

OREGON TRANSPORTATION COMMISSION

Minutes of the Workshop and Regular Monthly Meetings September 29 and 30, 2004 Newport

On Wednesday, September 29 and Thursday, September 30, the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff held an annual workshop in the Flying Dutchman Conference Center at the Inn at Otter Crest in Newport.

An OTC/staff dinner was held the evening of September 29 in the Compass Room.

On Thursday, September 30, after concluding the annual workshop, the OTC and ODOT staff held the regular monthly meeting in the Flying Dutchman Conference Center.

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 Randy Papé
Commissioner John Russell (absent)
Director Bruce Warner
Deputy Director Highways John Rosenberger
Deputy Director Central Services Mike Marsh
Communications Admin. Patrick Cooney
Trans. Development Admin. Craig Greenleaf
Chief of Staff Lori Sundstrom

Executive Officer for Highways John Jackley
Rail Division Administrator Kelly Taylor
Motor Carrier Trans. Admin. Gregg Dal Ponte
Public Transit Administrator Martin Loring
Region 1 Manager Matthew Garrett
Region 2 Manager Jeff Scheick
Region 3 Manager Paul Mather
Region 4 Manager Bob Bryant
Region 5 Manager Monte Grove
Chief Engineer/Tech. Serv. Mgr. Cathy Nelson
Commission Secretary Jill Pearson

Wednesday, September 29, 2004

Chair Foster called the annual workshop to order at 10:35 a.m. He greeted Janice Wilson, OTC designee. Once her appointment is confirmed by the Legislature, she will succeed Commissioner John Russell.



#1 OTIA III MODERNIZATION PROJECTS UPDATE / 2006-2009 DRAFT STIP (continuation from August 18, 2004 OTC meeting in Baker City)

Highway Division Deputy Director John Rosenberger noted that after the Commission met in August, the ODOT Highway Staff's recommended project list was sent for general public review. Region managers have talked to several of the Area Commissions on Transportation. Because concern was raised about the Newberg-Dundee project Director Warner met with project representatives. Response to the recommendations has been very positive.

Region 1 Manager Matthew Garrett reviewed ODOT's responses to the five issues that were raised at the August Commission meeting in Baker City. (Background material in General Files, Salem.)

1. \$20 million set-aside for Public Private Partnership (PPP) opportunities
2. The 50/50 split of the \$200 million for modernization equity
3. Allocations – to fully or partially fund modernization projects
4. Federal earmarks
5. Projects on/off the OTIA III modernization list

The Commission understands the urgency of moving forward on the US20 Pioneer Mountain to Eddyville project and the Redmond Reroute project, phases 1 and 2, but acknowledged that it may need to make revisions to the OTIA III modernization project recommendations in October. The Commission is concerned that if these projects are fully funded now, some discipline may be lost in the earmark reauthorization process.

The Commission asked ODOT staff to talk with members of Congress and their staff to find out their position on the reauthorization process and provide feedback at the October Commission meeting. It is also important for Congress to understand ODOT's standpoint as well.

For citizens to engage and feel like they have an effect on this process, there does need to be integration of the locally funded projects in the Metro Transportation Improvement Plan as well as the state projects in the Statewide Transportation Improvement Program (STIP). In other parts of the state, as we have conversations with the area commissions, even though the public hearings and public reviews are on the STIP, we need to encourage public affairs staff to work with their counterparts in the local public works departments so citizens can understand what is a city project, county project or state project and how they fit together. OTIA drives that to some extent because we have the local bridge projects as well as the state bridge projects with the OTIA funding.

Heather Catron, Bridge Delivery Unit Manager, reviewed with the Commission ODOT's visual performance standards for the OTIA III Statewide Bridge Delivery Program.

The Commission wants these bridges designed so that travelers can see the body of water that they are traveling over, and that some of the new bridges will leave a legacy of excellence in engineering and design for Oregon. There are places where we should showcase internationally award winning bridge design.



The Commission and ODOT Staff attended a luncheon presentation by Commissioner John Russell during which three videos were viewed: “A Tale of Three Cities,” “The Pride of Oregon’s Main Streets,” and “A Matter of Independence, Overcoming Barriers of Mobility.” (Background material in General Files, Salem.)

Chair Foster thanked Commissioner Russell for his eight years as a member of the Commission.



#2 OREGON TRANSPORTATION PLAN UPDATE AND DISCUSSION

Commissioner Achterman reviewed the Oregon Transportation Plan (OTP) update timeframe, vision statement, trends, challenges and key issues around population, the economy and congestion, sustainability, travel choices for passenger movement, and safety and security. The OTP working groups have adopted a number of goals and policies to address these issues. (Background material in General Files, Salem.)

Commissioner Achterman requested input on how the transportation system can support the economy and how we can cost effectively address congestion problems and maintain reliable travel time for moving people, goods and services. She asked the Commission to consider whether the OTP Update Steering Committee should include other issues and whether its work is on track.

The Plan and its policies will place strong emphasis on making sure that transportation investments support Oregon’s economy and economic development in multiple ways.

It is important that the public understand that building more roads will not solve mobility, operational or economic problems. Utilizing technology in ways not yet considered may be the answer to making the transportation system more “consumer friendly.”

In areas where there are capacity issues, we need to serve three constituencies – freight mobility, transit mobility and passenger car mobility – all of which put stress on each other. One of the OTP policies says that when a new facility is designed, it must have priority to transit. If it were a key freight facility, we may want to give priority to freight, or to freight and transit. A key issue is how to keep local trips on the local roads and through trips on, for example, the Interstate.

Metropolitan Planning Organizations (MPO) have no mandate or incentive to look beyond their boundaries and their local needs, yet they straddle our key infrastructure. In their planning process, there should be mandates to have a regional perspective, a statewide perspective and in some instances, an interstate perspective. The OTP

Steering Committee needs to look into how the plan will capture the partnership commitments in a way that will promote that conversation over the long term.

As OTP policies for sustainability are developed (in relation to urban growth boundary amendments), the Steering Committee needs to decide who the agency needs to partner with in achieving results. There may be some things that the Land Conservation and Development Commission (LCDC) will need to take the lead on to be most effective in assuring that the sustainability goals are achieved.

In developing policies, such as Policy 3C – Creating Communities, it is important that those policies not be “one size fits all.” There are significant differences between urban and rural areas on issues such as transit needs.

The OTP has the flexibility to address issues such as whether bike paths or sidewalks would be more appropriate for a given community. The range of travel choices that may be available in some communities will differ from those available in others. The underlying theme in the Plan is that we would have a much more robust, efficient, responsive transportation system if we had many more modal choices, not just for passenger movement, but also for freight movement.

It is critically important for Oregon to have a “seamless” transportation system, one in which all transportation modes for freight, transit and passenger vehicles are used in the most efficient way possible. If Oregon’s transportation system is to be seamless, the Plan must look beyond Oregon’s borders, as well as national borders, to create that kind of a system. If the Commission concludes that the notion of a seamless system is vital for Oregon’s future, then the Department needs to work with the Commission to decide what steps can be taken to move toward such a system.

Transportation Development Division Administrator Craig Greenleaf said that one of the key ways in which we carry out some of the plans for the Oregon Transportation Plan is through the Transportation Planning Rule (TPR). Through discussions held between the Department of Land Conservation and Development (DLCD) and ODOT, and conversations between the directors of the two agencies we came to contract agreement with Angelo Eaton and Associates to do a series of stakeholder interviews with key participants in the TPR discussion so we could better understand what some of the issues with the TPR actually were. Angelo Eaton and Associates has completed some of the preliminary work, including those stakeholder interviews. (Background material in General Files, Salem.)

Principal of Angelo Eaton and Associates Frank Angelo provided background on the key short- and long-term issues that came out of those stakeholder interviews. It is hoped that the transportation subcommittee established by the Land Conservation and Development Commission (LCDC) will be supported by a transportation subcommittee established by the OTC. The subcommittee members would work through the details of the issues.

The Commission confirmed that it needs to join the transportation subcommittee formed by LCDC. Two OTC members are anticipated to participate with them in addressing these issues. Subsequent to the Commission meeting, Chairman Foster announced that he and Commissioner Nelson would be the two OTC members serving on this committee.

The Commission wants ODOT staff to look at the short-term and long-term issues to determine the issues that the Commission should work toward resolving now. Many of the issues don't involve DLCD, and ODOT should be prepared to go into the subcommittee process with a list of issues that it can take care of and obtain concurrence from LCDC and DLCD staff. The joint subcommittee should focus on the issues that involve both agencies.



#3 PREVIEW 2005 LEGISLATIVE SESSION

Joan Plank, Government Relations Manager, previewed the make up of the House and Senate, who possible committee chairs might be, issues the Legislature is likely to deal with, ballot measures that may affect transportation, and issues others may introduce and how the Commission is involved. To facilitate the legislative process and help move transportation related bills forward, the Commission and ODOT should engage in conversations with legislators whenever possible. (Background material in General Files, Salem.)

The budget will be one issue the legislature will need to deal with. Since ODOT doesn't receive a lot of general funds, funding the other half of the passenger train between Eugene and Portland will be a budget issue.

There are several ballot measures that affect transportation that ODOT will watch this session. Measure 32 would amend the constitution to delete references to manufactured structures from provisions dealing with taxes and fees on motor vehicles. A companion measure would require fees that come from the manufactured structures to go to the Department of Consumer and Business Services and are not dedicated to the highway fund.

Measure 37 is statutory rather than constitutional and is sometimes referred to as "son of 7." It would change how we deal with our land use issues. It gives government the option to either pay people if they are affected by a land use decision or forgo the requirement. This measure would most likely require a lot of implementing legislation. The measure does not tell us what the system for claims would be or which government entity would be responsible. ODOT submitted a fiscal impact statement estimating that the cost to ODOT would be between \$6 million and \$42 million.

The Association of Oregon Counties has made maintenance and preservation funding a priority.

Local governments are looking for ways to fund transportation in high growth counties. Ideas for funding might include indexing, car rental fees, and fees on vehicles the first time they are titled in Oregon.

Metro might introduce an increase in registration or title fees for operations and maintenance. They want to support a multimodal package. There is \$10 million in lottery debt financing currently being used for the West Side Light Rail Bonds. Those would be paid for in 2010. Metro wants to get positioned to put a reserve on that money for future light rail lines. They are looking for continued funding from ODOT and the Commission for elderly and disabled transit service. They have also indicated that they want to update the 1993 Transportation Finance Study in preparation for the 2007 session.

Commission involvement during the legislative session includes holding Commission meetings in Salem to remain close to the Capitol and allowing more time while in Salem to meet with legislative leadership and members from each commissioner's area. The OTC Chair or other members may also be asked to testify in front of key committees.

The Governor's Legislative Director, Chris Warner, outlined Governor Kulongoski's September 23 letter to Chair Foster regarding "Connect Oregon," a multimodal investment (rail, marine, air, transit) that will save Oregon shippers money, create jobs and help the Oregon economy. He asked the Commission to begin dialog with the appropriate constituency groups, state and local agencies and businesses to make sure we are moving in the right direction in terms of the principles of job creation and intermodal priorities for the transportation system. (Background material in General Files, Salem.)

Chair Foster charged the Commission and ODOT staff to work with other agencies, local government and stakeholders to assess the needs associated with this effort. Staff needs to begin the development of project concepts and general concepts of how this will be implemented. The Commission asked staff to provide a progress report to the Commission in October.



Chair Foster adjourned the workshop for the day at 4:35 p.m.



An OTC/ODOT staff dinner was held at the Inn at Otter Crest. The dinner program included a presentation on managing urban freeway systems by Daniel Krechmer, a Principal of Cambridge Systematics. The dinner and program concluded at approximately 8:30 p.m. (Background material in General Files, Salem.)



THURSDAY, SEPTEMBER 30, 2004

Chair Foster called the workshop back to order at 8:30 a.m.



#4 TRANSPORTATION NEEDS AND FUNDING

Matthew Garrett, Region 1 Manager, and Jason Tell, Federal Government Liaison, went through the department's funding needs and investment strategies. The discussion concentrated on highway, rail and transit needs, possible future revenue increases (state and federal) and scenarios for how those new revenues could be used. The scenarios discussed were meant to spark dialogue, included ideas on continuing the current strategy, improving economic stimulus, and maximizing efficiency. (Background material in General Files, Salem.)

The Commission suggested that the Oregon Business Council could review this issue and provide creative ideas for resolving some of the funding shortfalls. Ideas discussed were to create a tax incentive/advantage for large businesses which would, for example, provide an investment tax credit based on the number of employees who carpool. Another idea would be to create an investment tax credit for large employers to create their own mass transit systems. We need to engage the private sector in looking for ways to help them in paying less tax to facilitate the system. Strategies that could be employed, such as free transit in downtown areas, would stimulate additional ridership and help change people's transportation patterns by using these ideas.

Decision criteria could include:

- Using the dollars to meet needs in areas that cannot be funded with state gas tax.
- If the funds are made available, how do we frame utilization of these funds in order to stimulate and encourage additional state investment?
- How do we make an investment that benefits multiple modes simultaneously?
- Projects should be selected based on near term results within the six-year period of this reauthorization bill.

Maintenance and preservation need to be addressed or the infrastructure will continue to erode. The Commission wants to see a report on where we are with maintenance and preservation.

It would be helpful for decision-making purposes to know what it would cost to effectively implement these options and what the benefits would be.

While at a recent American Association of State Highway and Transportation Officials meeting in Philadelphia, Director Warner heard from a number of states that are looking to public-private partnerships to help fund projects, many of which would involve tolls

and other innovative funding strategies. Tolls may be a viable component of funding some projects in Oregon.



#5 OREGON INNOVATIVE PARTNERSHIP PROGRAM

Jim Whitty, Office of Innovative Partnerships Alternative Funding Manager and Geoffrey Yarema, partner with Nossaman Guthner Knox and Elliott LLP, discussed prospects and national context for the Oregon Innovative Partnerships Program, including major trends, key issues and project solicitation plan. (Background material in General Files, Salem.)

Mr. Yarema chairs a practice group that specializes in the innovative procurement, contracting and financing of large transportation projects. The Nossaman law firm advises public agencies and financial institutions on public-private partnerships and other innovative solutions to large transportation challenges.

Some of the roles the Nossaman firm could have while working for ODOT include drafting state legislation, helping organize for project administration and oversight, creating innovative procurement processes, advising on risk and responsibility allocations between public and private sectors, and helping to optimize the use of innovative financing tools, including tolling, USDOT's TIFIA credit program and private equity.



#6 WRAP UP / CAPTURE DELIVERABLES RECESS WORKSHOP AND CHECK OUT

Director Warner and Chair Foster summarized the deliverables and outcomes of the workshop:

OTIA III Modernization Program and the Draft STIP

- The Draft 2006-2009 STIP will go out for public input in October. There are outstanding issues regarding the level of federal funding. We don't want to make all of the commitments until we understand exactly what we have from our Congressional delegation, but we do want to move projects forward to show the Legislature that we are moving forward. ODOT will report back to the Commission in October with an amendment to the STIP to proceed forward on the Pioneer Mountain to Eddyville project and Phase 1 of the Redmond Reroute. ODOT and the Commission will continue working with Oregon's senators to make sure that they support ODOT's efforts.

Oregon Transportation Plan Update

- The OTP will require a major rewrite. There is general agreement on the philosophy and approach. We want to make sure that we don't create a document that has unintentional additional hurdles and opportunities for litigation. We need to use the OTP as the platform to make sure we have the foundation for funding requests at the state and federal levels.

Transportation Planning Rule Review

- ODOT and DLCD and the two agency commissions are ready to work this issue. Director Warner will work with Chair Foster to establish a subcommittee of two OTC members to work with LCDC's subcommittee on transportation to identify those things that we can do on our own quickly and eliminate some of the pressure on other changes. Meetings will be established with LCDC and staff to move this issue forward. Director Warner will report to the Commission by email based on what Mr. Angelo's presentation yielded with LCDC.

Preview 2005 Legislative Session

- The Commission is willing to participate as in the past. There is a lot of outreach work to do around "Connect Oregon." Director Warner will work with Chair Foster to make sure we are touching base with appointed officials and staff on various boards and commissions to make sure we understand their needs. ODOT will report back to the Commission in October on how ODOT will meet the Governor's objectives. ODOT will help the Governor's office prepare his budget and legislative proposals for the next session by the December 1 deadline.
- ODOT will be judged on how well it helps the state's economy and generates jobs. The Commission will receive a report in October.

Technology and Intelligent Transportation Systems

- The Commission would like to have more detailed discussions with ODOT's ITS staff. Director Warner will work with Chair Foster to schedule discussions at future meetings or workshops.
- Oregon needs to continue to be a leader in managing transportation systems in urban areas. We need to engage our local partners and get them focused onto this statewide issue that can also have an effect on local communities.

Transportation Needs and Funding

- ODOT needs to look into new ways to engage the private sector.
- Identify basic principles and decision points upon which we want to base the decisions on how we spend the funds.
- How many dollars are we talking about and what are we going to do with those dollars? Don't forget the asset management of maintenance and preservation of the existing system. Make sure that we put the money in a place where it can be used effectively. ODOT will come back to the Commission with more refinement of the options (both the principles and decision criteria). We need to have a plan of attack for spending the funds.

Oregon Innovative Partnerships Program

- We need to continue to move forward in finding ways to use the \$20 million to encourage the private sector to be a part of our transportation solutions.
- Need to be clear about potential conflicts. ODOT will provide information to the Commission about how to deal with conflict of interest.
- Director Warner will work with Jim Whitty and his staff to make sure there is clarity on the type of funding options and bond opportunities.
- There is a good level of flexibility to be broadly innovative. The statute and rule provide additional flexibility.
- When we go forward with a project, we need success. There is risk, but critical to the long-run viability of this program is that projects must be manageable and deliverable.

Chair Foster thanked everyone for a very informative and excellent workshop. He adjourned the workshop at 10:30 a.m.



Chair Foster called the regular meeting to order at 11:00 a.m.



Public comments were received from:

- Fran Recht, Manager of scenic lands project in Depoe Bay – Ms. Recht represented her own interests as well as those of Depoe Bay Mayor Bruce Silver. She thanked the Commission for its approval of \$890,000 of Transportation Enhancement funds to go to Depoe Bay as part of its project to protect the last 10 undeveloped open space lots along Highway 101.
- Danielle Cowan, City of Wilsonville, commented on leveraging partnerships with local governments and businesses to stretch funding for projects. She noted that the Wilsonville Road Interchange project would be one that would benefit multiple modes and is ready now to yield results. The City of Wilsonville needs partnership in order to fund this project. She asked that the Commission consider the job development available through this project, the kinds of partnership opportunities available and consider the project for STIP funding. The project is not in the 2006-2009 STIP.
- Rob Zako, 1000 Friends of Oregon, thanked the Commission for the opportunity to learn about transportation challenges and opportunities that face Oregon's transportation system.



Region 3 Manager Paul Mather requested approval to name the “Third Bridge” (Rogue River Bridge # 16844, Hwy 25, US 199) over the Rogue River (Grants Pass) in honor of

the deceased Senator Eugene “Debbs” Potts. (Background material in General Files, Salem.)

Commissioner Nelson moved to approve this item. The motion passed unanimously. Commissioner Russell was not present.



Office of Innovative Partnerships and Alternative Funding Manager Jim Whitty and Alternative Funding Administrator Betsy Imholt provided an update on Road User Fee Task Force (RUFTF) and Oregon’s mileage fee pilot program. (Background material in General Files, Salem.)

Because fuel taxes comprise 68% of Oregon’s road system revenues and new technology vehicles are increasing in number, the RUFTF concluded that in the future, gas tax revenue will not be the primary source for funding our roads. The task force’s solution is to establish a per mile charge based on vehicle miles traveled (VMT) within the state. The charge would replace the fuel tax and would enable a value pricing option.

All of the task force’s policy requirements have been met. Policy requirements include an affordable, accurate and reliable system. The technology must be feasible, reliable and secure, and protect the privacy of motorists. The evasion potential and burden on the private sector must be minimal, and the transition from fuel tax to mileage fee must be seamless. In addition, the system must include technology that differentiates boundaries.

On May 14, 2004 a public demonstration of mileage fee technology was conducted at Oregon State University in Corvallis. The demonstration included zone switching, VMT data transmission, electronic calculation of the mileage fee, gas tax deduction and presentation of a receipt, all of which were successful.

Implementation would require a larger effort involving the American Association of State Highway and Transportation Officials and Congress. Several policy issues such as retrofitting cost versus a long phase-in, setting the mileage fee rate, and requirements of vehicle manufacturers and fuel distribution industry.

Phase I of the pilot program, the pre-project study, is complete. Phase II, project implementation, will run from October 2004 through June 2007. Phase II will include rule adoption, selecting and training volunteer drivers and service stations, and technology refinement. The three service stations and 280 volunteer drivers will be from/in Eugene, Oregon.



The Commission and ODOT staff attended a luncheon with Oregon Coastal Zone Management Association (OCZMA), at which OCZMA members presented information about coastal area transportation accomplishments, issues and challenges.



A public hearing was held regarding the adoption of OAR 734-020-0011, Establishment of Maximum Speed Limit on Interstate Highways. (Background material in General Files, Salem.)

Chair Foster presided over the public hearing. He read into the record a summary of the rule notice provided to the Secretary of State (Exhibit 1).

Ed Fischer, State Traffic Engineer, provided a description of the Department's actions to date in preparing this OAR and described the major elements of the rule. The Department has completed the requirements set forth in this OAR for changing the speed limits on interstate highways. The engineering investigation report was completed, summarizing an examination of the entire interstate system in Oregon. An issues report was completed. This report covered crash related issues, enforcement issues, health related issues, economic issues, and environmental issues. Based on these reports ODOT Traffic Management made recommendations for interstate speeds as follows:

- Retain the rural interstate speeds of 65 miles per hour (mph) for cars and 55 mph for trucks with minor changes in boundaries at Medford and Salem.
- Raise speed limits for cars in three urban areas on Interstate 5 in Medford, Eugene and Salem, and one urban section of Interstate 84 in Portland, east of Interstate 205.

The Speed Zone Review Panel (SZRP), with the assistance of ODOT Traffic Management held five public meetings in August in Grants Pass, Eugene, Portland, The Dalles and La Grande. Oral testimony was received from 42 people at those five public meetings. Since March 2004, 242 written comments were received. Approximately 52% favored raising speed limits, 42% opposed raising speeds, and 6% did not express a preference. A public comment report was prepared summarizing the comments received in writing and at the public meetings. The SZRP met to discuss the compiled information and the public input to develop a recommendation to the Commission on interstate highway speed limits.

Brant Williams, Chair of the Speed Zone Review Panel and director of the Office of Transportation for the City of Portland, presented the SZRP's recommendations to the Commission. The SZRP recommends the following:

- Retain the existing 65 mph speed limit on rural interstate highways.
- Retain the existing maximum 55 mph speed limit for trucks on rural interstate highways.

- The SZRP concurred with most of the recommendations from ODOT Traffic Management. The SZRP recommends the following:
 1. Raise the speed limit for cars from 55 to 60 mph and retain the 55 mph limit for trucks on I-84 in Portland between I-205 and Troutdale city limit.
 2. Increase the maximum speed limit for cars from 55 to 60 miles per hour and retain the 55 mph limit for trucks on I-5 in Salem. On the north end of Salem, extend the northbound 65 mph speed zone on I-5 southerly .18 mile and extend the southbound 65 mph speed zone southerly 1.17 miles.
 3. Increase the maximum speed limit for cars from 55 to 60 mph and retain the 55 mph limit for trucks on I-5 in Eugene.
 4. Extend the 65 mph speed zone southerly approximately 2.5 miles on I-5 in north Medford.

As part of future review of speeds on Oregon highways, the SZRP recommended that ODOT consider conducting more research to better the cost and benefits of raising speed limits, consider the use of variable speed limits, especially in eastern portions of the state, consider requiring certain types of vehicles to travel at the same maximum speed limits as trucks (buses, RV's, vehicles with trailers), review regulations for the use of the left lane on multilane highways, rely less on the 85th percentile speeds in setting speed limits, collect data from other states to understand the effect higher speed limits have on speed variances for all traffic as well as just for trucks, evaluate the benefits of new operational characteristics for trucks, review the findings from the required annual evaluations of those sections of interstate where speed limits are raised, revisit section 2C of the Oregon Administrative Rule for processing speed limit changes and consider adding the following factors:

- Economic impacts, including a net cost analysis of cost and benefits,
- Health impacts, including EMS, trauma system, Oregon Health Plan and disability and social services,
- Environmental impacts, including fuel efficiency, air pollution and incident management.



Public comments were received from:

- Danielle Cowan, City of Wilsonville (30000 SW Town Center Loop E, Wilsonville, OR 97070), provided comments on behalf of Michael Stone, City Engineer. Ms. Cowan read into the record additional comments from Mr. Stone regarding his request to reclassify the interstate highway through Wilsonville to an urban freeway and reduce the speed limit. (Exhibit 2)
- Jurgen Hess, Columbia Gorge Institute (412 24th Street, Hood River, OR), supported the efforts of ODOT and the SZRP. He provided comments on safety, conservation and "time travel." (Exhibit 5)
- Pastor Gary Sealey (19140 SW Ellerson Street, Aloha, OR) opposed any increase in speed limits.

- Senior Trooper Jeffrey Willis, Oregon State Police, opposed increasing speed limits for commercial motor vehicles. (Exhibit 3)
- Robert Fijol, USDOT, FHWA, provided written comments on behalf of FHWA Administrator David O. Cox, regarding a number of safety issues raised as a result of the analysis performed for Oregon's Interstate speed assessment. (Exhibit 4).
- Eugene Lublinsky (7370 SW Ashdale Drive, Portland, OR) commented that the laws on speed limits are difficult to enforce.
- Lynne Mutrie, Coordinator for Community Traffic Safety for ACTS Oregon (the Alliance for Community Traffic Safety) (405 W. Arlington, Gladstone, OR) opposed increasing speed limits.
- Don Graber (P.O. Box 243, Boring, OR) agreed with raising speed limits.
- Written comments were received from Dr. John Tongue. Nine documents were bundled together and entered into the record as Exhibit 6.

Chair Foster closed the public hearing at 2:10 p.m.



Commissioner Papé moved to approve the Draft 9/28/04, OAR 734-020-0011, Locations of Interstate Speed Limits other than 65 MPH.

The motion passed three votes (Chair Foster, Commissioner Papé, and Commissioner Nelson) to one (Commissioner Achterman). Commissioner Russell was not present.

The Commission thanked ODOT and the Speed Zone Review Panel for the outstanding efforts on this difficult and controversial issue.



The Commission approved the next two meeting dates as:

- Wednesday and Thursday, October 20 and 21, in Clatskanie.
- Wednesday, November 17, 2004, in Salem.



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

1. Approve the minutes of the August 19, 2004, Commission meeting in Baker City.
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.	Temporary amendment of OAR 735-062-0020, 0030 and 0090 relating to proof of age and identity.
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4. Approve request to add the I-405: Stadium Freeway Alternative Analysis project to the 2004-2007 STIP.
5. Approve an Oregon Transportation Investment Act 1(OTIA 1) scope change consisting of the addition of a bridge replacement, (Hwy 420 / USRS Canal Bridge) to the OTIA 1 Washburn Way preservation project. This request also extends the bid let date by two months, and would allocate an additional \$392,030 in OTIA funds. Total increase required for the bridge replacement is approximately \$6,000,000, which will bring the total estimated cost of the project to \$1,925,000.
6. Approve \$814,650 in Transportation Enhancement "Discretionary Account" funds for streetscape and lighting enhancements included in the Glacier-Highland Couplet project, City of Redmond.
7. Approval to establish a 35 MPH speed zone on Tualatin Valley Highway (OR 8) MP 6.13 – MP 6.32, in Washington County.
8. Approval of jurisdictional transfer of the Powell Butte Highway in its entirety and pass full jurisdiction and ownership to Crook County.

Commissioner Achterman moved to approve the consent agenda with the exception of the portions of the resolution of authority to acquire property covering the Colver Road-Rapp Road project in Jackson County (Map No. 1A-23-18) and the Highway 62 Corridor Solutions project (Unit 1) (Map No. 10B-24-01). The motion passed unanimously. Commissioner Russell was not present.

Commissioner Achterman moved to approve the resolution of authority to acquire property on the Highway 62 Corridor Solutions project (Unit 1) (Map No. 10B-24-01). Commissioner Papé declared a conflict of interest and abstained from voting on this one item. The motion passed.

Commissioner Achterman moved to approve the resolution of authority to acquire property on the Colver Road-Rapp Road project in Jackson County (Map No. 1A-23-18). Chair Foster declared a conflict of interest and abstained from voting on this one item. The motion passed.



Chair Foster adjourned the formal meeting at 2:30 p.m.



<hr/> Stuart Foster, Chairman	(Absent) <hr/> John Russell, Member
<hr/> Gail Achterman, Member	<hr/> Randy Papé, Member
<hr/> Mike Nelson, Member	<hr/> Jill Pearson, Commission Secretary