that a public relations expert could rephrase the vision statement to a document that the general public can accept.

The Commission was concerned that the current vision statement may not have correctly linked land use and transportation. It is not enough to say that we ought to integrate land use and transportation. Transportation system, inadvertently or purposely, can create demand that influences where communities develop. We can profoundly affect development patterns. The Highway Plan recognized that responsibility and the responsibility to develop transportation infrastructure in ways that facilitated compact communities. Because this plan relates to all modes, the Commission wants that explained more clearly and be more front and center.

The Steering Committee agrees that this issue is vital. The Sustainability Policy group's work reflects on this issue a lot.

We need to design transportation infrastructure in ways that facilitate accessible communities (walking, bicycling, public transit, etc.). The vision should mention our responsibility regarding these types of needs.

The Commission wants to avoid broad terms like "sustainability." There should be admirable goals in the vision statement, but we need to be clear that this is a balancing process so that we avoid absolutes. These issues will vary throughout the state, from community to community.



Mike Marsh, Central Services Deputy Director, requested approval of ODOT's proposed 2005 – 2007 Agency Request Budget (ARB). (Background material in General Files, Salem.)

The major area of increase in base budget falls under the personal services category. Because employees are not receiving merit increases or cost of living adjustments at this time, the salary budget will remain "flat." Current ending balances allow for increases in health insurance costs and use as a salary increase if the Governor decides to grant employee salary increases.

The proposed budget is based on assumed federal revenues of \$256 billion.

The Department of Administrative Services proposed a sizeable increase in assessment charges for services provided to state agencies. The proposed increases will most likely decrease before the Governor's recommended budget is finalized.

Mr. Marsh reviewed the projected revenues and expenditures for the Department of Transportation as a whole and for each division within the department.

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There was Commission discussion about the need to re-examine funding allocations between modes once the federal funding picture becomes clear.



Public comments were received from:

- Art Schlack, Association of Oregon Counties. Mr. Schlack said that the Transportation and Growth Management (TGM) program helps local government do planning work and provides coordination between land use transportation. In the proposed budget, TGM funds are projected to remain constant. He asked the OTC to review the TGM allocation and consider increasing it by approximately \$1,000,000. Increasing the funds would help local government perform the planning work and would also help ODOT address identified issues.



Chair Foster adjourned the workshop at 4:45 p.m.



Following the workshop a no-host social hour and dinner were held at the Columbia Gorge Discovery Center Café. The dinner program included comments from The Honorable Laura Pryor, Gilliam County Judge, and The Dalles City Manager Nolan Young. Topics included information about the Lower John Day Partnership Area Commission on Transportation and transportation issues facing the City of The Dalles.

Wednesday, June 23, 2004

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



Public comments were received from:

- Gay Jervey, Director, Mosier Alliance – Ms. Jervey extended an invitation to the OTC to attend the Mosier Totem Ceremony on July 18 at the Mosier Sculpture Plaza on the Historic Columbia River Highway. The Mosier Alliance is interested in offering assistance in working through issues that have to do with properties within the City of Mosier. She invited Director Warner to review her written comments which explain those issues and maps of the Mosier area. (Written comments in General Files, Salem.)
- Mark Cherniack, Wasco County, Economic Development Commissioner – Mr. Cherniack submitted a letter to the Commission in which he raised concerns about a decision by ODOT not to surplus property located partially within the

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urban growth boundary of the City of Mosier. (Written comments in General Files, Salem.)



Mike Marsh, Central Services Deputy Director, requested approval of ODOT's proposed 2005 – 2007 Agency Request Budget (ARB). (Background material in General Files, Salem.)

After the agency finds out how much federal funding it will receive, staff will review the budgets for the Rail and Transit Divisions in order to find more balance. The staff will also take a harder look at the allocation and needs of the Transportation Development Division in light of the planning challenges.

Within this budget is the sale of the Transportation Building to the Department of Administrative Services. After analysis, it was determined that there will be a net gain.

John Russell moved to approve the 2005-2007 ARB. The motion passed unanimously.



Martin Loring, Public Transit Division Administrator, requested approval of an implementation plan for investing \$1.5 million of flexible federal funds in transportation demand management activities. (Background material in General Files, Salem.)

This plan will invest the \$1.5 million in flexible federal funds that the 2003 Legislative Assembly appropriated to the Department of Transportation. The funds will be spent for the marketing of alternatives to driving in a single occupant vehicle – Transportation Demand Management, also known as Transportation Options.

The Commission wants to make sure there is some sort of measure for expected outcomes for this expenditure.

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



Martin Loring requested approval of the Mass Transit Vehicle Replacement Grant process and approval of \$2 million in specific project grant commitments as recommended by the Project Selection Committee. (Background material in General Files, Salem.)

This \$2 million is flexible federal funds appropriated by the 2003 Legislature to replace mass transit vehicles. These buses are long past the age and mileage

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recommendations for safe usage and cost effective maintenance. This recommendation will provide grant assistance to purchase 14 vehicles.

Grant agreements must be signed by September 1, 2004 and the vehicles ordered by December 31, 2004.

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



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

Consent Calendar items 3b, adoption of OAR 731-060-0000 through 0070, and 3h, temporary amendment of OAR 734-020-0070, were deleted.

1. Approve the minutes of the May 19, 2004 Commission meeting in Salem.
2. Adopt a resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
3. Approve the following Oregon Administrative Rule (OAR) actions:

a.	Adoption of OAR 731-050-0020 relating to the definition of "ready for construction."
b.	Adoption of OAR 731-060-0000 through 0070 relating to the Commercial Products Research and Development Program.
c.	Adoption of OAR 735-018-0120 and 735-020-0080 relating to notice of transfer of interest in a vehicle.
d.	Adoption of OAR 735-024-0045 and amendment of OAR 735-024-0010 and 0020 relating to title brands and notations.
e.	Amendment of OAR 735-040-0050, 0055, 0061, 0080, 0095, 0097 and 0100 relating to special group registration plates.
f.	Adoption of OAR 735-062-0300 through 0380 and amendment of 735-062-0050 relating to use of bioptic telescopic lens while driving.
g.	Adoption of Oar 740-060-0055 and 740-300-0035 and amendment of Oar 740-060-0030 and 0050 relating to pack or load services.
h.	Temporary amendment of OAR 734-020-0070 relating to Sno-Park permit fees

4. Approve establishment of a 50 MPH speed zone on the Redwood Highway (US199), Grants Pass vicinity.

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Commissioner Achterman asked for an explanation of the background of the definition of “ready for construction” in Consent Calendar item 3a. Director Warner offered to follow up with the Commissioner after the meeting.

John Russell moved to approve the remaining items on the Consent Calendar. The motion passed unanimously.

The Commission wants vicinity maps provided with background documentation in addition to project maps.



Marie McHone, Civil Rights Manager, Matthew Garrett, Region 1 Manager, and Doug Tindall, Maintenance Engineer, updated the Commission on the Emerging Small Business (ESB) Program and requested approval to draft an Emerging Small Business Expansion Plan. (Background material in General Files, Salem.)

Ms. McHone acknowledged Commissioner Russell’s leadership with the Advisory Committee of 15 volunteer members representing local, state and federal agencies as well as small business, education community, industry and trade associations, and established ESB firms.

Commissioner Russell acknowledged Dale Hormann, Assistant Attorney General, for his invaluable assistance to the Advisory Committee.

The Advisory Committee made five major recommendations.

- Expand the current cost share program for projects with statewide maintenance increasing ESB funding assistance to a 70/30 percent mix and target landscaping, commercial construction and rest area work.
- Establish ESB participation in subcontracting goals on larger construction and personal service contracts.
- Create incentives such as mentorship fees to further encourage contractors to contract with ESBs.
- Seek legislative changes to increase the overall ESB bidder pool and capacity on larger and more complex contracts (approved by the OTC in March 2004).
- Balance economic efficiencies of “bundling” projects by size versus developing opportunities for ESBs through right sizing of projects.

Doug Tindall said that currently ESB projects contracted through ODOT maintenance have been done as a cost share combining ESB funds and maintenance funds. Recent winter maintenance needs exhausted maintenance budgets forcing the districts to withdraw the match, canceling the projects.

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The new program will make 100% ESB funding available for projects, bringing stability to the program. District managers will recruit ESB firms into the program.

The benefits are a stable and expanded program and one that will bring in more businesses.

Matthew Garrett provided support for the ESB program by committing Region 1 as “laboratory” prior to taking the program statewide.

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



Director’s report highlights:

- Tom Schuft is leaving ODOT at the end of June after 25 years of distinguished service to the agency and the people of Oregon. Tom is one of the finest public servants with whom Director Warner had the privilege of working, and he will be missed. It is difficult to sum up such a career’s worth of accomplishments and achievements in this brief report, and we will do that properly in La Grande tomorrow evening. Mr. Warner publicly congratulated Tom on his long and illustrious career with ODOT and extended his best wishes to Tom and his family as they move on to new adventures.

The Commission expressed its congratulations and appreciation to Mr. Schuft.

- After a national search and a robust selection process, Director Warner selected Kelly Taylor as the new Rail Division Administrator. She will begin her duties by the end of the month, and is already beginning to contribute to the department’s objectives. The Commission is familiar with her legislative work for DMV and Motor Carrier, and I think you will enjoy her energy and her “can-do” attitude in her new position. Director Warner also thanked Lorna Youngs for stepping in during the interim and keeping her hand on the throttle. He heard great reports from stakeholders and staff about Lorna’s performance, and personally appreciated her leadership during this time.
- Another competitive recruitment just concluded to fill the position of the Director’s Chief of Staff. This vacancy occurred when Matthew Garrett left the position to become our Region 1 Manager. Lori Sundstrom was selected for the position. Lori joined the department as our Environmental Manager in 2000, and has been interim Chief of Staff since last June. She is a great addition to the Executive Team, and she will do a great job.



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The Commission considered approval of the continuation of the current "Charter" of the Lower John Day Area Commission on Transportation (LJDACT). Gary Farnsworth, ODOT Area Manager, and Gilliam County Judge Laura Pryor (also the Chair of Eastern Oregon Rural Alliance), presented information of the Biennial Report by LJDACT. (Background material in General Files, Salem.)

She asked for OTC participation on a work group or task force of the Eastern Oregon Rural Alliance to help implement transportation related rules for rural areas.

The Commission is committed to addressing rural issues and finding ways to leverage funds. The Commission welcomes discussions and working with the Eastern Oregon Rural Alliance to find ways to modify policies that would allow more flexibility to achieve rural goals.

Commissioner Nelson moved to approve continuation of the current LJDACT Charter. The motion passed unanimously.



The Commission considered approval of the new "Charter" of the South Central Oregon Area Commission on Transportation (SCOACT). Mike Stinson, ODOT Area Manager, and Lake County Commissioner Brad Winters, provided information on the SCOACT Biennial Report. (Background material in General Files, Salem.)

Mr. Winters said that three major changes were made to the SCOACT Charter.

- The subcommittee is now called the Executive Committee.
- Updated charter to comply with OTC guidelines.
- The SCOACT now has a six member Technical Advisory Committee made up of county road officials, town and city public works directors, and ODOT planning and area managers.

Commissioner Achterman moved to approve the new Charter of SCOACT. The motion passed unanimously.



Paul Mather, Region 3 Manager, requested approval of an increase in project authorization of \$861,172 or 3.84% on Rogue River (Gold Beach) construction project (Contract #12549, Key #10910). This will change the project authorization from \$22,441,977 to \$23,303,149. This project is 85% complete. (Background material in General Files, Salem.)

John Russell moved to approve the increase in project authorization. The motion passed unanimously.

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Matthew Garrett, Region 1 Manager, introduced Lance Grenzeback, Cambridge Systematics, who reported on the Regional Economic Effects of the I-5 Corridor/Columbia River Crossing Transportation Choke Points. (Background material in General Files, Salem.)

Mr. Grenzeback thanked the Commission for inviting him to speak. His report covered Oregon's major freight choke points (I-5 crossings and intermodal rail corridors), why they are important (market access), who is affected (Oregon and the Pacific Northwest business and industry), reasons to worry (growth, financing improvements), and suggestions for re-linking transportation and economic development.

The Commission thanked Mr. Grenzeback for a very informative presentation.



Martin Loring reported on funds allocated through the Public Transit Division Discretionary Grant Program for the 2003-05 biennium. (Background material in General Files, Salem.)

The overall discretionary grant program for the 2003-2005 biennium was approved by the Commission in February. The program is intended to meet the transportation needs of seniors, people with disabilities, intercity bus users and general public transportation in cities of fewer than 50,000 people and in rural areas.

Also in February, the Commission approved delegation to the Public Transportation Advisory Committee (PTAC), of the second part of the discretionary grant program, General Public and Special Needs Transportation Enhancement. Commissioner Russell led the Project Selection Committee that developed the funding proposal.

The funding decision made by the Project Selection Committee involves 81 projects totaling \$9.7 million.

Commissioner Russell committed his own funds to produce a video showing the human side of public transportation. The video will be previewed at the Oregon Transportation Conference in September 2004.



Director's report highlights:

- Oregon and ODOT hosted a visit by FHWA Administrator Mary Peters two weeks ago. Ms. Peters, who was formerly the Director of the Arizona DOT, was in Astoria on Jun 5th to dedicate their new transit center. She also attended the opening of the

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Netul Landing Shuttle Facility at Fort Clatsop and the start of the Lewis and Clark Explorer Shuttle. On June 7, she visited with several of our Executive Staff who highlighted a number of current issues and accomplishments. Her visit was very well received by everyone.

- Work on reconciling U.S. House and Senate bills is moving slowly. The Conference Committee will have its second meeting this Wednesday. Just as the first meeting, the committee is expected to approve some non-controversial issues but not tackle funding issues. (Congressman Peter DeFazio is the only Oregon rep serving on the conference committee.)

ARTBA and other industry groups are weighing in and pushing for no less than \$318 billion. The White House has not backed down from its veto threat of any bill over \$256 billion. The House passed a \$275 billion bill, and the Senate passed a \$318 billion bill.

The current extension of TEA-21 expires June 30. Congress is expected to pass another extension before its July 4 recess, which begins June 28. This 4th extension will likely run through the end of the fiscal year, to September 30, 2004.

- Because of recent favorable developments in both the bond and stock markets, we were able to issue OTIA III bonds and refund a portion of our outstanding Series 2000 and 2002A bonds. We sold Series 2004A bonds on June 17 with a true interest cost of 4.775%. This compares well to the first issue of OTIA bonds that sold in May 2002 with a true interest cost of 4.986%. We were able to partially refund the earlier issues at 4.4435%.

Demand for the bonds was extremely strong from both retail and institutional investors. The sales are scheduled to close on July 7. We expect to realize approximately \$240,000 per year or \$3.5 million in debt service savings that will be passed on in the form of higher monthly apportionment distributions to local governments and our Highway Fund.

- June 2, 2004 was the initial deadline for either party in the weight-mile tax lawsuit brought by the Oregon Trucking Association to file a petition for an Oregon Supreme Court review of the Court of Appeals ruling. At the request of Oregon and intervenor AAA Oregon/Idaho, the court has now granted a 28-day extension of that deadline. Oregon's decision to appeal is still under discussion between ODOT and DOJ.
- The traffic fatality count is down, on all roads, statewide, through the end of May. From 1999 through 2003 we have experienced the lowest number of fatalities in a five-year span since 1958 to 1962. As of June 15th, we are experiencing the lowest five-month traffic fatality count since the 1940s. If we keep this trend, it could mean 75 fewer lives lost and 5,250 injuries avoided. That said, we still reported 171 lives lost on Oregon roads in the last 12 months. This gain is only possible when the

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public safety and transportation communities take highway safety seriously as professionals as well as commit to making a difference personally. Oregon continues to lead the nation on many highway safety fronts, despite the fact that the national fatality numbers continue to increase, now over 43,000 each year.

- On Monday, June 7, Director Warner was in The Dalles with Oregon Department of Veterans Affairs Director Jim Willis, Representative Betsy Johnson and several representatives from veterans' organizations to unveil a new sign on I-84 directing people to the Oregon Veterans Home. We then had a tour of the home and lunch with the staff. It is a fabulous 151-bed facility, opened in 1997. They really appreciated our efforts and the work of our staff. Thanks to Patrick Cooney, our Traffic Management Section and Region 4 staffs for making it happen. Director Warner recognized Bob Boyet and Delbert Nicholson who were the staff who installed the signs.



Commission member reports included the following information:

Commissioner Russell attended the mass transit purchase meetings, Emerging Small Business meetings, meetings with regard to the public transit video. He also attended, with Chair Foster a Freeway Loop Committee meeting. There was a regional transportation meeting he attended in late May.

Commissioner Achterman continued work on the Oregon Transportation Plan Update. In the *Oregonian* today there was a story that reported new lower weight limit (10,000 pounds) on the Sellwood Bridge. Doug Tindall is a member of the newly convened dispute resolution process on aggregate supplies in Oregon. Her role, through the Institute for Natural Resources, is to tap into the technical and research expertise in the university system on aggregate supply and demand, environmental permitting impacts, farmland impacts, etc.

Commissioner Papé participated in the Columbia River Crossing Bi-State Commission.

Commissioner Nelson attended Area Commission on Transportation meetings. He attended an event on one of the I-84 off ramps in Baker City which was also attended by Senator Ferrioli and Representative Butler. He congratulated ODOT staff on the successful resolution of that issue. He also plans to attend the retirement party for Tom Schuft.

Chair Foster participated in a joint meeting with Washington State Transportation Commission regarding the Columbia River crossing. The two commissions directed staff to come back in September with recommendations on how to proceed with moving that issue forward and addressed. He attended a Metro Metropolitan Planning Organization Summit in Portland. He also attended the Freeway Loop Committee meeting on June

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18. Two more meetings of that committee are scheduled in July and August. They will adopt recommendations to address long term issues for the I-5 / I-405 freeway loop in Portland.



The Commission approved the next two meeting dates as:

- Wednesday, July 14, in Portland.
- Wednesday and Thursday, August 18 and 19, in Baker City.



Chair Foster adjourned the formal meeting at 12:15 p.m.



Stuart Foster, Chairman

John Russell, Member

Gail Achterman, Member

Randy Papé, Member

Mike Nelson, Member

Jill Pearson, Commission Secretary