OREGON TRANSPORTATION COMMISSION

Minutes of the Regular Monthly Meeting
January 16, 2013
Salem, Oregon

On Wednesday, January 16, 2013, at 9:00 a.m., the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff held a premeeting briefing session and reviewed the agenda in Room 240, the Stuart Foster Conference Room at the Transportation Building, 355 Capitol Street NE, Salem, Oregon. Highlights of the premeeting were:

A review of the agenda. The Commissioners expressed several views of agency performance measures, and what they would like to see tracked, for example, sustainability and greenhouse gas reduction. The Commission discussed the recent letter from the Secretary of Transportation and Homeland Security supporting the Columbia River Crossing, and the need for quarterly updates on the Pioneer Mountain/Eddyville project.

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Legislative Committee Assignments – Betsy Imholt presented legislative committee assignments for the upcoming session of the Oregon Legislative Assembly.

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Preview of Revenue Forecast – Darryl Ficker summarized the pending release of the State Highway Fund Revenue Forecast and characterized it as "flat."

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The regular monthly meeting began at 10:38 a.m. in the Gail L. Achterman Conference 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:

Commission Chair Pat Egan
Commissioner Dave Lohman
Commissioner Mary Olson
Commissioner Mark Frohnmayer
Commissioner Tammy Baney
Director Matthew Garrett
Chief of Staff Dale Hormann
Trans. Development Div. Admin. Jerri Bohard
Communication Div. Admin. Patrick Cooney
Region 1 Manager Jason Tell
Region 2 Manager Sonny Chickering
Region 4 Manager Bob Bryant
Commission Assistant Jacque Carlisle

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Chair Egan called the meeting to order at 10:38 a.m.

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Director's Report

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Commissioner Lohman Service Award

Director Garrett acknowledged a significant achievement. He presented Commissioner Lohman a service pin for five years of service as a Commissioner on the Oregon Transportation Commission. Commissioner Lohman was appointed February 18, 2008, by Governor Ted Kulongoski.

Director Garrett said one need only read Commissioner Lohman's bio to understand he is a very accomplished individual. Dave Lohman holds degrees from Yale and the University of Michigan, and began practicing law in 1981. He has held senior management positions at the Port of Portland and Oregon Economic Development Department, and has served on the congressional staff of U.S. Congressman John Dellenback and the professional staff of the U.S. Senate Appropriations Committee.

Director Garrett said the words that come to mind when he thinks of Dave Lohman are intelligence, dedication, compassion, modesty, and, above all, integrity. In his five years on the Commission, Dave Lohman has left a positive and lasting mark, on the Commission as a body, its policy direction, ODOT as an agency, and on the director himself.

Director Garrett congratulated Commissioner Lohman on his years of service, saying we were blessed to have him on the OTC, and presented him a small cake for his birthday, which is coming up on January 21.

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DMV Receives Gold Donor Designation Medal of Honor

Oregon DMV received a Gold Donor Designation Medal of Honor from Donate Life America in recognition of its role in registering people for organ donation through driver license and ID card issuance. Donate Life Northwest presented DMV Administrator Tom McClellan with the medal at its "Lifesaver's Breakfast" at the Oregon Convention Center in Portland on Nov. 14.

Whenever people apply for an Oregon driver license, instruction permit or ID card, DMV field office staff asks if they would like a "D" printed on their card to indicate their desire to be an organ donor. About 400 DMV Field Services employees at 60 offices throughout

Oregon are the driving force behind asking customers the question and registering people for the donor program.

States receiving medals reached the top tier in at least three of five key categories. Gold medals reflect achievement in all five areas, silver in four areas, and bronze in three. Oregon was among 10 states to receive the gold medal.

Roughly 2.2 million of Oregon's 3.1 million drivers and ID card holders are registered as organ donors. About 71 percent of Oregon residents aged 18 years and older are registered donors, putting Oregon among only five states that exceed the 70 percent level.

Since 1975, DMV has been the main gateway for organ, eye and tissue donors in Oregon. In fact, 98.6 percent of those who sign up for the state's donor registry come through a DMV office. The remaining 1.4 percent registers directly with Donate Life Northwest via online or paper forms.

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State Rail Plan

Director Garrett said a significant milestone has been reached with the Rail Plan with the first meeting of the Rail Plan Committee scheduled for tomorrow. The Passenger Rail Investment and Improvement Act of 2008 (PRIIA) tasks states producing a State Rail Plan to establish policy, priorities and implementation strategies for freight and passenger rail transportation. ODOT received a Federal Railroad Administration (FRA) grant to assist in developing a comprehensive State Rail Plan consistent with PRIIA and with Oregon's own requirements for multimodal transportation planning. The State Rail Plan is expected to:

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

The Oregon State Rail Plan Steering Committee is a group of very knowledgeable and diverse stakeholders, and will be led by Commissioner Lohman as chair. ODOT is working to have a draft plan ready by the end of the year. The formal public review and comment period is anticipated in early 2014, with OTC consideration and potential adoption planned for mid-2014.

In addition to the steering committee, ODOT will take advantage of the Area Commissions on Transportation (ACTs), Regional Solutions Teams, stakeholder groups and others to encourage effective public involvement. Work on the State Rail Plan is in addition to several other rail projects currently under way across Oregon. Most notably, the Oregon

Passenger Rail Project is currently studying ways to improve intercity passenger rail service along the Portland to Eugene corridor. The Oregon Passenger Rail Project is more detailed than the State Rail Plan and focuses on important decisions that will result in a Tier 1 Environmental Impact Statement (EIS) for the Willamette Valley corridor.

The project teams from both the State Rail Plan and Oregon Passenger Rail projects are coordinating the two efforts as much as possible. Staff is working to coordinate data and baseline information, stakeholder requests and other information to provide consistent messages and an efficient process.

During the month of January, ODOT has hosted open houses from Eugene-Springfield to Portland for the Oregon Passenger Rail project. The open houses provide the public a chance to learn about the project, see the preliminary evaluation of a range of possible rail route options, and provide feedback on these results. In addition, ODOT hosts an online open house during January in order to reach a broader audience; it's already had over 200 visitors in just a few days.

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Public Comments

Public comment was received from David Bowman who spoke on the importance of maintaining Highway 101, which is vital to the coastal economy.

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Proposed Legislative Changes – Key Performance Measures

The Commission received an informational update on ODOT's Key Performance Measures, and discussed proposed changes for the upcoming legislative session. ***(Background materials in Director/Commission/History Center File, Salem.)***

Background:
The Oregon Transportation Commission (OTC) is updated on the department's key performance measures twice per year. Because there was no update at the June 19, 2012, OTC meeting, this update reviews new data available since the January 25, 2012, meeting, and provides an overview of the status of the measures. The report includes an overview on three new key performance measures being proposed in the 2013- 15 agency budget, regarding employee safety, incident response and bridge condition.

Deputy Director for Central Services Clyde Saiki introduced Performance Measurement Manager Scott Bassett, Highway Division Administrator Paul Mather, Rail Division

Administrator Hal Gard, and Safety Division Administrator Troy Costales. Highlights of their presentation on ODOT Performance Measures were:

- 23 of the 28 publicly reported measures are at or within five percent of the target, and are either holding steady or making progress.
- 17 of the measures have performance improvements.
- ten of the measures have future targets that are more ambitious than the current year.
- two measures are between 5 and 15 percent of target (Impaired Driving and Incident Response).
- three measures are more than 15 percent from the target (Traffic Injuries, Jobs from Construction Spending, and Construction Project Completion Timeliness).
- new legislative measures:

  Incident Response -- The new Incident Response measure tracks roadway clearance and reports the percentage of lane blocking crashes cleared within 90 minutes.

  Bridge Condition – The new Bridge Condition measure tracks the percentage of state highway bridges that are not distressed.

  Employee Safety – The new Employee Safety measure reports the Employee Disabling (time loss) Claims Rate per 100 ODOT employees.
- Operational Efficiency Measures - Some examples of internal efficiency measures from the 2011 Sustainability Program Progress Report

  Building efficiency – 16 percent reduction in kWh-per-square-footage of facility space over the Calendar Year 2004 baseline. This was achieved through energy efficiency upgrades, but also because of ODOT employees who conserve energy by turning off computers and lights.

  Paper efficiency – 58 percent increase in electronic bids from 2008 when the electric bidding option became available reduces paper use both internally and externally (371 out of 639 bids received were electronic).

  Fleet efficiency -- 3,426 pieces of motorized equipment include five all electric vehicles, 19 hybrid or Plug-in Hybrid Electric Vehicles, 70 LPG (propane) powered vehicles or equipment, 206 E-85 vehicles, 860 diesel powered vehicles or equipment using 37 percent B-20 biodiesel equivalent.

Hal Gard spoke about the Rail Crossing Incidents performance measure, which has moved from "Red" status (beyond 15 percent of target), to "Green" status (within 5 percent of target.)

Troy Costales talked about the changes in figures for property damages and injuries, that are the result of new data capture process that captures significantly more data.

Commissioner Lohman asked if there was "one thing" we could do in addition to what is currently done that would bring traffic injury numbers down. Troy Costales said the area that is going to see more exposure is the vulnerable road user, those in alternate transportation modes sharing the same roadways. This includes walkers, scooters, skaters, bicyclists, etc. We need to gather more data, and provide educational outreach.

Commissioner Olson asked if the Transportation Safety Division was working in conjunction with city transportation departments and their safety departments to bring a unified message to the public. Troy Costales responded that Transportation Safety has resources available for a local entity, county commission, city council, or local traffic safety committee when there is an interest. Commissioner Olson said she would like to know which entities have safety departments and which don't.

Paul Mather spoke about the Construction Jobs and Project Completion Timeliness performance measures, which are both in the "Red" status. Project completion timeliness is a measure we struggle with. We could drive to meet the on-time requirement, but we might compromise or make decisions that are not right for the project, community or ODOT.

Commissioner Olson said a good performance measure to start tracking is our communication efforts on those projects where the original timeline is significantly different.

Clyde Saiki concluded by saying a research project that began July 2, 2012, will complete a top-to-bottom review of the department-wide measures and make recommendations for new outcome-based management and system monitoring transportation performance measures. We plan to have the research project wrapped up within a year, year and a half.

Chair Egan said he comes from an organization where if a goal is missed by even .00001 percent, you did not meet the goal. From an accountability standpoint, we need to figure that out. He said there is some really good stuff in the report, and the administrative staff behind it is critical for gathering the data. For the most part, ODOT does very well compared to national standards, and we should footnote that in the report.

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JTA – OR 219 Maintenance Outsourcing Pilot

The Commission received an informational presentation on the Jobs and Transportation Act (JTA), OR 219 Maintenance Outsourcing Pilot from Highway Division Administrator Paul Mather and Region 2 Maintenance and Operations Manager Vivian Payne. ***(Background materials in Director/Commission/History Center File, Salem.)***

Background:
The 2009 Jobs and Transportation Act (JTA) required the Oregon Department of Transportation (ODOT) to undertake a six-year pilot project to contract out the maintenance of a 10 to 30-mile section of highway.

ODOT selected a 26-mile segment of OR 219 from Scholls, north of Newberg (mile point 10.05) to about one mile west of Interstate 5 at the Marion County line near Woodburn (mile point 36.05). The highway segment was selected for the pilot project based on the following criteria:

- *Requires continual regular and monthly maintenance work*
- *Requires maintenance for a majority of features on Oregon's highway system: electrical, signs, culverts, bridges*
- *Has environmental challenges, a good representation of most Oregon highways*
- *Good proximity to contractor community and near population centers to encourage competition*
- *Good proximity to ODOT district office and good visibility for the traveling public*
- *Requires reasonable winter maintenance without requiring vast initial contractor investment in winter equipment (i.e. a $500,000 snow blower)*

ODOT completed the procurement process, selected a best value contractor, and entered into a six-year contract in 2012 to meet the requirements of the JTA. The first two years of the contract are complete, and the contractor's performance has been acceptable.

Paul Mather and Vivian Payne gave an update on that pilot project. Highlights of the presentation were:

- background on ODOT costs
- pilot contract awarded to Eagle-Elsner
- status update
- accomplishments – the contract is two years into the six-year contract
- performance measure – cost
- expenditures: major surface, minor surface repair, litter pickup, delineator maintenance, spraying, brush cutting, striping, minor sign installation, clean/reshape ditch, clean minor culvert and inlet
- quality rating – level of service
- misc: winter maintenance, flooding, incident response, drainage installation, vegetation management, guardrail repair
- next steps

- lessons learned

Commissioner Baney asked if there was a reduction in cost because often, she said, you end up absorbing, through the public service model, the costs that are associated with a project such as this because the workforce is already out there and crews are diverted from other areas to do the work. Vivian Payne responded that the cost to pay for this project comes off the top of the maintenance limitation. The contractor does not have a full-time dedicated staff.

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CRC Approvals

The Commission considered a request for approval of two items: a) adoption of findings related to the review of a proposal to authorize the Columbia River Crossing (CRC) project as a tollway project, and b) approval of the resolution designating the Columbia River Crossing project as a tollway project under ORS 383.015. ***(Background materials in Director/Commission/History Center File, Salem.)***

Background:
The CRC project is a bistate, multimodal corridor improvement program that has been in development for a number of years. The project's chief objectives are to improve safety, reduce congestion, and increase mobility for motorists, freight traffic, transit riders, pedestrians, and bicyclists along a five-mile section of the Interstate 5 corridor connecting Vancouver, Washington, to Portland, Oregon. The project will be funded by federal sources (transit and highway), state funds (Oregon and Washington) and tolls.

Under ORS Chapters 383 and 184, the Oregon Transportation Commission (OTC) has the responsibility for and authority over tolling. In accordance with Washington law, the Washington legislature designated the CRC as an eligible toll facility during its 2012 session. OAR 731-040-0050(7) requires that a tollway project authorization be consistent with tolling and pricing policies of the Oregon Transportation Plan (OTP) and the Oregon Highway Plan (OHP).

The proposal is solely for the authorization of a tollway project. The setting of specific toll rates will be a subsequent step to be taken jointly by the Commission(OTC) with the Washington State Transportation Commission (WSTC) under processes set out in a bistate tolling agreement the OTC approved in December 2012.

The requests were presented by Columbia River Crossing Deputy Project Director Kris Strickler and ODOT Programs and Economic Analysis Unit Manager Robert Maestre. Kris Strickler gave a brief background on the purpose of the project, and Robert Maestre talked about the next step in the process. Highlights of their presentation were:

- a project of national significance
  - critical link between Canada and Mexico dependent on an old, vulnerable bridge

    - connects interstate system with access to deep water shipping, up-river barging, two ports, two water-level rail lines, and air transport
    - one of the worst freight bottlenecks in the nation
    - $40 billion in freight crosses bridge annually; $71 billion by 2030
  - critical I-5 problems
  - public process to develop solutions
  - long-term solution
  - project benefits
  - project schedule
  - investment grade analysis
  - 2013 next steps

Kris Strickler and Robert Maestre responded to questions from the Commission.

Chair Egan summarized that tolls will be set at some point, precompletion. The crossing has had tolls in the past, 66 years ago, and this is a standard way to pay for large facilities. Commissioner Olson noted that toll rates are set in conjunction with the State of Washington. It is a joint tolling rate process.

Commissioner Lohman moved to approve adoption of findings related to the review of a proposal to authorize the Columbia River Crossing (CRC) project as a tollway project. Chair Egan and Commissioners Baney, Frohnmayer, and Olson unanimously approved the motion.

Commissioner Olson moved to approve the resolution designating the Columbia River Crossing project as a tollway project under ORS 383.015. Chair Egan and Commissioners Baney, Frohnmayer, and Lohman unanimously approved the motion.

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Office of Civil Rights Update

The Commission received an informational update on the Office of Civil Rights (OCR) from Chief of Staff Dale Hormann and Office of Civil Rights Manager Michael Cobb.
(Background materials in Director/Commission/History Center File, Salem.)

Background:
The Office of Civil Rights supports the department's mission through programs that ensure equality, and assist minorities, women, low-income, disadvantaged and disabled individuals. Its programs provide access to services and economic opportunities through jobs or contracts with the agency.

The OCR manages programs at the federal level including workforce development, small business development, and Title VI/Environmental Justice. In addition to the federal programs, OCR manages the Emerging Small Business (ESB) program, authorized in state

statute. In the interest of fostering equal opportunity for all groups in contracting, and maximizing opportunities for women and minorities, OCR partners with a host of external small business and workforce development organizations, and all agency divisions and highway regions.

Michael Cobb gave a presentation on the Office of Civil Rights (OCR). Highlights of the presentation were:

- OCR programs
- workforce and small business development
- workforce support
- outreach
- small business support services and initiatives
- challenges
- Oregon Small Business Growth Initiative

Director Garrett said the Department of Transportation is at the tip of the spear, and very aggressive at bringing in not only business partners, (prime contractors and small businesses), but also bringing in its sister agencies. This is an enterprise opportunity for the State of Oregon, and ODOT brings in a lot of that opportunity in terms of how much money flows in from what we put on the ground. In addition, some of the lessons learned and successes we have attained certainly have application for the overall enterprise as we engage that conversation.

Commissioner Lohman said it's in our interest to build those relationships and partnerships. If we can build those businesses so we have more competition in an industry that is getting more and more consolidated, it's in our interest to have a lot more businesses doing the work.

Commissioner Olson said the OCR is doing very hard work because it is dealing with startup companies and people who are, in some cases, ambivalent about what they can and can't do.

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STIP Amendments

The Commission considered a request for approval to amend the 2012-2015 Statewide Transportation Improvement Program (STIP) to increase funding on the existing Pioneer Mountain-Eddyville project Phase 2, and add three new phases (projects) to complete the overall Pioneer Mountain-Eddyville Project:

- Increase Phase 2 by: $39,316,000
- Add Phase 3: $77,821,000
- Add Phase 4: $21,936,000
- Add Environmental Mitigation Phase: $2,750,000

(Background materials in Director/Commission/History Center File, Salem.)

Background:
U.S. 20, the Corvallis to Newport Highway, is a major route connecting the Willamette Valley (Interstate 5 Corridor) with the central Oregon coast (U.S. 101 Corridor). The Pioneer Mountain to Eddyville project is intended to replace an existing 10-mile segment on mostly new alignment reducing the length to 5.5 miles. It will eliminate several hairpin turns that do not accommodate interstate trucks and that have been a concern for motorists traveling this corridor. It is the last major project to upgrade the U.S. 20 corridor to modern safety and design standards.

The original project was started as a design-build contract in 2005. The original contract authorization was $140 million. In October 2007, work was halted as the contractor and ODOT negotiated the costs to mitigate landslides. Work resumed in May 2008 and the Commission added approximately $46 million to the contract for landslide mitigation work. Under the design build contract, more than half of the construction of the new alignment was completed. Work on the unfinished segment was suspended again in February 2010 when the contractor notified ODOT that bridge columns in four drainages were out of plumb. ODOT and the Design Builder entered negotiations on costs to complete the project. On May 2, 2012, after reaching a negotiated settlement with the previous Design Builder, ODOT took control of the project and completed design of the first phase of renewed construction. The Design Builder had been paid approximately $173 million as of May 2012. As part of the negotiated settlement, the Design Builder agreed to pay ODOT $15 million, and both parties waived any claims against each other. To date, ODOT has received $13 million; $2 million remains and must be paid to ODOT by May 2, 2013, per the settlement agreement.

At the December 19, 2012, OTC meeting the department outlined five options to move forward. Option 1 consisted of staying the course and opening the road in 2015. Option 2 delayed the road opening and provided more time for an observational approach in identifying landslide mitigation repairs. Option 3 included realigning the curves on the existing U.S. 20. Option 4 included widening the curves on the existing U.S. 20. Option 5 would abandon the project and identified estimated costs to rehabilitate the project site. Also, under options 3, 4 and 5, the Federal Highway Administration would likely ask that we return any federal funds spent on the unused portion of the new alignment. To date we have spent approximately $130 million of federal funds on the project.

ODOT recommends Option 2. It minimizes the cost to complete the project and reduces the geotechnical risks. This would bring the total cost of the project to $365,768 million which includes $15 million in contingency funds. Any unused funds from this project will be returned to the STIP for the OTC to reallocate.

Highway Division Administrator Paul Mather continued the conversation that started at last month's OTC meeting when the Commission directed staff to pursue Option 2. The Commission also directed staff to bring back a more refined proposal of how to proceed with the project in a slowed down pace that would allow taking advantage of some of the learning gained as technology helps us understand how the landslides and so forth react.

He talked briefly about ODOT's approach to the project and gave a review of the project to date and the three new phases.

Chair Egan asked Paul Mather to talk about the change in project costs from last month to this month. Paul explained that the project cost has gone down by about $20-25 million because there is a better understanding of construction staging, which will save about $20 million, and the remaining savings is a result of refining the data and understanding the landslides. Paul also discussed how practical design has been applied to the project.

Chair Egan said the Oregon Coast Range is probably one of the most difficult places in the state to manage and oversee a project. He asked about the possibility of have some third party review of the project going forward. Paul Mather explained that for the last several months the Federal Highways offices out of Vancouver and Denver have provided oversight in the project. FHWA staff from these two offices is expert in this type of landslide mitigation, and the FHWA has a vested interest given the federal funds expended. FHWA would serve a good role for us on progress and decision making around the landslide mitigation. The individuals out of these FHWA offices are very familiar with this project and could offer us great insight and feedback.

Commissioner Lohman clarified that decisions will be made along the way, and that approving this today does not bind us to any particular date to proceed, but rather will make adjustments along the way as they make sense.

Commissioner Frohnmayer is still very uncomfortable with the cost of the project, and he wants to make sure we are doing everything we can to balance the very real needs of mobility in that corridor, with the realities of our funding situation. He asked Paul Mather to try and get a clear answer from the Federal Highway Administration on how much of the $130 million federal funds would have to be paid back if we do something that solves some of the mobility and safety issues, and uses some of the new alignment.

Public comments were received from:

- David Gomberg, Oregon State Representative (District 10) restated District 10's strong support for Option #2. While public safety is absolutely critical, the ripple effect on economic development at the coast is also an issue. When the new terminal at the Port of Newport is up and running, about 50-70 log trucks per day will come through. Because the current stretch of road can't accommodate vehicles over 53 feet, these 50-70 vehicles will have to take the long way around through Lincoln City, Depoe Bay, and downtown Newport, causing a rippling effect on traffic issues and livability issues. While this is a big ticket item, there is the offset that if we look at options 3, 4, and 5, we're looking at potentially $130 million of that $142 million going back to the federal government.

- Doug Hunt, Lincoln County Commissioner, spoke very heartily in support of Option 2 for three reasons; safety, environmental issues, and economic development.

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Sandy Roumagoux, Mayor of Newport, echoed the above comments in support of Option 2. This road is an economic lifeline that must be supported, but safely.

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Bill Bain, Lincoln County, emphasized that this highway is the economic lifeline and partner project to many other things that have been put together by the ports, cities, and counties. There have been miraculous economic improvements in the area, and this is a partner project they have been depending on to fill out that total package.

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David Bowman, coastal resident, said one thing brought out today, that has been lacking in the conversation so far, is the geology going on at this sight. He asked why there was no geological report to explain why the landslides occur. There are only three reasons landslides occur, and he does not understand why the delay is needed because those reason should have been analyzed in the very first design of the project. If it wasn't done, why not, and is this having an undo effect on the coastal community?

Commissioner Lohman clarified that he is voting yes on the entire project, but with the understanding that there will be opportunities along the way to be briefed on what staff is learning, and options staff comes up with as we learn these new facts. That way the Commission will have the opportunity to look at this along the way, and assure itself that it's doing the right thing in terms of a long-term solution to the problem.

Commissioner Olson moved to approve Option 2 for the Pioneer Mountain/Eddyville Project. Commissioners Lohman, Frohnmayer, Egan and Baney unanimously approved the motion.

Chair Egan thanked the community for turning out as much as it has for this issue. It is very important to hear the community clearly, and have that level of engagement.

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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 December 19, 2012, Commission meeting in Salem.

2. Confirm the next two Commission meeting dates:

    - Wednesday, February 20, 2013, meeting in Salem
    - Wednesday, March 20, 2013, meeting in Salem

3. Request approval to adopt a resolution for authority to acquire real property by purchase, condemnation, agreement or donation.

4. Request approval of the following Oregon Administrative Rules:
   a. Amendment of 734-030-0005, 734-030-0010, 734-030-0015 and the adoption of 734-030-0016 relating to rest areas.
   b. Amendment of 735-062-0080 relating to waiving commercial driver's license (CDL) skills test for drivers with military Commercial motor vehicle (CMV) experience.
   c. Amendment of 740-200-0010, 740-200-0020 and 740-200-0040 relating to the annual readopting of International Registration Plan (IRP), International Fuel Tax Agreement (IFTA) and Heavy Vehicle Use Tax (HVUT) regulations.

5. Request approval of temporary amendments to OAR 740-060-0030, 740-060-0040 and 740-060-0080 relating to intrastate household goods transportation regulation to correct deficiencies and protect consumers.

6. Request approval of the Oregon Transportation Commission (OTC) 2012-2013 Work Plan.

7. Request approval of the assignment of the *Connect*Oregon IV grant application from Tarr Acquisitions, LLC, to Tarr Terminals, Inc.

Commissioner Baney moved to approve the Consent Calendar. Commissioners Olson, Egan, Lohman and Frohnmayer unanimously approved the motion.

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Chair Egan adjourned the meeting at 2:43 p.m.

Pat Egan, Chair

Tammy Baney, Member

David Lohman, Member

Mark Frohnmayer, Member

Mary Olson, Member

Roxanne Van Hess, Commission Support