

OREGON TRANSPORTATION COMMISSION

Minutes of the Regular Monthly Meeting March 14 – 15, 2006 Eugene

On Tuesday, March 14, the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff, along with local officials, met in the lobby of the Hilton Eugene & Conference Center for a tour of area transportation projects. Following the tour, a workshop was held in the Williams Room. A no-host social hour and dinner were held that evening in the Vistas II Room.

On Wednesday, March 15, at 8:00 a.m., the OTC and ODOT staff held a briefing session and reviewed the agenda in Studio A. The regular monthly meeting began at 9:30 a.m. in the Williams 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	Statewide Project Delivery Manager Tom Lauer
Commissioner Gail Achterman	Rail Division Administrator Kelly Taylor
Commissioner Mike Nelson	Public Transit Administrator Martin Loring
Director Matthew Garrett	Interim Region 1 Manager Cathy Nelson
Chief of Staff Joan Plank	Region 2 Manager Jeff Scheick
Deputy Director for Central Services Mike Marsh	Region 3 Manager Paul Mather
Deputy Director for Highways Doug Tindall	Region 4 Manager Bob Bryant
Communications Administrator Patrick Cooney	Region 5 Manager Monte Grove
Trans. Development Administrator Craig Greenleaf	Commission Secretary Kim Jordan

March 14, 2006

Oregon Transportation Commission members, ODOT staff and local officials toured local transportation projects. Tour presentations included the Lane Transit District Bus Rapid Transit project; former ODOT maintenance station property; Bus Rapid Transit Phase 2 Corridor; Gateway/Beltline Intersection project; I-5/Willamette River Bridge progress, Franklin Interchange issues and other Oregon Bridge Delivery Partners projects; and the I-105 project.

Following the bus tour, a workshop was held to informally discuss local transportation-related projects and issues. Area representatives included Cynthia Pappas, Interim Springfield City Manager; Mark Pangborn, Lane Transit District General Manager; Chris Ramey, University of Oregon Architect and Director of Facilities Planning; and Tom Schwetz, Lane Council of Governments Program Manager.

Discussion focused on Franklin Boulevard; public transportation; planned projects; a new federal program called “Small Starts”; Springfield, Eugene and University of Oregon priorities; progress forming an Area Commission on Transportation; and the Governor’s Idle-Free Truck Stop and Idle-Free Truck Diesel Emission Reduction Initiatives.

The workshop ended at 4:15 p.m.

The dinner program included remarks from Judy Volta, Mayor of Coburg; Kitty Piercy, Mayor of Eugene; Sid Leiken, Mayor of Springfield; and Bobby Green, Lane County Commissioner. Overall remarks focused on priority projects, regional challenges, transportation funding, multi-modal efforts, and partnerships. Oregon Transportation Commission Chair Stuart Foster made closing remarks that touched on infrastructure and revenue needs, the importance of a balanced multi-modal system, working with communities, and the value an Area Commission on Transportation brings to the overall transportation process.

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Chair Foster called the meeting to order at 9:45 a.m.



Director’s report highlights:

- The American Trucking Associations plan to appeal the recent Oregon Supreme Court decision to reject a constitutional challenge to provisions of Oregon’s truck tax system that allows motor carriers hauling certain commodities to pay weight-mile taxes on the basis of a flat fee rather than by miles traveled. If the high Court elects to hear the case, it would be placed on the calendar for the next session beginning in October 2006. (Note: The Oregon Supreme Court ruling, issued December 15, 2005, declared there is no evidence that payment option puts interstate carriers at a disadvantage when compared with intrastate carriers.)
- Jason Tell was selected to fill the Region 1 Manager’s position, effective March 22. Jason has 10 years of work experience at ODOT and brings a strong background in transportation policy making at the local, state and federal levels. In addition, a Deputy Region Manager position has been established and will be filled by long-time employee, Charlie Sciscione, also effective March 22, 2006. Charlie will provide a wealth of technical knowledge background.
- The Director thanked Cathy Nelson for filling in as Interim Region 1 Manager.
- The Asphalt Paving Association – Oregon Chapter, announced paving awards for work done during the 2005 construction season. Among the winners were the following ODOT projects:

- ▶ For a High-Volume State Highway: I-105: Willamette River to Pacific Highway, Contractor – Oregon Mainline Paving.
 - ▶ For a Low-Volume State Highway: US 26: Laughlin Road to Marks Creek, Contractor – Hooker Creek.
 - ▶ For an Urban State Highway (a state highway that is a city street): US 26 (Powell Boulevard): Ross Island Bridge to SE 51st Avenue, Contractor – Lakeside Industries.
 - ▶ For Smoothness on a State Highway, it was a tie between: US 26: Jackson School Road Interchange, Contractor – Eagle Elsner, Inc.; and, US 26: Laughlin Road to Marks Creek, Contractor – Hooker Creek.
- With regard to the Director’s commitment to go around the state and meet with each employee, Director Garrett continues to be impressed with the sense of professionalism, dedication, and pride our employees have. For example, when Mother Nature challenged us in January, the Ashland crew worked 12-hour shifts for 29 days in a row. They kept the roads open and safe for the traveling public, for which he is sincerely appreciative.
 - On March 10, staff convened its first group meeting to discuss critical investment needs for the transportation sector – all jurisdictions and all modes were invited. It was the first of many meetings that will take place over the next six months to quantify and prioritize needed investments, in keeping with the Oregon Transportation Plan. The Director promised to keep the Commission updated on the group’s progress.



Commission member reports:

Commissioner Achterman gave an Oregon Transportation Plan (OTP) presentation to the full board of Tri-Met on February 22. It was well received and she felt they will provide outstanding input to the process. Commissioner Achterman also thanked ODOT’s planning staff for the great work they have done. She advised the public comment period for OTP revisions is now closed, but anticipates a lot of good comments were received. Commissioner Achterman also met with Rex Burkholder, Chair of the Joint Policy Advisory Committee on Transportation (JPACT), so he could update her on what they are doing on the regional transportation plan update and how it fits with the implementation of the OTP Update.

Commissioner Nelson appreciated the local transportation tour and the new mass transit concepts. He felt they were enlightening and very progressive. Commissioner Nelson continues to attend MCTAC (Motor Carrier Transportation Advisory Committee) meetings and has been especially involved with the trucking industry. He advised Patrick Cooney is taping a C-SPAN forum about federal transportation funding and will provide copies to the other commission members.

Chair Foster advised he had an opportunity to meet with various metropolitan planning organizations in Central Point and they had a productive discussion.

Chair Foster presented Ruth Bascom, Mayor of Eugene from 1993 to 1997, with a plaque recognizing her service and commitment to provide guidance, support and advocacy for ODOT's Intercity Passenger Rail Program, on behalf of the citizens of Oregon.

Chair Foster also recognized State Representatives Paul Holvey and Terry Beyer who were in the audience and thanked them for attending the Eugene Commission meeting.



Public comments were received from the following individuals:

- Marjory Hendrickson, Jasper Road Neighborhood Association, advised of a dispute about where the right of way is physically located along a three-mile section of Jasper Road. This section of road is scheduled for miscellaneous safety improvements beginning November 2006. Recent surveys done by a number of homeowners along this section of highway do not agree with ODOT's survey. Ms. Hendrickson asked the Commission to direct the regional manager to see if some compromise can be reached that will provide the needed safety improvements in a manner that does not adversely affect the adjacent residents. The Commission asked Jeff Scheick, Region 2 Manager, to check into the disagreeing surveys. *(Copy of Jasper Road Neighborhood Association's letter dated March 15, 2006, in General Files, Salem.)*
- Mona Linstromberg, Neighbors 4 Responsible Growth, Veneta. The City is in the process of approving a 650-home development. She thinks it will put stress on the city's transportation infrastructure and increase traffic on Highway 126. Ms. Linstromberg does not support a four-lane highway between Veneta and Eugene, nor the West Eugene Parkway. She supports a rapid transit system.
- Bob O'Brien, Eugene resident, urged the Commission to discontinue the process of having the West Eugene Parkway built. He noted much has been done to improve the wetlands and this project would devastate them. Mr. O'Brien urged ODOT to enter into the collaborative process put forward by Mayor of Eugene Kitty Piercy.
- Rob Handy thanked Commissioner Randy Papé for his participation at the monthly metropolitan planning organization (MPO) meetings. Mr. Handy urged for solutions to the West Eugene Parkway (WEP) project challenges, and continued support by the Oregon Transportation Commission of the \$17 million WEP allocation. He requested that funding be targeted for a land use and transportation alternative to the WEP when that comes along, or for other improvements needed along Beltline.
- Tom Bowerman spoke about the amount of traffic on Interstate 5. He asked that more effort be put into creating an innovative metro bus system with frequent trips up and down the valley.

- Rob Zako, 1000 Friends of Oregon, applauded the Commission's cooperation with the Land Conservation Development Commission of trying to address challenging transportation and land use issues together. Mr. Zako feels it will become increasingly important for the two commissions and the two agencies to work as partners. He also urged the Commission to think broadly about how transportation, land use, economy, and the environment are all part of a greater whole.
- Terry Connolly, Eugene Area Chamber of Commerce, touched on two items. The Chamber of Commerce believes one of the most important regional projects is the West Eugene Parkway. They also look forward to future opportunities for studying access into Eugene and Springfield at the I-5/Franklin Interchange.
- Allen Hancock, Eugene resident, spoke about Intelligent Grouped Transportation – which, simply put, is a fleet of small buses that constantly travel around the city. It has been modeled in London; it is efficient, with an average wait time of two minutes. The concept is that people use their cell phones, an operator locates a bus, and dispatches it to the individual's location. More information is available on their website www.taxibus.org.uk. The Commission stated it was very interested in these ideas, and urged Mr. Hancock to work with the Lane Rapid Transit District about the concept.
- David Sonnichsen, Chair of the Citizen Planning Committee for the Whilamut Natural Area of Alton Baker Park, acknowledged ODOT's summary of the public open houses held in December 2005 on the I-5/Willamette, I-5/Franklin and the I-5/Glenwood Interchanges. He believes public comments are taken seriously and felt it was time for Eugene and Springfield to work together. The Committee also advocates for the permanent replacement bridge over the Willamette River, scheduled to be built in 2021. The Committee supports a bridge design with an arch over it and no pillars intruding into the river. Commissioner Achterman asked the regional manager for a map showing where the parks are compared to where the rivers are between Glenwood and Franklin.
- Charles Biggs expressed the following thoughts: the transportation system needs to be looked at in a whole-system approach; advocated spending more money on enhancing existing roads; asked the OTC to encourage weight-based trip studies; has grave concerns about the West Eugene Parkway and believes it should be scrapped; and that to have ramps coming off the I-5/Franklin-Glenwood Interchange would be a detriment.



Dave Cox, Federal Highway Administration Division Administrator, presented Excellence in Highway Design 2004 Biennial Awards to ODOT. Mr. Cox noted that Oregon is a consistent award winner. (*Background material in General Files, Salem.*)

In the Urban category, ODOT received an award for the \$40 million Interstate 5, Highway 217/Kruse Way Interchange Reconstruction project in the Portland area. The project was recognized for its excellence in design, and in the way it relocated a wetland, connected bike and pedestrian paths, and improved fish passage. It came in

at third place in the entire nation. Director Garrett accepted the plaque on behalf of the department.

In the Environmental Protection and Enhancement category, ODOT received an award for the Jackson Creek Fish and Bank Restoration project in Medford. It was recognized for being successful because it restored fish habitat for a ten-mile stretch of the creek that had been denied fish passage by the outdated culvert. Two plaques were given, one for the Region 3 Environmental Services office and the other for the District 8 maintenance force. Paul Mather, along with Gary Lollar, Jim Collins, Bill Long, Ken Cannon and Jerry Vogt (for Jerry Marmon), accepted the plaques on behalf of the department.

Mr. Cox advised compact discs were available upon request showing the awards given throughout the country. He concluded it was very satisfying to see Oregon Department of Transportation employees getting national recognition for the high quality work the agency puts out every day.



Oregon Tourism Commission and Travel Information Council members provided a report on tourism-related programs and services, and discussion focused on what more could be done to strengthen Oregon's economy. (*Background material in General Files, Salem.*)

Todd Davidson, Executive Director of the Oregon Tourism Commission, and Cheryl Gribskov, Executive Director of the Travel Information Council, gave an overview of the past partnerships between the tourism industry and ODOT, including successes managed over the years; the vision of the industry in transportation-related areas where there are more partnership opportunities; and the current status of rest area enhancements, as well as other projects.

Kari Westland, Oregon Tourism Commission member, discussed personalized information delivery – bringing the Oregon experience to travelers throughout Oregon. Frankie Bell, Immediate Past Chair of the Travel Information Council and current Council Advisor, provided council and visitor services history.

A consortium of agency heads and heads of industry boards has been convened for a good, solid economic development discussion. Director Garrett was asked to join and enthusiastically agreed. Steve Lindland, Interim State Roadway Engineer, was selected to fill the role of staff liaison advisor.

A Tourism/Transportation Task Force has been established to bring the gubernatorally-appointed people in an agency, with a vested interest in Oregon's visitor industry, to the table. Task force members will help develop a vision, bringing the mission of their agency to the table, and bringing in their key staff as appropriate. The OTC was asked to appoint a member to the task force.

Chair Foster appointed Commissioner Mike Nelson to serve on the task force. Commissioner Nelson has an extensive knowledge of tourism issues as well as an in-depth interest in them. Commissioner Nelson requested more frequent tourism progress reports and asked Doug Tindall to make that happen.

Commissioner Achterman identified three critical things the new task force ought to be focused on: leveraging funding resources, project coordination, and policy coordination.



Cathy Nelson, Jeanette Kloos, recently retired from ODOT, and Wayne Stewart, Vice Chair of the Historic Columbia River Highway Advisory Committee, presented information on the revised Historic Columbia River Highway Master Plan. Kristen Stallman, ODOT's new Scenic Area Coordinator, was introduced to the Commission. *(Background material and PowerPoint presentation in General Files, Salem.)*

The historic Columbia River Highway was constructed between 1913 and 1922 and was the first highway specifically designed as a scenic highway in the country. It is on the National Register of Historic Places, and portions are designated National Historic Landmarks. It is an Oregon Scenic Byway, a National Scenic Byway, and All-American Road, with four intrinsic qualities: scenic, cultural, natural and recreational.

The first master plan was produced in 1996. It described visions for different highway segments; summarized traffic management recommendations from the Traffic Management Study; and outlined options for funding future projects. The revised Master Plan updates the visions for the highway; includes new policy direction from the Historic Columbia River Highway Advisory Committee; includes programmatic agreements with Cascade Locks, Hood River and Mosier; describes restoration progress; frames remaining issues; and describes future projects.

Wayne Stewart advised what one of the Advisory Committee's goals is to reconstruct and finish the state trail in time for a 100th Anniversary event in 2016. There are about 12 miles of missing segments to reconnect to the original 75-mile highway, before having a complete, continuous route from the Sandy River to The Dalles. Approximately \$50 million worth of additional construction is needed to complete the historic state trail. The Tourism Commission has been asked to help organize the anniversary event; the Parks Commission has been asked to commit \$1 million a year for the next ten years; and the OTC was asked to commit \$2 million a year for the next ten years.

The Commission commented on how impressed it was with the extraordinary efforts put forth on this historic highway, and stated that reconnecting the missing segments by 2016 is exactly the direction it should be going. Although the Commission is passionate and cares greatly about the Historic Columbia River Highway, it was with regret that, given ODOT's fiscal constraints, it could not dedicate \$2 million annually as requested.

Commissioner Achterman moved that the Oregon Transportation Commission adopt the revised Historic Columbia River Highway Master Plan as an element of the Oregon Highway Plan, and authorize the Director to seek funding for transportation projects in the Plan, recognizing that adopting the Plan does not create a mandate for funding the projects listed in the Plan, nor a commitment to fund the projects listed in the Plan. This action does not relieve anyone seeking funding through ODOT of the obligation to receive legislative approval prior to making an application for federal funds.

The motion was unanimously passed.

Director Garrett thanked Mr. Stewart for his dedication and that of his colleagues. Director Garrett also acknowledged Jeanette Kloos' vision, passion, and perseverance and presented her with a certificate of appreciation for her devotion to restore and preserve the Historic Columbia River Highway.



The Commission considered a request to approve the Oregon Department of Transportation's legislative concepts and upon its approval, to forward them to the Department of Administrative Services. If approved by the Governor's Office, the concepts will be drafted as legislation and pre-session filed on behalf of the department before the 2007 Legislative Session. *(Copies of the 27 legislative concepts and background material in General Files, Salem.)*

Commissioner Achterman moved to approve the legislative concepts. The motion passed unanimously.



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

1. Minutes of the February 14 – 15, 2006, Commission meeting in Corvallis.
2. Resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
3. Oregon Administrative Rule (OAR) actions:

a.	Amendment of OAR 735-060-0110 (Table 2), 735-060-0120 and 735-062-0075 relating to conducting Commercial Driver License tests in English only.
b.	Amendment of OAR 740-100-0010, 0060, 0070, 0080, 0090, 0100 and 740-110-0010 relating to re-adoption of federal regulations.

4. Amendment to the 2006 – 2009 Statewide Transportation Improvement Program (STIP) to add the Interstate 84: Ladd Canyon Snow Fence project in Union County. Total estimated project cost is \$350,000.
5. Amendment to the 2006 – 2009 STIP to add the Interstate 5 at Coburg Interchange Replacement project in Lane County. Estimated cost for the first phase of this project is \$3,000,000.
6. Amendment to the 2006 – 2009 STIP to add the Oregon 213: East Portland Freeway – Conway Drive project in Clackamas County. Total estimated project cost is \$4,300,000.
7. Amendment to the 2006 – 2009 STIP to add one bridge replacement to the Clarks Branch to Tunnel Mill Race design-build contract (Bridge #07742A – Trunnell Road over Interstate 5 at Milepoint 180.55, Lane County). Total estimated project cost is \$4,504,000.
8. Amendment to the 2006 – 2009 STIP to add Brookings Pedestrian Improvements in Curry County. Total estimated project cost is \$668,673.
9. Establishment of a 45-mile-per-hour speed zone on Oregon 34 (Corvallis-Lebanon Highway), Milepost 16.91 to 17.10.
10. Acknowledge receipt of the Immediate Opportunity Fund Annual Report for State Fiscal Year 2005.
11. Proposed proclamation to the Governor for his signature designating the month of May 2006 as Transportation Safety Awareness Month.

Commissioner Nelson declared a conflict of interest on Agenda Item #2 above; specifically, the property referred to as OR 7: Campbell Avenue – Interstate 84, Baker – Copperfield Highway, Map #10B-21-0009, File #7209 013. Lacking a quorum, that item was removed from the Consent Calendar.

Commissioner Achterman moved to approve all items on the consent calendar with the exception of the one removed item described above. The motion passed unanimously.



Art Schlack, Association of Oregon Counties; Al Switzer, Klamath County Commissioner; Don Lindly, Lincoln County Commissioner; and Bobby Green, Lane County Commissioner; provided information on the Secure Rural Schools and Community Self-Determination Act.

As background, with the decline of federal timber sales throughout the 1990s, many counties faced financial ruin. In 2000, Congress passed the Secure Rural Schools and

Community Self-Determination Act (P.L. 106-393). This law created a financial safety net for counties who had lost significant revenue due to decreased timber harvest. Congress needs to reauthorize P.L. 106-393 in 2006 or this revenue source will cease to exist. Based on Federal FY 2004 records, the total amount of funds that would be lost statewide each year to the counties is about \$225 million.

The Commission requested that Mr. Schlack work with Craig Greenleaf to break out this information using the Oregon Transportation Plan which has updated information and is based on the transportation system plans.

The Oregon Transportation Commission supports the renewed funding and recognized that it is critical it be restored at historic levels. However, the Commission also stressed counties should develop strategies on what they will do should funding be cut back or eliminated completely.

Mr. Schlack advised the State of Oregon is doing everything it can to get the program fully funded. The Oregon Congressional Delegation, the Oregon Legislature, and the Governor are dedicated to get the program reauthorized. Mr. Schlack recommended contacting colleagues in other states to contact their congressmen and congresswomen, to elevate the issue to the national level. Lane County Commissioner Green also suggested contacting transportation departments around the nation that benefit from the program and recommend they contact their congressmen and congresswomen.



The Commission recessed for lunch in Studio A, reconvening the meeting at 1:15 p.m.



Travis Brouwer, ODOT Federal Affairs Advisor, and Jeff Scheick, presented information on federal affairs, including the impact of SAFETEA-LU on the department, and activities to prepare for the reauthorization of SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users). (*Background material in General Files, Salem.*)

Mr. Brouwer made the following SAFETEA-LU key points:

- The 830-page bill causes very few problems for Oregon. There are more opportunities than risk to Oregon.
- Although Oregon's share of the pie remains the same, the size of its slice goes up. On average, funding increases from \$340 million per year, under TEA-21 (the predecessor legislation), to \$443 million per year, under SAFETEA-LU.
- SAFETEA-LU generally kept the same program structure in place, but made one very important change. Under TEA-21, a program called "Minimum Guarantee" ensured some level of distributional equity among states. SAFETEA-LU converted

that to the “Equity Bonus Program” and, thanks to Congressman DeFazio and his influence on the committee, Oregon was one of 27 states that under Equity Bonus will be held harmless from any funding loss. Oregon is guaranteed the same share of funding under SAFETEA-LU as it received under TEA-21.

- A record number of earmarks were included. Oregon received \$527 million for highways and highway-related projects. This is substantially above the expected share. Congressman DeFazio was instrumental in securing \$200 million for bridge repairs. Over \$82 million was secured for requests made specifically by the Oregon Transportation Commission. Plus, there are other earmarks that ODOT will be taking on, that are on the state highway system around the state. In addition, there are literally dozens of earmarks requested by local governments for local projects.
- The Public Transportation Programs under SAFETEA-LU have a significant funding increase.
- On the finance and revenue side, SAFETEA-LU provides no real new funding, but looks at innovative funding measures.
- SAFETEA-LU has made significant changes in the transportation planning arena. It appears the impact to Oregon will be minor, because SAFETEA-LU takes the rest of the nation in the direction Oregon has gone for years; specifically, integrating land use planning, transportation planning, and economic development planning. Oregon is very close to being in compliance with the requirements.

Jeff Scheick provided information about the policy issues and environmental opportunities coming out of SAFETEA-LU, and on-going streamlining measures being developed.

Mr. Brouwer commented there already is discussion about the “next SAFETEA-LU.” A lot of challenges were not resolved – investments were increased in SAFETEA-LU, without increasing revenues. Consequently, the Highway Trust Fund balance will likely be exhausted by 2010. Interestingly, the current SAFETEA-LU expires at the end of 2009, but a reauthorization bill is unlikely before 2010 or 2011. Policy makers recognize a need to expand revenues to meet the needs of the transportation system and consider shifting away from the gas tax as the primary means of financing the highway trust fund. As vehicles become more fuel efficient, the gas tax is losing its ability to sustain adequate levels of investment in transportation. There is beginning to be increasing conversations about road-user fees.

SAFETEA-LU creates two high-profile commissions that are designed to develop recommendations for the next surface transportation bill and solve difficult transportation policy problems, particularly the exhaustion of the Highway Trust Fund.

The Commission thanked Mr. Brouwer for the excellent effort in pulling the information together in a way that was clear and easy to understand.



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. Tom Lauer provided information on the OTIA III State Bridge Delivery Program structure. *(Background material in General Files, Salem.)*

The Commission asked that future reports provide information about: being behind, on or ahead of schedule; being on budget with what was originally estimated; and, if over budget – why. Mr. Tindall committed to provide that information.

Tom Lauer provided information on the overall OTIA III Bridge Delivery Program structure, covering three specific areas: 1) Management contract structure for Oregon Bridge Delivery Partners; 2) Program Governance; and 3) Program Reporting Structure.

Mr. Lauer advised they are currently working under an extension of Work Order No. 7 through the end of April 2006. With regard to expectations for the management firm, they are in the process of negotiating overhead and billing rates, and improving relationships with the American Council of Engineering Consultants (ACEC), Associated General Contractors (AGC), and ODOT regions. Longer term, the goal is to combine the three active work order contracts, numbers 3, 5, and 7, into one, around February 2007.

The Bridge Delivery Program has four leadership teams under its governance structure that provide input to the program. The primary leadership team is the Bridge Oversight Committee consisting of key individuals from ODOT's Highway Division, Finance Section, Motor Carrier Transportation Division, Director's Office, and region representation. Its main charge is to develop and monitor progress and overall strategy of the program. It is the key team charged with making decisions about strategy implementation. It is supported by the Bridge Option Team. The two other teams are the Technical Stakeholder Committee and the Traffic Mobility Steering Committee. Mr. Lauer briefly explained their roles and structure.

A monthly progress report is produced as well as the summary report provided each month to the Oregon Transportation Commission. In addition, there are two extensive websites full of significant information on the OTIA III State Bridge Delivery Program. One is maintained by ODOT, the other by the Oregon Bridge Delivery Partners. They are: <http://egov.oregon.gov/ODOT/HWY/OTIA/index.shtml> and www.obdp.org.



Mike Marsh, Dennis Strachota, ODOT Chief Financial Officer, Diane Hopper, ODOT Debt Manager, and Chris Pierce, Western Financial Group, ODOT's Financial Advisor, provided an update on the overall OTIA Bonding Program Plan. *(Background material and PowerPoint presentation in General Files, Salem.)*

As background, the OTIA Bonding Program has grown from the original \$400 million for OTIA I to a total of \$2.4 billion for the OTIA I, II, and III Programs. Because of the size of the program, decisions about timing, sizing and structure clearly have potential to significantly affect ODOT's borrowing costs.

The Commission requested the graph of long-term vs. short-term rates, used on page 11 of the PowerPoint presentation, be extended to include the 1970s and copies provided to the Commission.

The next OTIA bond issue is scheduled for the week of May 22, 2006. The dollar amount will not be established until April, but is expected to be approximately \$300 million. A Miscellaneous Resolution and related legal documents for the proposed Series 2006 Bonds will be included in the April Consent Calendar for Commission approval.

The Commission thanked staff for the excellent, informative presentation.



The Commission confirmed the next two meeting dates as:

- Wednesday and Thursday, April 26 and 27, 2006, in Bend.
- Wednesday, May 24, 2006, in Salem.

Commissioner Achterman reminded staff she will miss the May meeting.



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



_____ Stuart Foster, Chairman	_____ Gail Achterman, Member
_____ <i>Not present at the meeting.</i> Randy Papé, Member	_____ Mike Nelson, Member
_____ <i>Not present at the meeting.</i> Janice Wilson, Member	_____ Karen Elliott, Commission Support