

OREGON TRANSPORTATION COMMISSION

Minutes of the Workshop and Regular Monthly Meeting February 18-19, 2004 Bend

On Wednesday, February 18, the Oregon Transportation Commission (OTC) toured the Bend Parkway with Oregon Department of Transportation (ODOT) staff. A workshop began at 2:10 p.m. in the Mt. Bachelor Village Conference Center. A no-host social hour and dinner followed, with local officials and other interested parties.

On Thursday, February 19, at 8:00 a.m., OTC and ODOT staff held a briefing session and reviewed the OTC agenda. The regular monthly meeting began at 9:30 a.m.

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

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

WEDNESDAY, FEBRUARY 18, 2004

MULTI-MODAL INVESTMENTS WORKSHOP

In response to discussions at the Commission's October 2003 Annual Workshop and subsequent Commission meetings, the following workshop was conducted to provide an overview of federal transportation fund flexibility and also to discuss potential investment opportunities in the transit, rail, pedestrian and bicycle programs. (Copy of background material in General Files, Salem.)

Chair Foster welcomed David Cox, Federal Highway Administration (FHWA) Division Administrator, who opened the workshop with a presentation on the flexibility of transferring federal aid funds to modes other than highways. (PowerPoint Presentation in General Files, Salem.)

Mr. Cox's presentation included information on the Federal Trust Fund; rules about transferring funds from the Highway account to the Transit account; what's done without transfers; impact on obligational authority; and opinions and suggestions.

Mr. Cox noted that over the ten years between 1994 and 2003, Oregon averaged about \$12 million in transfers to the transit account from the highway account. Adding that amount to what comes directly from the transit account, Oregon had about \$1.5 billion available for transit projects. Mr. Cox contrasted that amount with the \$2.86 billion in federal dollars spent on highways.

Highway funds are also spent on rail or transit without transfer. For instance, if a rail or transit facility needs to be relocated because of a highway project, highway account funds pay for the relocation. Most of the multimodal parts of a highway project (sidewalks, bike paths, bus turnouts, etc.) can be built with highway account funds.

Earmarks are another way to use highway account money for non highway purposes.

Out of the 11 types of projects that can be built using enhancement funds, three are multimodal: 1) bike and pedestrian facilities, 2) landscaping and scenic beautification, and 3) historic transportation buildings and facilities. All three of these have been used very heavily in Oregon. The money can be used to buy buses, renovate train stations and build new ones, out of the highway fund without transfer.

Commissioner Russell asked what the thinking was for creating an Enhancement category because highway monies can be used for these types of projects without transfer.

Mr. Cox explained that there's been an evolution. It used to be primarily thought of as bicycle paths and landscaping projects, and some of the other categories were added later. The category of historic transportation buildings was a less-defined category in the beginning, making it ineligible for normal federal aid funds because it wasn't on a system.

Jason Tell added that the idea of the Enhancement Category was to force the state to spend the money on those purposes, so 10 percent of a portion of our federal highway formula funds can only be used for that purpose. Congress wanted to make sure that the states spent some of their funds on enhancements.

Commissioner Russell asked if it was actually mandated, or can the enhancement monies be transferred back into the highway funds.

Mr. Tell answered that it is not actually mandated in that the state gets a total obligational authority and the state can spend that on any account its wants. So even though the apportionment is based on enhancement, you don't have to spend your obligational authority on enhancements.

Commissioner Russell summarized that it is really artificial.

Mr. Cox explained that it is the state's choice and it does encourage states to spend money on these types of projects.

Commissioner Russell asked what Oregon's history has been over the last 10 years on spending money to the suggested limit on enhancement projects.

Mr. Cox answered that Oregon has not spent to its suggested limit. The spending is 2/3 to one-half of what could have been spent if Oregon would have used all of its eligible enhancement monies.

Commissioner Russell asked if it mattered to the FHWA on how the states spend their enhancement dollars.

Mr. Cox answered that the FHWA encourages the use of enhancement dollars and that the programs have been hugely popular across the country. If you look at what people value about how their highway monies were spent, they will often point to enhancement projects even though they are a very small percentage of the total.

Key recommendations were:

- Before making decisions about transferring, have a complete picture of federal, state and local funding.
- Consider proportionality.
- Honor the "user pays" principle.
- Honor the Oregon Highway Plan investment priorities.
- Look for "win-win" opportunities.
- Consider the Infrastructure Bank Program as another funding option.
- Wait for clarification under the new transportation bill.

Mr. Cox noted his presentation was based on the transportation bill extension that expires the end of February 2004. The new bill will bring with it new rules and more funds.



Alan Arceneaux, ODOT Highway Finance Office, presented information regarding revenue sources and allocations from highway to rail and transit. He talked about funding sources for both transit and rail. He focused on the various funding allocated to the transit and rail programs over the life of the Transportation Equity Act for the 21st Century (TEA-21).

Transit programs benefit from:

- Direct Funding Sources (STIP allocations, Transportation Operating Funds, cigarette taxes, Federal Transit Administration)
- Indirect Funding Sources (federal funds transfers, CMAQ, other federal funds)

Rail programs receive funds from:

- STIP Allocations (STP funds)
- Federal Rail Administration
- General Funds
- Other Funds (Railroad Gross Revenue Fee, Grade Crossing Protection Account Funds, Lottery Bond Proceeds, Transportation Operating Funds)

The Commission approved ODOT's funding allocations for the period from 2004 to 2009 in December 2003. Projected federal funds were computed at 87% of the President's recommended funding levels and state funds were based on the economic forecast.

During the 2004-2009 period, transit will receive \$6.9 million per year, which is \$1.75 million annual increase from previous allocations. Rail will continue to receive \$2.1 million per year in STP funds, as well as monies from its other funding sources. (PowerPoint presentation is in General Files, Salem.)



Jason Tell, ODOT Government Relations, began by going back to the question that Commissioner Russell asked earlier which was how much are we flexing versus what we could flex. About two years ago research was conducted on how much the agency was flexing versus how much it could flex. At that time the agency was flexing about seven % of the federal highway funds that it received which included what local agencies flex. Three scenarios were looked at. The first scenario was to flex without having to transfer funds which worked out to be that a little over 25% of ODOT's federal highway funds could be flexed. If transfers were made between highway categories, flexing more to transit, the percentage of flexed funds could increase to just over half of the formula funds. If an exemption were requested from the Secretary of Transportation, that number could go as high as 75%. However, the agency would need to demonstrate that it met all its highway needs for those funds. In other words, of the approximately \$300 million per year in federal formula funds, ODOT flexes about \$30 million per year.

Jason Tell presented information on the federal reauthorization status (TEA-21) that included proposed funding increases over TEA-21 for the next six years, impact to Oregon, flexibility, and new programs impacting the Bicycle and Pedestrian, Transit and Rail programs. (PowerPoint presentation in General Files, Salem.)

Jason Tell said that there have been three reauthorization plans introduced. One by the House Transportation Committee; a second by the Senate Environment and Public Works Committee; and the third by the administration. The bills fund highway and transit programs and cover the six-year period from fiscal year 2004 to 2009.

The full Senate passed a bill which proposes a \$318 billion increase (+46%) over TEA-21 for the six-year authorization period. However, it should be noted that the President's advisors notified the Senate that the President would veto any bill over the Administration's proposed increase of \$256 billion (+17%). The House has not yet reported a bill out of committee. The House proposes a \$375 billion increase (+72%) over TEA-21.

The good news is that under any of the three scenarios, ODOT would end up receiving more funds than what is currently projected. This means if one of these proposals becomes law, the Commission would be able to add highway, transit and/or rail projects to the Statewide Transportation Improvement Program (STIP).

The table below illustrates the estimated average annual highway funding for Oregon under the three proposals.

TEA-21 (current)	Administration	Senate	House
\$340 million	\$355 million	\$433 million	\$453 million

Key comments:

- Three reauthorization plans have been introduced.
- Under any of the three scenarios, ODOT would receive more funds than what is currently projected.
- Estimated average annual highway funding for Oregon under the three proposals:

TEA-21 (current)	Administration	Senate	House
\$340 million	\$355 million	\$433 million	\$453 million



Ed Immel, ODOT Rail Planner, provided an overview of current investment choices and future investment options for Rail projects. (PowerPoint presentation in General Files, Salem.)

Mr. Immel's presentation included information on the differences of Class 1 railroads vs. shortlines vs. rail; areas for further study; and Rail Division project recommendations if an additional \$10 million in funding were available.



Martin Loring, Transit Division Administrator, provided an overview of current investment choices and future investment options for transit projects. His presentation covered topics on current funding levels, funding priorities, senior/disabled and general public transit issues, and funding recommendations if additional funds were available. (PowerPoint presentation in General Files, Salem.)



John Rosenberger, Deputy Director for Highways, provided an overview of the current investment choices and future investment options for pedestrian and bike projects. His presentation included information on the Bicycle and Pedestrian Program, and Enhancement Program, Request/Award ratios; important investments; and recommendations of where additional funding would be allocated if more funds were available. (PowerPoint presentation in General Files, Salem.)



Commission discussion followed the presentations, and their key comments were:

- Should traditional funding allocations be reviewed for change due to the influx of recent legislatively approved funding (OTIA I, II, III)? An expressed view was that current funding approaches were appropriate, even though funding is insufficient in all areas. It was agreed there may be other ways to deal with diminished program funds, and the Commission stressed the importance of:
 - Being in the forefront of innovative thinking on how to get federal support on critical programs,
 - Figuring out ways to leverage more funds, and
 - How to create more efficiencies so that addressing these needs can begin.

Workshops such as this provide excellent information and promote good discussion that will help the Commission make informed decisions. Commission members felt that similar workshops should be held on a regular basis.

Director Warner concluded by reminding Commissioners that ODOT has a significant amount of flexibility with federal dollars, especially in the areas of transit, transportation enhancement, bike and pedestrian, and other related safety improvements. However, it has very little flexibility in dealing with rail improvements and has asked the federal government to come up with a rail capital fund to help resolve some of these problems.

Chair Foster adjourned the workshop at 5:02 p.m.



A no-host social hour began at 6 p.m. in the Summer Twilight Room. The dinner program included comments from the Honorable Dennis Luke, Deschutes County Commissioner and Central Oregon Area Commission on Transportation (ACT) Chair; the Honorable Bill Friedman, City of Bend Councilor and Chair of the Bend Metropolitan Planning Organization; and the Honorable Alan Unger, Mayor of Redmond and member of the Freight Advisory Committee. Topics included the Central Oregon ACT, the New Metropolitan Planning Organization and transportation projects in Redmond.



FEBRUARY 19, 2004

Chair Foster called the regular monthly meeting to order at 9:36 a.m. He recognized and welcomed Senator Ben Westlund and Representative Gene Whisnant.



Director's report highlights:

- Director Warner recently vacationed in Florida and was impressed with Florida's transportation system and toll road system. The state's electronic system of tolling helps provide for some very beautiful facilities.
- Rail Administrator Claudia Howells will resign effective February 29 after 24 years with the State of Oregon. On March 1, Lorna Youngs, DMV Administrator, will assume the role of Acting Rail Administrator. Director Warner thanked Ms. Youngs for taking on this temporary, six-month assignment. Bill Seely, one of DMV's management team members, will manage DMV during Ms. Youngs' absence. In addition to Ms. Howells' departure, four of six senior Rail staff members are retiring at the end of February. Ms. Youngs will review the opportunities and challenges to help determine if ODOT is organized properly for the future. The intent is to have that work completed within 60 days and then begin recruiting for the Rail Administrator as well as the other Rail managers
- On February 12, the U.S. Senate passed a \$318 billion, six-year reauthorization bill called SAFETEA. Oregon's highway funding formula would increase about 25

percent, or \$93 million per year, from current TEA-21 levels. Unfortunately, even though overall funding goes up, Oregon's share of funding generated at the federal level drops from about 98 cents for every dollar generated to about 95 cents. Nationally, highway and transit funding would increase 46 percent if this is passed by the House and signed by the President. Director Warner emphasized that there is still a long way to go in the reauthorization process, and these numbers will change before Congress is done. The Administration has threatened to veto any bill over the President's proposal of \$256 billion. States are working on a four-month extension of TEA-21, which expires at the end of February.

- ODOT is working very hard to secure the services of a bridge replacement program management firm. Four requests for proposals were received as follows: Oregon Bridges Solutions Team, a joint venture of Bechtel Infrastructure Corporation and Parsons Transportation Group, Inc.; Oregon Bridge Delivery Partners, a limited liability corporation formed by HDR and Fluor Daniels; Parsons Brinckerhoff Quade and Douglas, Inc.; and Jacobs Civil, Inc. Staff reviewed these proposals and recommended three firms to interview. Final interviews and selection should be completed by February 27.
- A status report of bill implementation by ODOT divisions was provided to the Commission. During the 2003 legislative session, ODOT tracked about 700 bills that would have affected the agency in some way. Of that, 108 bills were passed and of those, 83 required some kind of implementation by ODOT. Director Warner recognized DMV and Motor Carrier for their work in getting OTIA III fees in place. Director Warner committed to providing further regular updates so the Commission can see where ODOT is in meeting all the expectations. (Background information in General Files, Salem.)

At the January Commission meeting, Director Warner promised to report on the costs of the January winter storm. To date, ODOT has incurred about \$3.8 million above a normal winter. Statewide, ODOT used nearly 90,000 cubic yards of sanding material and about 150,000 gallons of chemical deicer. During January, 34 ODOT employees experienced storm-related accidents and injuries, and 12 employees required medical treatment resulting in worker's compensation claims. Two customers were injured at ODOT facilities as a result of slips and falls. About 16 accidents resulted in damage to ODOT's fleet vehicles, including snow plows and light trucks. The crews did a great job in keeping the roads open during the storm. Mr. Warner acknowledged ODOT's financial staff who braved the weather to process reimbursement requests to the Federal Highway Administration so that funds would continue to flow to ODOT and its contractors.

Director Warner also acknowledged the Motor Carrier Transportation Division for its continued work to expand e-government options for online services. During the first year of operation, trucking companies used computers to complete almost 34,000 transactions using Oregon's Trucking Online Internet-based service. More than 1,450

trucking companies now go online to complete 15 different transactions, from obtaining a trip permit and temporary pass to changing an address. In early 2004, companies will be able to report weight-mile taxes online, eliminating paperwork and mailing costs. Companies also will be able to use VISA or MasterCard to make the accompanying tax payment.

On February 4, the Pacific Coast Highway in California, Oregon and Washington was featured on the History Channel. Some of Oregon's coastal bridges in Region 3 were featured and Frank Nelson, ODOT's Acting State Bridge Engineer, was interviewed. Director Warner congratulated Mr. Nelson, ODOT's Bridge Section and Region 3 staff for representing Oregon so well.



Commission member reports included the following information:

Commissioner Russell chairs a group that is looking at making the Emerging Small Business Program more effective and ambitious by incorporating minority- and women-owned businesses as part of the group. He hopes to bring a progress report to the Commission next month. He attended a successful meeting hosted by Bill Wyatt, Executive Director of the Port of Portland. Among the attendees was Congressman Earl Blumenauer. The meeting focused on freight rail business in Portland. Commissioner Russell also had briefings on Newberg-Dundee and the Bend Parkway.

Commissioner Achterman also had briefings on Newberg-Dundee and the Bend Parkway. She chairs the Oregon Transportation Plan Update Steering Committee. The Oregon Transportation Plan was published in 1992 and has not been updated. The plan update was launched at a kick-off meeting in early February, which Director Warner and many staff members attended. The materials provided at the meeting were outstanding. (Copies of handouts from the OTP kick-off meeting are available from Craig Greenleaf, Transportation Development Division.)

Commissioner Papé met with the Freight Advisory Committee in January. He complimented the work it is doing to review the proposed local bridge projects provided under OTIA III. He met with Bob Bryant regarding the South Bend Parkway Refinement Plan and the north end of Bend and issues relative to the growth and development of central Oregon. He gave comments on the transportation initiative from the Oregon Business Plan to the Portland Rotary Club on February 10. He also talked with the Lane County Metropolitan Policy Committee at its regular meeting about transportation planning. Commissioner Papé had the opportunity to interview bridge program management firm candidates. On February 17, he met with Senator Gordon Smith to talk about federal reauthorization, earmarks and other issues around transportation funding.

Commissioner Nelson spent time with Bob Bryant touring the region and learning about opportunities regarding central Oregon transportation needs. He and Commissioner

Achterman are participating on a tourism-driven ad hoc committee with the Aeronautics Board, Economic Development Commission, Tourism Division and ODOT. The group meets monthly to exchange ideas to help promote tourism and make better use of allocated funding. He offered to provide status reports at future Commission meetings.

Chair Foster is participating in the OTIA III bridge program management firm interviews. He will travel to Washington, D.C., next week to meet with members of the Oregon Congressional Delegation to help achieve support for ODOT's federal funding goals. He acknowledged David Cox, FHWA Division Administrator, and the good working relationship the Commission enjoys with him and his staff.



Public comments were received from the following individuals:

- Senator Ben Westlund
- Representative Gene Whisnant
- John O. Taylor, LaPine Transportation Advisory Group
- Don and Martha Bauman, Pinecrest Subdivision residents

The above individuals requested a northbound left-turn lane into LaPine's Pinecrest Subdivision from Highway 97. The intersection is located between mileposts 163 and 162 north of LaPine. The Commission acknowledged this group for working with the Central Oregon Area Commission on Transportation toward resolution of this issue. (Copy of handout material in General Files, Salem.)

Chair Foster interrupted the public comment period to thank Representative George Gilman for attending the meeting.

Public comments continued:

- Marsha Kelley, vice president of Salem Area Mass Transit District (Cherriots), expressed her appreciation for the Commission's flexible funding work session. She also offered a correction to David Cox's "Local Transportation Fund, One Taxpayer's Story" presentation during the OTC workshop on February 18.
- Peggy Jones, Southern Crossing Neighborhood Association, urged consideration to improve Reed Market Interchange. The southbound intersection has short sight distance due to the grade, and merging onto the parkway is dangerous.

The Commission noted that speeds on the parkway are posted at 45 miles per hour, but traffic travels at higher speeds, making the short merge difficult. The Commission suggested that an enforcement strategy be developed to reduce the speeds on the parkway to the legal 45 miles per hour.



The Commission considered approval of the South Bend Parkway Refinement Plan (Alternative H-Modified, Option 1). Commission approval would enable Region 4 to proceed with an application to amend the Bend Transportation System Plan. The City of Bend would be a co-applicant. (Background material and PowerPoint presentation in General Files, Salem.)

Bob Bryant, Region Manager for central Oregon, introduced Peter Russell, senior planner, who is the lead staff person for the South Parkway Refinement Plan. Mr. Russell provided an overview of the parkway alternatives. He explained that the goal of the South Parkway Refinement Plan is to remove the last three signals on the Parkway while accommodating east-west connectivity.

If Alternative H-Modified, Option 1, is approved by the Commission, an open house would be held with New Hope Church to discuss the alternative with the community. The Bend City Council was briefed several times and is in agreement with this alternative.

Public comments were received from the following individuals:

- Don Gamble, Mountain High Homeowners Association
- Holly Scott, Laura Goetz and Guy Gleason, New Hope Church (Handout in General Files, Salem.)
- Donald Leo, Mountain High Homeowners Association
- Susan Whitney Kurtz, resident of south Bend (Written comments in General Files, Salem.)
- Bryan Smith, Southern Crossing Neighborhood Association (Written comments in General Files, Salem.)
- Keith Scott, Southwest Bend Neighborhood Association
- Wendy Christensen, Southern Crossing Neighborhood Association
- Carl Metler, Southern Crossing Neighborhood Association (Written comments in General Files, Salem.)
- Jeff Robertson, resident
- Jerry Watson, Pinebrook Homeowners Association

The Commission clarified that a considerable amount of additional public input opportunity will take place before local street decisions are made.

Commissioner Achterman moved to approve Alternative H-Modified, Option 1, on the condition that the city implement the Transportation System Plan (TSP) improvements

to the local system to increase the capacity of the local system and encourage use of the local street system for trips prior to constructing the ramps at the Murphy Road overcrossing that provide for the southbound “off” and the northbound “on” movements on the Bend Parkway.

The South Parkway Refinement Plan, Alternative H-Modified, Option 1, as presented above, was unanimously approved by the Commission.



Martin Loring briefly described the following recommendations relating to \$15.7 million in Public Transit Division Discretionary grant allocations for the 2003-2005 biennium (background material in General Files, Salem):

- Draft recommendation for the 2003-2005 Rural and Special Transportation Vehicle Preservation projects totaling approximately \$6.9 million.
- Streamline Selection Process for the 2003-2005 Rural and Special Transportation Development projects totaling approximately \$8.7 million and delegate authority to the Public Transit Division to conduct the final project selection.

It was noted that Commissioner Russell agreed to chair the Public Transportation Advisory Committee that will make the final project selections, and that the project list would be sent to the Commission as an information item.

Commissioner Papé moved to approve the above recommendations. The motion passed unanimously.



The Commission considered approval of an increase in project authorization for Contract #12,604, Farewell Bend to North Fork Jacobsen Gulch construction project, Old Oregon Trail Highway (I-84), in Malheur County in the amount of \$685,769.14 or 7.29 percent. This will bring the project authorization to \$9,690,120. Although this project is complete, this action is being requested because of a recent claim settlement. (Background material in General Files, Salem.)

Commissioner Russell moved to approve the request, and the motion passed unanimously.



Doug Tindall, ODOT Maintenance Engineer; Bob Russell, president of the Oregon Trucking Association and representative of the Oregon Freight Advisory Committee Local Bridge Subcommittee; and Jon Oshel with the Association of Oregon Counties provided an update on the 2003 Oregon Transportation Investment Act (HB 2041) local bridge projects. (Background and handout materials in General Files, Salem.)

A list of local bridge projects recommended for funding under OTIA III by the Highway Bridge Replacement and Repair (HBRR) committee was presented and served as a basis for public comment. The Commission will make a final selection on March 3, 2004, at a special telephone meeting.

Additional information will be provided to the Commission prior to the March 3, 2004, special meeting concerning local government and other interested parties' feedback.

Jon Oshel clarified that the formula used for selecting the local bridge projects on the recommended list was different than that used by the HBRR. The formula was weighted more toward bridges with heavily documented freight traffic and other specific freight-related criteria.

Bob Russell noted that the OTA co-sponsored with the Oregon Forest Products Transportation Association, Oregon Tow Truck Association, Oregon Refuse and Recycling Association, Oregon Manufactured Housing Association and the Oregon Farm Bureau a series of nine statewide meetings that were very informative. (Written comments in General Files, Salem.)

The Freight Advisory Committee, OTA and ODOT staff were all recognized for the work done in selecting OTIA III local bridge projects.

Chair Foster noted for the record that public comments will not be taken at the March 3, 2004, special meeting.

Public comments were received from the following individuals:

- Phil Walker, representing the Polk County Board of Commissioners and Mid-Willamette Valley Area Commission on Transportation (Written comments in General Files, Salem.)
- D.E. Bridges, Oregon Forest Projects Transportation Association
- Maria Rojo de Steffey, Multnomah County Commissioner (Written comments in General Files, Salem.)
- Rex Burkholder, Metro Councilor and Chair of the Joint Policy Advisory Committee on Transportation (Written comments in General Files, Salem.)

The Commission discussed whether the Sellwood Bridge in Portland should be included on the list of recommended local bridge projects and whether OTIA III funding would be the appropriate funding source for replacing the bridge. Legal counsel provided preliminary advice that OTIA funds are not the appropriate funding source because the legislation appears clear that the funds are for rehabilitation or replacement of complete bridges.

The Commission asked Rex Burkholder for further information before March 3 on the Oswego Canal Bridge (ranked at 6 on the recommended list of local bridge projects) and the North Burgard Street Bridge (ranked at 115).

Also prior to March 3, the Commission requested additional information from Rex Burkholder on the status of the Tacoma Street planned improvements and the definition of a minor truck street under the City of Portland Transportation Plan.

Commissioner Russell commented that he thinks there is an unfortunate bias regarding the Sellwood Bridge. The fact that there is pedestrian and bicycle traffic that would be facilitated on Tacoma Street, doesn't mean that it isn't a freight route. This is a big, dense, urban area. The fact that the bridge is proposed as a two lane bridge doubles its capacity. Now, the bridge doesn't function as a two lane bridge because of the narrow lane widths. A two lane bridge would likely be twice as wide as the current two lane bridge.

- Dan Boldt, Wasco County (Written comments in General Files, Salem)
- Alan Unger, Mayor, City of Redmond
- Bill Friedman, Mayor, City of Bend

The Commission asked staff to provide information prior to March 3 about whether bridges over irrigation ditches and canals should be continued. It was noted that at least six bridges of this type are on the recommended list of projects. The Commission requested explanations for disparities between ACT recommendations and the list.

The Commission thanked Bob Russell, D.E. Bridges, the Highway Bridge Replacement and Repair Committee, the Freight Advisory Committee and ODOT staff for a good process in determining the appropriate bridges to be considered for projects under the OTIA III program.

Commissioner Russell stated that he did not share the conclusion that the bridge list was a good product. He stated that he believed that it was a political decision, and facts were used to buttress it. He pointed out the Oswego Canal listed as #6 on the list. He stated that he could not share the enthusiasm that we have made the right choice.



The Commission approved the next two meeting dates as:

- March 3, 2004, special telephone meeting in Salem.
- March 24, 2004, meeting in Salem.



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

1. Minutes of the January 14, 2004, Commission meeting in Portland.
2. Resolution for authority to acquire real property by purchase, condemnation, agreement or donation.

3. The following Oregon Administrative Rule (OAR) actions:

a.	Amendment of OAR 731-001-0005 relating to adoption of the Attorney General's Model Rules of Procedure.
b.	Adoption of OAR 734-082-0080 relation to verbal emergency authorization.
c.	Amendment of OAR 735-064-0220, relation to offenses that count in driver programs.
d.	Amendment of various rules in OAR Chapter 735, Divisions 62, 74 and 76 to change the spelling of "indorsement" to "endorsement" (SB 81).

4. Amendment to the 2004-2007 Statewide Transportation Improvement Program (STIP) to add the Portland, OR 43 at Curry Avenue project, pending approval by the Federal Highway Administration/Federal Transit Administration. Total cost is \$2 million.
5. Board of Maritime Pilots appearance at the April 2004 meeting of the Legislative Emergency Board to present a report on strategies to open access to on-the-job training positions for minorities and request a \$71,234 Other Funds expenditure limitation increase.
6. Appearance at the April 2004 meeting of the Legislative Emergency Board to request increases in six Highway Construction Program limitations totaling \$406.2 million.
7. Appointment of Mark Schumacher to the Winter Recreation Advisory Committee.

Commissioner Russell moved to approve the items on the Consent Calendar with an amendment that increases the limitations on Consent Calendar item No. 6 from \$406.2 million to \$486.2 million.

The motion passed unanimously.



Chair Foster adjourned the formal meeting at 12:42 p.m.



Stuart Foster, Chair

John Russell, Member

Gail Achterman, Member

Randy Papé, Member

Mike Nelson, Member

Jill Pearson, Commission Secretary