

# OREGON TRANSPORTATION COMMISSION

## Minutes of the Regular Monthly Meeting August 16-17, 2005 LaGrande

On Tuesday, August 16, the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff met at the ODOT Region 5 offices in LaGrande. The group toured projects in the LaGrande area and had lunch aboard the Wallowa Union Railroad, Eagle Cap Excursion Train.

A no-host social hour and dinner were held that evening at the Blue Mountain Conference Center, Banquet Room, in LaGrande.

On Wednesday, August 17, at 8:00 a.m., the OTC and ODOT staff held a briefing session and reviewed the OTC agenda in Conference Rooms 1 and 2 of the Blue Mountain Conference Center. The regular monthly meeting began at 9:30 a.m. in the Banquet Room.

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

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| Chair Stuart Foster                         | Chief of Staff Lori Sundstrom               |
| Commissioner Gail Achterman                 | Executive Officer for Highways John Jackley |
| Commissioner Mike Nelson                    | Rail Division Administrator Kelly Taylor    |
| Commissioner Randy Papé                     | Transportation Safety Admin. Troy Costales  |
| Commissioner Janice Wilson                  | Region 1 Manager Matthew Garrett            |
| Interim Director Lorna Youngs               | Region 2 Manager Jeff Scheick               |
| Deputy Director Central Services Mike Marsh | Region 3 Manager Paul Mather                |
| Deputy Director Highway Doug Tindall        | Interim Region 4 Manager Mark Usselman      |
| Communications Admin. Patrick Cooney        | Region 5 Manager Monte Grove                |
| Trans. Development Admin. Craig Greenleaf   | Commission Secretary Kim Jordan             |



Chair Foster called the meeting to order at 9:45 a.m. and welcomed Lorna Youngs to her first Commission meeting as Interim Director.



Interim Director's report highlights:

Interim Director Youngs thanked the Commission for the opportunity to serve as Interim Director.

ODOT is working with Governor Kulongoski's office and the Department of Administrative Services to recruit a new director. This will take several months, but we hope to have a new director on board by the end of the year.

She was pleased to report that Chair Foster's reappointment to the Commission was confirmed by the Senate on July 29<sup>th</sup>. Ms. Youngs and ODOT appreciate his willingness to serve, especially because of the continuity that Mr. Foster's leadership will provide during this time of transition.

Congress finally passed the reauthorization bill and the President signed the 5-year, \$286 billion legislation on August 10, 2005. Chair Foster will talk about the details of the bill during his report.

Interim Director Youngs recognized the work of ODOT Government Relations staff, in particular Jason Tell and John Baker, who provided great staff support to the entire delegation.

ODOT has won another award. The Highway Division's Context Sensitive and Sustainable Solutions Program, also known as CS<sup>3</sup>, a program aimed at making sure highway projects are sensitive to the environment as well as to the needs of communities, was selected as a winner in the American Association of State Highway and Transportation Officials, Center for Environmental Excellence's Best Practices in Context Sensitive Solutions competition.

The Motor Carrier Division plans to issue a Request for Proposal and purchase an additional 4,000 Green Light transponders for distribution to companies who want to participate in Oregon's weigh station preclearance program. Trucks equipped with transponders are weighed while traveling at highway speeds and may bypass weigh stations where the Green Light system is in use. The Federal Motor Carrier Safety Administration is expected to approve the use of \$100,000 in federal grant for the purchase.

In July and August, the Federal Transit Administration (FTA) conducted two separate audits of transit and rail activities. In July FTA conducted an on-site audit of ODOT's safety oversight of the Portland Tri-Met light rail and the City of Portland Streetcar. This is the first audit of the program since its inception in 1996.

The majority of these findings require ODOT to update its written procedures and administrative rules to reflect current practices. Approved by FTA in 1996, we essentially have not kept our rules current. The auditors described the overall findings as "middle of the pack" in comparison to the findings of other states' audits for this program. The Rail Division, Tri-Met and the Portland Streetcar have begun the work to address the findings.

In August, FTA conducted an annual State Management Review of Public Transit activities, involving ODOT's Internal Audit, Financial Services, Civil Rights and the Public Transit Division staff. The audit, typically done every 3-5 years, is designed to assess how well states administer federal grant programs in compliance with legal requirements and the State's own Management Plan.

The last audit, in 1999, identified major deficiencies in 15 of 18 review areas, noted little progress since the 1995 review, and lead to the deobligation of \$500,000 in lapsed funds. The 2005 audit made related minor technical findings in two of 18 areas reviewed. These should be resolved and closed within 30 days, and no funds will lapse. In addition to getting a much improved "report card" this time around, FTA also selected ODOT's State Management Plan for inclusion in FTA's on-line "Best Practices Manual." These improved findings are credited to the Public Transit Division staff and Martin Loring, the Division Administrator.



Commission member reports:

Commissioner Achterman was pleased to announce that the Transportation Development Division staff now has a written version of the Oregon Transportation Plan (OTP) update. At the September Commission meeting, members will be asked to authorize sending the OTP update out for public review and comment. With reauthorization, and with tremendous efforts of Congressman DeFazio, for the first time, Oregon will have a transportation research institute for the Oregon university system. The institute will be housed at Portland State University. The university system and Commissioner Achterman have been working with them to plan for the research institute.

Commissioner Papé attended the groundbreaking for the Highway 20 – Pioneer Mountain to Eddyville project. He attended a meeting of the Oregon Freight Advisory Committee (OFAC) in early August. The OFAC is now working with a new set of bylaws. He met with one OFAC member, Gary Cardwell from Northwest Container Services, regarding ideas he would like to explore through the OFAC and ODOT, about import and export distribution locations and how to reduce the number of trucks on the road, particularly those that are hauling empty containers great distances to be reloaded. He continued his liaison work with local Area Commissions on Transportation.

Commissioner Nelson was relieved and happy that Chair Foster was reappointed. He recognized Dave Cox, Oregon Division Administrator of the Federal Highway Administration, and thanked him for attending the meeting. He also thanked ODOT senior staff members for making the trip to eastern Oregon. Commissioner Nelson commended Region Manager Monte Grove and his Executive Assistant Glenis Harrison for their good work for ODOT. He attended a very enjoyable Commission tour aboard the bus, and especially the ride on the Wallowa Union Railroad's Eagle Cap Excursion

Train. He noted that the timber industry is no longer eastern Oregon's main source of jobs. These days tourism is creating jobs for this part of the state.

Commissioner Wilson congratulated Chair Foster for agreeing to serve another four years as Chair of the Commission. She thanked all the local leaders, elected officials, and ODOT staff who spent their day with the Commission during the tour and educating members about the needs of northeast Oregon and sharing the projects where ODOT has partnered with communities. It is very fruitful to see actual projects and what they mean for economic development and peoples' lives. It makes a difference in the Commission's decision-making.

Chair Foster said that it is invaluable to spend time with local officials and Region staff. He thanked the local officials for taking the time to join the Commission on the tour and dinner. As a result, better decisions are made. The Governor came to Medford to do a general announcement on Senate Bill 71, the Connect Oregon bill. As Lorna Youngs mentioned, the Federal Reauthorization bill was passed. It increases Oregon's funding formula. The bill significantly increased transit funding. Every project for which the Commission requested funding, received funding. In addition, we received \$200 million in earmarks for mega-projects – \$160 million for bridge projects on I-5, and \$40 million for a discretionary bridge program. Oregon projects will be eligible for a lower federal match of 10%. We have a number of people which we need to recognize for this bill. Our Congressional Delegation worked on a bi-partisan basis to deliver this bill. Congressman DeFazio is responsible for the highly beneficial federal funding formula, and the \$200 million for mega-projects. Chair Foster talked to Congressman DeFazio immediately prior to the passage of the bill. He thanked ODOT, and especially Jason Tell, for the work they did to give him the background knowledge he needed to be effective. Congressman DeFazio couldn't say enough good things about our department and about Jason.

During that conversation, Congressman DeFazio emphasized that the mega-project bridge money was to ensure that I-5 will be open to freight, and that the funds complement OTIA III funding and do not replace it. These are funds that are to be used to address bridge projects on I-5 other than OTIA III projects and are not to be used to backfill OTIA III. There are bridge projects that would start at the water's edge in Portland and go south. The funding was not intended to be for the I-5 crossing at the Columbia River.

ODOT and the Commission has a lot on its plate with Connect Oregon, the reauthorization, OTIA III, as well as finishing up OTIA I and II. We will deliver all of these things. We must also start developing a plan for the next reauthorization bill.

Chair Foster and the Commission are extremely proud of the department and the work it has done to be able to help deliver this reauthorization bill and Connect Oregon.



The Commission considered approval of the 2006 Oregon Traffic Safety Performance Plan, as well as additional approval to authorize the Transportation Safety Division (TSD) Administrator, to sign necessary agreements to carry out projects in the safety program. (Background material in General Files, Salem.)

Troy Costales, Administrator for the Transportation Safety Division, confirmed that, in July, the Oregon Transportation Safety Committee (OTSC), the Governor's Advisory Committees on Driving Under the Influence of Intoxicants and Motorcycle Safety endorsed this program.

Many people from around Oregon were involved in helping to select the projects that went into the Performance Plan, identifying priorities and performance measures. Use of the data in this program, how problems and targets are identified, and the structure of the program has been recognized as a national model. The document and itself and the process are used by the US Department of Transportation, the Transportation Research Board, and others for a model for other states to follow in setting their programs.

Mr. Costales highlighted Oregon's reduced traffic fatality rates, the increased number of motorcyclists who are receiving training as a result of the Motorcycle Safety program, and Oregon's high rate of safety belt use. The OTSC initiated a speed program with multi-agency tactical teams. These teams will perform speed enforcement details. At the September Commission meeting, there will be a request for funding through a Statewide Transportation Improvement Program (STIP) amendment which will provide funding for education and enforcement for work zone safety.

Mr. Costales introduced Patti McClure, the Region 5 Safety Coordinator. TSD has one coordinator in each region who deals with highway safety issues. She and the other coordinators, do a great job making sure people know what is going on for highway safety.

While working on the OTP update, Commissioner Achterman learned that over 50% of congestion on Oregon highways has nothing to do with the capacity of the highways; it has to do with operational problems. The investments we make in safety are investments in congestion reduction. One of the best things we can do to reduce congestion is to improve our safety performance and driver behavior. That is important for making decisions on funding allocation.

Commissioner Achterman will test her knowledge of driving laws before the September Commission meeting by taking the Driver and Motor Vehicle Services' on-line practice test, without first reading the driver manual. After which, she will read the driver manual and again take the practice test. She urged the other commissioners to do the same.

The Commission thanked Mr. Costales for his and his staff's outstanding work.

Commissioner Achterman moved to approve the 2006 Oregon Traffic Safety Performance Plan and to authorize the TSD Administrator to sign necessary

agreements to carry out projects in the safety program. The motion passed unanimously.



Deputy Director for Highway Division Doug Tindall provided a status report on the Oregon Transportation Investment Act of 2003 (OTIA III) Bridge Program. (Background material in General Files, Salem.)

Mr. Tindall said that there are now 165 bridges in some phase of activity. One hundred thirty-seven of those bridges are in design/bid/build. The other 28 bridges are in design/build. There are 110 bridges that are in design, construction or are open to traffic. There are now 33 bridges that no longer need any work. We are at the one-third mark in terms of the bridges that we know we need to work on. This bill was signed on July 26, 2003. In just over two years, we are moving forward very quickly.



A public meeting was conducted, after which the Commission considered approval of the Final 2006-2009 Statewide Transportation Improvement Program (STIP). (Background material in General Files, Salem.)

One particular project in the 2006-09 STIP has generated some concern. The Commission received and reviewed a considerable amount of information in the meeting packet, representing the points of view of the City of Bend, the business community, and residential neighborhoods in the vicinity of the proposed Cooley Road interchange.

Public comments were received from:

- Jean Newton, Chair of the Mountain View Neighborhood Association in Bend – Members of the neighborhood association feel that the proposed Cooley Road interchange does not meet specific goals of Bend's general plan, and the Bend Metropolitan Planning Organization process does not adequately include public input or the consideration of alternatives. She requested that the project be removed from the STIP or that the Commission only approve the planning and development funds so these issues can be resolved. (Written comments in General Files, Salem.)
- Connie Kennard, Boyd Acres Neighborhood Association in Bend - She asked that the Cooley Road project be removed from the STIP or that the commission consider funding only the planning and development stages for this biennium, reserving the construction funding for the next biennium. She also requested that funding be reserved for an intersection north of Cooley Road which she feels would better serve central Oregon. (Written Comments in General Files, Salem.)
- Michel Bayard, Hunnell United Neighbors in Bend – He fears that if an interchange at Cooley Road is constructed, the already dangerous access to his neighborhood (the only access) would be even more dangerous because traffic will be moving

faster. He asked that the Cooley Road project be removed from the STIP and requested that ODOT explore other alternatives. (Written comments in General Files, Salem.)

- Larry Reed, JRH Transportation Engineers, Eugene – He represents the Cascade Village Shopping Center and the Bend Center, along with their numerous individual businesses, who oppose the funding of the Highway 97 and Cooley Road interchange. He proposed that an interchange further north would be a better solution. (Written comments in General Files, Salem.)
- The Honorable Bill Friedman, Mayor of Bend, chair of the Bend Metropolitan Planning Organization, a charter member of the Central Oregon Area Commission on Transportation, and a member of the National League of Cities Transportation Infrastructure Committee – He said that one of the finest things to come out of state, city and county government in recent years is the embracing, in the central Oregon area, of the regional commission on transportation concept. We have worked cooperatively in the last few years to do projects in complete cooperation between ODOT and the cities and counties. The next major regional piece coincides around the intersection of Cooley Road and US 97. To maintain traffic mobility on US 97, it will be necessary to remove a traffic light and other associated changes. The central Oregon region needs the basis for economic development which is just beginning with the cooperative agreement between the cities and counties to jointly plan the targeting of industry for all the industrial areas, ours is Juniper Ridge. The central Oregon region is the only region in the state that does not have a four-year university. With the cooperation between the K-12 systems, the central Oregon Community College and Oregon State University's Cascades is centered on Juniper Ridge. He supported strongly a cooperative effort between ODOT, the city and county to review the area between and above Cooley Road down the intersection of Highway 20 and US 97 to find a way to meet the needs of all the local businesses on both sides of the highway as well as the through movement transportation needs of the state. He also supported the continuing work that Kittelson and Associates is doing in trying to find a long term solution to the Highway 20 issues and the lack of an intersection between Highway 20 and Highway 97. He also spoke in favor of keeping the Cooley Road project in the STIP and while doing the planning for the project, develop a commonly acceptable solution for all the businesses along that corridor. Doing these things will allow the timeline to remain on track for opening of the Juniper Ridge project to starting construction of a four-year university.
- Jim Beard, Planning Director for the Confederated Tribes Umatilla Indian Reservation (CTUIR) – He supported a STIP modernization project at the intersection of Interstate 84 and Highway 331. This is the highest priority project on the CTUIR's transportation improvement program. Region 5 worked cooperatively with CTUIR to develop the project, and get it included in the STIP.

Commissioner Wilson moved to approve the Final 2006-2009 Statewide Transportation Improvement Program (STIP) except for the following projects for which Commission members have conflicts of interest.

- Chair Foster has a conflict of interest on project key number 13993, OR 62 at Owens Drive, in Medford,

- Commissioner Papé has a conflict of interest on project key number 14020, US 97 at Cooley Road Interchange, in Bend, and
- Commissioner Nelson has a conflict of interest on project key number 14196, OR 7, Campbell to I-84 Cedar Street signal, in Baker City.

The motion passed unanimously.

Commissioner Achterman moved to approve project #13993, OR 62 at Owens Drive, in Medford. Chair Foster abstained from the vote. The motion passed with four in favor.

Commissioner Papé moved to approve project #14196, OR 7, Campbell to I-84 Cedar Street signal, in Baker City. Commissioner Nelson abstained from the vote. The motion passed with four in favor.

The Commission noted that through no fault of anyone, we have taken an incremental approach to decision-making on transportation systems and facilities in Bend. In large part, it is due to the extraordinary growth that has occurred in the community. The timeline for the STIP process and for economic development planning do not match up well with growth at the rate that is occurring in Deschutes County. Now is the time when we need to look at the whole picture before making an investment in any part. The Commission fears that previous investments in the Bend Parkway could be lost if we don't look at the connection between US 97, Highway 20 and the relationship between the through traffic needs that the Commission is obligated to address, and the needs of the community.

Commissioner Achterman noted for the record that, no conflict of interest exists, but that she is employed by Oregon State University. She has nothing to do in her job responsibilities with the Cascade campus and has not been involved in discussions between the Cascade campus and the City of Bend on the Juniper Ridge project. She will vote on this item.

The Commission emphasized that context and sense of place that draws people to central Oregon could be destroyed through bad investments in transportation facilities that may address a short-term perceived problem, but may contribute to the deterioration of the landscape and cause the sprawling out of Bend and Redmond. It would be a great tragedy to have continued sprawl-type commercial development around our state highway facilities. This facility will cease to achieve its function if the Commission continues to allow the land use actions north of the Bend Parkway to occur the way they have in the past. The Commission is not happy to hear that retail commercial development is now being considered north of Cooley Road.

The Commission may have erred years ago in not requiring a refinement plan on both the north and south ends of the parkway. This commission should have demanded a refinement plan a long time ago. ODOT didn't do a great service in designing what we have, which was in close consultation with the community. The City of Bend has failed in this as well as the business community. There must be a refinement plan that



addresses how the parkway will be extended to the urban growth boundary. It must be extended as a parkway/expressway, otherwise we will defeat the purpose of the \$100 million already expended on the middle segment and all the work being done on the south end. The connection with Highway 20 must be addressed as well as the other Highway 20 issues.

The Commission's obligation as steward of the highway system is that it must preserve these huge investments that have been made and not allow the system to be compromised. The Commission must be sensitive to and work in partnership with communities.

Commissioner Achterman moved to approve project key number #14020, US 97 at Cooley Road Interchange, in Bend with condition that before funds are spent on right of way acquisition, utility relocation, or construction of a grade separated interchange at US 97 and Cooley Road in Bend, ODOT, the City of Bend, Deschutes County and the Metropolitan Planning Organization shall complete and submit to the Oregon Transportation Commission for approval a refinement plan for extending the Bend Parkway from its northern terminus to Bend's north urban growth boundary, including the interconnection of Highway 97 and Highway 20 and how the proposed interchange is part of the plan. The refinement plan shall include land use actions and transportation facility design and financing needed to implement the plan. Commissioner Papé abstained from the vote. The motion passed.

Commissioner Papé offered his apologies to the other Commission members, as well as to many whom he has worked with on the Central Oregon Area Commission on Transportation and the Oregon Freight Advisory Committee. He liaisons with those groups and has been a party at meetings to see this project move forward. His focus was more on Highway 97 and not as broad as it could have been to facilitate and add more value to the public process prior to getting to this action at this meeting. He will endeavor to deliver more quality work through his liaison efforts on behalf the Commission. He is deeply interested to Central Oregon growth and development and that it is done in a meaningful way.



The Commission considered approval of the following amendments to the 1999 Oregon Highway Plan (OHP) after a public meeting was held. (Background material in General Files, Salem.)

- The designation of 30 new freight routes and associated amendments to the OHP in support of these designations;
- Amendments to the Land Use Transportation Policy (1B) and the Appendix C - Access Spacing Standards;
- Special Transportation and Urban Business Area designations for the City of Florence;
- An extension of the Expressway designation on US 199 in Grants Pass; and

- The Findings of Compliance with the State Agency Coordination Agreement.

Craig Greenleaf, Transportation Development Division Administrator, said that in January 2004, when the Commission approved amendments to the OHP, it asked for staff to examine the possibility of further amendments related to the Highway Plan designation process and to reexamine how this issue fit together with freight routes in the state. With the passage of House Bill 2041, the OTIA III legislation, ODOT's obligation to address freight matters increased as it made decisions around the STIP.

The Freight Advisory Committee was asked to assist in reviewing and recommending solutions for these issues. In September 2004, a draft staff report was developed. That draft did not adequately address the issues, and ODOT received considerable feedback.

The Legislature also examined the issues with the consideration of two bills that would determine how to designate freight routes or put limits on how the designation of freight routes would happen. Ultimately, those bills did not gain sufficient support to move forward. ODOT was attentive to the dialog that went on at the Legislature with respect to this issue as it put together the recommendations now before the Commission.

Following action on these issues, further amendments will need to be made to the Access Management rule. Those amendments will be brought back to the Commission for consideration at a future date. Emergency rulemaking for these actions was considered. However, the Attorney General's Office advised ODOT that circumstances did not warrant emergency treatment.

This request also proposes that certain highway segment designations be put in place and certain expressway designations be put in place for certain parts of the system that came to light as ODOT was conducting this work. The net result is a streamlining of the process of highway segment designation and also relieves the department from doing highway segment designation, particularly in areas with 35 miles per hour (mph) or slower speeds.

With these recommendations, the number of freight routes is being significantly increased, as is the extent of National Highway System (NHS) coverage, and the non-NHS designations.

Staff also recommends changes in spacing standards in volume-to-capacity ratio, or performance standards for the Highway Plan.

ODOT believes that the Highway Design Manual work, the way in which the Highway Plan operates, and the nature of enacted Access Management Rule changes, put an automated form to most of these considerations and that the agency is doing a good job of managing the system to expected outcomes.

ODOT is limited as to when Management Plans are obligated to be placed and the department is working to connect them up with routine amendments that local governments will be undertaking in updates to Transportation System Plans or periodic reviews.

Access Management spacing standards have been changed. The "Urban Other" category is being removed.

The staff report recommends that freight route designations and highway segment designations for the City of Florence be put in place simultaneously. The city and ODOT have worked together to come up with these recommendations.

In the City of Grants Pass, staff recommends the extension of the expressway designation. This reinforces the investments that have been made in the community and the character of the facility.

Every jurisdiction in the state had two opportunities to review the staff report.

Public comments were received from:

- Charles Tannenbaum, Scenic McKenzie Association for Safe Highway (SMASH) – He strongly supported ODOT's position in the staff report dated June 17, 2005, which is that Oregon 126 east of Springfield should not be designated as a freight route. (Written comments in General Files, Salem.)
- Jim King, SMASH - He accepted ODOT's recommendations to not designate the McKenzie Highway as a freight route.
- Rodger Bennett, City Manager of Florence – The Mayor and Florence City Council asked him to speak on their behalf to support recommendations in the staff report regarding freight routes and the designation of the portion of Highway 101 between Highway 126 and Highway 38. They are supportive of that as long as it is coupled with the Special Transportation Area (STA) designation. He thanked the Commission for the opportunity to speak and Region 2 staff for a good working relationship.
- Bob Russell, Oregon Trucking Associations – He strongly supported the staff proposal. The OTA strongly supports the freight route designations, including the omission of the McKenzie Highway from the freight route designations. The OTA conceptually supports the new treatment of the segment designations. There appear to be only two routes that have any controversy – Lombard Street in Portland, and Highway 99W through the central Willamette Valley. Both are very critical routes to truck transportation and the economy of Oregon and must be preserved. The general approach the staff has taken in regard to the treatment of segment designations is absolutely fine with the trucking industry.
- Mark Whitlow, Retail Task Force and International Council of Shopping Centers – He thanked Mr. Greenleaf, his staff and former Director Bruce Warner for providing a great approach segment designation. He would like to see the applicator be 40 mph instead of 35 mph. His main concern is that those segments that would be between 35 and 40 mph, or for those segments that

would be 40 mph, a management plan would be needed. He proposed that ODOT should make the need for management plans apply to newly developed UBAs, not existing UBAs, on a case-by-case basis. He suggested some changes to the staff report.

The Commission asked for confirmation from Bob Russell on whether the freight community supports the 35 mph designation. Mr. Russell confirmed that the freight community is supportive of the staff recommendation.

Mr. Greenleaf pointed out that, on the whole, the staff recommendation resolves Mr. Whitlow's issue around management plans. The standards can be tailored on a case-by-case basis to meet the needs of communities. Other areas of the report also address the fact that the "one-size-fits-all" answer does not work.

Commissioner Achterman moved first to approve the amendments to the 1999 Oregon Highway Plan related to the State Highway Freight System including the addition of 30 new freight routes, and amendments to the State Highway Freight Route background section, Policy 4A Actions 4A.1 (new), 4A.4 (revised), 4A.8 (new) and 4A.9 (new), and Appendix D – Highway Classification by Milepoint (revised).

Second, she moved to adopt amendments to the OHP related to highway segment designations, including all of Policy 1B and related Actions, Table 6, and Appendix C – Access Spacing Standards. The recommendation includes approval of OHP Policy 1B in its entirety, which includes all of the substantive changes listed in the Staff Report Section III, with additional non-substantive changes to make the policy language throughout consistent with the changes, and to correct grammatical errors not caught in the January 2004 approved version of Policy 1B.

Third, she moved to adopt the designation of a Special Transportation Area (STA) on US 101 in Florence, from 9<sup>th</sup> Street south to the Siuslaw River Bridge, and an Urban Business Area (UBA) from 9<sup>th</sup> Street north to 30<sup>th</sup> Street.

Fourth, she moved to adopt an extension of the Expressway designation on US 199 in Grants Pass, from the OR 99 intersection east to Interstate 5 (a.k.a., the US 199 Spur), (milepoint Y-0.69 to milepoint 0.35).

Fifth, she moved to adopt the Findings of Compliance with the State Agency Coordination Agreement.

The five points in the motion passed unanimously.



The Commission approved the next two meeting dates as:

- Wednesday, September 14, and Thursday, September 15, in Yachats.
- Tuesday, October 18, and Wednesday, October 19, in Medford.



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

1. Approve the minutes of the July 10, 2005, Commission meeting in Portland.
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:

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| a. | Permanent adoption of OAR 731-146-0010 through 0140; 731-147-0010 through 0060; 731-148-0010 through 0020; and 731-149-0010; and permanent repeal of OAR 731-010-0030 relating to public contracting. |
| b. | Temporary amendment of OAR 735-062-0190 and 735-070-0020 relating to hazardous materials endorsement and hearing following cancellation.  |
| c. | Temporary adoption of OAR 740-010-0020 relating to the line of succession for emergency suspension of statutes.   |

4. Approve the establishment of a 45 MPH transition speed zone on the Oregon Coast Highway (US 101), between MP 66.26 and MP 66.49, near the City of Tillamook.
5. Approve an amendment to the 2004-2007 STIP to add OR 35: White River Bridge Replacement project in Hood River County. Funding for the project in the amount of \$690,000 will be transferred from the OR 35: Hot Spots project.
6. Approve the use of Immediate Opportunity Fund (IOF) program funds to make improvements to several streets in the City of Lebanon to allow access to the proposed Lowe's Distribution Center. The amount of this request is \$1,000,000.
7. Approve a request to appear before the first regular meeting of the 2005-2007 biennium Legislative Emergency Board to report on the timeline and costs associated with the development of a system to provide the auto insurance industry with interactive access to driving records.

Commissioner Achterman moved to approve the items on the Consent Calendar except for the authority to acquire real property by purchase, condemnation, agreement or donation covering the property described on map number 1A-23-16 (I-5 South Medford Interchange), and map number 10B-21-0009 (OR 7: Campbell Avenue – I-84), and map number 01R-04-1004 (OR 7: Cedar Street Traffic Signal (Baker City)). The motion passed unanimously.

Commissioner Achterman moved to approve the authority to acquire real property by purchase, condemnation, agreement or donation covering the property described on

map number 1A-23-16 (I-5 South Medford Interchange). Chair Foster abstained from the vote. The motion passed with four in favor.

Commissioner Achterman moved to approve the authority to acquire real property by purchase, condemnation, agreement or donation covering the property described on map number map number 10B-21-0009 (OR 7: Campbell Avenue – I-84), and map number 01R-04-1004 (OR 7: Cedar Street Traffic Signal (Baker City)). Commissioner Nelson abstained from the vote. The motion passed with four in favor.

The Commission complimented the photographer for Consent Calendar item 5, regarding the addition of the White River Bridge replacement project on OR 35 to the 2004-2007 STIP. As staff works on this STIP amendment, staff must remember that this is a Wild and Scenic Waterway. Because of the emergency debris removal needs in the past, ODOT has contributed to ugliness in the Wild and Scenic River corridor by parking heavy equipment near the bridge. Upon completion of this project, the Commission would like the department to comply with the Wild and Scenic River Act in the future.



Chair Foster adjourned the meeting at 12:25 p.m.



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| _____<br>Stuart Foster, Chairman | _____<br>Gail Achterman, Member           |
| _____<br>Randy Papé, Member      | _____<br>Mike Nelson, Member              |
| _____<br>Janice Wilson, Member   | _____<br>Kim Jordan, Commission Secretary |