

# OREGON TRANSPORTATION COMMISSION

## Minutes of the Regular Monthly Meeting November 15, 2006 Salem

On Wednesday, November 15, the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff held an agenda briefing session in Room 135 of the Transportation Building, 355 Capitol Street NE, Salem. The regular monthly meeting was held in Conference Room 122.

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	Trans. Development Administrator Craig Greenleaf
Commissioner Gail Achterman	Chief of Staff Joan Plank
Commissioner Randy Papé	Rail Division Administrator Kelly Taylor
Commissioner Mike Nelson	Chief Engineer/Technical Serv. Mgr. Cathy Nelson
Director Matthew Garrett	Region 2 Manager Jeff Scheick
Deputy Director for Highways Doug Tindall	Region 4 Manager Bob Bryant
Deputy Director for Central Services Mike Marsh	Region 5 Manager Monte Grove
Communications Administrator Patrick Cooney	Commission Secretary Kim Jordan

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

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Director's report highlights:

- Director Garrett shared some photographs of recent storm damage to Highways 101 and 6 on the northern coast and Highway 35 near Mount Hood. (*PowerPoint presentation in General Files, Salem.*)
- We finished October by hosting the 2006 AASHTO annual meeting in Portland. With about 80 volunteer employees from all ODOT divisions, we staged one of the best meetings in AASHTO memory, according AASHTO staff and delegates. As person after person came to Director Garrett and praised our folks for the job they were doing, he felt the same pride he feels when one of his family receives praise. A big thank you and well-done to all the members of the ODOT committees who planned and carried out this large conference.

The conference also presented several opportunities for us to explain to numerous audiences the unique work we are doing in Oregon. Deputy Director for Highways

Doug Tindall and Director Garrett testified at a field hearing for the National Transportation Policy and Revenue Study Commission on our Road User Fee Pilot Project, public private partnerships and the OTIA III Bridge program. Mr. Garrett also had the honor of taking U.S. Secretary of Transportation Mary Peters on a personal briefing and tour of the Road User Fee Pilot Project. Our OTIA III Bridge program received the AASHTO Legacy Project Award at a special event at the trade show, and Congressman Peter DeFazio spoke eloquently about transportation infrastructure needs at the Board of Director's dinner.

All in all, ODOT shined and created a great impression of the caliber of people and programs we have here.

- Mr. Garrett announced the following appointments. Michael Cobb accepted the Office of Civil Rights manager position, effective November 1, 2006, and Jerri Bohard accepted the Transportation Development Division (TDD) Administrator position for ODOT effective December 1, 2006.

The Office of Civil Rights manages and implements the department's federal and state legislatively-mandated programs such as the Workforce Development program, the Disadvantaged Business program, the Emerging Small Business program, Environmental Justice (Title VI), and the Contract Labor Compliance Program.

Michael began his career with the department in 2004 as the diversity manager in the Bridge Delivery Unit, Office of Project Delivery. Since March 2006, he has served as Interim Civil Rights manager.

With more than 30 years of successful senior management experience in the transportation industry, in both the public and private sectors, Michael brings a wealth of experience, knowledge and dedication to this position.

Jerri joined ODOT in April 1999 coming from Clark County, Washington, where she had an impressive work history as its Long Range Planning Manager. She assumed her first role at ODOT as Planning and Research Unit Manager and quickly moved into the Interim Planning Section Manager. After more than three years, Jerri became the Planning Section Manager for TDD and has become an integral part of the success TDD has experienced over the last several years. Jerri received her master's degree in Resource Development from Texas A&M University.

Jerri will assume her new position December 1, 2006. This will allow for an appropriate transition period as Craig Greenleaf prepares the division for his retirement in mid-January 2007. In the meantime, she will work closely with Craig and the TDD management staff to become fully oriented in the division.

ODOT's best asset is our people. In Michael and Jerri we have attracted people of the highest character and integrity who will continue to help this agency accomplish great things.

- Director Garrett also announced the appointment of Michael Ward to the position of Public Transit Division Administrator. Michael's employment with ODOT is lengthy and impressive. He joined the Motor Vehicles Division in March 1979. He has served in a number of customer service, project and management roles throughout his career, most recently serving as the Field Services Group Manager for all DMV Field Offices.

Michael brings a strong background in building effective partnerships with legislators, public and private sector organizations, and community groups. He has been a champion of diversity efforts at DMV and has managed a budget of more than \$58 million.

Michael is a graduate of the University of Oregon with a bachelor's degree in Community Service and Public Affairs; the Willamette University Certificate in Public Management, and the University of Oregon Luke Center's Pacific Program.

The Public Transit Division's goal is *to provide a means of state financial assistance and coordination to meet the state's mobility needs and achieve ODOT's vision for public transportation*. Michael will assume his new role on December 4, and Director Garrett is confident that he will represent the agency well in this new role.



Commission member reports:

Commissioner Achterman received help from Matt Garrett, Jason Tell and Gail Curtis in writing a speech on the Oregon Transportation Plan. She gave the speech to a general audience at an Intelligent Transportation Systems conference in Portland on October 26. On Sunday, November 12, the Transportation Research Board invited Commissioner Achterman to be part of its plenary session at the Second Annual Transportation Programming Conference in Seattle. Attendees included federal and state representatives from around the country. It was good to gain perspective on some of the challenges facing the statewide transportation improvement program process.

Commissioner Papé had nothing to report.

Commissioner Nelson will meet with the Tourism Transportation Task Force on November 16. Mike Burrill, of Burrill Lumber Company in White City, chairs the task force and is leading the group well. Commissioner Nelson believes the task force will develop some unique solutions to issues that concern the transportation industry. Commissioner Nelson noted that this may be the last OTC meeting TDD Administrator

Craig Greenleaf will attend. He worked with Mr. Greenleaf on the Land Conservation and Development Subcommittee, and will miss him.

Commissioner Wilson was not present.

Chair Foster also thanked Mr. Greenleaf. Craig came to work for ODOT about the same time Chair Foster joined the OTC. They worked together on the Statewide Transportation Improvement program stakeholder policy, Highway Plan amendments, Transportation Planning Rule issues, access management and many other tasks. It has been one of the most rewarding relationships of his professional career. ODOT and the State of Oregon have been fortunate to have a person of Craig's intellect and skills in the position he held. As a result of his work, we have a much better system in place than we had 10 years ago. We have a pragmatic planning process. We are protecting the investments in infrastructure. Craig will be greatly missed in this organization. He delivered a first class service to the OTC, ODOT and the state. The Commission appreciates his work.



The following individual provided public comment:

- Brad Boyd, Sisters City Council, opposed the proposed U.S. 20 – Sisters to Suttle Lake passing lanes project. He asked the Commission to direct ODOT to delay or cancel the project. He read from a November 14 Nugget Newspaper article by news editor Jim Cornelius. (*Written comments in General Files, Salem.*)

The Commission urged the City of Sisters to get engaged early on all of its issues with the Central Oregon Area Commission on Transportation. It is the commission that the OTC relies upon regarding recommendations on projects like this.

The Commission noted that major changes were made to this project to reduce the impact on the scenic qualities in the corridor, and thanked Mr. Boyd for his comments, statistical information and analysis. The information will help the OTC and ODOT address the safety problems more comprehensively in the corridor, both east and west of Sisters. The Commission appreciates the importance of the agency working closely with the community to reestablish good working relationships. The community has some very serious transportation problems. There are some new technical and other tools we can use to address the deer problems. Fundamentally, we all need to concentrate more on safe driving, and not fall back to widening the highway, when the problem is driver behavior.

The Commission believes ODOT will go ahead with this project, but it hopes that the experience on this particular project causes everyone to look for new solutions to the safety problem and establishes a new basis upon which ODOT can work with the City of Sisters directly, and through the Area Commission on Transportation, to plan effectively for the future and meet community transportation needs.

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The Commission received a status report on implementation of the *ConnectOregon* program. (*Background material and PowerPoint presentation in General Files, Salem.*)

Transportation Development Division Administrator Craig Greenleaf said that over the next three years, the *ConnectOregon* projects will create or sustain 2,500 jobs. Of the 43 selected projects, about 40% are located near certified industrial sites. Twenty-five public sector projects will be initiated with the first round of funding. He then gave a brief overview of five *ConnectOregon* projects, one from each ODOT region.

Marty Andersen, Local Government Section Manager, noted that all but two of the agreements have been issued to the recipients. Two projects already have agreements that need to be amended to include *ConnectOregon* information. Nineteen project agreements and the agreements with the Department of Aviation have been executed. Two are in the signature process. We are negotiating language changes on about four agreements, and those remaining are in legal review.

The next phase of this program is bonding. ODOT will advertise in December and issue bonds in January. Funds will be available for most, if not all, of the program by early February.

The Commission recalled it was concerned that these agreements contain benchmarks that need to be addressed as the projects progress to make sure they are performed as was intended when they were identified as *ConnectOregon* projects.

Mr. Andersen said that all of the agreements have milestone delivery dates and completion dates. There is language in each agreement that states if recipients are more than three months late on milestones, they must provide written justification. A committee will review and manage the agreements to ensure they are on time and on budget. The Commission will be notified immediately if any issues arise that could lead to canceling a project.

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The Commission considered approval of an amendment to the 2006-2009 Statewide Transportation Improvement Program to (1) cancel the Oregon 126: West Eugene Parkway, Unit 1, Part A, project and the Oregon 126: West Eugene Parkway Wetland Mitigation, Unit 2, project and, (2) obtain direction from the Commission about the use of the funding freed from the cancellations. (*Background material in General Files, Salem.*)

Northwest Oregon Region Manager Jeff Scheick noted that ODOT has received approval from the Federal Highway Administration for the no-build Record of Decision. This concludes the environmental work on this project that occurred over the last 20-plus years. While we are disappointed that no project will move forward, we have

completed the environmental process. We have slated approximately \$18 million in the Statewide Transportation Improvement Program for the first phase of the project and wetland mitigation. With the environmental process, and its complexity, we have spent a considerable amount of money. We now have a balance of \$12 million for the Commission to reallocate.

The Commission congratulated Mr. Scheick, Director Garrett and Region 2 staff who all did a tremendous job throughout this project, which covered a lengthy period of time and was vetted a number of times in the community. Most recently, the City of Eugene took a strong opposition to the project. This gives us some lessons to learn. When we get involved in projects such as this one, we need to have a better relationship with the partners over a lengthy period of time because State, and often times Federal, money is at risk and the local stakeholders may be making significant decisions on a regional transportation project. The Commission appreciates all the efforts made over many years in keeping the community updated and involved and working with the local partners and FHWA. The Commission believes that the right decision was made.

When the funds are redistributed, it is important to take the opportunity to look at places where funds can be immediately deployed toward projects that are shovel ready. The Commission also wants the funds to go to projects that the public sees as benefiting them in the long term.

Commissioner Papé made a motion in the form of a resolution: The Commission directs staff to bring back a proposal to utilize the remaining funds from the terminated West Eugene Parkway project. The proposal will deploy the funds for Region 2 modernization projects that are currently in the construction or are planned Construction STIP projects scheduled to be in construction within the timeframe of the 2006-2009 STIP or the 2008-2011 STIP where full funding is not currently identified. As part of the motion, the Commission approves the amendment to the 2006-2009 STIP to cancel the Oregon 126: West Eugene Parkway, Unit 1, Part A, project and the Oregon 126: West Eugene Parkway Wetland Mitigation, Unit 2, project. The motion passed unanimously.



The Commission held a public hearing and considered approval of an amendment to the Oregon Highway Plan to lower the Volume-to-Capacity ratio for the Chenoweth Interchange ramp intersections with River Road at Interstate 84 in The Dalles (*Background material in General Files, Salem.*)

Chair Foster stated his conflict of interest in regard to this agenda item and recused himself from participating in the hearing and vote.

Commissioner Achterman called the public hearing to order at 10:20 a.m.

Central Oregon Region Manager Bob Bryant reminded the Commission that the proposed rezone of the industrial property adjacent to the Chenoweth Interchange was

brought before the Commission in July with a request to appeal the land use decision made at the local level. That was done on the premise that we would continue working with the City of The Dalles and the developer to see if agreement could be reached to address ODOT's concerns. ODOT, the City of The Dalles and the developer have come to an agreement. Mr. Bryant requested the Commission to approve the concurrence to withdraw the appeal and reduce the V/C ratio from .85 to .75.

Initially, the rezone was for 67 acres in the industrial park in the City of The Dalles, very near or adjacent to the Chenoweth Interchange. As part of the agreement, the developer proposed to reduce the rezone to 25 acres, and ODOT proposed to reduce the V/C ratio from .85 to .75, which increases the "reserve capacity" for the interchange itself beyond the normal standard. That reserve would allow for additional non-commercial development in the future. The additional 42 acres is held in advance from any further development until an Interchange Area Management Plan is completed. As part of that IAMP, ODOT agreed to include a funding mechanism that the city will administer, recognizing that there will likely be a need for improvements at the interchange as things develop commercially and industrially.

It is important to recognize that the Port of The Dalles, as well as the city, supports this rezone. Economic development is important to this rural region of the state. The port also recognizes that this 67-acre portion of the industrial park, which constitutes 250 acres in total, would be very difficult to develop as industrial land. While utilities are adjacent to the property, site development costs would be significant for any type of development. At the industrial rate of return, it was not favorable. For primarily that reason, we support the rezone of this area from industrial to commercial.

The following individuals provided public comment:

- The City of The Dalles City Manager Nolan Young said that the city supports the negotiated agreement. It takes the measured steps in accomplishing some needed changes. As a rural community, the city recognizes the importance of a well managed transportation system for both the economic viability of the community and the livability of its citizens. The city also recognizes the importance of the statewide transportation system and the need to move traffic through the community as well as within it. Long term plans also need some flexibility. The measured step of rezoning 25 acres initially and moving slowly in the overall zone change will allow us to continue to monitor the overall impact to the interchange. The Port of The Dalles supports that the need for commercial land is a little higher than industrial land in the community. The Dalles is developing as a strong regional trading center and has become stronger in this area over the last two to three years. As that continues to happen, it becomes an important part of the economy and also helps the city to take the measured steps toward allowing industrial land that may not be needed for that purpose to transition into commercial land while safeguarding the transportation system.



- Dick Gassman, City of The Dalles, declined to comment as Mr. Young had covered the topics completely.

Commissioner Achterman closed the public hearing at 10:30 a.m.

Commissioner Achterman served on the Governor's Industrial Lands Task Force. She did not want to see the wonderful industrial land base in The Dalles compromised in the face of commercial development. This agreement addresses that concern. The land use laws may need some attention, because it is desirable to have some commercial facilities in close proximity to industrial facilities, so the people who work in the industrial area can remain in the industrial district to conduct daily activities. The Commission is hopeful that the kind of commercial development that occurs in these new commercially zoned lands complements the industrial development rather than generating new, unrelated traffic into the industrial area.

Commissioner Papé moved to authorize the Department to withdraw its appeal to the Land Use Board of Appeals and amend the Oregon Highway Plan to lower the V/C ratio from .85 to .75 for the Chenoweth Interchange ramp intersections with River Road at Interstate 84. The motion passed unanimously.



During the West Eugene Parkway discussion, Chair Foster overlooked that two people were signed up to provide comments. He apologized to Shirley Kalkhoven and Alan Anderson for not recognizing them before the decision was made and thanked Ms. Kalkhoven for her participation on the Northwest Area Commission on Transportation.



Doug Tindall provided a report regarding tolling policy issues. (*Background material and PowerPoint presentation in General Files, Salem.*)

In December, the Department will ask the OTC to approve three policies regarding tolling. Mr. Tindall reviewed past discussions with the Commission about tolling.

Interoperability – In December, ODOT will ask the Commission to approve a policy selecting a technology that is compatible with the technology the State of Washington selected for the Tacoma Narrows Project. That technology is the standard for Washington, and we believe both states will benefit from using the same standard. The reader devices for this technology will also read the transponders that commercial motor carriers currently have installed on their trucks.

Toll Collection Method – The Commission has discussed this previously, but ODOT will not ask for formal policy adoption in December. It needs to be researched a bit more. To date, the Commission has directed staff to ensure that we allow a “pay-as-you-go,” non-electronic form of collection that would not need an in-vehicle device.



Violation Enforcement – This will require legislation because we do not have electronic toll enforcement in state law. The issues include how to go about the enforcement; will enforcement be by video; will there be follow-up; will it be a civil penalty or simply pursuit of collection of the toll; will there be a grace period for the first several months the toll is in place; etc. All these issues need more discussion before the Commission makes a decision.

Customer Service Center – One strategy is to have centers for electronic tolling that process all of the transactions and violations on each project. The second option is to have one center that processes transactions for anywhere we have a toll road. We believe the second option to be a more efficient way to operate in Oregon. The Commission will be asked to adopt a policy for one customer service center for all toll roads. The policy may also say when possible, we partner with the State of Washington to minimize the duplication of effort with “back room” operations as much as possible.

Toll Rate Setting – This is the third policy the Commission will be asked to approve in December. ODOT recommends that the Commission put itself in the position to approve all toll rates. Any sort of rate structure must come to the Commission for consideration.

Pricing Strategies – This option needs more work and discussion with the Commission. Options include time of day pricing, type of vehicle pricing, days of the week pricing, etc.

Access Restrictions or Tolling by Weight Class –We must decide whether we will have toll roads on which only certain types of vehicles are allowed, such as high occupancy vehicles, light vehicles, heavy vehicles, etc. We need to do more work and have more discussion with the Commission before a decision can be made.

As Mr. Tindall stated, the Commission will be asked to approve policies on interoperability, customer service centers and toll rate settings in December. As we move forward into 2007, we will continue discussions on the remaining policies. By adopting the three policies, ODOT will be in a position to provide some direction to its Oregon Innovative Partnerships Program partners so they can provide a recommended strategy to follow for projects such as the Newberg-Dundee Bypass.

Also on the December OTC agenda will be a stage one report from the Oregon Transportation Improvement Group on the Newberg- Dundee project.



The Commission considered approval of an Oregon Transportation Infrastructure Bank loan in the amount of \$3,000,000 to Cascade Sierra Solutions to fund the expansion of the *Everybody Wins* project to the Interstate 5 corridor. CSS funds and installs energy saving, emission reducing equipment on long-haul trucks that use Oregon’s highways. (*Background material in General Files, Salem.*)

Central Services Deputy Director Mike Marsh said that the Lane Regional Air Protection Authority has a program to install emissions and pollution control devices in trucks. This program also reduces fuel consumption, something that we strongly support. A non profit corporation has been established to continue the program (CSS). In June, the Commission shifted \$3,000,000 in OTIB funds to allow for funding a loan. We have worked with the Federal Highway Administration, the Governor's Office and others to ensure this is prepared. We took appropriate actions to reduce risk and to allow for collateral on the program and ensured the program is doing its due diligence on the applications for the fund. Mr. Marsh recommended approval of the loan.

Commissioner Papé moved to approve the \$3,000,000 OTIB loan to CSS for the *Everybody Wins* project. The motion passed unanimously.



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

Several months ago, Stage One of the OTIA III State Bridge Delivery Program was completed. Today we celebrate that completion by recognizing stakeholders who have helped make the program a success:

D.E. Bridges, representing trucking industry  
Craig Campbell, American Automobile Association  
Jessica Adamson, Associated General Contractors  
Willie Tiffany, League of Oregon Cities  
Bob Shiprack, representing labor  
Tim Rogers, Federal Highway Administration  
Mel Sears, American Council of Engineering Companies of Oregon  
Bob Russell, Oregon Trucking Associations  
John Oshel, Association of Oregon Counties

Stage one secured the north-south and east-west routes. This was done through U.S. 97, U.S. 20 and U.S. 26. Securing these routes will continue to allow freight to move, and allows the agency to move to Interstate 84 and Interstate 5 and still provide those key north-south and east-west connections.

While putting this key network into place, on the Mount Hood to Chemult project, we replaced 10 bridges along a 200-mile stretch of state highways in the largest design-build project to date in ODOT history. We completed a \$35,000,000 project in just two-and-a-half years. On that project, we installed the biggest pre-cast, pre-stressed concrete beam ever used on an Oregon highway (Alder Creek Bridge, Highway 26). The beam was built by Morse Brothers, an Oregon firm. One direction the Legislature wanted to go with OTIA III, was not only repairing bridges, but repairing bridges and

stimulating Oregon's economy. We are clearly accomplishing what the Legislature wanted.

We have emphasized context sensitive and sustainable solutions, a strategy for which the Department has won national awards and recognition. When we replace the Zig Zag River Bridge ~ it is a longer, more environmentally friendly, clear span that keeps supporting piers out of the stream beds. We are improving and ensuring freight movement throughout the state in a way that enhances the state's environment.

We saw a huge economic benefit to Klamath Falls where after we hired another Oregon firm as the prime contractor, Hamilton Construction, the company hired several local to the Klamath Falls area subcontractors and materials suppliers.

On one bridge bundle, the agency recycled more than 720 tons of concrete and steel from the Burlington Northern Santa Fe Bridge north of Madras. We are recycling as much as we can possibly use.

The agency is making progress on this program, evidenced by the monthly reports the Commission receives and even more strikingly by the success and completion of all the bridges in Stage One. Mr. Tindall was pleased to deliver to the Commission a north-south east-west route for freight movement through Oregon that will allow us to move forward with the completion of OTIA III.



The Commission confirmed the next two meeting dates as:

- Tuesday, December 12, 2006, in Portland.
- Wednesday and Thursday, January 24 and 25, in Salem.



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

1. Minutes of the October 10-11, 2006, Commission meeting and workshop in Prineville.
2. Resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
3. The following Oregon Administrative Rule actions:

a.	Amendment of OAR 731-146-0010, 731-147-0010, 731-148-0010 and 731-149-0010 relating to adoption of Department of Justice model contracting rules.
b.	Amendment of OAR 734-075-0055 and 734-082-0021 relating to days and hours that hauling restrictions apply to over-width loads.
c.	Amendment of OAR 735-022-0000, 0030, 0040, 0070, 0080, 0090, 735-028-

	0020, 735-040-0030 and 735-158-0000 and the repeal of OAR 735-022-0020 relating to vehicle-related transactions.
d.	Amendment of OAR 735-064-0005 relating to the definition of domestic partner.
e.	Adoption of OAR 737-025-0000 through 737-025-0080 relating to Safe Routes to School grants.

4. Approve financial charges incurred by the three Directors of the Oregon Department of Transportation for the fiscal year ended June 30, 2006.
5. Approve redistribution of \$76,947 Industrial Rail Spur Funds to Coos County, and \$90,750 to Basin Fertilizer and Chemical Company in Merrill, Oregon. The total amount of this request is \$167,697.
6. Approve \$295,100 in Transportation Enhancement Discretionary funds to preserve and rehabilitate the historic Upper Perry (Perry Arch) Bridge in Union County, and amend the 2006-2009 Statewide Transportation Improvement Program.
7. Approve the establishment of a 50 mile-per-hour speed zone on the Salem-Dayton Highway (Oregon 221) from milepost 6.14 to MP 7.19.
8. Approve an amendment to the 2006-2009 STIP to cancel the U.S. 101: Siltcoos River Bridge Project in Lane County. This project is funded with Bridge Program funds and is currently programmed at a total cost of \$4,918,000. The savings will be used to help offset increased costs for the Spencer Creek Bridge replacement project in Lincoln County.
9. Approve an amendment to the 2006-2009 STIP to add the Oregon 74: Willow Creek (Courthouse) Bridge Project in Morrow County, advancing it from the draft 2008-2011 STIP. This project is funded with Bridge Program funds, and total project cost is estimated at \$236,000.
10. Approve an amendment to the 2006-2009 STIP to add the Meda Loop Road-Redberg Road Passing Lane project on the Oregon Coast Highway (U.S. 101) in Tillamook County. Total project cost is estimated at \$645,000.
11. Rescind OTC Policy 2 (Protective Screening Policy for New Overpass Structures), OTC Policy 3 (New Interchanges on Full Access Controlled Highways), and OTC Policy 4 (ODOT Noise Mitigation Policy). Rescission will reduce duplication and potential confusion from multiple directions.
12. Approve an appearance before the November 2006 meeting of the Legislative Emergency Board to deliver a report about the department's efforts to manage the Highway Ending Cash Balance as requested in a 2005 Legislative Budget Note.

13. Approve an appearance before the November 2006 meeting of the Legislative Emergency Board to present the second of two interim reports about implementation of the Oregon Innovative Partnerships Program required under ORS 367.826.
14. Approve an appearance before the November 2006 meeting of the Legislative Emergency Board to request an increase in the Other Funds expenditure limitation for Transportation Program Development, in the amount of \$3,341,799 for the 2005-2007 biennium.
15. Approve an appearance before the November 2006 meeting of the Legislative Emergency Board in response to a legislative request for information about the Oregon Department of Transportation's Workforce Development Plan, Small Business Initiative, Disadvantaged Business Enterprises programs and the Emerging Small Business program.
16. Approve an appearance before the November 2006 meeting of the Legislative Emergency Board for permission to apply, receive and expend a Federal Highway Administration Disadvantaged Business Enterprise Supportive Services grant in the amount of \$800,000.
17. Approve a request to appear before the November 2006 meeting of the Legislative Emergency Board to request an increase to the Preservation Program Legislatively adopted budget by \$47,500,000.
18. Approve a request to appear before the November 2006 meeting of the Legislative Emergency Board to ask for retroactive approval to apply, receive and expend a federal grant in the amount of \$400,000, offered by the Federal Highway Administration. This grant will be used to develop and construct a public rest area on the west side of Interstate 5 at Exit 99 (Douglas County).

Commissioner Achterman moved to approve all the items on the Consent Calendar. The motion passed unanimously.



Chair Foster recessed the meeting at 11:20 a.m.



Chair Foster reconvened the meeting at 11:45 a.m. so that Tim Robbins and Mel Sears could be recognized by Director Garrett and the Commission for their work on Stage One of the OTIA III State Bridge Delivery Program. The other recipients were unable to attend.

The commission commented that OTIA III is a real challenge and is changing the way the Department of Transportation does business. It is great to see this phase

concluded. There is still a large challenge ahead to deliver the balance of it. The Commission is confident that it will be delivered. What really impresses the Commission is that to a great degree the program is using Oregon contractors. Oregon is lucky to have skilled professionals in the state who provide quality service. OTIA III is strengthening the contracting, professional and design communities. This state will come out of OTIA III with a stronger private sector that will continue to deliver projects in the future and benefit the citizens of the state.

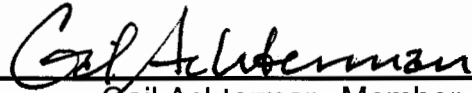
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Chair Foster adjourned the meeting at 11:55 a.m.

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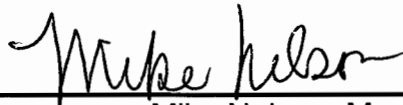
Stuart Foster, Chairman



Gail Achterman, Member



Randy Pape, Member



Mike Nelson, Member

(was not present)

Janice Wilson, Member



Kim Jordan, Commission Assistant