

# OREGON TRANSPORTATION COMMISSION

## Minutes of the Regular Monthly Meeting September 14 - 15, 2005 Yachats

On Wednesday, September 14, the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff met at the Adobe Resort in Yachats. The group toured area transportation projects with local officials.

A no-host social hour and dinner were held that evening at the Adobe Resort.

On Wednesday, September 15, at 8:00 a.m., the OTC and ODOT staff held a briefing session and reviewed the OTC agenda in the Heceta Room at the Adobe Resort. The regular monthly meeting began at 9:30 a.m. in the Cape Perpetua 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:

Chair Stuart Foster  
Commissioner Gail Achterman  
Commissioner Randy Papé  
Deputy Director Central Services Mike Marsh  
Deputy Director Highway Doug Tindall  
Trans. Development Admin. Craig Greenleaf  
Chief of Staff Lori Sundstrom

Executive Officer for Highways John Jackley  
Rail Division Administrator Kelly Taylor  
Transportation Safety Admin. Troy Costales  
Region 2 Manager Jeff Scheick  
Interim Region 4 Manager Mark Usselman  
Region 5 Manager Monte Grove  
Commission Secretary Kim Jordan

### September 14, 2005

The Commission, ODOT staff and local officials toured area transportation projects along U.S. 101. The projects included sidewalks in Yachats, the Cooks Chasm Bridge replacement, Cape Creek Tunnel repairs, repairs to the Cape Cove slide, Florence crosswalks and pedestrian safety improvements, rehabilitation of the Siuslaw River Bridge, and a pavement preservation project between Waldport and the Lane County line. The Commission met with representatives from the Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians at the Three Rivers Casino. The group toured the Florence Maintenance Station, which is one of six ODOT-owned maintenance facilities being considered for proposals through the Oregon Innovative Partnerships Program. (Background information in General Files, Salem.)

The dinner program included remarks from Don Lindly, Lincoln County Commissioner and Chair of the Cascades West Area Commission on Transportation, Waldport Mayor Scott Beckstead, Yachats Mayor Sue Smith, Lane County Commissioner Anna

Morrison, and Florence Mayor Phil Brubaker. OTC Chair Stuart Foster made closing remarks. Comments focused on emergency planning, freight routes, and working relationships.

## September 15, 2005

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



### Director's report highlights:

Deputy Director for Highway Division Doug Tindall provided the director's report. Interim Director Youngs was attending the annual meeting of the American Association of State Highway and Transportation Officials, in Nashville.

The Department of Land Conservation and Development and ODOT continue to make steady progress on revising sections 050 and 070 of the Transportation Planning Rule. A purpose statement and recommendations for revisions will be considered by the joint Land Conservation and Development Commission (LCDC)/OTC subcommittee on September 23, 2005. We expect LCDC to initiate rulemaking immediately thereafter, and LCDC is tentatively scheduled to hold its first public hearing on the proposed revisions at its early December meeting in Medford. A second public hearing and possible adoption are tentatively scheduled for February 2006. This continues to be a good joint effort between the two departments, and the results will be very helpful to both agencies.

ODOT won an award for the Fort to the Sea project in Clatsop County. The Lewis and Clark National Historical Park and its Fort to the Sea trail were recently recognized nationally for "outstanding achievement in greenways preservation" at the Kodak American Greenways Awards jointly sponsored by Eastman Kodak, the National Geographic Society, and the Conservation Fund. ODOT was part of the Oregon Solutions Team that included federal, state and local government and private partners.

ODOT arrived at an important milestone recently in its Innovative Partnerships Program. In response to a solicitation for proposals, the department received four proposals from national and international development firms. We received two proposals for the Newberg-Dundee Transportation Improvement Project and one proposal each for the Sunrise Project in Clackamas County, and the South I-205 Corridor Improvements.

Each of the proposals will be evaluated based on the qualification and experience of the proposers, their approach to the project, public support and the proposed compensation arrangement. The total estimated cost of all three projects at full build-out exceeds \$1 billion. Each of the proposals contained tolling as part of its financial plan.

After internal reviews and assessments have been completed, these proposals will be brought before the OTC for discussion in October. ODOT hopes this is an important first step in attracting new sources of infrastructure funding for much needed improvements.

After nearly three years of work, ODOT and the Federal Highway Administration have signed an Intergovernmental Agreement with the City of Portland that allows the city to administer its own federally funding surface transportation projects. This is known as “being certified” and it means that the city can conduct its own procurement process and build its federally funded projects with very little oversight or involvement from ODOT. This is a first for ODOT, and it is a very big accomplishment for the City of Portland. ODOT will hold a recognition event with the Portland City Council and FHWA soon. Deputy Director Tindall recognized the hard work of all the federal, state and city staff who worked very hard to get this accomplished.

We are still on schedule for the Commission to conduct interviews of ODOT Director candidates on October 26<sup>th</sup>. The recruitment effort has been widely advertised nationwide through a variety of professional and governmental networks. Applications are scheduled to be reviewed the first week in October.

Deputy Director Tindall reminded the Commission that ODOT’s Emergency Manager, Rose Gentry, is one of the few certified emergency managers in the state. She has won many awards for her work. While the department needs to pay attention to the need for emergency preparedness, Mr. Tindall reassured the Commission that the department has an extensive emergency response plan.



Commission member reports:

Commissioner Achterman continued her work on the Oregon Transportation Plan update. Interim Director Youngs sent a letter to the Chancellor of Higher Education that looks at how to coordinate effectively between the research functions at ODOT and the new Transportation Research Center that was created as a part of Oregon’s university system. Commissioner Achterman worked to make that connection happen. She and Commissioner Nelson are interested in bicycle tourism and how ODOT can work with other agencies to promote good tourism experiences in Oregon. It was reported to her by a representative of the Governor’s office that ODOT has filled a new position that will work with the agency cycling coordinator on the cycling initiative and evaluating benefits and impacts of cycle tourism. Commissioner Achterman was contacted by a major employer and manufacturing company in the Sunrise Corridor. She will meet with Matt Garrett and the CEO of that company the first week of October. The company is making a decision on whether or not to double its plant capacity for its manufacturing facilities. The company will expand its facilities in either Clackamas or in Mexico, depending upon whether concerns about congestion in the Sunrise Corridor/I-205 area can be addressed.

Commissioner Papé met with the Freight Advisory Committee (FAC) in early September. That group has a key focus on Connect Oregon initiatives (Senate Bill 71). The FAC has a major voice in choosing the best ways to evaluate opportunities and select projects to invest the \$100 million. He attended the groundbreaking for the Highway 20: Pioneer Mountain to Eddyville project. He congratulated Jeff Scheick and the Region 2 staff for the work they have done to develop the design/build process for this project. He also attended the groundbreaking for the Maple/Negus project on the north end of Redmond (US97). He visited with Senator Wyden regarding opportunities for additional funding, or the replacement of Forest Service funding, because it is so critical to rural counties to find the money to repair and replace many of their roads, many of which are gravel. The Senator felt very optimistic about Congress approving the continuance of that program. Commissioner Papé attended the Central Oregon Area Commission on Transportation (COACT) meeting. He talked to COACT about the OTC's decisions regarding the Highway 97 and Cooley Road interchange. The OTC wants to work collaboratively with local agencies and other stakeholders to find a resolution to that increasingly difficult transportation corridor.

Commissioner Nelson did not attend this meeting.

Commissioner Wilson did not attend this meeting.

Chair Foster did not make a report.



Public comments were received from:

- Joel Evans, Yachats City Council member, spoke about the need for emergency planning. He asked who at ODOT is in charge of emergency transportation issues in the Alsea area.

The Commission recognizes that planning for emergencies is very important and agreed that ODOT would provide contact information for the appropriate office that will work with the City Council.



Commissioner Achterman, Transportation Development Division (TDD) Administrator Craig Greenleaf, and Mark Ford, HDR, Inc., presented challenges, opportunities, and key initiatives of the Oregon Transportation Plan. (Background material in General Files, Salem.)

In November, ODOT will ask for OTC approval to release the draft plan for public review and to review the public outreach plan.

From the OTP Update Steering Committee's work, five principles emerged that guided the development of the plan: sustainability, mobility/accessibility, safety, economic development and equity.

Implementation strategies include a number of components, including planning, cooperation and investment characteristics, challenges, opportunities and key initiatives.

### **Challenges**

Oregon's population will reach 4.8 million by 2030, the end of the 25-year plan period. The percentage of population over 65 years of age will increase significantly. Even if per capita vehicle miles traveled stays about level, there will be tremendous growth in transportation demands.

By 2030, it is expected that Oregon's trade with other states and internationally will increase to \$1.3 trillion. This creates issues around reliability and speed of highways, rail, air, and water transportation.

About half of the delay occurring on the Portland metropolitan transportation system is the result of incidents on the system, not the number of vehicles on the road. However, the more vehicles there are on the road, the more they impact capacity.

We are currently seeing the uncertainty in global oil supply and increasing cost. As the global economy grows and the demand for oil grows, we will begin to see oil supply shortages.

Global warming and other environmental degradation must be addressed at some point. In Oregon, 38 percent of greenhouse gases come from transportation.

In regard to integration of land use and transportation, three key issues were noted: the continuing effort to create more seamless connectivity in transportation and land use between the state highway systems and the local systems, the lack of properly zoned industrial land close to transportation, and the impacts of Measure 37.

The system we have now with state, county and city responsibilities for the road network sometimes results in situations where the driver perception moving from one system to another is not as seamless as it should be. One key to resolving this issue is to use the land use planning process to make sure the strategies being implemented at the local and state levels are consistent. It is also important to have transit and highway work together, and to increase the ability of rail freight to work with the Department of Transportation and public agencies to make freight systems move efficiently and effectively.

There is no answer to the issue of international and domestic terrorism. The system has points of exposure that we need to be concerned about.

Transportation-related fatalities and injuries from highway crashes are of great concern to the Steering Committee.

The average existing public sector funding, projected to 2030 will be about \$1.6 billion per year in Oregon (transit, highways, local roads, airports). The Steering Committee estimates the funding gap between needs and revenue is \$1.3 billion.

### **Opportunities**

Oregon's road systems, especially the State Highway System, have been cared for. The basic infrastructure is in place and in fairly good condition.

The Commission is concerned whether the funding shortfall is overplayed.

In an attempt to make sure that the fundamental infrastructure stays in place, more and more funding is being shifted from modernization to preservation. However, the capacity of the infrastructure will not stand up to the demands that will be placed on it in the next 30 years. The Steering Committee wants to indicate that we do have a fundamentally solid system and it is an enormously valuable asset.

There are significant aging problems with parts of the transportation infrastructure that we cannot see until they actually fail. There are some significant structural problems that would indicate that we have not overstated the need.

International trade will increase, and Oregon is well positioned with I-5, I-84 and the Columbia River systems converging in this state. Oregon is well positioned as an exporter and having access to the national transportation system and the Pacific Rim.

The Steering Committee defines sustainable practices as those practices that support environmental, economic and social equity objectives simultaneously. Recycling asphalt and concrete is a good example because it reduces material use, which is good for the environment. It reduces cost, which is good for the bottom line for the agency. More gravel and aggregate do not need to be extracted, which has impact on surrounding communities. Taking that approach, Oregon is in the lead regarding sustainability practices being implemented.

Oregon has been a leader in developing and deploying innovative technology like Intelligent Transportation Systems (ITS) with regard to roads and transit. The planning process is revealing that operational type technologies are going to become increasingly important to meeting transportation demand needs in the future.

The Area Commissions on Transportation (ACTs) are effective in addressing challenges. Cities, counties and Metropolitan Planning Organizations are recognizing the issues and stepping forward to work with the ACTs.

Other initiatives underway include Connect Oregon, the Oregon Transportation Investment Acts, and public-private partnerships.

### **Key Initiatives**

Each one of the six key initiatives tries to address all of the five principles (sustainability, mobility/accessibility, safety, economic development and equity).

The first key initiative is to maintain the existing transportation system to maximize the value of the assets. If funds are not available to maintain the system, develop a triage method for disinvestment. This means preserving the existing highway and roadway system to serve multiple modes, preserving an integrated arterial road system, preserving transit services and regional air services, and protecting access to Oregon ports.

The Commission asked to have preserving the rail system added to the first key initiative.

Optimizing system capacity and safety through information technology and other methods is the second key initiative. This means making Oregon's highways, streets, roads and transit systems efficient and seamless for travelers and shippers through the use of new technology and improving emergency response and other safety practices to maintain system capacity.

Another way to optimize system capacity on the interstate system and major freight routes is to have a strategy to reduce local trips on those systems. We can reduce local trips on major systems by using ITS and education.

The Freight Advisory Committee has briefly touched on the fact that there are a lot of empty containers being shuffled around. We should look at trying to locate exporters and importers in a way that optimizes the system.

The third initiative is to integrate transportation, land use, economic development, and ecology through aggressively and consistently applying context sensitive design in transportation facility planning and design; with ODOT leadership, developing simulation tools to assist communities in evaluating transportation and land use proposals; and joining the energy debate as an advocate for Oregon transportation to assure a reliable, diverse and adequate fuel supply.

The Steering Committee might want to add another bullet to the third initiative that calls out land use planning integration.

The fourth key initiative is to integrate the transportation system across jurisdictions and ownerships by managing the transportation system efficiently across transportation modes and jurisdictions and developing a coordinated system for maximizing federal funding for transportation improvements across jurisdictions and modes.

We must work harder to increase the effectiveness of our area commissions, encouraging some of the recalcitrant areas to acquire area commissions; on our

collaborations with local government and the private sector; and on developing partnerships like we have between Jackson County and ODOT where we are sharing facilities and equipment. To improve in this area and become more effective and efficient and deliver a better product for the citizens of this state, we need to work toward this desirable standard on an incremental basis.

Key initiative number five is to create a sustainable funding plan for Oregon transportation. The OTC should engage the public to create a sustainable plan for transportation that includes clear choices on investment levels and addresses all modes and all parts of the state.

The sixth, and last, initiative is to invest strategically in capacity enhancements.

Central Oregon has a need to improve the transportation system between Portland and the rapidly growing portion of Central Oregon. The Commission suggested this be highlighted as one of the capacity enhancements.

The Commission does not see how, in the State of Oregon, with its land use and environmental issues, that a north-south multimodal super corridor could ever be built. But we do need to, over the next 20 years, preserve and extend transportation options in east-west corridors and in north-south corridors. One strategic investment is to increase Highway 97 to four lanes, border to border. One of the capacity enhancements should be to preserve and extend transportation options in north-south corridors, similar to that for east-west corridors, to provide balance.

The Steering Committee will meet with its Policy Committees on October 3, 2005 to get feedback from them before the draft plan goes before the OTC in November. The Steering Committee will rewrite the plan based on comments received from the OTC and Policy Committees.

Commissioner Achterman would like staff to discuss the OTP challenges, opportunities and key initiatives with Commissioners Nelson and Wilson before the November OTC meeting.

The Commission congratulated Commissioner Achterman and the Steering Committee for their outstanding work on this portion of the OTP.

Another area that should be addressed in a broad way is the regional aspect of the transportation system. Several Oregon roads run through other states as well. We need to think of these linkages regionally and nationally.

Commissioner Achterman thanked the staff for their heroic work.





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.)

This program is a springboard for ODOT to move into context sensitive and sustainable solutions (CS<sup>3</sup>). CS<sup>3</sup> continues to be an effective tool as part of this project.

We are continuing to move projects into design, and beginning negotiation on more projects. The Oregon Bridge Delivery Partners set a very aggressive schedule for completing negotiations. However, they also built “float” into that overall schedule. While we are not completing negotiations as quickly as we planned, we are also not impacting the overall schedule. We remain largely on schedule.



State Bridge Engineer Bruce Johnson provided a presentation on the 2006-2009 Statewide Transportation Improvement Program (STIP) – Evaluation of the State Bridge Program. (Background material in General Files, Salem.)

The two key points to remember are that even though there is a large investment in bridges through the OTIA programs, we still have very significant needs in the bridge program, and that we have the tools, information and systems in place to monitor our progress in meeting the bridge program goals.

ODOT wants to maximize its investment by building bridges that require less maintenance, have a longer life expectancy and meet standards and community expectations well into the future. ODOT also wants to improve existing state bridges by eliminating load or width restrictions, poor structural condition and vertical clearance restrictions.

ODOT has a highway performance measure that combines both structural and functional deficiencies of state bridges on the National Highway System (NHS). The percentage of state bridges on the NHS in fair or better condition, due to structural deterioration or clearance restrictions and low design load, will decrease from 68% to 66% by 2010. This decreasing trend reflects a decreased funding in the bridge program (STIP) beginning in 2008. If funding to replace the OTIA III debt service for bridges is found, the percentage of state bridges on the NHS in fair or better condition could be maintained at slightly above the 2005 rate of 68%. This means that even though the OTIA program will replace about 180 bridges and repair about 50 bridges, for the total number of bridges on the NHS, ODOT will not have a positive reflection in its performance measure.

This evaluation was done in May, before the Federal Reauthorization was passed by Congress. The analysis does not include the \$200 million set aside for bridges. The Commission wants to see how the reauthorization funding factors in the analysis.

There are 2,600 state owned bridges potentially eligible for Highway Bridge Rehabilitation and Replacement program (HBRR) funding. Based on an optimistic bridge life expectancy of 100 years, a replacement schedule of an average of 26 bridges per year would be required to keep pace with this expected life span and prevent the backlog of bridge needs from continuing to grow. Historically, ODOT has not been hitting that number. In the last few years of the bridge program, ODOT has done about half that number.

The four-year average funding level for the State Bridge Program in the draft 2006-2009 STIP is nearly \$58 million per year. The four year average funding level for the State Bridge Program in the 2004-2007 STIP was \$81 million a year. This is a reduction of \$23 million per year and represents more than a 28% reduction in ODOT's ability to repair or replace aging bridges.

Due to reductions in the bridge program funding resulting from the OTIA III debt service, limited bridge work will be done starting in 2008. Regions 4 and 5 (central and eastern Oregon) are particularly affected.

ODOT sets priorities through the State Bridge Program; such as the need to allocate sufficient funding for structural, functional and safety needs to reduce the overall deficiency rate to 25%. This includes giving priority to improving the structural condition of state bridges to maintain freight mobility on routes feeding the NHS, and maintaining high value structures, such as major river crossings and movable bridges. ODOT also needs to implement mandatory national bridge program standards.

The proposed State Bridge Program categories and allocations total \$86 million. That includes \$30 million to maintain freight mobility, and \$15 million each in meeting federal requirements (maintaining safety), special bridges (CS<sup>3</sup>), and painting (preservation of investment). This level of funding is needed to meet the two major goals of maintaining freight mobility and maintaining the value in significant structures. It will also allow ODOT to move the fair or better condition performance measure from 68% up to 75%.

ODOT intends to optimize bridge condition within the limits of available funding. In the past, funding has not allowed sufficient bridge rehabilitation projects to occur at the most cost effective time in the life cycle of a bridge. The life expectancy of a bridge depends on several factors, including the design standards in place at the time the bridge was built, and the environmental and operating conditions.

The Commission wants ODOT Bridge staff to evaluate and identify those bridges that are suitable for tolling. This evaluation should also look at the analysis work on tolling that was done by the consultant for the OTP update.



Craig Greenleaf and D.J. Heffernan with Angelo Eaton and Associates, presented information on the STIP Criteria for 2008-2011 and Evaluation. The presentation

included an informational discussion of the evaluation of the criteria implementation; a request for approval to forward local consultation survey information to the Federal Highway Administration; and a request for approval of the STIP Stakeholder Committee's recommended draft of the 2008-2011 STIP Project Eligibility Criteria and Prioritization Factors. (Background material in General Files, Salem.)

The evaluation of the STIP Project Eligibility Criteria and Prioritization Factors included reviewing project identification and summary reports that regions and program managers prepare. These reports are used to document how the criteria have been applied and used. The evaluation also included reviewing meeting summaries that were prepared from interviews conducted in summer 2004. The evaluation team also conducted follow-up interviews with staff after reaching some preliminary conclusions.

What is clear so far is that:

- There is broad overall support for continued use of the STIP criteria.
- The criteria have been successful in allowing different implementation practices in each region as individual conditions warrant.
- Many ACTs have developed additional criteria.
- The criteria help make the selection process more objective and demonstrable, particularly for modernization projects.
- The timing of the release of the criteria and program allocations is critical to enable the ACTs and regions to respond in a timely manner.
- Regions use the Development STIP differently.
- Preservation criteria have less clear effect because they mirror the management system criteria in place before adoption of the STIP project criteria.
- The effect of the criteria on the bridge program is less clear because that program has been primarily affected by legislation, and because the criteria incorporate the priorities of the Bridge Options Report that are also reflected in the legislation.

Because the criteria are broad in nature, they were interpreted and used differently by the regions and ACTs. ODOT may need to do a better job training the regions and ACTs on the documentation issues. The analysis suggests that the criteria were given serious consideration, but that consideration varies to some degree. As part of that training, a Citizen's Primer was published. A user's guide is also being developed that will be used primarily by department staff. The guide will describe STIP procedures.

The Commission considered approval for ODOT to forward the local consultation survey to the Federal Highway Administration (FHWA). The survey was conducted in March 2005. ODOT received 97 responses from the 278 surveys sent. Survey results indicate that regardless of whether or not respondents were in a metropolitan planning organization (MPO) area or non-MPO area, the level of support for the procedures and effectiveness of our participation processes rated in the 86% range.

The ACT areas felt that the coordination consultation processes were effective. There were some suggestions that in the ACT-to-ACT relationships that we could do a better job of informing them about what was happening just across the boundary from them. The ACTs felt that their participation was effective and that it was influencing the ultimate outcome of the adoption of the STIP. They suggested that we need to do a better job of handling the detailed aspects. ODOT believes that the Citizen's Primer and user's guide will be helpful tools, as well as the information ODOT provides directly to the ACTs.

Commissioner Achterman moved to approve the department to forward the local consultation survey information to the FHWA. The motion passed unanimously. Commissioners Nelson and Wilson were not present.

The Commission considered approval of the recommended changes to the 2008-2011 STIP Eligibility Criteria and Prioritization Factors that the STIP Stakeholder Committee prepared.

The Commission requested amendments to the wording in the recommended 2008-2011 STIP Project Eligibility Criteria and Prioritization Factors. Wherever the words "fish enhancement" occur, they will be changed to "environmental enhancement." (e.g., line 31, page 10; line 16, page 31; line 43, page 14; and any other place those words appear.)

Commissioner Papé moved to approve the STIP Stakeholder Committee's recommended draft of the 2008-2011 STIP Project Eligibility Criteria and Prioritization Factors as amended. The motion passed unanimously. Commissioners Nelson and Wilson were not present.

The Commission thanked ODOT staff for its dedicated and tremendous work in developing the STIP Project Eligibility Criteria and Prioritization Factors. The wording conveys the intent of the STIP Stakeholder Committee and the Commission very well.



Region 2 Manager Jeff Scheick requested approval of an increase in project authorization of \$566,151 (9.32%) for the rehabilitation work on the US 101: Cape Creek Tunnel in Lane County. The project is currently funded at an authorization amount of \$6,074,306. The proposed new authorization would be \$6,640,457. (Background material in General Files, Salem.)

Several factors contributed to the additional cost for this project. Pressure grout injection work that was originally expected to take about six days and consume about 30 cubic yards of cement grout, consumed over 673 cubic yards and took 47 work days to complete. Because of the extended project time, traffic control costs were also increased. The contractor is also due compensation for extended on-site overhead

costs. Seventy-five feet of the top arch of the north half of the liner also had to be further reinforced.

The project began construction in September 2004 and is now complete. The project was completed with extensive local engagement and support. Even with this increase, the project was completed about \$200,000 below the original total STIP project budget.

From this experience, the region learned that it needs to be very careful in its estimates. The region will also do a better job of alerting the Commission and the Deputy Director for Highways when this type of increase may be needed.

Commissioner Papé moved to approve the noted increase in project authorization. The motion passed unanimously. Commissioners Nelson and Wilson were not present.

The Commission commended the work that the department, and specifically the region, did working with the communities to deliver this sensitive project in a very difficult corridor with few alternative routes available to citizens.



The Commission confirmed the next two meeting dates as:

- Tuesday, October 18, and Wednesday, October 19, in Medford.
- Wednesday, November 16, 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 17, 2005, Commission meeting in LaGrande.
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.	Amendment of OAR 734-017-0005, 0010, 0012, 0020 and Exhibit 1 relating to use of chains and traction tires.
b.	Amendment of OAR 734-051-0040, 0115, 0500 through 0540 and 0560 relating to access management.
c.	Amendment of OAR 734-082-0030 relating to allowable rear overhang without a variance permit.
d.	Amendment of OAR 735-020-0015 relating to transitional ownership documents.
e.	Adoption of OAR 735-062-0003 relating to exemption for certain military drivers from the requirement to have an Oregon driver license or permit.
f.	Temporary amendment of OAR 735-064-0220 relating to traffic offenses.

g.	Temporary amendment of OAR 740-100-0010 relating to adoption of federal motor carrier safety regulations.
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4. Approve redistribution of \$64,000 industrial rail spur funds to Amy's Kitchen in White City.
5. Approve a Type A Immediate Opportunity Fund request in the amount of \$53,102 for reconstruction of a county road at the Union County Airport Industrial Park in La Grande. The road will meet the shipping and transportation needs for the Miller Truss Plant.
6. Approve an amendment to the 2004-2007 STIP to add the Wilkes Sound Wall Project on I-84 in Portland. Funding will be provided through reserves in the Region 1 Financial Plan. The total cost of this project is estimated to be \$350,000.
7. Approve an amendment to the 2004-2007 STIP to add the I-84: Access Improvements (Cascade Locks) Project. No state or federal funds are being requested. The project is being funded by private funding through the Confederated Tribes of Warm Springs.
8. Approve an appearance before the October 2005 meeting of the Legislative Emergency Board to request an increase in Transportation Safety Division's funding in the amount of \$200,000 for the Oregon State Police to purchase a vehicle and install necessary equipment for a mobile DUII patrol unit.
9. Approve an amendment to the 2004-2007 STIP to add the Berg Parkway Extension project located in the City of Canby. Funding of \$1,231,650 will come from a cancelled OTIA II project (OTC approved cancellation of the Arndt Road project in July 2005). Total project cost is estimated to be \$1,368,500.

Removed from consideration were three sub-items from Item 2, the resolution for authority to acquire real property by purchase, condemnation, agreement or donation. Those sub-items are: the properties for the Highway 62 Corridor Solutions project, the I-5 Exit 99 project, and the I-5 Medford Interchange project. Also removed from consideration was item 9, the Berg Parkway Project in Canby, in its entirety.

Commissioner Achterman moved to approve the items on the consent calendar, excluding those items removed from consideration, noted above. The motion passed unanimously.

Commissioner Papé moved to reconsider the just passed consent calendar. The motion passed unanimously.

Commissioner Achterman moved to approve the items on the consent calendar with the exception of the three previously noted property acquisitions, the Berg Parkway Project

in Canby, and the request to redistribute industrial rail spur funds in White City (Item 4). The motion passed unanimously. Commissioners Nelson and Wilson were not present.



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



_____ Stuart Foster, Chairman	_____ Gail Achterman, Member
_____ Randy Papé, Member	_____ Was not present. Mike Nelson, Member
_____ Was not present. Janice Wilson, Member	_____ Kim Jordan, Commission Secretary