

OREGON TRANSPORTATION COMMISSION

Minutes of the Formal Monthly Meeting September 18-19, 2013 Ashland, Oregon

On Wednesday, September 18, 2013, at 12:00 p.m., the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff held a local project briefing in the 3rd Floor Elkette Room, at the Ashland Elks Lodge, 255 E. Main Street, Ashland, Oregon. At 1:15 p.m., they boarded a bus and viewed selected local projects. At 2:45 p.m., the OTC and ODOT staff participated in a workshop and panel discussion with members of the South Central Oregon Area Commission on Transportation (SCOACT), and the Rogue Valley Area Commission on Transportation (RVACT) in the 3rd Floor Lodge Room at the Ashland Elks Lodge. That evening, the Commission met for dinner with members of SCOACT, RVACT, and ODOT staff for a no-host dinner at The Peerless Restaurant, 265 4th Street.

On Thursday, September 19, 2013, at 8:00 a.m., the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff held a premeeting briefing session and reviewed the agenda in the Crystal Room at the Ashland Springs Hotel, 212 E. Main Street. The regular monthly meeting began at 9:30 a.m., in the 3rd Floor Lodge Room at the Ashland Elks Lodge, 255 E. Main Street.

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	Rail and Public Transit Div. Admin. Hal Gard
Commissioner Dave Lohman	Highway Division Administrator Paul Mather
Commissioner Mark Frohnmayer	Region 3 Manager Frank Reading
Commissioner Mary Olson	Region 4 Manager Bob Bryant
Commissioner Tammy Baney	Rogue Valley Area Manager Art Anderson
Director Matthew Garrett	South Central Area Manager Butch Hansen
Chief of Staff Dale Hormann	Commission Assistant Jacque Carlisle
Trans. Development Div. Admin. Jerri Bohard	
Communication Div. Admin. Patrick Cooney	

Wednesday, September 18

Chair Egan called the meeting to order at 2:53 p.m.

Chair Egan introduced Jackson County Commission Chair Don Skundrick, who welcomed the OTC to Jackson County, and talked about the long-standing tradition of cooperation that has existed between Jackson County and ODOT. He recapped some of the projects that have resulted because of that relationship. Chair Skundrick gave special thanks to ODOT's Paul

Mather, Monte Grove, Art Anderson, and Frank Reading, saying that without their help to local government, a lot of things would not have got done.

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Workshop #1

The Commission received an informational transportation overview about the State of the System report from ODOT Director Matthew Garrett. (***Background materials in Director/Commission/History Center File, Salem.***)

Background:

The State of the System report provides an overview of the significant trends and challenges affecting Oregon's multimodal transportation system. The seven goals of the Oregon Transportation Plan are:

- 1. Mobility and Accessibility*
- 2. Management of the System*
- 3. Economic Vitality*
- 4. Sustainability*
- 5. Safety and Security*
- 6. Funding the Transportation System*
- 7. Coordination, Communication and Cooperation*

Presentation:

The State of the System presentation highlighted key trends and challenges within each goal listed above, and described how the Oregon Department of Transportation and the OTC are working to address them. Highlights of the presentation were:

- The seven goals of the Oregon Transportation Plan (OTP)
 - mobility and accessibility – efforts that supports transportation choices
 - Salem multimodal hub
 - management of the system – maximize current infrastructure
 - tools to maximize use include using variable speeds, ramp meters, ODOT Incident Response, and *TripCheck*
 - tools to prolong life of infrastructure
 - economic vitality
 - ODOT Capital Construction programs
 - projects completed on time and on budget
 - sustainability
 - recycled materials
 - electric vehicle charging stations
 - safety and security
 - fatal crashes per 100 million miles
 - seismic lifeline routes
 - funding the transportation system
 - Oregon fuel sales

- projected bridge and pavement conditions
- coordination, communication, and cooperation
 - Area Commissions on Transportation (ACTs)

Discussion:

Director Garrett spoke about some of the comments ODOT has shared with the Oregon Legislative Assembly over their last several meetings. There are major trends that are affecting the way ODOT does business and the transportation system as a whole. These trends affect providers and users alike and include:

- changing demographics with the population migrating to urban areas
- population growth anticipated to be 41 percent by 2030
- revenue realities – at best a flat plateau
- inflationary cost of daily business
- debt service
- growth and the cost of doing business – state revenue is used to pay personal services costs, and state revenue is down
- people are driving fewer miles, so less gas tax
- uncertainty at the federal level
- aging infrastructure

These trends create formidable challenges to the transportation sector as a whole.

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Workshop #2

The Commission participated in a panel discussion with members of the South Central Oregon Area Commission on Transportation, (SCOACT), and considered approval of SCOACT’s updated charter. ***(Background materials in Director/Commission/History Center File, Salem.)***

Background:

Lake County Commissioner Brad Winters chairs SCOACT, and Klamath County Commissioner Dennis Linthicum is vice-chair. SCOACT is responsible for Klamath and Lake Counties.

SCOACT members presented the revised SCOACT Charter. On August 3, 2012, the ACT increased voting membership from 26 to 29. The new members include one representative each from: ADA – “SPOKES”, Airports (Klamath Airport – existing member Klamath City Mgr. or designee), Rail (Lake Railway – existing member Lake County Commissioner), Bicycle/Pedestrian (Klamath County Bike/Ped Advisory Committee), Freight/Trucking (BearCat Trucking). Also added as nonvoting members the: Bureau of Land Management (BLM), and the United States Forest Service (USFS).

In preparation for this meeting, the commission posed the following questions for the ACTs members to consider as part of the discussion.

1. *Give us your thoughts on how the **Fix-It/Enhance** STIP process worked? What worked well? What need improvement? Did the process enable selecting strategic projects that meet multiple community objectives?*
2. *As the OTC, we struggle with the balance between maintaining the transportation assets we have and expanding the transportation system. What does this balance look like in South Central Oregon?*
3. *As we look to find new revenue for transportation, what are the key opportunities for transportation investments to help the economic situation here? What investments covered meet the statewide needs?*
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?*

Discussion:

The discussion began with introduction of the panel members participating in the discussion:

Brad Winters – SCOACT Chair and Lake County Commissioner

Dennis Linthicum – SCOACT Vice-Chair and Klamath County Commissioner

Butch Hansen - ODOT South Central Area Manager

Brad Winters started the conversation by saying the South Central Oregon ACT functions quite well, but does face the challenge of any volunteer board of getting people to the table, like Union Pacific Railroad and some of the tribes. But most times, a complete quorum is met, with well-rounded representation from the modes.

Dennis Linthicum said the interesting part is all the different modes eating out of the same oat bucket, and deciding which is more important in the area. While there is a leaning toward the migration of freight, and moving goods and services in and out of the area, there is also good engagement with the airport and bike/ped groups.

Brad Winters talked about his thoughts on the STIP process, saying the ACT needed more direction on issues like statewide significance and a few other specifics. He said it all comes down to one thing – the \$19 million for that area. The STIP process and criteria went well. However, the outcome isn't exactly what the OTC needs to take to the legislature because there are big projects out there that aren't even considered. A lot of projects were thrown out, and it's a challenge to put all that work into the process, and then to come back and put projects of statewide significance above all of the projects except for one.

Dennis Linthicum said the process forces members to be polite, but stressed the need to bring up any objections early in the process. It's worse to have an item get on the board, and politely voted on, just to have everyone mad three meetings later when the item is still on the board, and it doesn't count.

Butch Hansen said the process was the first time the ACTs were engaged in the STIP process. The feedback he received from most participants was that they appreciated being able to participate. MAP-21, and the direction to put everything into one bucket, makes it hard to find a balance when you have rural areas looking for Safe Routes to Schools funding, or small communities looking for transportation enhancement funding, going up against highway centric or statewide significant projects. We've brought the modes on board, and we don't want to pit them against each other.

Commissioner Lohman said it was a conscious decision to mix modes, (and the challenge of having to mix local and state considerations), to put ACTs in the position of having to look at all those things. He asked if that mixing of the modes in one bucket, and the mixing of local and state, is a good thing or would the ACTs rather go back to the old way?

Brad Winters said they should be able to do it okay, but there has to be a precedence set. The ACTs want to be able to help bike and ped, and all other modes, but there needs to be guidelines on what the State of Oregon's priority is because it does get pretty political at times.

Dennis Linthicum said he would like to see guidelines more in light of metric, where we can actually talk about ton miles or vehicle miles, because it is very difficult to measure in terms of a Safe Route to School project, or a Highway 97 passing lane project. It's like talking alfalfa and butter. Both are relevant and important, but they don't mix. A metric where we can measure and respond in terms of an A project for Safe Routes, a B project for Safe Routes, or a C project for freight, where we get to score it and then rank it so all the A projects rise to the top and the Bs and Cs fall in line.

Commissioner Lohman asked for recommendations on how the ACTs think the 20-percent funds should be spent.

Brad Winter said he would like to see consideration go to DSTIP shelf-ready projects or to one project on a main corridor that would make a lot of difference. We can take a little bit and throw it all around the state, or you can throw it into one main corridor project to reduce congestion or increase safety.

Dennis Linthicum said the ACT sees strategic benefits to Highway 97 as a secondary north/south route, and would like to increase passing lanes. At the same time, DSTIP dollars could be used for connecting the I-5 corridor to Highway 97, and those passes and those roads would be a perfect arena to use that 20-percent money and provide some of those cross east/west routes, while we continue to hammer away at the north/south routes. That would be a very strategic use of the funds.

Commissioner Olson said, that when talking to the legislature, it is important to not just say we need more money, but rather to say we need money for *this*. Having DSTIP projects in the works gives us a better story when we go to the legislature, and it unites ODOT and the ACTs in partnership.

Commissioner Baney said she appreciated the candid remarks from participants, and agrees it's important to have DSTIP projects ready to go. What we don't see with the current structure of the STIP, is the fact that when you talk about Highway 140, you're talking about weight and length restrictions and how that can take capacity off Highway 97, and that while that actually enhances, we wouldn't see that with the list of priorities. It almost seems that it's not a priority, but really, it's such a priority.

Commissioner Baney asked for comments about the discussion to blur the lines between the *Fix-It/Enhance* categories in some of the more rural areas. Is that something that would be a benefit? Dennis Linthicum said it would be more attractive to blur the line as long as there is some freedom and latitude to move left and right to utilize those monies in ways the local community thinks are more valuable. Brad Winters said he goes back quite a few years and feels it's a little easier if there is a separate pot of dollars. Butch Hansen said that if you blur the line, it's going to have to be a very collaborative effort for the region, and for the state, because you have to balance the needs of a low-volume road, which may not have been resurfaced for 20 years, against a more high-volume road that has a lot more traffic. Sooner or later you're going to have to pay; it's just trying to find that balance.

Chair Egan concluded by thanking the ACTs for all the discussion and hard work done, and asked the Chairs to take that back to the members.

Action:

Commissioner Baney moved to approve the updated SCOACT charter. Commission members unanimously approved the motion.

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Workshop #3

The Commission participated in a panel discussion with members of the Rogue Valley Area Commission on Transportation, (RVACT), and considered approval of RVACT's updated bylaws. (*Background materials in Director/Commission/History Center File, Salem.*)

Background:

RVACT co-chairs Mike Montero, representing Jackson County, and Stan Wolfe, representing Josephine County, presented an overview of the ACT's accomplishments of the past two years. RVACT is responsible for Jackson and Josephine Counties.

RVACT's updated bylaws were presented. In 2013, the ACT increased voting membership to 29. The new members include one representative each from: Rogue Valley Transit District, Rogue Valley International-Medford Airport, and the Central Oregon and Pacific Railroad. Other stakeholders include representatives from trucking (1), bicyclists and pedestrians (1) and three members from each county representing the private sector (6).

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. Give us your thoughts on how the **Fix-It/Enhance** STIP process worked? What worked well? What needs improvement? Did the process enable selecting strategic projects that meet multiple community objectives?
2. As the OTC, we struggle with the balance between maintaining the transportation assets we have and expanding the transportation system. What does this balance look like in Southern Oregon?
3. As we look to find new revenue for transportation, what are the key opportunities for transportation investments to help the economic situation here? What investments covered meet the statewide needs?
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?

Discussion:

The discussion began with introduction of the panel members participating in the discussion:

Stan Wolfe – RVACT Co-Chair

Mike Montero – RVACT Co-Chair

Darin Fowler – Grants Pass Mayor and Mid-Rogue MPO Chair

John Stromberg – Mayor of Ashland

Al Densmore – City of Medford ACT member

John Vial – Jackson County Public Works Roads and Parks Manager

Mike Quilty – Rogue Valley MPO Chair and ACT member

Art Anderson – ODOT Area Manager

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Art Anderson gave a brief review of the RVACT annual report and advised the Commission on revisions made to the ACT's bylaws. The biggest change to the bylaws that needs to be noted was removal of the "equity resolution" which was basically a way to allocate money between Josephine and Jackson Counties. This came about at the same time the OTC decided on this new way to fund projects. This reflects the maturity of the ACT and the trust factor.

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Mike Montero said RVACT is challenged by current funding constraints and those that are projected to follow. There is the ongoing challenge of trying to meet an equity goal that was never a suballocation of funds, but historically, there's been a commitment between the two counties to try to achieve that equity goal, within the framework of the criteria provided. The mere fact that I-5 runs through the middle of metro Jackson County, while in Josephine County it skirts around the metro area, creates a different set of challenges. The other thing important to understand and own up to, he said, is that when we received direction from the OTC on reformulation of our voting, we struggled with it. But those changes have now been adopted.

With regard to the *Fix-It/Enhance* programs, the ACT understands that the process is evolutionary, and there will be changes and refinements. He commended ODOT for its leadership, because while the direction was to bring forward the best projects, and to select projects that were jurisdictionally blind, the notion is that while ODOT makes policy and sets criteria, the leadership was that maybe the ACTs would come up with a model they hadn't thought of. One thing that would help the ACTs, in terms of guidance, is for the Commission to understand that whatever projects the ACTs submit, there needs to be some nexus to its contribution to the performance of the state system.

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Stan Wolfe welcomed the OTC to southern Oregon on behalf of RVACT.

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Darin Fowler said the Mid-Rogue Metropolitan Planning Organization (MPO) was just formed so it is still at the discovery phase of finding out how the MPO is going to enhance the transportation system. Josephine County, Grants Pass in particular, is outgrowing the 'South Y' cutoff, where I-5 cuts to the coast and to the Applegate wine valley. One of their main concerns is that this project keeps getting left behind.

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John Stromberg said the OTC did something visionary when it created the ACTs. It wasn't at all clear that there wouldn't be chaos when that decision-making was decentralized. This STIP process, the ACT worked through a fairly challenging prioritization of projects, and put together a bundle that was a united product that everyone supported, and that dealt with a lot of different needs and different kinds of projects. Then it went through the scoping process, and when it was brought back, the whole bundle came apart under the pressure of increased costs produced by the scoping. What was interesting was that when we looked at the effect on what we had left, it wasn't just that the priorities had shifted and we had to move things around, we lost that quality of the original thing that brought us together as an ACT. The ACTs have to be able to find genuine consensus, which has broad support, for this whole process of ACTs and OTC to function.

RVACT will work its way through this, and the OTC may be able to help with some of the 20-percent money. It's important to recognize that for RVACT, this process actually worked. John said the assumption he brought to the process, when he joined the ACT five years ago, was that deals had to be made in the back room. He now realizes that this process is worked out in front, in full session of the ACT, and Oregon has some values that have been lost in big states like California. People here deal with each other with integrity, and trust, and when regional groups like this come together, there is a real effort to make sure that everybody's interests are balanced and taken care of. People don't just fight for what they want themselves. It's important not to underestimate how valuable and how significant that is. As we adapt to this new environment, we must strive to preserve that quality.

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Commissioner Olson said John Stromberg was not the first person to say that projects fell apart when scoped, and asked how that happens. Is information old, or is there something ODOT could be doing to give better information going forward? She wants the legislature to be realistic about what it costs, and to know that ODOT isn't lowballing projects and that we are being prudently realistic about the cost of those projects.

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Mike Montero said that when applications are submitted in the future, there likely will be more attention paid to the source and quality of those applications. We have learned that the expectations created once a project is submitted, can become pretty toxic when compared to the reality.

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John Vial said the estimates provided, in many cases, simply were not accurate. In some cases, the ACT feels ODOT inflated costs unnecessarily, in some cases the local government is simply poor at putting estimates together, and in some cases the estimate was pretty good for a product the ACT was delivering, but for a product that ODOT is delivering, might cost more. What can help in the future is some clearer guidance on how cost estimates are developed, who is responsible for developing those, and what input ODOT has early on in that process, so when ACTs bring forward the projects and numbers it is happy with, they don't come back with a scope that looks nothing like the product submitted.

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Al Densmore thanked the Commission for the new process. It was difficult to work with, he said, but you won't find any other state in the country that's willing to share its resources with localities, and trying to improve localities and the state system at the same time. That is really significant. With regard to doing away with specific pots of money for the **Fix-It/Enhance** programs, he said that, unfortunately, that has the tendency to put those smaller key projects on the same table as, and competing with, larger projects. That's very difficult on the process. When considering how to use the set-aside funds, he suggested looking for those really good local projects that have a nexus to the state system and didn't get funded.

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John Vial mentioned a few opportunities in the **Fix-It** category that the OTC should continue to look at, such as partnership opportunities with local governments regarding projects that could be explored further. Many years ago, ODOT formed a partnership with Jackson County where they worked together. Jackson County has been chip-sealing the roads in southern Oregon for many years. There are opportunities around the state for similar kinds of partnerships. Breaking that culture is not easy, and takes strong leadership to do so. But when that leadership exists, there are opportunities to partner to do some of those things that can enhance the **Fix-It** program further. Teaming up on projects between ODOT and local government can open some real opportunities. In the small towns, often you don't need to add a whole lot of money to a **Fix-It** project to make it feel like an **Enhance** project to that community.

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Mike Quilty said RVACT was one of the first ACTs created, and since its inception the ACT and the MPO in the Rouge Valley have been partners. We share things, and the members that sit on the ACT are often the same people that represent their communities at the MPO. We share our problems, and we share our solutions. He talked about some of the successes of the ACT.

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Mike Montero said the challenge of trying to compare a freight project, to a trail project, or to a transit project is a challenge. In the Rogue Valley, transit doesn't just provide for the transportation disadvantaged, but is also strategic to the area's ability to maintain access to funds. The performance of the transit district is integral to meeting alternative measures that have been adopted into all of our comprehensive plans.

When the transit district offered a project for an automated fare collection system, many of the commissioners asked what that had to do with transportation. The fact of the matter is that the transit district struggles to maintain itself in the face of escalating costs. The cost savings from that investment wasn't just an enhancement for the district, it was really an enhancement in maintaining its feasibility to provide a broader array of regional values.

RVACT asks that, if the OTC is looking for a place to use some of those discretionary funds, in addition to recognizing it as an important project to backfill those dollars, recognize it for what it really is, and that is perhaps the most profound statement we can make with regard to the cultural investment that has been made here in 15 years.

The last portion of this agenda item was not captured on audio tape.

Action:

Commissioner Baney moved to approve the RVACT updated bylaws. Commission members unanimously approved the motion.

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Chair Egan adjourned the meeting at 5:40 p.m.

Thursday, September 19

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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 Crystal Room of the Ashland Springs Hotel, 212 E. Main Street, Ashland, Oregon. Highlights of the premeeting were:

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A review of the agenda – Matt Garrett reviewed the upcoming agenda.

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OTC Workshop – Dale Hormann handed out the latest draft agenda for the October Workshop to be held at the Oregon Gardens in Silverton on October 9-10.

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Kuebler – Matthew Garrett provided an update on where the department is in the unsolicited proposal process with regard to the Kuebler Boulevard proposal in Salem

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The formal monthly meeting was held in the 3rd Floor Lodge Room of the Ashland Elks Lodge, 255 E. Main Street, Ashland. Chair Egan called the meeting to order at 9:48 a.m.

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Director's Report

Coos Rail Line

On August 23, 2013, the Oregon International Port of Coos Bay and Coos Bay Rail Link, operator of the port-owned rail line from Eugene to Coquille, celebrated completion of track rehabilitation funded through a \$13.5 million TIGER II Grant, by staging a train ride followed by an appreciation ceremony in Coos Bay. Federal, state and city officials, county commissioners, rail shippers and contractors, local businesses, and civic leaders were invited to ride a special inspection train from Gardiner Jct., near Reedsport, to Coos Bay.

After arrival in Coos Bay, guests and members of the public gathered in the pavilion on the bay front boardwalk to hear several speakers comment on the importance of the railroad to Oregon's South Coast economy, and to witness presentation of plaques to three entities instrumental in the acquisition and preservation of the line. A plaque recognizing the continuing support of the Oregon Transportation Commission and the Oregon Department of Transportation was accepted by a representative of ODOT's Rail and Public Transit Division.

Plaques were also awarded to the Maritime Administration of the U.S. Department of Transportation for administration of the TIGER II and SAFETE-LU grants for track structure rehabilitation, and Business Oregon for assistance in acquiring the Eugene to Cordes portion of the Coos Bay line previously owned by Central Oregon and Pacific Railroad. A similar event is planned for late August 2016 to commemorate the 100th anniversary of the line's existence.

GHSA - Peter K. Rourke Special Achievement Awards

Director Garrett said another of ODOT's outstanding employees received national recognition recently. In August, the Governors Highway Safety Association (GHSA) presented five of its Peter K. O'Rourke Special Achievement Awards for outstanding highway safety accomplishments during the previous calendar year. Steve Vitolo from the Transportation Safety Division received one of those five coveted awards.

Vitolo was nominated for the award by the Oregon State Police, for his work in leading the "E-Crash and E-Citation Program." This is a best in class traffic analysis system that is helping law enforcement and traffic safety officials identify and take action to address crash 'hot spots' and problem drivers in *days* rather than *months*. This electronic system immediately records, stores, and shares crash and citation information, enabling law enforcement officials to work faster and smarter.

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NextGen Leadership Award

GovLoop and Young Government Leaders have recognized Jyll Smith, stakeholder engagement specialist at the Oregon Department of Transportation, with their prestigious 2013 NextGen Leadership Award for her work on the OTIA III State Bridge Delivery Program, a \$1.3-billion program repairing and replacing hundreds of aging bridges across the state.

Smith was chosen from more than 300 nominations across the country for the work she has done as a public affairs specialist with the Oregon Transportation Improvement Act Bridge Program. Citing examples of her ability to reach out to the public and stakeholders through new and innovative methods, (including online open houses, a project blog and social media), as well as her ability to bring people together with divergent views and form successful partnerships, the nomination was well-received by the judges.

“Smith was the first virtual winner who also garnered the highest votes,” said Steve Ressler, founder and president, GovLoop. “She received the highest scores across the board and two nominations.”

The Next Generation of Government Leadership Award is sponsored by the Young Government Leaders Association and GovLoop. It recognizes a government employee between the ages of 20 and 39 who displays these characteristics:

- Expresses an early and passionate commitment to improving the public sector through collaboration, streamlining and process innovation
- Shows professionalism, competence and the ability to create and implement innovative methods in the work environment
- Demonstrates aptitude and willingness to lead through challenges and pave the way for current and future young public employees
- Embodies a collaborative nature by sharing knowledge and experiences across agency and departmental boundaries and bringing individuals together across institutional and functional boundaries in order to build capacity, efficiency or community

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Senate Bill 408

Senate Bill 408 has passed, specific to the various disciplines of access management, looking at existing and unpermitted connections to the state highway system and at facility planning. SB 408 also looks at how access management engages in the project delivery discipline. Staff will be working to define the intent of the bill, and how to apply the statute to rule.



Public Comments

Public comment was received from Chair Egan who spoke briefly about the Historic Columbia River Trail that was dedicated this past weekend. He noted that this is ODOT's 100-Year anniversary as a department, which really kicked off with that project. The bike/walking trail, from Cascade Locks to Troutdale, is planned to ultimately extend to Hood River and beyond. This international jewel also relates to the work Travel Oregon is doing in terms of the economic impact of the particular types of cycle travelers coming into the Gorge.

Allocation of Congestion Mitigation Quality (CMAQ) Funds

The Commission considered approval of a Compressed Natural Gas (CNG) Infrastructure Program not to exceed \$4 million in federal Congestion Mitigation Air Quality (CMAQ) funds to spur clean technology in Oregon, and to reduce transportation-related emissions. The Oregon Department of Transportation (ODOT) will issue a statewide request for proposals for the installation of CNG infrastructure projects, and the ODOT director will approve funds to be awarded to successful applicants. ***(Background materials in Director/Commission/History Center File, Salem.)***

Background:

Three primary Oregon transportation policies encourage action to increase the use of alternative transportation fuels and reduce transportation emissions. Each relies on or provides some emphasis on CNG to meet emissions reduction goals. The 2012 Governor's 10-Year Energy Action Plan calls for conversion of 20-percent of Oregon's large fleets to alternative fuels in the next 10 years. In the Statewide Transportation Strategy, the Oregon Transportation Commission (OTC) envisions a 60-percent reduction in transportation greenhouse gas (GHG) emissions by 2050. That strategy includes more effective, efficient and cleaner transportation systems, vehicles, and fuel technologies, as well as continued management and optimization of urban land use. The Oregon Clean Fuels program, administered by Oregon Department of Environmental Quality, calls for a 10-percent reduction in roadway fuel CO2 emissions by 2022. For all three policies to be successful in achieving these emissions reduction goals, it will require multiple technologies, including numerous strategies for each aspect of the transportation sector.

The purpose of CMAQ is to fund transportation projects or programs that will contribute to attainment or maintenance of national ambient air quality standards. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly administered the CMAQ program, and in July 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) reauthorized the program. ODOT allocates CMAQ funds in Oregon on behalf of the Federal Highway Administration (FHWA) and Federal Transit Administration. According to the FHWA's CMAQ guidelines, alternative fuel projects are an eligible activity, and "refueling facilities" are

specifically included. MAP-21 placed a special emphasis on natural gas infrastructure as a mitigation measure for air quality emissions.

CNG makes up less than 0.01-percent of national transportation fuel use, but has the potential to represent a much larger percentage in future years. Based on average prices in 2012, CNG is 42-percent less expensive and reduces carbon dioxide emissions by more than 20-percent compared to a gasoline-gallon equivalent. The U.S. Department of Energy Information Administration (EIA) and Alternative Fuels Data Center (AFDC) report that in 2011 Oregon had 1,452 CNG vehicles, served by 14 fueling stations. Only three of these fueling stations in Oregon are publically accessible. Oregonians could reduce annual transportation fuel costs by more than \$300 million per year if just 10-percent of Oregon on-road transportation fuel (200 million gallons) was provided by natural gas. In addition, the use of natural gas as a transportation fuel can reduce greenhouse gas emissions by 20 to 30-percent when compared to diesel and gasoline. Statewide build-out of CNG fueling infrastructure will also support development of renewable natural gas (RNG) as a transportation fuel. The fueling systems and vehicle technology for CNG and RNG are identical, although processing RNG comes at a higher cost.

ODOT's Request for Proposals (RFP) will be open to public and private entities for projects that would provide CNG fueling infrastructure. The projects must be related to transportation and reduce air quality emissions. Projects will be selected on whether they can meet criteria, including but not limited to, reduction of greenhouse gases and consistency with the Governor's Energy Plan. Applicants must provide a cost share, agree to maintain the infrastructure, and demonstrate their readiness to use and/or distribute CNG. The agency director will approve all funds to be awarded to successful applicants.

Discussion:

Transportation Development Division Administrator Jerri Bohard presented the request for approval of a CNG Infrastructure Program and a statewide request for proposals for installation of CNG infrastructure projects. This is to spur clean technology in Oregon and reduce transportation-related emissions, and fits with the Governor's Energy Plan, the Statewide Transportation Strategy, and DEQ calls for reduction in emissions.

Commissioner Lohman said this is an appropriate complement to ODOT's installation of the charging stations for electric vehicles around Oregon.

Commissioner Baney said she worries about spurring the market with public funds, and asked how we know fueling stations being set up are appropriately able to engage other types of technologies that come along so we don't end up with a variety of different stations to service the different technologies. Also, part of the process comes out of capturing landfill gases to create CNG product, and she asked if we are looking at where those projects are happening and how we get that product to market? Jerri Bohard responded that part of the criteria will be about feasibility, which will address site location. This proposal is not just around CNG, you can use the same facilities for RNG.

Public comment was received from:

•
Mike Montero, Board Chair of the Rogue Valley Clean Cities Coalition, spoke in support of the program.

•
Victor Bautista said he represents Avista Utilities, a 125-year-old, Spokane-based electric and natural gas utility that serves communities throughout eastern Washington, northern Idaho, and parts of Oregon, including southern Oregon. For the past year, Avista has had formal discussion with Rogue Disposal about meeting its CNG need. Initially, Rogue Disposal considered building a smaller CNG facility, but instead approached Avista to be a partner for a future commercial CNG station open to the public. It realized the opportunity existed to help other fleets contribute to a cleaner air shed for the community.

It was determined that Avista's participation warranted the building of a station in White City, which is in the vicinity of fleets for Rogue Disposal, Jackson County and ODOT. While projected fuel consumption for Rogue Disposal is significant, it may not be enough to meet PUC's regulation that Avista's capital investment stand on its own without requiring subsidy. Avista is actively talking with other public and private fleets to secure participation, and is interested in pursuing CMAQ funding.

Mike Montero and Victor Bautista answered questions from the Commission on potential total usage, miles-per-gallon rates, CNG versus RNG use, and price stability.

Action:

Commissioner Baney moved to approve the Compressed Natural Gas (CNG) Infrastructure Program, not to exceed \$4 million in federal Congestion Mitigation Air Quality (CMAQ) funds. Commission members unanimously approved the motion.

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20-Percent Discretionary Funds

The Commission continued discussion on, and considered concurring with, policy direction for the development of a project list to use the 20-percent of **Enhance** Funds (approximately \$42 million) set aside for the Oregon Transportation Commission (OTC) selection of projects. **(Background materials in Director/Commission/History Center File, Salem.)**

Background:

*The Commission began its discussion on the use of the 20 percent **Enhance** funds at its August OTC meeting in Burns, Oregon. Staff provided some possible scenarios for the use of these funds that ranged from distributing funds to the regions to augment their **Enhance** funds, to identifying strategic statewide projects that may or may not have been included in the process, to using these funds to build a shelf of projects to leverage future revenue opportunities.*

As the discussion continued, the OTC requested that staff further assess how it might be possible to use some of the funds to develop and construct statewide important projects that also acknowledged the importance of these transportation projects to the state's economy. Based on this previous discussion, staff proposes that region managers provide a potential list of projects based on the direction below to the OTC at its November meeting. Recognizing the limited funds, (\$42 million) each region will develop a 150-percent list based on the regional equity split for the region, and will prioritize its list and provide rationale for the prioritization.

Each project, whether being considered for development or construction, will need to meet the following criteria:

- *Consistent with the priorities of the Area Commission on Transportation (ACT) in the region.*
- *Consistent with statewide plans policy direction from the Oregon Transportation Plan and the Freight Plan.*
- *The proposed project is located on either a statewide or interstate route, or the project needs to justify why it is of statewide importance.*
- *The proposed project is a freight route or a part of the National Highway system.*
- *The benefits to the proposed project go beyond the area in which it is located, and the proposal describes those benefits.*
- *The appropriate planning work for the proposed project has been completed and has been vetted as a priority, with a description of those efforts provided.*
- *The proposed project can articulate how it benefits safety.*
- *The proposed project can articulate how it benefits all modes.*

Region managers will share their proposed development or construction projects and prioritization with their ACTs.

*At the November OTC meeting, a proposed draft STIP will be provided that includes both the regions' 100-percent **Enhance** list and the project list for use of the Commission's 20-percent **Enhance** funds.*

Discussion:

Highway Division Administrator Paul Mather started the discussion on the 20-percent **Enhance** funds, set aside for the OTC to fill any gaps as we go through the new process, by talking briefly about the process to this point. He noted one change to the agenda letter: the fifth bullet, on Page 2, will add the wording, "primarily an assessment of the economic benefits," to focus the benefits on the economic side.

Transportation Development Division Administrator Jerri Bohard said that as we went through the process, we recognized that the **Enhance** process eliminated a number of programs from MAP-21, like Safe Routes to Schools and Scenic Byways.

The education portion of Safe Routes to Schools was retained by augmenting Traffic Safety's budget. A review of projects in Region 5 identified five projects with a bike/ped component and within one mile of a school system, which is a good indication the Safe Routes to Schools

infrastructure is being addressed. There were no applications relevant to scenic byways, part of which is due to a need for educational outreach to the ACTs. The Transportation Development Division made the commitment to continue publishing the Scenic Byways magazine.

Commissioner Olson asked for region managers' thoughts about planning processes we should be starting for future projects that aren't as well developed in scoping. Will we have opportunities for DSTIP projects out of this process? Paul Mather responded there would definitely be a considerable amount of projects on the DSTIP.

Commissioner Lohman asked if planning money would be used without identifying a project, or would all planning money be tied to a project. Paul Mather explained that there would probably be a mix where some might be tied more to a need than a specific solution, with other tied more to a specific project.

The Commission discussed methods of capturing an all-inclusive list of projects, from those considered too big realistically, to those considered too small to count. This will be carried over to next month's workshop.



Oregon State Rail Plan Update

The Commission received an informational update on the development of the Oregon State Rail Plan from ODOT Public Transit/Rail Division Administrator Hal Gard and ODOT Planner Michael Rock. ***(Background materials in Director/Commission/History Center File, Salem.)***

Background:

The Passenger Rail Investment and Improvement Act (PRIIA) of 2008, tasks states to produce 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 development of a comprehensive State Rail Plan consistent with PRIIA and with Oregon's own requirements for multimodal transportation planning. Updating the State Rail Plan comes at an opportune time not only to address the federal requirements in PRIIA, but also to build upon prior Oregon rail planning work to address current challenges and opportunities, and to advance ODOT's multimodal objectives.

Development of the Oregon State Rail Plan is a closely coordinated activity between ODOT, FRA, various stakeholders, and the public. ODOT initiated 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*
- *positions Oregon to meet challenges and opportunities facing the rail system, the broader transportation system, and economic and sustainability objectives*

A steering committee of knowledgeable stakeholders was assembled to provide direction on key elements of the draft plan. The steering committee is charged with reviewing and guiding the rail planning process, resulting in a recommendation to adopt the resulting State Rail Plan. OTC Commissioner David Lohman will serve as chairman of the steering committee, which will meet regularly to discuss study findings and key material.

By the time of the September OTC meeting, six of the anticipated nine steering committee meetings will have been held. The meetings to this point have focused on:

- *providing information on the State Rail Plan background, objectives, and process*
- *a workshop to develop an initial vision and provide input on key issues and themes*
- *preliminary findings from the technical work on the rail system inventory and needs assessment*
- *an overview of recent rail and multimodal funding work efforts*
- *concepts for draft policy and strategy principles*

Work over the next few meetings will develop recommendations for an investment/implementation program and review key content and structure for the draft plan itself. Following the current phase of committee work, project staff will present a draft plan to the OTC late in 2013 or early 2014. If acceptable, staff will ask the OTC to release the draft for a formal public review period (minimum 45 days) where additional outreach and consultation will take place statewide.

Following public review, staff will work with the steering committee to consider and address comments, and develop a final plan for OTC consideration. Pending OTC adoption, ODOT will submit the plan to FRA for formal "acceptance," confirming Oregon meets specific FRA funding requirements and providing a new roadmap for the state in prioritizing public investment in, connecting to, and taking advantage of, the critical rail system in Oregon. Current project timelines seek to have a final draft plan considered for potential approval mid-2014. The current FRA Grant Agreement will expire at the end of 2014, putting a formal bookend to the overall work. Additional information and steering committee materials are available on the State Rail Plan project website at: <http://www.oregon.gov/ODOT/TD/TP/Pages/railplan.aspx>.

The Oregon State Rail Plan is being coordinated, to the extent possible, with the Oregon Passenger Rail Project, a more detailed effort to evaluate alternatives for future passenger rail service on the Willamette Valley section of the Pacific Northwest Rail Corridor. While the State Rail Plan will complement this work, the plan will need to acknowledge and sometimes defer to the key elements of the more detailed corridor evaluation. Additional information on the Oregon Passenger Rail Project is available at: <http://www.oregonpassengerrail.org/>.

Presentation:

Hal Gard and Michael Rock led the presentation on the State Rail Plan. Highlights of the presentation were:

- background
- project overview and status
- technical assessment
- system inventory: primary elements
- overview of railroads in Oregon
- passenger service
- summary of draft needs analysis
- policy and strategy development
- draft policy themes
- partnerships, collaboration, and communication policies
- connected system policies
- choke points, capacity needs, deficiencies, and state of good repair
- system preservation policies
- funding, finance, and investment principles
- safety policies
- environment and sustainability
- economic policies
- next steps

Discussion:

Commissioner Lohman said the question we ultimately need to answer is how will future decisions about state investments in, and encouragement of, the development of rail system be made? Part of that will be the ability to just say no to things we just won't be able to do. People have a lot of expectations for rail that need to be constrained by the realistic funding restrictions.

Chair Egan said that when we capture the history of rail, we need to articulate the final report in a way that actually demonstrates what Oregon has already done in the rail system. There is a huge need out there, but as we tell the story, it's important to make sure people know that Oregon has done pretty well with things like *ConnectOregon*. It's important to show there is a decent foundation to start thinking that we could do a lot more if there was a dependable funding source to make these investments going forward.

Chair Egan asked about our interaction with the Federal Rail Association (FRA). Hal Gard said the FRA is fairly short staffed, so it hasn't had representatives at the table for a lot of our meetings, but they are invited. We have been keeping them engaged through bimonthly phone conversations.

Hal Gard invited the OTC to see one our new Talgo train sets when it will have an open house at Portland's Union Station, on October 19, from 11:00 am to 3:00 pm.

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Adopt the Interstate 5, Exit 35 Interchange Area Management Plan (IAMP)

The Commission considered a request to adopt the Interstate 5, Exit 35 Interchange Area Management Plan as an element of the Oregon Highway Plan, and to adopt the findings in support of this action. The adoption of this plan implements Policy 3C of the Oregon Highway Plan, and will constitute an amendment to the Oregon Highway Plan. ***(Background materials in Director/Commission/History Center File, Salem.)***

Background:

The plan was prepared in coordination with the City of Central Point, Jackson County, and the Rogue Valley Metropolitan Planning Organization (MPO). ODOT worked with these jurisdictions to develop a plan that protects the function of the system and identifies needed improvements. The county is in the process to adopt the IAMP into its comprehensive plan, and to implement ordinances into its land use code. A notice of intent to adopt and a copy of the plan were sent to Jackson County and the Rogue Valley MPO. No comments were received. Region planning staff contacted Department of Land Conservation and Development (DLCD), which indicated support for the plan; however, no written correspondence was received.

Presentation:

ODOT Region 3 Manager Frank Reading introduced Region 3 Long Range Planner John McDonald who gave a presentation on the I-5 Interchange 35 Area Management Plan (IAMP). Highlights of the presentation were:

- goals and objectives of the IAMP
- Jackson County comprehensive plan
- urban reserve area
- issues identified/potential solutions/ preferred alternative
- access management and local road improvements
- proposed freight designation
- OTC action

Discussion and Public Hearing:

Chair Egan opened a Public Hearing. Public comment was received from Mike Montero, of Montero and Associates, who spoke on behalf of Combined Logistics. Combined Logistics is in the process of master-planning all of its properties on both sides of Highway 140. It is actively involved in communication with ODOT Real Estate, Jackson County, and with the greenway to remedy some of the spacing standards. Combined Logistics supports approval of the IAMP. Chair Egan closed the Public Hearing on this agenda item.

Action:

Commissioner Lohman moved to adopt the Interstate 5, Exit 35 Interchange Area Management Plan as an element of the Oregon Highway Plan, and to adopt the findings in support of this action. The adoption of this plan implements Policy 2C of the Oregon Highway Plan. The motion was unanimously approved by Commission members.

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Changes to the Classification and Designations to Segments of Oregon 140 and Oregon 99 Highways, and adopt the Oregon 140 Corridor Plan

The Commission considered a request to amend the 1999 Oregon Highway Plan (OHP) to reflect the following classifications and designations of segments of Oregon 140 (Lake of the Woods Highway) and Oregon 99 (Rogue Valley Highway), and to adopt the findings in support of this action. Amend the 1999 OHP to adopt the Oregon 140 Corridor Plan as a facility plan and adopt the findings in support of this action. ***(Background materials in Director/Commission/History Center File, Salem.)***

Background:

The Oregon 140 Corridor Plan focuses on a 16-mile segment of Oregon 140 (Lake of the Woods Highway) that extends from Interstate 5 Exit 35 (Mile Point -8.29) east to Brownsboro-Eagle Point Road (Mile Point 7.98). It includes the segment of Oregon 140 from Oregon 62 (Mile Point 0.00) to Interstate 5, Exit 35 (Mile Point -8.29) that was recently transferred from Jackson County to the Oregon Department of Transportation (ODOT). In 2009, the Oregon Transportation Commission classified the Oregon 140 Extension from Mile Point 0.00 to -2.55 and from Mile Point -2.71 to -8.29 as a statewide highway, but did not designate it as a freight route. Jackson County retained a small segment between Mile Point -2.55 and -2.71 as part of a Jackson County realignment project, which was recently Quit Claim Deeded to ODOT when construction was completed.

The corridor plan was prepared in coordination with Jackson County, the Rogue Valley Metropolitan Planning Organization (RVMPO), the Rogue Valley Transit District (RVTD) and the Department of Land Conservation and Development (DLCD). Staff worked with these agencies to develop a facility plan that protects the function of the Oregon 140 corridor, and identifies needed improvements over the next 20 years. The highway classifications and freight designations were analyzed in the corridor plan. The corridor plan's management measures recommend designating the Oregon 140 Extension from Oregon 62 west to Interstate 5, Exit 35 (Seven Oaks Interchange) as a ORS 366.215 freight route to complete the freight network in the Rogue Valley; and reclassifying an Oregon 99 segment between the Interstate 5, Exit 35 ramps as a statewide highway and designating it as a ORS 366.215 freight route to apply consistent standards and performance targets through the Seven Oaks Interchange.

Staff presented the corridor plan to the State Freight Industry Stakeholders Committee pursuant to the ORS 366.215 guidelines, and received support of the planning concepts. A notice of adoption and copy of the corridor plan was sent to Jackson County, the RVMPO, and DLCD for review and comment. A separate letter identifying the access management key principles was sent to all property owners abutting the Oregon 140 corridor. No comments were received.

Presentation:

ODOT Region 3 Manager Frank Reading and Region 3 Senior Transportation Planner Tom Guevara gave a brief presentation on the OR 140 Corridor Plan. Highlights of the presentation were:

- o corridor goals include mobility, freight operations, safety, economic vitality, and coordination
- o land use
- o corridor issues and improvements
- o Blackwell Road widening preliminary concept, access management
- o program monitoring

Discussion and Public Hearing:

Chair Egan opened a Public Hearing. There were no public comments. Chair Egan closed the Public Hearing for this agenda item.

Action:

Commissioner Lohman moved to amend the 1999 Oregon Highway Plan (OHP) to classify segments of Oregon 140 (Lake of the Woods Highway) as a statewide highway, and designating it as an ORS 366.215 freight route, and to classify segments of Oregon 99 (Rogue Valley Highway) as a statewide highway and designating it as an ORS 366.215 freight route. He also moved to adopt the findings in support of this action, and to amend the 1999 OHP to adopt the Oregon 140 Corridor Plan as a facility plan, and any findings that go therewith. The motion was unanimously approved by Commission members.



Amendment to 1999 Oregon Highway Plan

The Commission considered a request to amend the 1999 Oregon Highway Plan (OHP) to adopt the Oregon 42 Expressway Management Plan as a facility plan, and to adopt the findings in support of this action. The amendment would update the Oregon 42 Corridor Plan by deleting all projects identified within the Oregon 42 expressway (Mile Point 73.88 to Mile Point 76.22), and adopt the findings in support of this action. ***(Background materials in Director/Commission/History Center File, Salem.)***

Background:

The Oregon 42 Expressway Management Plan focuses on a 3.32-mile segment of Oregon 42 (Coos Bay-Roseburg Highway) designated as an expressway from Lookingglass Road, east through Douglas County's Green Urban Unincorporated Area, to Interstate 5, Exit 119 (Green Interchange). Although designated as an expressway, this highway segment has never been upgraded fully to meet expressway standards.

The Oregon 42 Expressway Management Plan refines the Oregon 42 Corridor Plan's projects. The expressway management plan was prepared in coordination with Douglas County, the City of Winston and Department of Land Conservation and Development (DLCD). Staff worked with these agencies to develop a facility plan that protects the function of the expressway and identifies needed improvements over a 20-year planning period (to year 2035). Updating the

Oregon 42 Corridor Plan to delete projects within the expressway is necessary to assure consistency between both facility plans.

Staff also presented the expressway management plan to the State Freight Industry Stakeholders Committee and received support of the planning concepts. Staff sent a notice of adoption and copy of the expressway management plan to Douglas County, the City of Winston and DLCD for review and comment. Staff sent a separate letter identifying the access management key principles to all property owners abutting the expressway. Staff received no comments.

Presentation:

ODOT Region 3 Manager Frank Reading and Region 3 Senior Transportation Planner Tom Guevara gave a brief presentation on the OR 42 Expressway Management Plan. Highlights of the presentation were:

- o expressway goals include improved safety, upgraded design standards and performance targets, facilitated freight travel, support economic development, and provide multimodal access
- o land use
- o expressway issues and improvements
- o Lookingglass Road/Pepsi Road project sheet, preliminary concept
- o access management
- o park and ride facility management
- o program monitoring

Discussion and Public Hearing:

Chair Egan opened a Public Hearing. There were no public comments. Chair Egan closed the Public Hearing for this agenda item.

Action:

Commissioner Lohman moved to amend the 1999 Oregon Highway Plan (OHP) to update the Oregon 42 Corridor Plan by deleting all projects identified within the Oregon 42 expressway (Mile Point 73.88 to Mile Point 76.22) and adopt the findings in support of this action. Also, to amend the 1999 OHP to adopt the Oregon 42 Expressway Management Plan as a facility plan, and adopt the findings in support of this action. The motion was unanimously approved by Commission members.

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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 August 20-21, 2013, Commission meeting in Burns.
2. Confirm the next two Commission meeting dates:
 - Wednesday and Thursday, October 9-10, 2013, meeting in Silverton
 - Wednesday, November 20, 2013, meeting in Salem

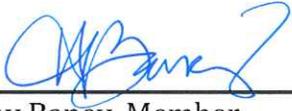
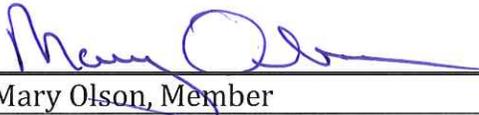
3. Request approval to adopt a resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
4. Request approval of the following Oregon Administrative Rules:
 - a. Adoption of 734-082-0085 relating to special variance permits Moving Ahead for Progress in the 21st Century (MAP-21).
 - b. Amendment of 735-010-0030 relating to bulk records for crash reports and implied consent reports.
 - c. Amendment of 735-062-0010, 735-062-0135, 735-074-0080 and 735-074-0090 relating to mandatory reporting requirements of medically at-risk drivers.
 - d. Amendment of 735-062-0080, 735-062-0140 relating to waiver of drive test when applicant has completed an approved driver education program.
 - e. Adoption of 735-090-0066 relating to discovery in implied consent hearings.
 - f. Amendment of 735-160-0003, 735-160-0005, 735-160-0010, 735-160-0011, 735-160-0015, 735-160-0020, 735-160-0035, 735-160-0075, 735-160-0080, 735-160-0095, 735-160-0100, 735-160-0115, 735-160-0125 and 735-160-0130 relating to commercial driver training schools.
5. Requests approval to amend the 2012-2015 Statewide Transportation Improvement Program (STIP) to add the Oregon 99W: Lake Slough Bridge Replacement, preliminary engineering phase. The estimate for preliminary engineering is \$276,000. Funding for the preliminary engineering phase of this project will come from the Bridge Preliminary Engineering and Right-of-Way funds for 2014, Key 17641. The total estimated cost for the project is currently at \$2,520,000.
6. Request approval to amend the 2012-2015 Statewide Transportation Improvement Program (STIP) to add the Interstate 84: Mosier Westbound Connection Bridge Strengthening Project. Funding for this project will come from the Fiscal Year 2015 Bridge Program Reserve funds, Key 17644. The total estimate cost of this project is currently \$991,000.
7. Request approval to amend the 2012-2015 Statewide Transportation Improvement Program (STIP) to add the U.S. 101: Umpqua River and McIntosh Slough Bridge Rail Project. Funding for this project will come from the Fiscal Year 2015 Bridge Program Reserve funds, Key 17644. The total estimated cost of this project is \$4,750,000.

Action:

Commissioner Olson moved to approve the Consent Calendar. Commissioners unanimously approved the motion.



Chair Egan adjourned the meeting at 12:27p.m.

 Pat Egan, Chair	 Tammy Baney, Member
 David Lohman, Member	 Mark Frohnmayr, Member
 Mary Olson, Member	 Roxanne Van Hess, Commission Support