

**OREGON TRANSPORTATION COMMISSION**

**Minutes of the Regular Monthly Meeting  
February 27, 2009  
Salem, Oregon**

On Friday, February 27, 2009, at 2:00 p.m., the OTC and Oregon Department of Transportation staff held a Special Meeting in Room 135 of the Transportation Building, 355 Capitol Street NE, Salem.

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

Chair Gail Achterman	Region 1 Manager Jason Tell
Vice-Chair Michael Nelson	Region 2 Manager Jane Lee
Commissioner David Lohman	Region 3 Manager Paul Mather
Commissioner Alan Brown	Region 4 Manager Bob Bryant
Commission Member Janice Wilson	Region 5 Manager Monte Grove
Director Matt Garrett	DMV Administrator Tom McClellan
Chief of Staff Joan Plank	Technical Services Admin. Cathy Nelson
Deputy Director for Highway Doug Tindall	Public Transit Administrator Michael Ward
Deputy Director Central Services Lorna Youngs	Governor's Sr. Trans. Advisor Chris Warner
Trans. Development Administrator Jerri Bohard	
Communications Div. Admin. Patrick Cooney	
Commission Assistant Amy Merckling	



The Oregon Transportation Commission members participated by telephone.

Chair Achterman called the meeting to order at 2:00 p.m.



The Commission considered approval of a Statewide Transportation Improvement Program (STIP) amendment to a list of State Highway System Projects to be funded by the American Recovery and Reinvestment Act (ARRA).

Deputy Director for Highways Doug Tindall presented two lists for the Commission's consideration. Reduction Option 1 (\$121.4 million) contains projects that can be done by change order, and Reduction Option 2 (\$122.6 million) contains projects suggested by region managers based on priority.

Doug Tindall responded to Commission questions about the lists. He explained that Option 1 was vetted following the basic rule of deferring projects that could be accomplished through a change order that could be let late in the spring. Option 2 had input from region managers. Projects were cut from each region across the state and from project types to achieve a balance. He explained the federal requirements that must be met to assure Oregon does not lose funds to another state.

Vice Chair Nelson noted the importance of equity on project decisions and his support of Option 2. He questioned a possible conflict of interest because he is in the real estate business, but it was dismissed because there aren't any known projects on property for sale by his real estate company.

Commissioner Brown supports Option 2's statewide distribution of funds, which will benefit the whole state and has been created by the people who work with, and live with, these issues every day. Commissioner Brown stated a possible conflict of interest with his business (Les Schwab) and contractors who might use his business for the completion of these projects.

Commissioner Lohman supports the concept of putting out the minimum required for the 120-day period, and then taking the additional time allowed to look at proposed alternatives to highway projects for some of the remaining funds. During the second phase of funding, it will be important to consider region equity and modal equity. Safety and focus on projects that will save future costs are also important considerations. Commissioner Lohman voiced support of Option 2, but questioned a possible conflict of interest, noting that his law firm represents the Rogue Valley Transit District.

Commissioner Wilson believes that all modes of transportation need to be considered and voiced support for Option 2.

Commissioner Lohman moved to approve STIP amendment Option 2. The motion was unanimously approved.



The Commission considered approval of a list of Transportation Enhancement (TE) projects funded by the American Recovery and Reinvestment Act (ARRA).

Doug Tindall and Transportation Enhancement Program Manager Pat Fisher talked about Oregon's portion of ARRA funding, which is expected to be about \$10 million. Ten projects, and one alternative, were selected based on readiness, need, economic impact, and TE program priorities.

Chair Achterman said we must achieve all that we can with the economic stimulus funds to broaden a longer lasting transportation system, achieve economic development, growth and vitality, while still meeting congressional expectations and better competing against other states.

Director Garrett said 13 working days remain until the next commission meeting, at which action will be taken on the remaining stimulus package funds. He emphasized the need to engage people on projects that meet the criteria and standards that have already been set, keeping in mind those projects that put people to work right away.

The Commission concurred with the list. Vice-Chair Nelson moved to approve the TE project list. The motion passed unanimously.

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Public Comment was received:

Senator Rick Metsger applauded the Commission and ODOT staff for a great job of putting the lists together on short notice, and said he appreciates the layered approach to have jobs go out throughout the season and the next couple of years to provide immediate stimulus, along with mid-term and long-term stimulus.

Bob Stacey from 1000 Friends of Oregon spoke to both agenda items, asking the Commission to consider increasing the allocation of resources to non-highway modes.

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Chair Achterman adjourned the meeting at 3:00 p.m.

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Gail Achterman, Chairman

  
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Michael Nelson, Vice Chair

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Janice Wilson, Member

  
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Alan Brown, Member

  
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David Lohman, Member

  
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Roxanne Van Hess, Commission Support