

# OREGON TRANSPORTATION COMMISSION

## Minutes of the Regular Monthly Meeting June 28 – 29, 2006 Boardman

On Wednesday, June 28, the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff, along with local officials, met at the Port of Morrow Riverfront Center for a tour of local transportation projects. Following the tour, a workshop was held in the Riverfront Room at the Port of Morrow Riverfront Center. A no-host social hour and dinner were held that evening in the Washington Room of the River Lodge and Grill.

On Thursday, June 29, at 8:00 a.m., the OTC and ODOT staff held a briefing session and reviewed the agenda in the Sand Hollow Room of the Port of Morrow Riverfront Center. The regular monthly meeting began at 9:40 a.m. in the Riverfront 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	Executive Officer for Highways John Jackley
Commissioner Gail Achterman	Chief Engineer/Technical Serv. Mgr. Cathy Nelson
Commissioner Randy Papé	Rail Division Administrator Kelly Taylor
Commissioner Mike Nelson	Transportation Safety Administrator Troy Costales
Commissioner Janice Wilson	Public Transit Administrator Martin Loring
Director Matthew Garrett	Region 2 Manager Jeff Scheick
Chief of Staff Joan Plank	Region 3 Manager Paul Mather
Deputy Director for Central Services Mike Marsh	Region 4 Manager Bob Bryant
Deputy Director for Highways Doug Tindall	Region 5 Manager Monte Grove
Trans. Development Administrator Craig Greenleaf	Commission Secretary Kim Jordan

### June 28, 2006

Oregon Transportation Commission members, ODOT staff and local officials toured local transportation projects from 1:15 to 2:15 p.m.

The workshop began at 2:45 p.m. and included Oregon Transportation Commission members, ODOT staff, local officials and other interested individuals.

#### 2006 Glenn Jackson Scholarship Recipient

Director Matthew Garrett announced that Hannah Kullberg, a 2006 Lincoln High graduate, is the recipient of this year's Glenn Jackson Scholarship. Hannah is the daughter of Gail Curtis; Gail is a seven-year employee with the Transportation Development Division in Salem and Manager of the Oregon Transportation Plan.

Hannah will receive \$2,500 per year for four years to complete a four-year college program. She will be offered summer employment with the department during that time as jobs become available.

Director Garrett and the Commission congratulated Hannah Kullberg, and Gail Curtis for her contributions to Hannah's success. Director Garrett and Chair Foster presented Hannah with the 2006 Glenn Jackson Scholarship certificate.

#### Draft Oregon Transportation Plan

Gail Achterman provided introductory remarks, recalling that Commission members had been briefed a number of times on the Oregon Transportation Plan (OTP), and aware it represents the culmination of several years of work, which Gail was privileged to serve as the Steering Committee Chair. The OTP is both a policy and an investment document that guides the state for the next 20-plus years and provides the framework for addressing all the modal plans.

Craig Greenleaf summarized what they wanted to accomplish at the workshop:

- Review and discuss the proposed Draft Oregon Transportation Plan;
- Endorse the proposed changes highlighted in the Draft Plan that reflect the OTP Steering Committee recommendations and changes resulting from comment letters received and provide direction on the proposed Department of Land Conservation and Development language regarding compact development; and
- Set the date for the required 45-day public review of the Draft Plan; bring the plan back for a public hearing at the July OTC meeting; and bring the plan back for formal adoption before the end of 2006.

Oregon Transportation Plan (OTP) Steering Committee members, Onno Husing of the Oregon Coastal Zone Management Association, Mike Burrill of the Oregon Aviation Board, and Mike McArthur of the Association of Oregon Counties, provided insight about the work done by the committee. They also noted the committee attempted to anchor the plan to reality, and the importance of going forward with a message that Oregonians will understand and respond to. The plan recognizes the need to be flexible, and was meant to be used, not put on the shelf. The process was educational, stimulating, and is a beginning point. Commissioner Achterman's leadership as Chair of the Steering Committee was recognized and appreciated.

Craig Greenleaf acknowledged a letter from Rex Burkholder, another OTP Steering Committee member, recognizing the plan's value in linking transportation and land use together and that it will be an important element as regional transportation plans are updated.

Craig Greenleaf, Carolyn Gassaway, Gail Curtis, and Barbara Fraser reviewed the plan documents, the public outreach process, the goals, policies and strategies, as well as substantive changes as a result of comments received.

Following an overview of the three investment scenarios, the Commission indicated support for Scenario Level 3 funding because Level 2 just wasn't good enough. However, the Commission advised it was not confident about predicting where the additional dollars would come from.

The Commission provided specific direction to staff in the areas of value engineering, economic vitality, sustainability, and funding the transportation system, as well as improving the Key Initiatives preamble to take into account Commission's comments.

As a result of direction given by ODOT's Legal Counsel, Dale Hormann, Commission ratification would be formally addressed at its formal meeting on June 29, 2006.

The Commission acknowledged and recognized the diligent efforts of ODOT staff, the various committees, and Gail Achterman's leadership as Chair of the Steering Committee.

The workshop was adjourned at 5:30 p.m.

The dinner program included remarks from Pendleton City Councilor John Brenne; NE Area Commission on Transportation Chair Terry Tallman; and Oregon State Representative Greg Smith. Comments focused on the Pendleton Overpass, the importance of partnering, *ConnectOregon* and Area Commissions on Transportation. Closing remarks were provided by Oregon Transportation Commission Chair Stuart Foster. The dinner program ended at 8:45 p.m.

### June 29, 2006

Chair Foster called the meeting to order at 9:40 a.m.



Director's report highlights:

- Trucking Online set a new record on May 31, 2006, when online business transaction payments totaled \$137,372 for the day. A total of 204 companies used a credit card to pay for online transactions on the last day in May. More than 9,400 companies are now using Trucking Online to complete transactions ranging from \$8 trip permits to the larger dollar amounts associated with weight-mile tax payments.
- On May 24, Director Garrett testified in Washington, DC, at the Subcommittee on Highways, Transit, and Pipelines of the Transportation and Infrastructure Committee hearing on Public Private Partnerships. Focus and attention was given to Illinois and Indiana Governors who have leased existing roadways, and there were robust conversations on the public policy benefits of their activities. Director Garrett articulated that Oregon has turned to public-private partnerships out of necessity, as the traditional funding mechanisms cannot feed the appetites associated with mega-type projects. The message was clear that public-private partnerships were seen as

a surgical tool – not a be-all, end-all, for the financial challenges being faced by the states. At the end of the day, Congressman DeFazio wanted to make sure the citizens of Oregon are getting a good deal.

- On June 26, the US Supreme Court denied certiorari in the American Trucking Associations vs. ODOT case. This action effectively ends the litigation specific to Oregon's weight-mile and its flat-fee component. Director Garrett acknowledged the superb efforts of Oregon Department of Justice Attorney in Charge, David Leith, who argued the case throughout the appeals, and ODOT Motor Carrier Transportation Administrator, Gregg Dal Ponte, who provided information and guidance.



Craig Greenleaf requested Commission approval to release the draft Oregon Transportation Plan for public comment. He explained this request was an item carried over from the previous day's workshop.

Commissioner Achterman moved to release the Oregon Transportation Plan for the 45-day public comment period beginning June 29, 2006, and ending August 14, 2006, with a public hearing to be held at the Oregon Transportation Commission meeting on July 19, 2006, in Salem. The motion passed by a unanimous vote.

The Commission reinforced its deep appreciation to ODOT staff and committee members for their efforts and to Commissioner Achterman for her leadership as Steering Committee Chair.



Commission member reports:

Commissioner Achterman commented that in recent travels, it appeared that other states and countries are investing in new highway facilities at a more aggressive rate. Commissioner Achterman also reported she met with Congressman Blumenauer in Washington, DC, to discuss some of his congressional district priorities. Commissioner Achterman attended several major conferences, along with ODOT staff, that included an Oil Water Symposium and conferences on global warming. She encouraged her fellow commissioners to purchase John McPhee's latest book titled Uncommon Carriers, which is a series of essays where the author travels around the country in a variety of transportation modes.

Commissioner Pape advised that he continues to participate in a dialogue with the Central Lane Metropolitan Planning Organization (MPO) about the West Eugene Parkway project. He also participated in the Oregon MPO Consortium meeting held in Springfield. Its agenda was focused on various transportation issues, the upcoming legislative session, and the *ConnectOregon* process.

Commissioner Nelson thanked Morrow County officials and ODOT Region 5 employees for the informative tour of local transportation projects. Commissioner Nelson advised of time spent with fellow commissioners and ODOT staff working on Transportation Enhancement issues and discretionary funds. In addition, he continues to attend Oregon Trucking Associations and Motor Carrier Transportation Advisory Committee meetings. Commissioner Nelson also commented that he hears more and more support for making Highway 97 four lanes border-to-border.

Commissioner Wilson spent time over the past month with ODOT staff on a number of transportation-related issues. She attended a JPACT (Joint Policy Advisory Committee on Transportation) meeting with ODOT Region 1 Manager Jason Tell last week. Commissioner Wilson praised Mr. Tell for inspiring JPACT to come up with a 100% list on its modernization request.

Chair Foster reported that he has been primarily involved in *ConnectOregon* issues. He agreed with Commissioner Nelson that the area tour was very impressive.



Lorna Youngs provided an update on the implementation of Oregon Senate Bill 640 and the Federal Real ID Act that included information noted below. (*Background material in General Files, Salem.*)

A fact sheet detailing the requirements of the bill and the impacts on customers was included in the background material. It explains the new state law (Senate Bill 640) is aimed at combating fraud and identity theft, and requires DMV to shift from its current practice of issuing driver licenses at field offices to issuance from a central location. This change is necessary to meet the requirements of the bill for DMV to digitally compare the photographs of customers to photos already on file at DMV. The new law gives DMV until July 2008 to set up the software and new procedures for centralized issuance and a facial recognition check.

The federal Real ID Act, passed by Congress and signed by President Bush in May 2005, creates nationwide standards for states to issue driver licenses and identification cards. Although many details of these standards are yet to be set by federal rulemaking by the Department of Homeland Security, probably late in 2006, the major requirements are known. Oregon and the other states already have some of the standards in place, such as including a cardholder's signature and photograph on the card. The Real ID Act does not force states to follow the new requirements. The 2007 Oregon Legislature will need to consider the issue. If Oregon lawmakers agree to follow the federal act, they would need to pass legislation that changes Oregon laws to match it.

The driver licenses and ID cards of any state that does not comply with the federal Real ID Act will not be recognized as valid identification for official federal purposes. For example, air travelers would need a passport or some other form of federally recognized ID to enter the secure areas of airports and board passenger flights.

An overview of the DMV Driver License Issuance Project, explaining how DMV intends to incorporate all of the changes to the issuance process from federal and state legislation into one, multi-faceted project is also detailed in the background material.

The mandates of SB 640 are clear, and the required implementation date is fixed. DMV will implement this legislation by July 1, 2008. While the general requirements of the Real ID Act are known, the detailed specifications are not, nor is it certain that the Oregon Legislature will pass the legislation needed to meet the requirements of the federal act. What is certain is that DMV cannot wait until after the 2007 Oregon Legislative Session to begin preparations for the Real ID Act if the state is to meet the May 2008 federal deadline. As a result, DMV has developed a comprehensive project strategy to coordinate the implementation of Oregon SB 640 with preparations and planning for implementing the Real ID Act, should the Oregon Legislature choose to adopt it.



Doug Tindall and ODOT Office of Innovative Public-Private Partnerships (OIPP) Manager Jim Whitty, ODOT NW Region 1 Manager Jeff Scheick, and Pamela Bailey Campbell of Carter Burgess, continued the tolling policy discussion carried over from the April and May Commission meetings. *(Background material and PowerPoint presentation in General Files, Salem.)*

Jim Whitty and Jeff Scheick provided information on the recent intercept survey on the Newberg-Dundee Transportation Improvement Project. Reportedly, the survey went well. The majority cooperated extremely well, and patience levels were very good. While the possibility of more aggressive tolling measures have not been well received, the tolling concept appears to be gaining greater support. Conversations with the local government leadership are very engaged on the tolling topic. Presently, the concern is not so much the tolling of the new bypass, but rather, tolling existing Highway 99W has become an area of concern for the communities. Region and OIPP staff, as well as the OTIG (Oregon Transportation Infrastructure Group) partners, are looking at a full range of tolling alternatives.

Pamela Bailey Campbell briefly explained how all-electronic toll collection works: the equipment, payment options, supplemental tools, revenue distribution, and violation enforcement. In turn, the Commission had a variety of questions about customer service, rental vehicle and tourist toll violations, user education, toll marketing, etc. Ms. Bailey Campbell responded with scenarios of how the system could be set up to address the issues raised.

Commission discussion focused on:

- Whether it should look at each project individually to determine what type of toll collection facility it should be or standardize all toll facilities in the state.

- Developing a toll collection system with the idea in mind that ultimately the system will be all electronic.
- Begin with an interim phase that allows users to pay cash, but do it in such a way that costs are minimized when the cash phase is cut out 10 or 15 years down the road.
- Preference for operating a system that does not require exact change.
- Requested to see alternative cost information to implement each collection option.
- A general concern that the Commission is not far enough into the process to make a decision about the type of toll collection facility that is best for Oregon.
- General agreement that it needs to minimize stress to Oregonians.

The tolling discussion will continue next month in Salem at the Commission's July 19 meeting.



John Osborn, ODOT Project Director for the Columbia River Crossing, provided an update on the Columbia River Crossing. (*Background material in General Files, Salem.*)

Mr. Osborn advised that since the last OTC briefing about a year ago, ODOT has formally entered into the environmental impact and NEPA process. Key areas to be fixed: capacity, lift span, transit service, safety, and pier placement. Information about the organization and structure of the project team, milestones and challenges was referenced in the background material. The following timeline was noted:

- By the end of 2006, it is hoped that approximately four options will move into the draft environmental impact stage.
- By early 2008, have a locally-preferred alternative, with general consensus amongst all stakeholders. The preferred alternative would then be sent on to our federal partners for their approval process, which takes approximately one year.
- By late 2008, if things go smoothly, we could be to a Record of Decision, in that we have the ability to move forward and finish development and begin construction, if funding is available. It should be noted that funding is not lined up at this time.

Tolling is a subject that has come up as a way to fund the improvements needed. Mr. Osborn advised that both JPACT and WASHDOT are going through tolling policy discussions right now, which will impact the Columbia River Crossing project. It was noted this situation creates an urgency for the OTC to make decisions on what it wants Oregon's tolling policy to be. The Commission wanted clarity on this issue and requested legal counsel's opinion explaining what the relationship is between JPACT's adoption of a tolling policy and the state's adoption and what control JPACT has or doesn't have so that the Commission clearly understands the issue as it moves forward.

The Commission congratulated staff for the excellent work on the Problem Statement included in the background material and for the informative update.



The Commission recessed to the Sand Hollow Room for lunch at noon.



Troy Costales and Oregon Transportation Safety Committee Chair Mark Koberstein provided an overview of the 2005 Oregon Traffic Safety Performance Plan – Annual Evaluation and activities of the OTSC. (*Background material in General Files, Salem.*)

Mr. Costales advised the Annual Evaluation report satisfies a federal project and planning requirement. The OTSC, DUII Governor's Committee and the Motorcycle Safety Governor's Committee, as well as NHTSA (National Highway Traffic Safety Administration), have all endorsed it. The document posts the targets and performance measures at the beginning of the year and reports how they did in meeting them, as well as how the money was spent. Mr. Costales provided information on a variety of targets, i.e., Oregon ranks 5<sup>th</sup> in the country for driver safety belt use, and 2<sup>nd</sup> in the country and in the top ten in the world for all-seating-positions safety belt use.

Mr. Koberstein provided information about the Oregon Transportation Safety Committee and how it has evolved into a group of very enthusiastic members. He advised the committee had a very good presentation on the Oregon Transportation Plan draft. The OTSC is tasked by statute to advise ODOT and the OTC on safety issues for transportation, across all modes. The OTP addresses the need for the OTSC to bridge all the different modes of transportation. Although the OTSC may not be the ones that put the safety plan together for rail, as an example, it will have the opportunity to review the safety plan during the annual process. This is a change from the past process, and the Committee looks forward to that change in the future.

The OTSC will attend the OTC meeting in August 2006, to answer any questions the OTC may have about the performance plan and to introduce the OTSC members to the OTC.

Commissioner Achterman moved to accept the 2005 Oregon Traffic Safety Performance Plan – Annual Evaluation. The motion passed unanimously.

The Commission thanked the OTSC members for their incredible dedication and hard work, as well as the outstanding work of the Transportation Safety staff.



Doug Tindall provided a monthly status report on the Statewide Transportation Improvement Program (STIP), Oregon Transportation Investment Acts (OTIA) of 2001, 2002, and 2003, and the OTIA III State Bridge Delivery Program. (*Background material in General Files, Salem.*)



Mr. Tindall called the Commission's attention to the following three areas:

- On the OTIA I and II projects, 93% of the projects scheduled for construction are either under construction or complete. The remaining 7% are in design.
- On the OTIA III state bridge delivery program, projects continue to move both into design and into construction.
- 60% of the projects in OTIA III have some level of activity, either in design, in construction, or are already complete.

The Commission inquired about the amount of projects going to Oregon contractors. Mr. Tindall advised over 90% were going to Oregon Associated General Contractors (AGC) members, which have some companies in Vancouver, Washington. The feedback ODOT has received from AGC is it is satisfied with the ability of Oregon firms to compete. The questions raised by AGC at the April OTC meeting in Bend, about having packages that Oregon firms could compete on, are being addressed.



The agenda item on cost trends in Oregon's Construction Program was postponed to the July 19 meeting.



A presentation and public hearing was held on the project funding recommendations of the Consensus Committee under the *ConnectOregon* Program. (*Background material in General Files, Salem.*)

Chair Foster provided a brief history on *ConnectOregon*, that started when Governor Kulongoski came to an OTC meeting and advised the State of Oregon needed a multi-modal investment program. As a result, *ConnectOregon* was conceived, and the 2005 Oregon Legislature passed Senate Bill 71 implementing it. *ConnectOregon* is a \$100 million lottery-based-bond initiative to invest in air, rail, marine and transit infrastructure to ensure Oregon's transportation system is strong, diverse, and efficient. It is focused on improving the connections between the highway system and the other modes of transportation to better integrate the components of the system, improve flow of commerce and remove delays.

Applications were solicited from various modes and users. An independent consultant reviewed the applications to ensure consistency with the guidelines set forth in SB 71. The OTC adopted a rule, consistent with SB 71, to establish how projects would be reviewed, to form Modal Groups (Aviation, Freight, Transit, and Rail), as well as five SuperACTS (Area Commissions on Transportation) to review the projects. The Modal Groups were charged with looking at projects statewide. The SuperACTS (a combination of the various ACTS in the five regions) were formed to prioritize projects

regionally. The result is the Consensus Committee's recommendation list the Commission is looking at today.

Chair Foster stressed that in July 2006, the OTC will make a decision – not about funding the projects – but a decision about what projects will go out for contracting. He said there is an expectation that those contracts must reflect the conditions set forth in the applications. The applicants must understand this is a continuum, and that when the OTC makes its decision next month, it is just the start for the successful applicants.

The Commission is pleased about the interest shown in the *ConnectOregon* Program and is convinced that a *ConnectOregon 2* is possible. The Commission thanked Julie Rodwell, ODOT Freight Mobility Manager, for her hard work in organizing the program, John Jackley, Executive Officer for Highways, who has been in charge of the program and has done a great job, and gave a special thanks to the facilitator, Allison Kelley, for her critical role in the Consensus Committee's reaching its unanimous consent.

Mike Burrill, Chair of the Oregon Aviation Board, shared his observations about the process. He recognized the dedicated efforts of ODOT staff, the ACTs and the SuperACTs, as well as the modal committees. There was a tremendous commitment of time and energy put forth by a lot of people.

Mr. Burrill shared information about the Salem Airport Terminal project application the Oregon Aviation Board and Consensus Committee did not include in its recommendation. Mr. Burrill reported that he has spoken with members of the Oregon Legislature about this application, and it was his opinion that what needs to be done is go back to the Legislature for a stand-alone bill. Mr. Burrill stated he, and the Oregon Aviation Board, would be happy to work with the City of Salem to try and find the right solution. In addition, the Scheduled Airline Service – Newport and Astoria project has also created a certain amount of angst. Mr. Burrill has committed to work on a solution with them as well.

Mr. Burrill stated that the Oregon Airport Managers Association (OAMA) members attended last week's Oregon Aviation Board meeting. The Board made a commitment with OAMA that by early 2007, the Board would meet with them and start talking about the next round of *ConnectOregon* projects and their vision of what aviation investments should look like. That way, future applications will be better, meet the criteria of strategic investments, and more projects will be accomplished.

The public hearing was opened at 1:40 p.m. (*★ Indicates that additional material or testimony was provided, copies of which are in General Files, Salem.*)

- **Jim Townley**, Regional Maritime Security Coalition, offered his support for the Intermodal Safety, Security and Efficiency Enhancement, Columbia River project, Regions 1 – 5.
- **Olivia Clark**, Tri-Met, commented on the successful *ConnectOregon* Program and complimented ODOT staff, Ann Gardner, and the OTC for the hard work that goes

into a program of this type; she was enthusiastic about the possibility of a *ConnectOregon 2* Program; and lastly, posed the following remark to the OTC – if a project or projects drop off the list, think about the process used to move other projects forward.

- **Senator Dave Nelson** spoke in support of the Port of Morrow projects, Port of Umatilla Upland Distribution Center, and the Alicel Intermodal Transportation projects in Region 5. Senator Nelson urged the Commission to consider using the Columbia River waterway more in planning its transportation network and supported interoperability and how it fits into the Oregon Transportation Plan.
- **Commissioner Lucie La Bonté**, representing Curry County, and the Ports of Port Orford and Gold Beach, supported the Port Orford and Gold Beach Marine Transportation Improvement projects in Region 3. ★
- **Kim Puzey**, Port of Umatilla, spoke in support of the Port of Umatilla Upland Distribution Center project in Region 5 and a *ConnectOregon 2* Program. ★
- **Ken Fuller**, City of Bend, supported the Bend Public Transit Operations and Maintenance Center, and the runway improvements for the Bend Airport projects. ★
- **Don Mann**, Port of Newport, supported the Newport International Terminal Access Improvement project in Region 2. He also supported the Scheduled Airline Service – Astoria and Newport and the Port of Toledo Intermodal and Industrial Center projects. ★
- **Charlie Riordan**, Bucher, Willis & Ratliff, advised he has worked with Astoria and Newport communities in support of the Scheduled Airline Service – Astoria and Newport project in Region 2. He introduced the following people who also supported the project: **Onno Husing**, Oregon Coastal Zone Management Association; Don Mann whose comments are noted above; **Steve Schuster**, Newport; **Dennis Reno**, City of Newport; **Ron Larsen**, Port of Astoria; **Bruce Conner**, Astoria Cruise Ship Industry; and Dan Wolf, Cape Air, who provided additional comments for the group below. ★
- **Dan Wolf**, Cape Air, Massachusetts, applauded the State of Oregon on its visionary efforts to prioritize transportation projects through the *ConnectOregon* Program. He spoke enthusiastically about a seed program in Oregon that could grow into a successful intrastate air transportation opportunity. Although the Astoria and Newport Scheduled Airline Service project has not made the first round of successful *ConnectOregon* projects, he hoped it would make the next round. *(The Commission indicated it was very interested in regional air service and thanked the group for coming.)* ★
- **Eric Iversen**, Medford Urban Renewal Agency, supported the Region 3 Medford Intermodal Transit Center project and, although it was not selected for the first *ConnectOregon* Program, it was hoped it would make the next round.
- **Alison Chan**, City of Medford, spoke in support of the Region 3 Medford Intermodal Transit Center project, reiterated what Mr. Iverson said above, and advised that if a current project dropped off the list, this project was ready to move forward.
- **Sean Sweeney**, Greyhound, also provided comments in support of the Medford Intermodal Transit Center project in Region 3.
- **Bruce Carswell**, Portland & Western Railroad, thanked the Oregon Legislature, the OTC and ODOT, for the foresight in coming up with the *ConnectOregon* Program,

which will assist short-line railroads to address major issues. They are very happy with the list that came out of the Consensus Committee, and look forward to a *ConnectOregon 2*.

- **Steve Schmitt**, Stimson Lumber, spoke in support of Region 1 projects: Port Westward Industrial Intermodal Rail project and the Seghers Branch 286K Railroad Upgrade project. He also commended the bold leadership of the Governor, the Legislature, their staff and committees for *ConnectOregon*. ★
- **Julie Stephens**, City of Sandy, supported the Sandy Transit Operation Facility project in Region 1 and noted her appreciation of the Consensus Committee's recommendation to move the project forward.
- **Mark Gervasi**, City of Tillamook, spoke in support of the Tillamook Transit and Visitors Center project in Region 2. Also attending in support of the project were members of the NWACT (Northwest Area Commission on Transportation): **Shirley Kalkoven**, Mayor of Nehalem; **Mark Labhart**, Tillamook County Commissioner; **Bill Holmstrom**, Tillamook County Transportation District, and **Ed Armstrong**, Tillamook Chamber of Commerce. ★
- **Fred Nussbaum**, Association of Oregon Rail and Transit Advocates (AORTA), supported the rail and transit projects recommended by the Consensus Committee. He was disappointed that passenger rail was poorly represented in the Consensus Committee's recommendation; specifically, the Eugene New Thru Running Track/Passenger Layover Track project in Region 2. Mr. Nussbaum urged the project be placed as the first item on a waiting list for the current funding cycle, so if other projects drop off, this project gets moved up. ★
- **Jon Nuxoll**, AORTA, was pleased to see *ConnectOregon* work to relieve congestion in many transportation modes. He also expressed disappointment the Eugene New Thru Running Track/Passenger Layover Track project in Region 2 was not a successful project this go-around. He reiterated Mr. Nussbaum's request to consider it if other projects drop off the recommended list.
- **Mayor Diane Pohl**, City of Clatskanie, supported the recommendation of the Consensus Committee for the Port Westward Industrial Intermodal Rail project in Region 1. Letters of support from Georgia-Pacific, Teevin Bros. Land & Timber Co., and Cascade Grain, were provided to the Commission. Mayor Pohl also supported a *ConnectOregon 2* Program. ★
- **Steve Corey**, Port of Portland, spoke in support of three Port projects that have the recommendation of the Consensus Committee to move forward: 1) Container Terminal 6 – Post-Panamax Crane; 2) Ramsey Rail Yard Improvements – Rivergate Industrial District; and 3) Terminal 4 Grain Facility Modernization – Barge Facility projects, all in Region 1. **Susan Lashene**, **Bob Applegate**, and **Annette Price**, also attended in support of these projects. Commissioner Corey commented favorably on the *ConnectOregon* process and hoped it would lead to future *ConnectOregon* Programs. He also recognized the efforts of ODOT Region 1 staff and Ann Gardner for her Committee's time and hard work. (*The Commission thanked Commissioner Corey for his former leadership on the OTC and continued leadership in the State of Oregon.*)
- **Ann Gardner**, Schnitzer Steel, thanked the OTC for its support of *ConnectOregon* and Chair Foster's leadership on the Consensus Committee. Ms. Gardner urged

consideration of the following: 1) If a Region 1 recommended project is unable to move forward, then the 188<sup>th</sup> Street Light Rail Station Reconstruct (188<sup>th</sup> and Burnside, Gresham) project be placed on the recommended list; 2) The observation was made that the modal committees ranked their projects in order, similar to Region 1 and if other projects throughout the state are unable to proceed, the OTC look to the modal committees for direction in allocating resources that might otherwise go unspent. Ms. Gardner indicated she also looks forward to a *ConnectOregon 2 Program*. ★

- **Frank Thomas**, Community Connection, spoke in support of the Region 5 Multimodal Transit Consolidation and Improvement project. Mr. Thomas thanked the Consensus Committee for including the project on its recommendation list and the Commission for its process. He stated more work needs to be done and supported a *ConnectOregon 2 Program*.
- **Tim Hay**, City of Salem, spoke in support of the Region 2 Salem Municipal Airport project, a project not recommended to move forward by the Consensus Committee at this time. Allen Alexander, Salem Municipal Airport, also attended to show support for this project.
- **Mike McLaran**, Salem Area Chamber of Commerce, supported the Salem Municipal Airport project, and commented on the benefits of this project to the State of Oregon.
- **Bob Noble**, City of Eugene, supported the Region 2 Air Cargo Facilities Improvements project, and provided positive remarks on the vision and process the Governor and the Legislature had regarding the *ConnectOregon Program*. He is especially pleased with the aviation projects recommended by the Consensus Committee and urged Commission consideration of another *ConnectOregon Program*. ★
- **Dale Case**, Oregon Wheat Growers League, spoke about the importance of shipping and moving products throughout the state. He advised the League supported the Consensus Committee's recommended list with two exceptions: 1) the League does not support Region 5's Union Pacific Railroad Improvements to the Hinkle Yard project; and 2) the League does support the Port of Umatilla Upland Distribution Center project. Additional details were given in a handout provided to the Commission. *(The Commission commented they recognize the need for Class 1 railroads to work with the State of Oregon and its businesses on a more collaborative basis. The Commission assured Mr. Case it is doing everything it can to have a meaningful dialogue with them.)* ★
- **Bud Shoemake**, Port of Toledo, elaborated on the merits of the Toledo Intermodal and Industrial Center project in Region 2, a project that did not make the recommended list. ★
- **Sharon Branstiter**, Mayor of Toledo, also provided remarks on the Region 2 Toledo Intermodal and Industrial Center project and spoke about the need to protect the infrastructure in the area. Mayor Branstiter urged the Commission to move the project onto the recommended list.
- **Stu Strom**, Port of Toledo, spoke in support of the Toledo Intermodal and Industrial Center project in Region 2 and commented on the rail needs to move paper from the existing paper and lumber mills. He assured the Commission it is a shovel-ready project. ★

- **Greg Phillips**, Bend Municipal Airport, supports the Region 4 Relocation/Construction of Runway 16/34 project, a project on the Consensus Committee recommendation list. He thanked the Commission for the *ConnectOregon* process.
- **Carrie Novak**, Redmond Municipal Airport, urged continued support of the Roberts Field – Redmond Municipal Airport Terminal Expansion project in Region 4. Commission members were invited to the opening of the expanded terminal scheduled for November 2008.
- **Jonathan Hutchison**, Amtrak – Western Region, relayed its disappointment that the Eugene New Thru Running Track/Passenger Layover Track project in Region 2 was not on the recommended project list. Mr. Hutchison urged the Commission to find a way to fund the project sooner rather than later. At a minimum, the Commission was asked to place this project at the top of the list for consideration if other projects are reduced in scope, or fall off the list. *(The Commission acknowledged the importance of this project and the need for this project to get on a future list.)*
- **Dan Lovelady**, City of Prineville Railway, spoke in support of the Region 4 Railroad/Freight Depot Economic Redevelopment project and thanked the Consensus Committee for recommending the project. Mr. Lovelady requested the Commission consider a higher level of funding for the project if a project falls off the list. He also supported a *ConnectOregon 2* Program.
- **Dale Keller**, City of Prineville Railway, also spoke in support of the Railroad/Freight Depot Economic Redevelopment project in Region 4.

In addition to the public comments received above, written comments were received from the following individuals. *(Copies of written comments on file in General Files, Salem.)*

Representative Alan Brown  
 Mark Bryan, Newport News Times  
 Representative Arnie Roblan  
 Representative Kevin Cameron  
 Charles Carlson, Cascade Grain  
 Robb Corbett, City of Prineville  
 Peter Dale, Port of Gold Beach  
 Representative Jeff Kropf  
 Senator Peter Courtney  
 Representative Vicki Berger

Representative Deborah Boone  
 Gary LeTellier, SW Oregon Regional Airport  
 Robert Krebs, Rail Advisory Committee  
 Representative Betty Komp  
 John Murphy, Murphy Company  
 Robert Lowry, Retired Research Chemist  
 Tom Zelenka, Oregon Freight Advisory  
 Ann Crook, Klamath Falls Airport  
 Ann Hanus, Econ. and Comm. Dev. Dept.  
 Gerry Gaydos, Lane Transit District

The public hearing was closed at 3:35 p.m. Additional discussion will take place at the Commission's July meeting in Salem. The Commission announced its appreciation to everyone who participated in the *ConnectOregon* process and in the hearing today.



Jeff Scheick presented a request to file an appeal with the Land Use Board of Appeals (LUBA) for the Lowther annexation and zone change in the City of Philomath. This

appeal, if approved, will request a stay of the LUBA proceedings until after the public vote in November 2006. (*Background material in General Files, Salem.*)

Detailed information about the annexation and zone change was included in the background material provided to the Commission. Region 2 staff reviewed the action with Oregon Department of Justice (DOJ) staff, as well as the City of Philomath's attorney. From those discussions, the department was advised to move forward in filing the appeal.

The Commission provided an opportunity for the City of Philomath and the developer to address the OTC; no oral testimony was received. The Commission noted receipt of a recent letter from Alisa Pyszka, WRG Design Inc. Planning Project Manager, and placed it into the official record.

Commissioner Achterman moved to authorize staff and DOJ to file an appeal with the Land Use Board of Appeals with regard to the Lowther annexation and zone change request by the City of Philomath. The motion passed unanimously.



The Commission considered approving the following Consent Calendar items:

1. Minutes of the May 24, 2006, Commission meeting in Salem.
2. Resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
3. Amendment to the 2006 – 2009 Statewide Transportation Improvement Project (STIP) to add two local OTIA bridge projects: Clarks Canyon – Padberg (Clarks Canyon Road) Bridge in Morrow County, at an estimated project cost of \$536,000, and Catherine Creek (Miller Lane) Bridge in Union County, at an estimated project cost of \$872,000.
4. Amendment to the 2006-2009 STIP to add the US 101 Columbia River (Astoria-Megler) Bridge painting project in Clatsop County. The estimated cost for this project is \$5,598,000.
5. Amendment to the 2006-2009 STIP to change the scope of work on the US 26: West Ski Bowl – Government Camp Loop project in Clackamas County from a safety project to a preservation project. Preliminary Engineering funds in the amount of \$476,441 have been spent on the safety project. If this request is approved, Region 1 will use \$1,667,000 for the preservation project and transfer the balance of \$1,869,559 in safety funding to the Region 1 Safety Pool. The revised total project cost is estimated to be \$2,143,441.
6. Interagency agreement with the Oregon Economic and Community Development Department to fund \$4.5 million in road improvement projects in Oregon and delegate authority to the Oregon Department of Transportation Director to sign and implement the necessary agreements.

7. Route location and highway design for the relocation of the state highway for the section of highway described as: Highway 62 @ Lost Creek Reservoir, Crater Lake Highway (22), in Jackson County.
8. Transfer of \$3 million in unmatched federal funds from the State Highway Fund to the Oregon Transportation Infrastructure Fund to allow the Oregon Transportation Infrastructure Bank to loan those funds to Cascade Sierra Solutions for a fuel efficiency program.

Chair Foster advised he had a conflict of interest on Agenda Item #2, the US 199 @ Laurel Road (Cave Junction) project on the Redwood Highway, Map No. 10B-21-06.

Commissioner Achterman moved to approve all items on the Consent Calendar with the exception of the property noted above in Agenda Item #2. The motion passed unanimously.

Commissioner Achterman moved to approve the US 199 @ Laurel Road (Cave Junction) property acquisition as part of Consent Calendar Item #2. Chair Foster abstained from voting. The motion passed unanimously by the remaining members.



The Commission confirmed the next two meeting dates as:

- Wednesday, July 19, 2006, in Salem.
- Wednesday and Thursday, August 23 and 24, 2006, in Grants Pass.



The Commission and Director Garrett thanked the Wheat Growers League for the cookies, and Port of Morrow for its hospitality.

Gary Neal, Manager of the Port of Morrow, thanked the OTC for coming out to Boardman and looked forward to ongoing relationships with ODOT and the Commission.

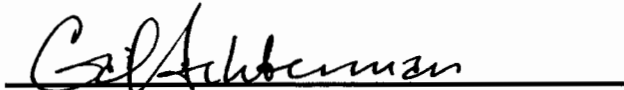


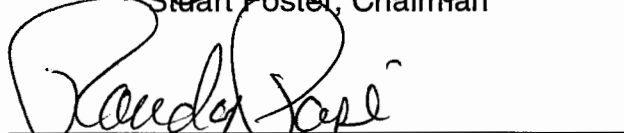
Chair Foster adjourned the meeting at 3:45 p.m.



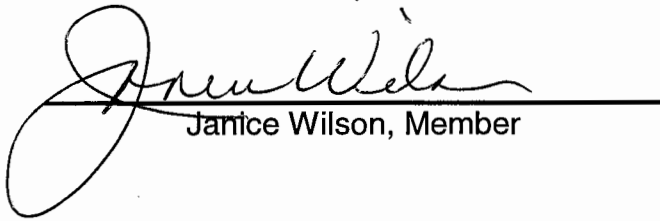


  
Stuart Foster, Chairman

  
Gail Achterman, Member

  
Randy Pape, Member

  
Mike Nelson, Member

  
Janice Wilson, Member

  
Karen Elliott, Commission Support