

OREGON TRANSPORTATION COMMISSION

Minutes of the Regular Monthly Meeting August 15-16, 2012 Baker City, Oregon

On Wednesday, August 15, 2012, at 3:00 p.m., the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff held a panel discussion with members of the Northeast Area Commission on Transportation (NEACT), and the Regional Advisory Committee in the Queen City Room, at the Geiser Grand Hotel, 1996 Main Street, Baker City, Oregon. That evening, the commission met for dinner with members of NEACT, the Regional Advisory Committee, and ODOT staff for a no host dinner in the Main Dining Room at the Geiser Grand Hotel.

On Thursday, August 16, 2012, at 8:00 a.m., the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff held a briefing session and reviewed the agenda in the Library of the Geiser Grand Hotel. The regular monthly meeting began at 9:30 a.m., in the Queen City 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 Pat Egan	Communications Division Administrator Patrick Cooney
Commissioner David Lohman	Trans. Development Division Administrator Jerri Bohard
Commissioner Mary Olson	Highway Division Administrator Paul Mather
Commissioner Mark Frohnmayer	Region 5 Manager Monte Grove
Commissioner Tammy Baney	Rail Division Administrator Hal Gard
Director Matthew Garrett	Commission Assistant Jacque Carlisle
Chief of Staff Dale Hormann	

Wednesday, August 15

Chair Egan called the meeting to order at 3:06 p.m.

● ● ● *Workshop Item 1 – Panel Discussion*

The Commission participated in a panel discussion with members of the Northeast Area Commission on Transportation (NEACT). ***(Background materials in Director/Commission/History Center File, Salem)***

NEACT Chair Fred Warner welcomed the Commission to Baker County, and introduced the panel members:

Region 5 Manager Monte Grove
Mike Hayward, Malheur County
Steve McClure, Union County
Terry Tallman, Morrow County
Mary Jo Carpenter, Baker County, and Community Connection of Northeast Oregon
Region 5 Northeast Area Manager Craig Sipp

Background:

In preparation for this meeting, the Commission posed the following questions for the Area Commission on Transportation members to consider as part of the discussion.

1. What does a successful transportation system look like in your community?
2. Recognizing the financial issues that are affecting transportation, what are the priorities for expending these limited funds? What are some of the opportunities and what are some of the threats to these priorities?
3. What has been the economic impact of the transportation investment made in northwest region of the state?
4. How do the roles of the ACTs and advisory committees change in view of Governor Kitzhaber's direction to the Commission? What do you see as some of the opportunities and some of the difficulties in changing the model?

Governor Kitzhaber's six principles to OTC (from Governor Kitzhaber's address to the OTC in August 2011)

- *Do we have the right group of individuals at the table at the beginning of the process to define the problem and solution together?*
- *Should ODOT manage or own the facility or would it be better managed for a diverse set of outcomes by another agency or jurisdiction?*
- *Are we creating programs that do not simply invest in the future of the transportation system but meet a multitude of community objectives?*
- *Does each decision move us closer to a sustainable, safe, low carbon, multimodal system?*
- *Does the decision maximize benefit for the least cost under the limited resources?*
- *Finally, does this decision or policy move us closer to finding a more rational transportation funding mechanism for the future?*

NEACT Chair Warner said the ACT had reviewed the governor's six principles and found they align very well with where they are in Northeast Oregon. After review, NEACT has decided to change its bylaws to add a bike/ped and transit position. The governor's principle to take away silos is a good direction to head in, but they may have some questions about implementation and federal funds.

Steve McClure said NEACT functions very well, but the uncertainty of federal funding is making everyone look at right-sizing. Union County decided to budget without federal funds and feels it can survive 18 months without those funds. Union County was selected as one of the counties for jurisdictional realignment and there are still a lot of questions around that. Its funding source is based on number of revenues and not miles of road, so there's not much incentive to take more miles of road into your system if it's based on the number of vehicles. That is the basic underlying problem with jurisdictional realignments. There is an opportunity to do more operational cooperation that being done as long as we keep in mind that the money that comes to us is for the roads. We need to have conversations with the state and with the smaller cities about the savings that could be had with efficiencies.

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Mike Hayward said NEACT has been extremely successful because of its staff support, which is the glue that holds it together. Membership participation, and public support and attendance at meetings also make the ACT strong. He said there really isn't anything that is more important to people than the transportation system, something they found out a few years ago when they couldn't keep the roads open due to snow. It's vitally important to work on the transportation system, and it's vitally important to look at transportation funding. We need to take off the sideboards and look at opportunities for funding. When asked if there was concern about burnout in NEACT members, he said the bigger risk would be if they felt like their time was being wasted because what they did didn't matter, and that they weren't making a difference.

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Terry Tallman said the relationship has improved over the years by working together to create a better process. The feeling is no longer "this is just another meeting to have a meeting." He also appreciates all the updates from Monte Grove about meetings from around the state. It will continue to be a political thing that we will need to work through. Morrow County works very closely with the area manager on various issues, from park management and tourism, to handling the significant increase in motorcycle traffic. Economic development is vital, and Morrow County is currently working with four or five companies lined up that will seek tax exemptions from the county and/or the state. Morrow County has started the dialog with its cities on looking for efficiencies.

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Mary Jo Carpenter said one of the great things about NEACT is that it made a conscious decision early on to talk about multimodal things. She spoke from a transit perspective as she talked about some of the successes in that area promoting transit options. But she tries to keep a broad mind by also looking at everything from a citizen's perspective. There are concerns about the proposed change to the medical transport program that might pull apart some of the connections that have been made. While she is supportive of pulling away silos, she does not feel the transit piece is cohesive and would like to see that set aside for the moment. It's crazy to abandon a whole infrastructure, which a lot of money, time, human resource, training & knowledge have gone into, to start from ground zero. She

has real concerns about dismantling a brokerage system that continues to improve, and has the expertise to manage what it's doing.

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Craig Sipp, being new to NEACT, said he found it very refreshing and it is a very good working group. It is refreshing to see the different counties come together and work together. He recognized Commissioner Fred Warner for being NEACT's chair for the last three years, and will be stepping down as official chair. Mike Hayward will replace Chair Warner in October. He thanked Chair Warner for an outstanding job done.

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Monte Grove said there has been significant conversation with the ACT about the "Fix-It" and "Enhance" categories, and there is strong consensus that if the Commission is willing to risk giving ACTs this kind of work, they are going to be at the table giving it their best.

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Fred Warner summarized by say that one of the things that is unique about Eastern Oregon is that modernization and preservation conflict a lot. The infrastructure is falling apart, while some really nice roads are being built. As we go forward, the flexibility to move dollars into preservation is something NEACT talks about often. The intent is not to abandon modernization, but to have the flexibility to move funds between projects.

Chair Egan asked for a motion to approve the NEACT Charter. Commissioner Baney moved. Commission members unanimously approved the motion.

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Workshop Item 2 – Panel Discussion

The Commission participated in a panel discussion with members of the Regional Advisory Committee about local priorities and projects. ***(Background materials in Director/Commission/History Center File, Salem)***

Background:

Governor Kitzhaber formed the Oregon Solutions Network and Regional Solutions Teams as an innovative, collaborative approach to community and economic development in Oregon. The state, in partnership with Oregon colleges and universities, established Regional Solutions Centers throughout Oregon. Each takes a bottom-up approach to development projects working at the local level to identify priorities, solve problems, and seize opportunities to complete projects. These centers integrate state agency work and funding to ensure that projects are completed in the most economical and streamlined process possible.

Scott Fairly, Governor's Regional Solutions Coordinator for Eastern Oregon, introduced the Regional Solutions Team and panel members:

- Randy Jones, Department of Environmental Quality
- Grant Young, Department of Land Conservation and Development
- Melisa Drugge, Oregon Business Development Department
- Craig Sipp, Oregon Department of Transportation
- Bob Davies, Eastern Oregon University (EOU) President
- Scott Fairly for Bruce Buchanan, Oregon Housing and Community Services

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Bob Davies started the discussion by talking about the Regional Solutions effort; its goals, services, and benefits to the community and state. He talked about the EOU Internship Program and what the interns are doing to solve real problems that benefit the communities, while also creating a transparency to issues and solutions from multiple perspectives.

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Scott Fairly talked about the Regional Advisory Committee, which is made up of elected city and county officials, representatives from the business sector and higher education to get a foundation made of public, private, and civic members. The committee's job is to identify priorities for the region, working with the economic development districts, and to guide the work of the Regional Solutions Team, and the five core state agencies it represents. The function of the team is also to provide people from the communities of the region a place to address issues and access multisector resources. He also talked about the Oregon Solutions Network, which is the collaboration between Regional Solutions (field staff) and Oregon Solutions and Oregon Consensus, which are the state's collaborative, problem solving, and speed resolution organization.

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Craig Sipp talked about a project that came to the attention of the OTC about a year ago, U.S. 395, between Pendleton and John Day. This corridor is "length restricted," which means only trailers up to 48-feet could go through the corridor, rather than the standard 58-footer. This has had quite an impact to that community and to the businesses bringing goods and services into the community. This was brought to the Regional Advisory Committee, who was able to implement a pilot program to identify specific trouble areas for 58-foot trailers, correct the curve where necessary, and develop a warning system.

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Grant Young talked about one of the priorities set by the Regional Advisory Committee, which is trying to make sure that each community in the region has an adequate supply of employment land, which is those lands used for industrial and commercial use, with the emphasis on industrial lands. This has been an evolving process for many years as far as rule and statutory process requirements. He stressed the importance of the Transportation Growth Management (TGM) Program to that effort.

Chair Egan said TGM program funding is an important issue that needs more discussion. Is this really a procedural or rule barrier, or is something missing in the equation? It may be the common sense approach to some degree, and there's certainly a resource element variable in this equation that's pretty substantial. We want to get to a point where the availability of lands, and having it preset, is not the barrier to economic growth.

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Melisa Drugge discussed a few of the projects funded through the Immediate Opportunity Fund (IOF) Program. One is a laminate company looking to locate in Union County's industrial park, and another is the new hospital being built in Bend. Both projects promoted economic growth and created jobs.

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Randy Jones talked about issues that impact transportation in Eastern Oregon, like a gold mine application for south of Vale and regional economics' impact on vehicle miles traveled. There is also a connection to outcome-based management.

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Scott Fairly spoke on behalf of Bruce Buchanan who could not attend. Workforce housing has long been an issue in Eastern Oregon. One of the big differences between Region Solutions and how things have been done in the past is that Regional Solutions is being proactive instead of reacting when things have happened. The housing story illustrates how Regional Solutions was proactive in solving the problem.

Chair Egan thanked all those who participated in this important discussion.

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Chair Egan adjourned the meeting at 5:26 p.m.

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Thursday, August 16

Formal Monthly Meeting

At 8:00 a.m. the Oregon Transportation Commission and ODOT staff held a premeeting briefing session and reviewed the agenda in the Library at the Geiser Grand Hotel, 1966 Main Street, Baker City, Oregon. Highlights of the premeeting were:

A review of the agenda.

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OTC Workshop – Dale Hormann provided an outline preview of the October workshop.

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September Joint Meeting of the WTC/OTC – Matt Garrett discussed the topics and logistics of the joint meeting between the Washington and Oregon Transportation Commissions in Pendleton on September 19.

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The formal monthly meeting was held in the Queen City Room. Chair Egan called the meeting to order at 9:43 a.m.

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Director's Report

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Federal Transportation Grants

Director Garrett said that thanks to the hard work and hustle from ODOT staff, specifically Travis Brouwer and John Baker, as well as our local government partners, the State of Oregon will benefit from more than \$28 million in Federal transportation grants for more than two dozen projects. These grants will fund everything from major highway projects on I-5, to new buses for transit districts throughout the state, as well as opportunities for covered bridges and trails on the historic Columbia River Highway. The Federal Highway Administration awards Oregon \$15.8 million for 18 projects – the second highest total for any state in the nation, falling behind only California. The Federal Transit Administration chipped in \$12.3 million for bus-related projects.

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LUBA Ruling

The Commission adopted recommended amendments to the Oregon Highway Plan mobility standards on December 11, 2011. These amendments were the culmination of an effort that involved legislative direction through Senate Bill 795, which charged the Land Conservation and Development Commission (LCDC) and the Oregon Transportation Commission (OTC) to form a joint subcommittee to streamline, simplify, and clarify the requirements of the Transportation Planning Rule (TPR) and the Oregon Highway Plan (OHP), and to encourage an appropriate balance between economic development and transportation planning.

After the adoption, David and Joan Setniker and Willamette Oaks, LLC, petitioned LUBA that the amended OHP mobility standards violated statewide planning goals. Direct Garrett reported to the Commission that LUBA ruled against the petitioners and affirmed the OTC actions on July 26, 2012. He noted that he was informed that one of the two petitioners intended to appeal the decision.

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Public Comments

There were no public comments.

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“Enhance” Category Allocations

The Commission continued the discussion on the “**Enhance**” allocation for the 2015-2018 Statewide Transportation Improvement Program (STIP) project selection process, and viewed a presentation on information presented to Area Commissions on Transportation and statewide advisory committees on the project selection process. (**Background materials in Director/Commission/History Center File, Salem**)

Background:

At the Oregon Transportation Commission (OTC) meeting on July 18, 2012, the Commission approved the “**Fix-It**” category of the 2015-2018 process and requested that staff continue the conversation with key stakeholders in the coming months prior to it taking action on the “**Enhance**” category. Since that time, staff met with Area Commission on Transportations, and stakeholders from our modal committees and Metropolitan Planning Organizations.

Transportation Development Division Administrator Jerri Bohard gave a brief overview of the introduction to the “**Enhance**” and “**Fix-It**” categories, the draft timelines, and the application form. She gave a brief recap of comments/suggestions that came out of meetings with the ACTs.

Commissioner Baney suggested sending a letter to the ACTs, (a week prior to meeting with them later this month), acknowledging the progress they have made, and to kick-off the upcoming meetings.

Commissioner Lohman clarified the steps applicants could take if their project was on the 150 percent list, and they want to get it to the 100 percent list. He clarified that we were striving to streamline and reduce the amount of time local jurisdictions have to put into completing the application. Jerri Bohard confirmed that one of the things we are trying to get out of this process is figuring out how much you really need to make the 150 percent determination, and how much you can rely on the scoping.

Highway Division Administrator Paul Mather said program managers are starting to put together "**Fix-It**" lists to give to the ACTs. Staff is looking for ways to be strategic with those funds in a different way, and for ways we can look at cost-cutting between the different categories of funding within the "**Fix-It**" program. He briefly talked about some of the ideas being discussed, like shifting funds between the four "**Fix-It**" categories, looking at strategic corridors, safety programs, and looking at how we manage the system. Staff will continue to put some of these strategies together and will come back to the Commission with its overall strategy to use the limited resources and frame up what it thinks is the best strategy and projections for the 2015-18 STIP.

Jerri Bohard said a lot of the comment letters in the Commission's meeting packet are reflective of the conversation Chair Egan had at the JPACT meeting around the composition of the interim committee for Region 1. She asked how the Commission wanted to proceed with that discussion, or if there was even a need.

Chair Egan responded that procedurally we will finalize in September, and the discussion we had with the folks in Region 1, specifically JPACT, is that given that we have the ACTs fully engaged in this process and we don't have ACT representation in Region 1 for this process we would have a STIP selection committee comprised of four representatives from each of the counties, and at least one city representative from each county, and then representatives of some of the other regional entities: JPACT, Tri-Met, ODOT, Port of Portland, and the City of Portland. The April letter Chair Egan had forwarded to the ACT chairs, seeking broad modal representation and broad geographical representation, along with public/private sector and environmental community representatives, will be handed out. The opportunity going forward will be for the counties to take that into account as they are selecting each of their four representatives. That will be part of the OTC's discussion in September.

Jerri Bohard asked what information the Commission wants for the September meeting. She said her intent is to bring back the information around the "**Enhance**", the regional equity split, the Region 1 intercity discussion, and other programs like the IOF Program and TGM Program. Chair Egan concurred.

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ConnectOregon IV Projects for Funding

The Commission considered approval of 38 *ConnectOregon IV* projects for funding. The *ConnectOregon IV* Final Review Committee recommended prioritized projects numbers 1 through 38. The Final Review Committee recommended \$40 million in project funding and administrative costs plus \$36,333 in existing funds from net bond proceeds, funds generated by loan repayment, and returned or unspent *ConnectOregon I, II, and III* funds. ***(Background materials in Director/Commission/History Center File, Salem)***

Background:

At the Oregon Transportation Commission (OTC) meeting on July 18, 2012, the Commission received the *ConnectOregon IV* Final Review Committee's prioritized project list, and heard public comments regarding the *ConnectOregon IV* project selection process. The *ConnectOregon IV* Final Review Committee recommended \$39,536,333 in project funding, plus \$500,000 in administrative costs using net bond proceeds, funds generated by loan repayment, and returned or unspent *ConnectOregon I, II, and/or III* funds. Total proposed *ConnectOregon IV* funding is \$40,036,333.00. The Multimodal Transportation Fund has money available to meet the Final Review Committee's funding request of \$40,036,333.00 for the 38 projects and administrative costs.

Transportation Development Administrator Jerri Bohard said that with the Commission's approval of the 38 *ConnectOregon IV* projects and administrative costs totaling \$40,036,333.00, the Active Transportation section of ODOT will start the 180-day period to work with each of the applicants to develop the grant agreements.

Commissioner Lohman noted that at last month's hearing, some concern was heard about a particular project, and he thinks it is fair to say the Commission and ODOT staff seriously thought through those concerns. Chair Egan said he reviewed the project and found it typical of the type projects being sought in that it did not serve just one need or one industry or commodity, it was a broad based proposal, it serves a broad set, and it had substantial community buy-in. While the opponents of the project had some legitimate points about a broader market dynamic, it is not necessarily the Commission's position to judge winners and losers in that infrastructure, which is a key community asset. From a project standpoint, he is very comfortable that the project is right on target for *ConnectOregon IV*.

Commissioner Olson moved to approve the projects for funding. Commission members unanimously approved the motion.

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Oregon State Rail Plan

The Commission received an informational overview on proposed development of the Oregon State Rail Plan, and considered approval of the draft membership structure for the

Oregon State Rail Plan Steering Committee. *(Background materials in Director/Commission/History Center File, Salem)*

ODOT plans to initiate a public process to develop a comprehensive State Rail Plan for Oregon that:

- Sets forth state policy involving freight and passenger rail, including commuter rail operations;
- Identifies statewide rail policies, programs, strategies and potential funding sources;
- Presents strategies to enhance rail service in Oregon that benefits the public, including improvements in connectivity to transit and other modes of transportation;
- Serves as the policy basis for federal and state rail investments throughout Oregon; and positions Oregon to meet challenges and opportunities facing the rail system, the broader transportation system, and economic and sustainability objectives.

The Commission viewed a PowerPoint presentation on the Oregon State Rail Plan Project given by Rail Division Administrator Hal Gard and Jerri Bohard. Highlights of the presentation were:

- A review of Oregon's integrated transportation planning process.
- Requirements and objectives of the plan:
 - System profile and analysis
 - Statewide rail policies, programs and strategies – public benefits
 - Connectivity to other modes
 - Policy basis for federal and state investments
- The process:
 - Consultation and approval from Federal Rail Association
 - Public involvement outreach
 - Drafting a steering committee
- Steering Committee membership will include representatives from railroad providers, governmental representatives, stakeholders, and advisory groups
- Overview of previous work done and a review of current projects

Commissioner Baney gave a reminder of the need to be sensitive that there is significant voice in membership from across the state, but not so much that it becomes unmanageable. She asked if work already done at a local level, like the Central Oregon Rail Plan, would be folded into this plan. Hal Gard said local plans would be incorporated into the state plan.

Commissioner Lohman asked that copies of the 2001 Plan, the regional rail plans, and today's presentation be send to him for review.

Chair Egan suggested a posting on our website of the various plans for people to link into, and asked about the role of a consultant going forward. Hal Gard said Cambridge

Systematic is the consultant, and with approval of the stakeholder committee, will start work in earnest.

Public comment was received from David Arnold who spoke in support of rail service in Eastern Oregon and the need for a feeder line from that area to the rest of the state.

Commissioner Lohman moved to approve the draft membership structure for the Oregon State Rail Plan Steering Committee. Commission members unanimously approved the motion.

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Consent Calendar

The commission considered approval of the Consent Calendar. ***(Background materials in Director/Commission/History Center File, Salem)***

1. Approve the minutes of the July 18, 2012, Commission meeting in Keizer.
2. Confirm the next two Commission meeting dates:
3. Wednesday, September 19, 2012, meeting in Pendleton
4. Wednesday and Thursday, October 16-17, 2012, annual workshop and meeting, in Silverton
5. Adopt a resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
6. Approve the following Oregon Administrative Rule:
 - a. Adoption of 735-030-0105 relating to DMV registration card and information required by the Department.
 - b. Adoption of 740-035-0005, 740-035-0015, 740-055-0025 and the amendment of **740-040-0070** relating to motor carrier accounts.
 - c. Amendment of **740-200-0030** relating motor carrier registration refunds and transfer of fees.
7. Request to approve the 2013 Oregon Traffic Safety Performance Plan and to authorize the Transportation Safety Division's Administrator to sign necessary agreements to carry out projects in the safety program.
8. Request to approve the proposed proclamation for Governor Kitzhaber's and Secretary of State Brown's signatures designating Oregon Teen Driver Safety Week, October 14 - 20, 2012, in support of National Teen Driver Safety Week, as proclaimed by U.S. Congress.
9. Approve a request to appear before the Oregon Legislative Joint Ways and Means Committee to request permission to apply for a fuels tax evasion grant from the Federal Highway Administration (FHWA). The grant amount is for \$250,000 and will be applied toward the procurement of an electronic fuels tax system.
10. Approve a request to amend the Multnomah County - Townsend Business Park Immediate Opportunity Fund (IOF) grant conditions. The amendment will allow job

growth from other companies located in the Townsend Business Park to meet the job requirements cited in the current agreement. The IOF grant was for \$500,000.

11. Receive a report from the work group created by House Bill 3185 (2011) to evaluate and recommend changes to the Driver and Motor Vehicle Services (DMV) At-Risk Driver program for reporting drivers whose medical impairment may affect their ability to operate a motor vehicle safely.
12. Receive an informational report regarding the recommendations for the Metro Scenario Planning Rules. Approve an Oregon Department of Transportation (ODOT) letter of support to Land Conservation and Development Commission (LCDC) for the draft rules. The language to clarify the rules applies to the Metro area only, and the manner of adoption of the scenario is through the Metro framework plan.

Commissioner Baney moved to approve Consent Calendar items as stated. Commissioners Egan, Olson and Frohnmayer unanimously approved the motion. Commissioner Lohman abstained from voting.

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Columbia River Crossing Project

The Commission received an informational presentation from the project team about the Columbia River Crossing project. ***(Background materials in Director/Commission/History Center File, Salem)***

Columbia River Crossing Deputy Project Director Kris Strickler introduced ODOT's Chief Financial Officer Les Brodie to discuss funding sources for the project. Highlights of the discussion were:

- Three funding sources: 1/3 each federal, state, and tolling.
- Funding schedule timeline
- Bistate tolling setting
- Statewide tolling responsibilities
- Toll-backed bonds
- Types of toll-backed bonds
- TIFIA loan
- Considering bistate toll setting structures
- Draft toll policy and outreach development schedule
- 2012 next steps
- Toll-setting structure options
 - Separate state bonds and joint toll-setting with a "tie breaker."
 - Separate bond issues with joint toll-setting
 - Washington issues all toll-backed bonds and sets tolls - *Chair Egan said we need to be clearer on the second bullet under Policy Considerations for this bullet.*

After discussion, Commissioner Lohman clarified that the preferred method to cover the one-third of the project cost related to tolling would be as much TIFIA financing as possible, supported further with GO bonds. However, fallback positions must be considered because there is no guarantee of receiving TIFIA funds. Les Brodie said that was correct.

Chair Egan expanded that the TIFIA Program has been dramatically expanded on a federal basis, and ODOT has been at the table throughout. The federal government knows this project is coming and has clearly said this is a preferred project, and exactly the kind of project they would like to take advantage of the TIFIA program. We are extremely well positioned, and the expectation is that we will have a toll-backed program through TIFIA to fund that 33 percent, or maybe more.

Timing is an issue. To be in line for TIFIA funding, the application needs to be submitted by the third quarter of 2013, and an agreement between Washington State and Oregon will have to go through full legislative cycles in Washington to be enacted. The timeline is now to start addressing some of the questions highlighted.

Chair Egan proposed staff draft a letter for the Commission to consider putting in front of the Washington Commission that says, these are the principles by which we want to move forward on this project, and this is the manner in which we want to come to some level of agreement in how we are going to operate. We need to decide which option is preferred before the joint meeting in September.

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Chair Egan adjourned the meeting at 2:00 p.m.

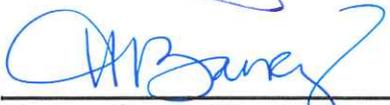
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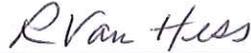

Pat Egan, Chair


David Lohman, Member


Mary Olson, Member

By phone 
Mark Frohnmayer, Member


Tammy Baney, Member


Roxanne Van Hess, Commission Support