

VOLUME 9

PART 2

COMPLETE

MINUTES OF OREGON TRANSPORTATION COMMISSION

COVERING PERIOD

FROM

JANUARY 1, 1982

TO

JUNE 30, 1982

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

January 19, 1982
Salem, Oregon

The Oregon Transportation Commission held its monthly meeting in the Conference Room (122) of the Transportation Building beginning at 10 a.m. Notice of the meeting had been made by press release to newspapers of general and local circulation throughout the State.

Present were:

Anthony Yturri, Chairman
Tom Walsh, Vice Chairman
N. B. Giustina, Member
Robert Dwyer, Member
Fred Miller, Director of Transportation
Dale Hormann, Assistant Attorney General
Robert Royer, Assistant Director for Transportation
Policy and Planning
George Bell, Assistant Director for Intergovernmental and
Public Affairs
H. S. Coulter, State Highway Engineer
Larry Rulien, Executive Assistant to State Highway Engineer
Paul Burket, Administrator of Aeronautics Division
Dave Talbot, Administrator of Parks and Recreation Division
Dennis Moore, Administrator of Public Transit Division
Dave Moomaw, Administrator of Motor Vehicles Division
E. S. Hunter, Assistant State Highway Engineer, Technical
Services Branch
Robert Schroeder, Assistant State Highway Engineer,
Maintenance Branch
Shirley Eads, State Travel Director
Joe Christian, DOT Fiscal Officer
Robert Gormsen, Manager, Commission Services

There were others present including members of the news media.

Chairman Yturri said he had received about 20 telephone calls complimenting the Highway Division's maintenance forces for the manner in which the employees took care of the highways in the severe winter storms, particularly in Eastern Oregon. He complimented the Division for their dedication and said he realized the employees worked a great deal of overtime and at all hours to keep the highways open.

The Commission unanimously approved the following items on the consent calendar:

(continued on next page)

- 1) Approved the minutes of the following Commission meetings:
 - A) Regular meeting and workshop of December 15, 1981
 - B) Special telephone meeting of December 29, 1981.
- 2) Adopted resolution declaring necessity of certain real property for public purposes and authorized condemnation. ("Real Property Condemnation Resolution No. 2719" on file in Commission's files, Salem.)
- 3) Approved agreement with the U. S. Geological Survey for stream gauging and flood runoff data for small drainage basins of ten square miles or less throughout the State. Cost for fiscal year 1982 is \$15,000. (Authorized State Highway Engineer to sign agreement.)
- 4) Adopted new route number ORE245 for the Dooley Mountain Highway in Baker County as follows:

ORE245 - Over the Dooley Mountain Highway from its junction with the Whitney Highway, ORE7, near Salisbury, southerly via Hereford to its junction with the John Day Highway, US26, near Unity.
- 5) Authorized increases in project authorizations on the following contracts:
 - A) Contract No. 8781 on the Cow Creek Safety Rest Area, Pacific Highway, Douglas County, in the amount of \$36,121.13 (6.6 percent increase).
 - B) Contract No. 8877 on the Walluski River Bridge, Nehalem Highway, Clatsop County, in the amount of \$105,213.80 (5.3 percent increase).
 - C) Contract No. 9195 on the Tualatin Valley Highway at 247th Avenue, Washington County, in the amount of \$19,025.33 (27.8 percent increase).
 - D) Contract No. 9389 on the 7th Street to 12th Street Section (La Grande) on FAU 4620, Union County, in the amount of \$40,834.33 (15.3 percent increase).
 - E) Contract No. 9302 on the Austin Junction Section of the Whitney Highway, Grant County, in the amount of \$227,440 (18.6 percent increase).
- 6) Authorized payment of the membership dues in the amount of \$10,313 to the American Association of State Highway and Transportation Officials for 1982.

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are on file in the Commission's files, Salem.)

Chairman of Transportation Commission	Exhibit A
Vice Chairman of Commission	Exhibit B
State Highway Engineer	Exhibit C
Assistant State Highway Engineer	Exhibit D
Right of Way Manager	Exhibit E
Highway Controller	Exhibit F
State Parks Administrator	Exhibit G
Chief Counsel	Exhibit H
Public Transit Administrator	Exhibit I

The Commission confirmed the next meeting date for Monday, February 22, 1982, in Salem and tentatively set the following meeting for Tuesday, March 23, 1982, in Salem. (Later this date was changed to Tuesday, March 16, 1982.)

Mr. Miller requested permission to appear before the Emergency Board to increase the budget by \$357,143 for a grant with the Federal Railroad Administration for track rehabilitation on the City of Prineville Railway. The Grant is 70% Federal (\$250,000) and 30% supplied by the Railroad (\$107,143). He also requested authority to sign related contracts and grant agreements with the Federal Railroad Administration and the Railroad. The Commission voted unanimous approval.

Mr. Miller then requested approval to appear before the Emergency Board for eight employee reclassifications. He explained that some of the proposals result from sections reducing their total manpower and additional duties being assigned to the remaining employees. The Commission unanimously approved the request. (See list of reclassifications on file in Commission's files, Salem.)

Mr. Moore requested approval to appear before the Emergency Board to seek release of the Light Rail Construction Fund for the construction of the Banfield Transitway Project. He explained that the Legislature appropriated \$16.1 million to the Fund and allowed it to accumulate interest with a conditional release. He said that Tri-Met and the Urban Mass Transportation Administration are negotiating the final details on a full funding agreement. Tri-Met and the State had previously entered into an agreement which meets the other conditions. He felt that an appearance before the Emergency Board is the appropriate next step. The Commission unanimously approved his request.

Ms. Eads gave a brief report to the Commission on a magazine inquiry survey which showed that people visiting Oregon are not staying as long as they used to but are spending more money.

Ms. Eads said the fourth quarter travel barometer was down slightly but should not have a negative impact on the year-end totals.

Ms. Eads mentioned that the Travel Advisory Committee would like to meet with the Commission and she suggested having lunch with them at the March meeting. This was agreeable with the Commission.

Mr. Talbot said the 1981 Legislature enacted a bill directing the Department to adopt (with the advice of the Oregon Historical Society and Museums Association) rules for the distribution of grant monies to public and private non-profit museum organizations. The rule provides the application procedure for the funds, the formula by which the funds will be distributed and a Review Committee. He said a hearing was held on the administrative rule on December 4, 1981. The Commission unanimously adopted the administrative rule. ("State Parks Rule No. 50" on file in Commission's files, Salem. The rule was filed with the Secretary of State on January 21, 1982, and will be effective that date. This rule will appear in the Secretary of State's Administrative Rule Bulletin on February 15, 1982.)

Mr. Talbot explained that the Division has for a number of years used Land and Water Conservation Act Funds to purchase and develop outdoor recreation facilities. A requirement of that Act is that lands purchased or developed with those funds must be used for outdoor recreation purposes forever. If there is a change in the use of the land, it must replace that land with land of equal value. He further explained that following a Legislatively-directed policy, the Division sold three agricultural parcels of property that were originally purchased using LWCF monies. The Division agreed to replace those parcels and planned to make one large purchase which would have satisfied the requirement. That purchase never occurred and there is a balance of \$206,450. Mr. Talbot said because of increased land value the cost to satisfy the obligation will amount to approximately \$240,000. He said the lands to be purchased are 180 acres on the Multnomah Channel and several acres on the Willamette River upstream from the Tualatin River. The Commission unanimously authorized Mr. Talbot to appear before the Emergency Board for a request of \$240,000 to satisfy a legal obligation to the Land and Water Conservation Fund. (For further details, see Mr. Talbot's letter to the Commission dated January 8, 1982.)

Mr. Talbot said he would like to defer The Cove Palisades State Park Master Plan until a later date.

Mr. Talbot briefly explained an administrative rule which would adopt a boater pass system on the Deschutes River Scenic Waterway. The pass system rule establishes a fee of \$1.75 per person per day or

a \$12 annual pass. He also requested permission to forward the River User Rules to the Water Policy Review Board for their concurrence as required by the Scenic Waterways Act. The rules once concurred by the Water Policy Review Board would be returned to the Commission for final adoption. A total of four public hearings had already been held and a total of 137 persons had attended them. Mr. Hormann noted that the rules have been developed within the framework of the Law passed by the last Legislature.

Chairman Yturri then called on a number of people in the audience who were interested in the issue. (The Chairman said several letters had been received and will be a part of the official record. He mentioned a letter from John Garren dated January 15, 1982. All letters are on file in Commission's files, Salem.)

Mr. A. D. Kircher of Beaverton said the Legislation deals with just charging the people with boats. He said if the Commission approves this, people will be selling shoreline property. He felt it would be a serious mistake to approve a user fee of one river at a time. He was opposed to the \$12 annual fee.

Mr. Ken White of the Bureau of Land Management and Mr. John A. Dodge, River Guide, were present but did not speak.

Mr. Scott Russell, Portland, representing the Oregon Kayak & Canoe Club, spoke opposing this Law. They felt the Law is not addressing the problems of the Deschutes River. He said this proposal does not address or solve the over-population problems. The non-boating user would not be charged and would benefit. The landowners who use the river the most and benefit the most would not pay. He recommended non-approval of the current pass system.

Mr. Mike McLucas, a resort owner at Maupin, said the real value of the river is a fishing resource as opposed to general boating and recreational rafting. He also presented a letter dated January 19, 1982, addressed to the Commission, which he summarized as follows:

- 1) He urged that stronger attention be given to party size and "group leader" responsibilities and legal liabilities.
- 2) He protested the idea of State Parks personnel enforcing the rules rather than the State Police.
- 3) He recommended that all references to "islands" be deleted from the Law.

(Copy of letter on file in Commission's files, Salem.)

Mr. Carl "Skip" Zapffe, a public outfitter on the Deschutes River, felt the private landowner is being overly protected and objects to fees being used to pay for patrols on private land. He said he is in favor of a user fee. In general, he felt this plan as presented was premature and would not solve any problems. He said the river is used 40% by boaters.

After considerable discussion, the Chairman called for a vote. Vice Chairman Walsh moved that:

- 1) The boater pass system rule be adopted, and
- 2) Forward to the Water Policy Board the river user rules.

After a second by Commissioner Giustina, the motion carried unanimously. ("Scenic Waterway Rule & Regulation No. 2F" on file in Commission's files, Salem, to be filed with the Secretary of State and published in their Administrative Rule Bulletin.)

Mr. Coulter said before he made his presentation on the Six-Year Highway Improvement Program that the Mayor of Salem was present and wished to make some comments.

Kent Aldrich, Mayor of Salem, appeared concerning the widening of Interstate 5 (Pacific Highway) between Hayesville Road and Battle Creek Interchange. He recalled that Secretary of Transportation Goldschmidt announced the eligibility of this project as an urban freeway. He was concerned that this project was not in the Six-Year Highway Improvement Program and no specific date scheduled for completion. He submitted a portfolio for the Commission's consideration in making a decision on the project. (Portfolio on file in Commission's files, Salem.)

Harry Carson, Marion County Commissioner, also spoke supporting the project. He expressed his appreciation for the past support of the Commission, especially on the Salem Parkway Project.

Alan Hershey and Richard Santner of the Mid-Willamette Valley Council of Governments were also present but did not speak.

Mr. Coulter said through a redefinition by Congress the project is now only eligible for the Interstate 4R Program. Due to funding of that Program, it would be some time before that project could be undertaken. He said this project is listed in the Six-Year Highway Program under "Significant Interstate Projects That Are Not Financed For Construction" but developmental work will continue to ready the project for contract in the event additional funds become available.

State Senator Lenn L. Hannon of Ashland was present and said a problem was brought to his attention in the recent snow storm in the Siskiyou Mountains regarding emergency crossover lanes on Interstate 5. He referred to an administrative rule adopted by the Commission on September 24, 1981, concerning freeway median crossovers. One of the criteria for a crossover on a freeway is that the median is 40 feet or more in width. He asked that this rule be amended to cover those areas of the State on the Interstate that do not have a 40-foot median. He said there is no way that criteria can be met in the mountainous areas. He presented to the Commission a median crossover proposal list dated July 1980 and a letter from the State Police to Scott Coulter dated December 1, 1981. (Copies on file in Commission's files, Salem.) He requested the Commission to adopt an amendment to that rule to allow the placement of these emergency crossover medians. The Chairman assured the Senator that the staff will look into this matter and make a recommendation to the Commission.

A delegation from the Children's Club, Inc. of Portland was present consisting of Jean DeMaster, Peggy Eckton and Susan Schuster. Ms. DeMaster, Chairperson of the Board of Directors, requested the Commission's help to make it possible for them to occupy a building at 2707 S. E. Clinton (former Mt. Hood Freeway Corridor) in Portland which is now rented from the Highway Division. She said the Children's Club (a non-profit day-care center) serves 35 children from low income families and has been renting the property since 1974. The State will conduct a public auction of the property on February 3, 1982, unless the Club is able to purchase the property for \$130,000. She indicated the Club wants to stay in the building as they are unable to find another location. She asked that the Commission allow sufficient time for an acceptable financial package to be developed.

Mr. Miller indicated there are two fundamental policies involved - one of transportation and the other of public. He said he had discussed this matter with the Governor. Mr. Miller suggested that this building be taken off the February 3 auction.

Vice Chairman Walsh concurred with Mr. Miller's recommendation to cancel the auction and suggested giving the Children's Club more time - 3 or 4 months. He said there are resolutions both from the City of Portland and Multnomah County supporting the Children's Club. (Copies on file in Commission's files, Salem.)

The Commission unanimously agreed with the Vice Chairman to withdraw the building from the February 3, 1982, auction and to give the Children's Club sufficient time to work out a funding solution.

Dick Carroll of Matrix Management Group, an engineering consulting firm, Vancouver, Washington, appeared representing a number of Oregon and Washington based industries and businesses who encouraged the Commission to take whatever steps are appropriate to put the I-205 Bridge into service. He pointed out the existing congestion on I-5 and he said the industry was concerned about economical commuting for their employees.

Mr. Coulter called on Mr. Schroeder to give a report on the cost and damage to the highways resulting from the winter so far. Mr. Schroeder told of the windstorm in November, the rainstorm in December and the heavy snow in January. All of these factors, he said, have caused a current over-budget expenditure of about \$1.5 million (snow and ice damage \$900,000 and slide damage \$600,000). However, if the weather moderates the situation may correct itself monetarily. The slides south of Port Orford have been very significant and will be very expensive to repair. The permanent slide correction repairs will approach \$5 million.

Mr. Coulter then proceeded with his report on I-205. He discussed the staging work on the contracts for I-205 from the beginning to its present status. He also outlined the Federal funding which had a bearing on the project. He felt that there were certain decisions that could be made now which could speed up the partial opening of the Glenn L. Jackson Bridge and I-205 to the Banfield Interchange with connections to and from the east. There would also be connections to Columbia Boulevard, Sandy Boulevard and the airport. He recommended that the opening schedule for four lanes of traffic from Washington over the new Glenn L. Jackson (I-205) Bridge be set for December 1982 rather than late 1983. He projected that one out of five cars now using the Interstate Bridge would move to the new bridge, amounting to more than 27,000 vehicles per day. He said there would be a savings to motorists using the new facility at approximately \$28,600 every week day in the travel between Oregon and Washington. Diverting traffic from I-5 and the Interstate Bridge would reduce the peak period on that facility from about 2½ to 2 hours. He mentioned some of the existing construction contracts will have to be renegotiated. He commented that an additional cost of approximately \$1.6 million will result by advancing the opening and those funds will be diverted from other Portland projects. In response to the Chairman's question regarding funding, Mr. Coulter said this speed-up would not remove any funds from any freeway project in Oregon. The Commission unanimously approved Mr. Coulter's recommendation, contingent upon concurrence by the City of Portland and Multnomah County.

Mr. Coulter presented to the Commission the final Six-Year Highway Improvement Program for fiscal years 1982-1987. He said this final program is ready for adoption by the Commission after extensive citizen input from 18 public meetings around the State as well as delegations appearing before the Commission at several meetings. He

displayed a map showing the locations of the projects covered in the Program and a map showing the distribution of the non-interstate Six-Year Highway Improvement Program by Region. He said the Commission had received a copy of this Program in the mail prior to the meeting. Commissioner Dwyer moved and it was seconded by Commissioner Giustina that the Program be adopted. The Commission unanimously adopted the Six-Year Highway Improvement Program for fiscal years 1982-1987. (Copy of Program on file in Commission's files, Salem.)

Chairman Yturri made the following comments:

"On behalf of the Commission, I want to make a few comments this morning about the Six-Year Highway Improvement Program we have just adopted, and about Measure 4, the proposed gas tax increase on the Primary Election ballot in May.

This Six-Year Program, first of all, is a slim document because the list of projects in it is based on our present income. It doesn't begin to represent the work we know needs to be done around the state. But with fuel consumption declining and our costs rising every month, this is the best we can do.

Next, this program represents two things: the local-level priorities that were described to the Commission during 18 public meetings held throughout the state last Fall; and the best professional judgment of our Highway Division staff about what needs to be done to preserve and improve the State Highway System during the next six years.

Finally, the Commission recognizes the importance of a sound highway system to the economic health of Oregon. We have attempted to apportion these projects, fairly and equitably, so that transportation needs in every area of the state will be addressed, as best we can.

Now let me speak for a minute about how the Commission would allocate the new revenue if Measure 4 were to be approved by the voters next May.

If Measure 4 were in effect during the six-year period of this program--that is, from 1982 to 1987--it would provide about \$270 million.

We on the Commission are aware that Oregon's city streets and county roads are suffering the same kinds of problems we're experiencing at the state level. By law, about one-third, or \$90 million, of the new revenue would be passed on directly to the local level to address those needs.

As to the remaining \$180 million, we are directing the staff to prepare some recommendations for the Commission to consider at a subsequent meeting. We want two guidelines to be observed in developing those recommendations:

--To the extent possible, those projects that were deleted or postponed in the current Six-Year Program should be restored to the schedule. In reviewing those projects, prime consideration should be given to reducing congestion, which is a growing problem in nearly every community in Oregon, and to improving safety considerations for drivers and pedestrians wherever hazards exist on the State Highway System. Naturally, there will be other considerations. Probably most important will be what projects the local entities want us to do and for which they are willing to use some of their portion of the funds.

--A sizable portion of the funds must be devoted to maintenance and preservation of our state highway system. Our highways have been deteriorating for nearly a decade now at a faster rate than our budget would permit us to rehabilitate them. With the severe weather we're experiencing this Winter, that deterioration is certain to accelerate.

Let me emphasize that we want those recommendations on program direction before us well in advance of the May election so that Oregonians can reflect on our decisions prior to casting their vote on Ballot Measure 4."

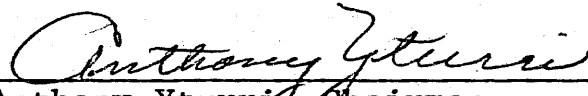
Mr. Coulter said there has been a continual problem both to the State and Union Pacific Railroad Company for many years of sand blowing east of The Dalles across Interstate 84 in Wasco County.

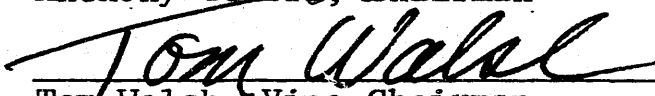
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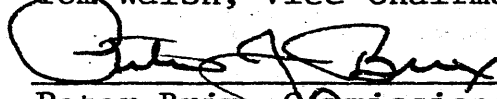
This has necessitated removing the material before it blows across the highway. The best solution appears to be a method of providing a blanket of rock material being spread over the sand at an estimated cost of \$217,000. Agreements are being negotiated with Union Pacific to pay a portion of the cost and with the Soil Conservation Service to assist in providing a vegetative cover in addition to the mineral stabilization. The Commission unanimously approved undertaking this project (Celilo Rock Production Project) contingent upon successful negotiations of the above-mentioned agreements.


Mr. Coulter asked approval of a project to pave a number of intermittent sections of the Oregon Coast Highway between Port Orford and Brookings in Curry County at a cost of about \$800,000. This repair is necessary due to the recent slides. The Commission unanimously approved the project.

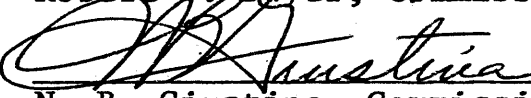
The Commission, having finished its business, adjourned the meeting at 12:10 p.m.


Anthony Yturri, Chairman


Tom Walsh, Vice Chairman


Peter Brix, Commissioner


Robert F. Dwyer, Commissioner


N. B. Giustina, Commissioner

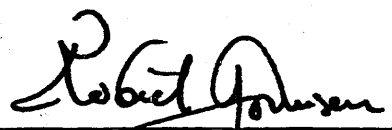

Robert W. Gormsen, Manager
Commission Services

EXHIBIT A
MINUTES OF 1-19-82

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated
Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the agreement listed below and report this action for your official records.

On November 30, 1981, approved an agreement granting an extension to Part V of a November 1, 1962, agreement with the Oregon-Washington Railroad and Navigation Company (Union Pacific Railroad Company) providing for an option to acquire certain easements across certain State Highway Division property in the vicinity of The Dalles Bridge on the Columbia River Highway (I-84), Wasco County, at no cost to the Railroad. The 10-year extension on this option will now expire on October 31, 1993.

Dated this 7 day of December 1981

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
H. S. Cantelero
STATE HIGHWAY ENGINEER

Date 12-3-81

EXHIBIT A
MINUTES OF 1-19-82

COM 4

TO: Oregon Transportation Commission

SUBJECT: Report of Confirmation of Telephone Actions Taken
Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the following action and report this action for your official records:

- (1) Option from Southern Pacific Industrial Development Company, for the East Portland Freeway-Rock Creek Corner Section of the Clackamas Highway in Clackamas County. Consideration \$11,200.00. Approved December 8, 1981. File 51753.

Dated this 14 day of December, 1981.

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
H. J. Cantle
STATE HIGHWAY ENGINEER
Date 12/11/81

EXHIBIT A
MINUTES OF 1-19-82

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
50763	Tubbesing, Eunice Todd	\$ 76,000.00
51343	Couch, Darrell	560.00
51364	Nedelisky, Neil B. & Denise R.	30,250.00
51365	Imperial Plaza Co.	19,350.00
51746	Grauel, La Vella	51,100.00
	5 Transactions	<u>\$ 177,260.00</u>

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the actions listed above and report this action for your official records.

Dated this 7 day of December, 1981

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
[Signature]
STATE HIGHWAY ENGINEER
Date 12-3-81

EXHIBIT A
MINUTES OF 1-19-82

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
51441	Johnson, Merton & Eleanore	\$ 32,200.00
51445	Roth, Elizabeth L.	50,710.00
51470	Effinger, Robert R.	4,500.00
51993	Timber Service Company	-0-
52376	Hanf, Robert W. & Ruth L.	Gratis
	5 Transactions	\$ 87,410.00

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 14 day of December, 1981

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
H. S. Gault
STATE HIGHWAY ENGINEER
Date 12/11/81

EXHIBIT AMINUTES OF 1-19-82

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project Curry County Pavement Marking Project No. 2
(Contract No. 9416)
Type of Work Pavement Marking F.A. Proj. No. PMS-000S(104)
County Curry Highway Various County Roads
No. of Bidders 8 Low Bidder Coral Construction Company, Canby
Low Bid \$ 88,730.02

Engineer's Recommendation: Award to low bidder subject to concurrence of the FHWA.

No. 2 Project Springfield Downtown Transit Station
(Contract No. 9417)
Type of Work Building F.A. Proj. No. M-0000(34)
County Lane Highway City Street
No. of Bidders 6 Low Bidder Hyland Bros. Construction, Inc., Eugene
Low Bid \$ 129,945.00

Engineer's Recommendations: Award to low bidder subject to concurrence of the FHWA and an advanced deposit of \$10,160.00 is deposited by both Lane Transit District and by Public Transit Division of ODOT.

No. 3 Project NW Nicolai St.-W. Fremont Intchge. Section
(Contract No. 9418)
Type of Work Building Demolition F.A. Proj. No. I-405-8(38)303
County Multnomah Highway Columbia River
No. of Bidders 17 Low Bidder Heard Construction Co., Portland
Low Bid \$ 44,888.00

Engineer's Recommendations: Award to low bidder subject to concurrence of the FHWA.

APPROVED BY CHAIRMAN
ANTHONY YTURRI

DATE 12-22-81

EXHIBIT A
MINUTES OF 1-19-82

No. 4 Project NW 9th St.-S.P.R.R. (Corvallis) Section
(Contract No. 9419)
Type of Work Grading, Paving & Signals F.A. Proj. No. M-2110(4)
County Benton Highway FAU 2110 (Circle Blvd.)
No. of Bidders 3 Low Bidder Wildish Corvallis Construction Co., Corvallis
Low Bid \$ 771,161.70 "B"

Engineer's Recommendation: Award to low MBE responsive bidder subject to concurrence of the City of Corvallis and the FHWA and the sum of \$183,300.00 is deposited by the City.

2nd Bidder: Morse Bros., Inc. \$780,410.15 "A"
3rd Bidder: Green & White Rock Products \$810,540.20 "B"

No. 5 Project 32nd St.-Crest Motel (Astoria) Section
(Contract No. 9420)
Type of Work Grading & Paving F.A. Proj. No. F-FR-1(16)
County Clatsop Highway Columbia River
No. of Bidders 4 Low Bidder J. C. Compton Company, McMinnville
Low Bid \$ 1,244,453.75

Engineer's Recommendations: Award to low MBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder: Fabricators, Inc. \$1,289,620.55
3rd Bidder: Wstrn. Mixing-Santiam S&G JV \$1,321,263.00

No. 6 Project Scappoose Cr. Bridge Section
(Contract No. 9421)
Type of Work Grading, Paving & Structure F.A. Proj. No. BRS-A743(1)
County Columbia Highway County Road
No. of Bidders 18 Low Bidder Holst Construction Co., Oakridge
Low Bid \$ 136,387.50

Engineer's Recommendations: Award to low bidder subject to concurrence of Columbia County and the sum of \$33,530.00 is deposited by the County.

APPROVED BY CHAIRMAN
ANTHONY YTURRI

DATE 12-22-81

EXHIBIT A
MINUTES OF 1-19-82

No. 7 Project South Pine Creek Bridge Section
(Contract No. 9422)
Type of Work Structure F.A. Proj. No. BRS-B475(1)
County Harney Highway Pine Creek Road
No. of Bidders 10 Low Bidder Weaver Construction Company, Union
Low Bid \$ 68,380.00

Engineer's Recommendation: Award to low bidder subject to concurrence of Harney County.

No. 8 Project Westport Slough (Woodson) Bridge Section
(Contract No. 9423)
Type of Work Grading, Paving & Structure F.A. Proj. No. BROS-0500(4)
County Columbia Highway County Road No. 100
No. of Bidders 19 Low Bidder A. K. Lundmark & Son, Inc., Colton
Low Bid \$ 267,024.00

Engineer's Recommendations: Award to low bidder subject to concurrence of Columbia County and the sum of \$63,740.00 is deposited by the County.

On December 22, 1981, I accepted the State Highway Engineer's recommendations for award of the projects on which bids were received December 17, 1981, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 4 and 5 if the low bidder fails to meet MBE requirements, award will be made to next lowest responsive bidder pending MBE review and cost justification.

Dated this 28 day of December, 1981

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
50865	Frank Fink Co.	\$ 125,000.00
51396	Smith, Earlene L.	4,000.00
51509	Tedder, Ray	700.00
51588	Hockett, Julia A.	575.00
	4 Transactions	\$ 130,275.00

(2) Grant of Access to Janet Greelman at Sta. 1687+50 on the Clatskanie Delena Section of the (Lower) Columbia River Hwy. in Columbia County for a consideration of \$10,000. File 20265 (Right of Way).

(3) Agreement between State Parks, Yamhill County and Marion County for the State to contribute \$10,000 toward operation of the Wheatland Ferry which adjoins Willamette Mission State Park. The agreement is for the 1981-83 biennial budget. (Parks Division)

(4) Negotiated agreement extension with the contractor, Paul DeShaw, and the Parks Division for management of the Silver Falls Conference Center. After open public bidding, a personal service agreement was executed with Mr. DeShaw on September 20, 1979, for the period through December 31, 1981. Mr. and Mrs. DeShaw have established residence at the Conference Center and have assembled the necessary staff to perform a high-quality service for conference groups. This will extend the agreement from January 1, 1982, through June 30, 1983. (Parks Division)

(5) Agreement with City of McMinnville for the installation of traffic signals on the Pacific Highway West (Adams and Baker Streets) at 12th Street. The State will design, install and maintain the traffic signals. The City will pay all costs of the project and accept responsibility for electrical energy consumed. (Local Government)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 24 day of December, 1981

Anthony Yturri
Anthony Yturri, Chairman, Transportation Commission
- 4468 -

APPROVED

H. S. Conley
STATE HIGHWAY ENGINEER

DATE: 12/18/81

EXHIBIT

A

MINUTES OF 1-19-82

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
50812	Nobles, Mary	\$ 40,750.00
51538	DeRoss, Paul Gene	1,550.00
52001	Emry, Margaret E.	8,850.00
52107	Crossman, Herman K. & Gerleen I.	1,300.00
	4 Transactions	\$ 52,450.00

(2) Work experience agreement with Umpqua Training and Employment Program, Inc., for a maximum addition of four CETA funded people on the District 6 Landscape Crew in Roseburg. CETA workers will be utilized in general right of way landscape maintenance and in rest areas mowing lawns, raking leaves and litter cleanup. Time Period: January 1, 1982, through September 30, 1982. (Personnel Section)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 18 day of December, 1981

Anthony Yturri

Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED

[Signature]
STATE HIGHWAY ENGINEER

Date 12/24/81

EXHIBIT B
MINUTES OF 1-19-82

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

On December 3, 1981, gave verbal approval to J. B. Boyd, Right of Way Manager, of an agreement with Emmitt District Improvement Company for the relocation of the Company's irrigation facilities to accommodate the reconstruction of Green Springs Highway at Kerns Swamp Road in Klamath County.

Dated this 14th day of DEC., 1981

Tom Walsh

Tom Walsh, Vice Chairman
Oregon Transportation Commission

APPROVED

W. S. Caulte
STATE HIGHWAY ENGINEER

Date 12/11/81

EXHIBIT C
MINUTES OF 1-19-82

QUARTERLY REPORT OF PROPERTY DAMAGE CLAIMS
MADE AND COLLECTED BY STATE HIGHWAY DIV. LEGAL SECTION

Period From 10-1-81 Thru 12-31-81

	No.	Amount
Claims Pending at Beginning of Period	<u>123</u>	<u>\$193,866.29</u>
Claims Pending at End of Period	<u>91</u>	<u>\$155,292.89</u>

Money Collected During Period

Installment Payments	<u>49</u>	<u>\$ 1,415.00</u>
Compromise Payments	<u>10</u>	<u>\$ 24,978.99</u>
Payments in Full	<u>90</u>	<u>\$107,681.89</u>
TOTAL		<u>\$134,075.88</u>

Claims Abandoned During Period	<u>16</u>	<u>\$ 3,638.72</u>
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Damage Cases (Actions Filed)	<u>60</u>	<u>\$ 90,151.29</u>
Uncollected Judgments	* <u>---</u>	<u>\$ -----</u>

* Referred to Department of Revenue for collection.

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

- 1) Traffic signal installation on Old Highway 20 at "A" Street in Toledo, Lincoln County. Bids received on October 22, 1981. Contract No. 9393 awarded December 9, 1981, to Sims Electric, Inc., Roseburg, at \$50,133.
- 2) Traffic signal installation on the Columbia River Highway at Gable Road and St. Helens Commercial Center in Columbia County. Bids received November 19, 1981. Contract No. 9406 awarded December 22, 1981, to Schoolhouse R Electric, Ashland, at \$52,439.24.
- 3) Traffic signal installation on East 1st Street at E. Revere Street in Bend, Deschutes County. Bids received on November 19, 1981. Contract No. 9408 awarded December 18, 1981, to Sims Electric, Inc., Roseburg, at \$67,983.50.
- 4) Work on the Westport Ferry Slip Project in Clatsop County. Bids received November 19, 1981. Contract No. 9410 awarded December 7, 1981, to Hannan Bros. Construction, Inc., Portland, at \$253,343.50.
- 5) Work on S. W. Cornell Road-S.W. Murray Boulevard Section of FAU 9030 and 9055 in Washington County. Bids received on November 19, 1981. Contract No. 9415 awarded December 15, 1981, to R. A. Hatch Company, Bend, at \$1,521,982.50.
- 6) Curry County Pavement Marking Project No. 2. Bids received December 17, 1981. Contract No. 9416 awarded December 22, 1981, to Coral Construction Company, Canby, at \$88,730.02.
- 7) Building demolition on N. W. Nicolai Street-West Fremont Interchange Section of Columbia River Highway in Multnomah County. Bids received December 17, 1981. Contract No. 9418 awarded December 22, 1981, to Heard Construction Company, Portland, at \$44,888.

EXHIBIT C
MINUTES OF 1-19-82

- 8) Work on N.W. 9th Street-S.P.R.R. (Corvallis) Section of FAU 2110 in Benton County. Bids received December 17, 1981. Contract No. 9419 awarded January 6, 1982, to Wildish Corvallis Construction Company, Corvallis, at \$771,161.70 (Alternate B).
- 9) Work on 32nd Street-Crest Motel (Astoria) Section of the Columbia River Highway in Clatsop County. Bids received December 17, 1981. Contract No. 9420 awarded December 22, 1981, to J. C. Compton Company, McMinnville, at \$1,244,453.75.
- 10) Work on Scappoose Creek Bridge Section of FAS A743 (West Lane) in Columbia County. Bids received December 17, 1981. Contract No. 9421 awarded January 4, 1982, to Holst Construction Company, Oakridge, at \$136,387.50.
- 11) South Pine Creek Bridge in Harney County. Bids received December 17, 1981. Contract No. 9422 awarded December 22, 1981, to Weaver Construction Company, Union, at \$68,380.
- 12) Work on Westport Slough (Woodson) Bridge Section of County Road No. 100 in Columbia County. Bids received December 17, 1981. Contract No. 9423 awarded January 4, 1982, to A. K. Lundmark & Son, Inc., Colton, at \$267,024.

Dated this 2 day of January, 1982

H. S. Coulter
H. S. Coulter, State Highway
Engineer

1-7-82

EXHIBIT C
MINUTES OF 1-19-82

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved all actions listed below and report this action for your official records:

- 1) On December 7, 1981, amended "Through Highways and Stop Signs Resolution No. 13" dated September 21, 1949, to include that southbound traffic on the Territorial Highway No. 200 shall stop at its intersection with Curtain Road, M.P. 47.03, Douglas County. (See File Through Highways and Stop Signs No. 13ii.) Existing "STOP" sign on Curtain Road at its intersection with Territorial Highway shall be removed.
- 2) On December 1, 1981, approved an amendment agreement with U. S. Department of Commerce, National Oceanic and Atmospheric Administration to erect and maintain some radio transmission facilities in various locations throughout Oregon. Amendment extends time to September 30, 1982, and increases amount to \$6,891. Revised total cost estimate \$23,622.
- 3) On December 22, 1981, approved a double left-turn for the I-205 westbound offramp at McLoughlin Boulevard (East Portland Freeway) M.P. 209.81 in Oregon City, Clackamas County.
- 4) On December 29, 1981, approved a no passing zone on the Oregon Coast Highway from M.P. 230.39 to M.P. 231.32 northbound in Coos County.

Dated this 2 day of January, 1982


H. S. Coulter, State Highway Engineer

1-8-82

EXHIBIT D
 MINUTES OF 1-19-82
 REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
 ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

<u>Contractor and Contract No.</u>	<u>Section & County</u>	<u>Acceptance Date</u>
Central Oregon Pavers, Inc. No. 9075	Madras Prineville Hwy.-S. McMeen Co. Jefferson County	Dec. 8, 1981
MOCON Corp. No. 9147	S.E. 92nd Ave.-S.E. Lester Ave. Multnomah & Clackamas Counties	Dec. 9, 1981
Kizer Excavating Co. No. 9209	Dundee/Newberg Rd. @ SPRR X'ing Yamhill County	Dec. 10, 1981
Maxwells Electric, Inc. No. 9130	C.B.D. Traffic Signals (Portland) Multnomah County	Dec. 14, 1981
Comco Const., Ore. Ltd. dba Salem Rd. & Driveway Co. No. 9274	McLeod Lane N.E.-Oregon Electric Railroad Marion County	Dec. 16, 1981
Electric Corp. No. 9243	Clackamas Hwy. @ S.E. River Rd. (Milwaukie) Clackamas County	Dec. 15, 1981
W.R. Grasle Co. No. 9166	Walker Rd. @ Cedar Hills Blvd. (Beaverton) Washington County	Dec. 16, 1981
Linnco Electric Co. No. 9230	Santiam Hwy. @ Clay St. (Albany) Linn County	Dec. 15, 1981
Traffic Marking Special- ists, Inc. No. 9163	Multn. Co. Pavement Marking Proj. No. 2 Multnomah County	Dec. 11, 1981
F.E. Ward, Inc. No. 9236	Diversion Canal (Joe Wright, Reeder, Spring Lake Rds.) Bridges Klamath County	Dec. 11, 1981
Hamilton Electric, Inc. No. 9202	McKenzie Hwy. @ 42nd. St. (Springfield) Lane County	Dec. 18, 1981
Babler Bros., Inc. No. 9310	Madras - Bear Drive Jefferson County	Dec. 24, 1981

EXHIBIT D
MINUTES OF 1-19-82

<u>Contractor and Contract No.</u>	<u>Section & County</u>	<u>Acceptance Date</u>
A.K. Lundmark & Son, Inc. No. 9286	Deschutes River (Twin Bridges Rd.) Bridge Deschutes County	Dec. 29, 1981
Hamilton Electric, Inc. No. 8918	S.E. Monterey Ave.-S.E. Harmony Rd. Clackamas County	Dec. 29, 1981
Douglas S. Coats, Inc. No. 9266	Hay Canyon Creek Bridge Sherman County	Dec. 29, 1981
A.K. Lundmark & Son, Inc. No. 9287	Little Deschutes River (Masten Rd.) Bridge	Dec. 30, 1981
Kniestadt & Sons No. 9283	Powder River (Beaver Creek Rd.) Bridge Baker County	Dec. 30, 1981
Hertz Electric, Inc. No. 9181	Cornell Rd. @ Murray Blvd. Washington County	Dec. 30, 1981

January 6, 1982

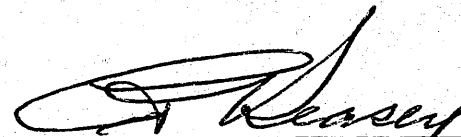

C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

EXHIBIT E
MINUTES OF 1-19-82

COM 4

January 1982

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

Under delegated authority (Delegation Order No. 23) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Administrative Order No. 33), I report that I have taken the following actions for your official records:

- (1) Right of Way Services Agreement with the City of Grants Pass for the South 6th St.-Parkdale Drive Section of East Park St. in Josephine Co. Approved October 20, 1981. Agr. 195, Misc. C & A 6953 (23-45).
- (2) Sale of 4,500 square feet excess property on the Marquam Br.-S.E. 84th Avenue Section of the Mt. Hood Freeway in Multnomah County for a minimum consideration of \$49,000. Approved December 3, 1981. File 45916 (23-43).
- (3) Sale of 5,120 square feet excess property on the Marquam Br.-S.E. 84th Avenue Section of the Mt. Hood Freeway in Multnomah County for a minimum consideration of \$53,000. Approved December 4, 1981. File 47425 (23-43).
- (4) Sale of 7,938 square feet excess property on the Marquam Br.-S.E. 84th Avenue Section of the Mt. Hood Freeway in Multnomah County for a minimum consideration of \$25,000. Approved December 7, 1981. File 45359 and 46518 (23-43).
- (5) Sale of 4,790 square feet excess property on the Marquam Br.-S.E. 84th Avenue Section of the Mt. Hood Freeway in Multnomah Co. for a minimum consideration of \$35,000. Approved December 7, 1981. File 45359 (23-43).
- (6) Agreement with Burlington Northern Railroad Co. relating to the Salem Parkway in Marion Co. Approved December 10, 1981. RR 1088. (23-50).
- (7) Sale of two excess parcels on the St. Helens Rd.-N.W. 21st Avenue Section of the Columbia River Hwy. in Multnomah County. Approved December 10, 1981 (23-43).

File 38360, 50 square feet, \$150 or more consideration.
File 38364, 487 square feet, \$750 or more consideration.

EXHIBIT E

MINUTES OF 1-19-82

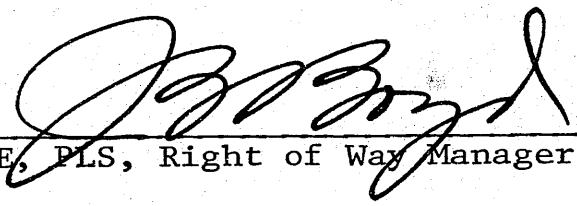
Report of January, 1982 (cont.)

- (8) Signed on December 15, 1981, the Grant of Access for Ralph E. Dodson on the LaPine-Klamath Co. Line Section of the The Dalles-California Hwy. in Deschutes County which was approved by Mr. Yturri August 31, 1981. File 18008 (23-46).
- (9) Signed on December 15, 1981. The Grant of Access for the McKenzie Bridge Christian Church on the Mill Cr.-Belknap Springs Section of the McKenzie Hwy. in Lane County which was approved by Mr. Yturri October 26, 1981. File 36621 (23-46).
- (10) Sale of 0.08 acre excess property on the Salisbury-Baker Section of the Baker-Unity Hwy. in Baker Co. for a minimum consideration of \$500.00. Approved December 16, 1981. File 17588 (23-43).
- (11) Service Agreement with Southern Pacific Transportation Co. for installation of grade crossing protection devices at 17th St. in Oregon City, Clackamas County. Approved December 14, 1981. RR 1089 (23-50).
- (12) Revised Right of Way Services Agreement with the City of Springfield for the Mill St.-5th St. Section of Centennial Blvd. in Lane County. Approved December 10, 1981. Agr. 95, Misc. C & A 5337 (23-49).
- (13) Sale of 0.72 acre excess property on the Crooked River-Terrebonne Section of the The Dalles-California Hwy. in Deschutes for a revised minimum consideration of \$2,000. Approved December 17, 1981. File 48538 (23-43).
- (14) Sale of 25.89 acres excess property on the Divide-Anlauf Section of the Pacific Hwy. in Douglas Co. for a minimum consideration of \$74,500. Approved December 17, 1981. Files 19210, 19211, 19212 (23-45).
- (15) Sale of 1,575 square feet excess property on the Winchester-Garden Valley Section of the Pacific Hwy. in Douglas Co. for a minimum consideration of \$9,450.00. Approved December 23, 1981. File 34734 (23-43).
- (16) Sale of 0.05 acre excess property on the Brookings-Winchuck R. Section of the Oregon Coast Hwy. in Curry County for a minimum consideration of \$300. Approved December 23, 1981. File 43858 (23-43).
- (17) Sale of 0.16 acre excess property on the Medford-Phoenix Section of the Rogue Valley Hwy. in Jackson County for a minimum consideration of \$20,900.00. Approved December 24, 1981. Files 18313, 18314, 18315 (23-43).

EXHIBIT E
MINUTES OF 1-19-82
Report of January, 1982 (cont.)

- (18) Agreement with Union Pacific Railroad Co. for the right to cross the Railroad's right of way with "A" Street (Vale West Hwy.) at Vale in Malheur Co. Approved December 28, 1981. RR 1063 (23-50).
- (19) Extension of Service Contract No. 77-011 with Southern Pacific Transportation Co. for the grade crossing at Woodrow St. N.E. in Salem, Marion County. Approved December 4, 1981. RR 873 (23-50).
- (20) Signed on December 30, 1981, the Grant of Access to Janet Greelman on the Clatskanie-Delena Section of the (Lower) Columbia River Hwy. in Columbia Co. Approved by Mr. Yturri December 24, 1981. File 20265 (23-46).
- (21) Release of an excess channel change easement over 1.6 acres of land on the Seven Oaks-Ashland Section of the Pacific Hwy. in Jackson County for a minimum consideration of \$500.00. Approved January 5, 1982. Files 30586, 30587, 31750 (23-43).

Dated this 6 day of January, 1982.



J. B. BOYD, PE, PLS, Right of Way Manager

JBB:aj

EXHIBIT E
MINUTES OF 1-19-82

COM 4

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

BEEDE RESERVOIR-DRINKWATER PASS SECTION, CENTRAL OREGON HIGHWAY - HARNEY COUNTY

R-51814 - Wilber, Wright et al. 9.4 acre for right of way purposes. Offer \$1,450.00.

R-51815 - Wilber, Patrick Joseph et al. 4.8 acres for right of way purposes. Offer \$1,100.00.

FOSTER RESERVOIR-CASCADIA STATE PARK SECTION, SANTIAM HIGHWAY - LINN COUNTY

R-51903 - Westell C. Phelan et ux. 0.64 acre for right of way purposes. Offer \$2,950.00.

NEHALEM RIVER BRIDGE SECTION, OREGON COAST HIGHWAY - TILLAMOOK COUNTY

R-50762 - Harry A. Olson et ux. 0.73 acre for right of way purposes. Offer \$38,250.00.

SHIELDS CREEK-MUNS CREEK UNIT OF THE MYSTIC CREEK-MUNS CREEK SECTION, COOS BAY-ROSEBURG HIGHWAY - DOUGLAS COUNTY

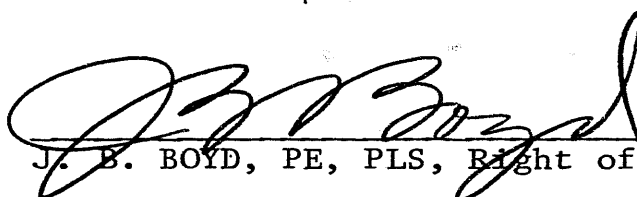
R-51538 - Paul Gene DeRoss. 0.22 acre for right of way purposes. Offer \$1,100.00.

S. 6TH STREET-PARKDALE DRIVE (GRANTS PASS) SECTION, EAST PARK STREET - JOSEPHINE COUNTY

R-51743-18 - Joseph H. Nesbitt et al. 450 square feet for a permanent easement for slopes, telephone and power line facilities. Offer \$975.00.

R-51743-19 - Steven R. Dellsite et al. 509 square feet for a permanent easement for slopes, telephone and power line facilities. Offer \$1,150.00.

Dated this 6 day of January, 1982.


J. B. BOYD, PE, PLS, Right of Way Manager

RE: Report of Offers Tendered - 7
- 4480 -

EXHIBIT F
MINUTES OF 1-19-82

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report
Actions Taken Under Delegated Authority

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On DECEMBER 27, 1981, \$ 2,812,904.93 was distributed to the counties as their share of motor vehicle revenues (20.07%) for the month of NOVEMBER, 1981.

On DECEMBER 31, 1981, \$ 1,684,849.43 (12.17% of the Highway Fund) was distributed to the cities for the month of NOVEMBER, 1981.

(Lists of apportionments on file in Commission Files, Salem.)

Dated this 5TH day of JANUARY, 1982

V. E. Skoog

V. E. Skoog, Controller
Highway Division

Attachments

cc: Fred Miller
John Earley - Att.

EXHIBIT G
MINUTES OF 1-19-82

TO: Oregon Transportation Commission

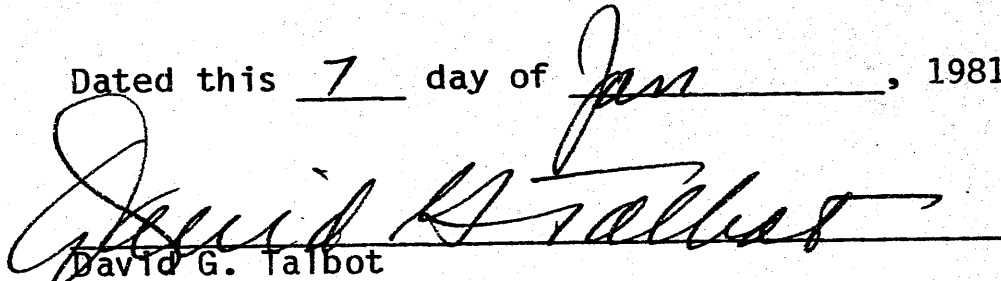
SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized the State Parks Administrator, or his designate, in an official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith, the Parks Administrator or his designate has approved the following actions and report them for your official records.

On December 22, 1981, approved an agreement with Oregon State Forestry for protection and management of timber sales in a contract called "Quartz Creek Combination," located near Sunset Highway Forest Wayside.

On January 6, 1982, approved an intergovernmental agreement with Marion and Yamhill Counties for the operation of Wheatland Ferry. Parks is to contribute to Marion County the sum of \$10,000, to be paid on or before July 1, 1982.

Dated this 7 day of Jan, 1981



David G. Talbot
State Parks Administrator

DGT/dms

EXHIBIT H
MINUTES OF 1-19-82
REPORT OF CONDEMNATION CASES TRIED

<u>Defendant</u>	<u>State's Offer Before Filing Complaint</u>	<u>Defend- ants' Lowest Demand</u>	<u>Verdict</u>	<u>Attorney Fees</u>
Lester Langdon L-7611 Section: Warren-Scappoose Highway: Columbia River County: Columbia	\$31,000.	\$53,000.	\$45,000.	\$2,000.
Inez Langdon L-7608 Section: Warren-Scappoose Highway: Columbia River County: Columbia	\$14,000.	\$30,000.	\$21,000.	\$2,000.

EXHIBIT H
MINUTES OF 1-19-82

REPORT OF TRIAL OTHER CASES
STATE PLAINTIFF

<u>Defendant</u>	<u>Cause of Action</u>	<u>Demands of Plaintiff</u>	<u>Verdict or Judgment</u>
James Jessing	Property Damage	\$648.00	\$648.00
L-8066 Attorney Fees: \$225.00 County: Multnomah		Court Costs:	\$39.00
Robert Shindler	Rental Agreement	\$582.58	\$582.58
L-7755 Attorney Fees: -- County: Multnomah		Court Costs:	\$25.00
Steven Buttolph	Guardrail Damage	\$353.08	\$353.08
L-7936 Attorney Fees: \$170.00 County: Clackamas		Court Costs:	\$29.00
John Troxel	Guardrail Damage	\$546.80	\$546.80
L-7785 Attorney Fees: \$160.00 County: Marion		Court Costs:	\$81.97

EXHIBIT H
MINUTES OF 1-19-82

REPORT OF TRIAL OTHER CASES
STATE DEFENDANT

<u>Plaintiff</u>	<u>Cause of Action</u>	<u>Demands of Plaintiff</u>	<u>Verdict or Judgment</u>
James Jackson	Personal Injury	\$150,000.00	State not liable
L-7777 County: Lane			
James Jackson	Personal Injury	\$206,998.68	State not liable
L-7777 County: Lane			

EXHIBIT H
MINUTES OF 1-19-82

REPORT OF SETTLEMENT OR DISPOSITION
OF CASES OTHER THAN CONDEMNATION

<u>Plaintiff</u>	<u>Defendant</u>	<u>Cause of Action</u>	<u>Demand of Plaintiff</u>
Harrington	State	Personal Injury	\$50,000.
L-7927 County: Marion Disposed of by: Settled for \$1,000.			
Lofgren	State	Personal Injury	\$250,000.
L-7849 County: Multnomah Disposed of by: Settled for \$1,500.			
Wang	State	Negligence	\$100,000.
L-7982 County: Multnomah Disposed of by: Defense accepted by contractor's insurance company.			
State	Heaven on Earth 24-Hour Cafe & Diesel	Use Fuel Tax Collection	\$1,948.89 tax & penalty
L-8013 County: Marion Disposed of by: Monthly installments of \$200. until paid.			
Maks Wood Products	State	Property Damage	\$13,350
L-7899 County: Lane Disposed of by: Case abandoned by plaintiff.			

EXHIBIT H
MINUTES OF 1-19-82

Brown	State	Personal Injury	\$100,000.
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L-7804

County: Marion

Disposed of by: Settled for \$5,000. (paid by Tort Liability Fund)

Forbes	State	Personal Injury	\$51,620.
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L-7886

County: Jackson

Disposed of by: Settlement \$6,125. through liability claim fund.

EXHIBIT H
MINUTES OF 1-19-82

REPORT OF CONDEMNATION CASES SETTLED

<u>Defendant</u>	<u>State's Offer</u>	<u>State's Highest Appraisal</u>	<u>Amount of Settlement</u>
Lawrence Sloan L-7336 R-48149 Section: Vail Creek-Sweet Home Highway: Santiam County: Linn	\$250.	\$250.	\$250.
Ackerley Communi- cations Inc. L-7678 R-49305 Section: Battle Creek-Talbot Road Highway: Pacific County: Marion	\$19,210. Parcel 1 only	\$41,300.	\$45,000.
Ruth Staehly, et al L-7630 R-49520 Section: Little Nestucca River-Neskowin Highway: Oregon Coast County: Tillamook	\$15,050.		\$25,000.
Columbia Sheet Metal L-7737 R-49683 Section: Columbia River Bridge-N.E. Sandy Highway: East Portland Freeway County: Multnomah	\$1,700.	\$3,100.	\$3,565.

EXHIBIT H
MINUTES OF 1-19-82

REPORT OF CONDEMNATION CASES SETTLED

<u>Defendant</u>	<u>State's Offer</u>	<u>State's Highest Appraisal</u>	<u>Amount of Settlement</u>
S. Henderson	\$13,000.	\$29,500.	\$33,950.
L-7792 R-49682 Section: Columbia River Bridge-N.E. Sandy Highway: East Portland Freeway County: Multnomah			
G. L. Ball	\$10,000.	\$19,500.	\$24,000.
L-7942 R-50350 Section: N. Tigard Intch.-S. Tigard Intch. Highway: Pacific County: Washington			

EXHIBIT H
MINUTES OF 1-19-82

REPORT OF CASES FILED BY AND AGAINST THE DEPARTMENT OF TRANSPORTATION

L- 8093 Herbert W. Graen, et us vs. The State of Oregon, by and through its Department of Transportation. This is a suit in Inverse Condemnation alleging tht the reconstruction of an access to a footage road parallel to an westerly of I-5 on the Battlecreek-Talbot Road Section in Marion County just south of Salem. The plaintiff has alleged no particular figure for damages and has asked for \$3,000. in Attorney Fees. The matter has been referred to the Attorney General's office for the defense of the Department.

L-8095 Lynn Beaver Personal Representative of the estate of Larry Beaver, Deceased, vs. Walter D. Pelett, vs. State of Oregon by and through its Department of Transportation, Highway Division, U-Haul Co. of Oregon and Morelli's Texaco. This is a case in which the Highway Division is a third party defendant and the defendant in the original law suit and third party plaintiff is alleging that the Highway Division was negligent in failing to properly design the Allen Avenue intersection on Oregon State Highway 217 in Multnomah County and to properly warn the defendants that a left turn lane was available for traffic on the eastbound in the Allen Boulevard. The intersection was under cnstruction at that time of the accident. The amount of the law suit is \$2,500,000. The matter has been turned over to the Attorney General's office for the defense of the State.

L-8096 Annadiana Beaver, Personal Representative of the estate of Kevin P. Beaver, Deceased, vs. Walter D. Pelett, and State of Oregon et al. This is a companion case to L-8095 and the law suit arises out of the same accident. The defendant and third plaintiff is again alleging the same items of negligence against the State and is asking for \$500,000. The matter has been referred to the Attorney General's office for the defense of the State.

EXHIBIT H
MINUTES OF 1-19-82

L-8112 Donald R. Thomas vs. Southern Pacific Transportation Company, et al. This law suit arises out of an accident that occurred on February 25, 1981 in which a truck which the plaintiff was a passenger skidded on Highway 97 near the Klamath River Bridge in Klamath County. After the truck came to a stand still it was struck behind by a school bus. The allegations of negligence against the State relate to failing to remove the ice and snow from the highway, failing to sand the highway and failing to warn motorist of the condition on the roadway. The plaintiff is seeking \$102,500 from the various defendants. The matter has been referred to the Attorney General's office for the defense of the State.

L-8113 Linda Valentine vs. State of Oregon, et al. This law suit arises out of an accident that occurred on July 4, 1981 on Highway 26 one-half mile west of Turk Road in Washington County. The defendant Harry Theodore Schoenborn was the driver of the vehicle and the plaintiff was a passenger. The alleged negligence on behalf of the Highway Division was the failure to warn the motoring public that there was a drop off at the edge of the pavement and in failing to have the contractor to paint or stripe lines indicating where the travel lanes of the highway were. This area of the highway was under construction at the time and the contractor has also been named as a party defendant. The plaintiff who was a passenger in the vehicle has sued for \$533,800 in damages. The matter has been referred to the Attorney General's office for the defense of the State.

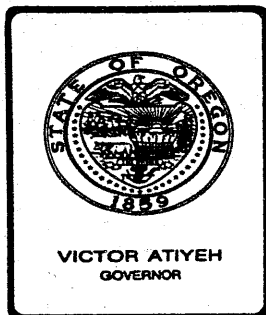


EXHIBIT I
MINUTES OF 1-19-82

Department of Transportation
PUBLIC TRANSIT DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310 PHONE 378-8201

January 15, 1982

In Reply Refer to
File No.:

COM 4

MEMORANDUM

TO: Oregon Transportation Commission
FROM: *Dennis H. Moore*
Dennis H. Moore, Administrator
Public Transit Division

SUBJECT: Reported Actions Taken Under Delegated Authority

On behalf of the Commission and under the authority delegated to me to approve and sign contracts, I have taken the following actions since my last report.

1. Federal Highway Administration, Nonurbanized Area Operating Assistance Program, (Section 18). A federal program to provide operating assistance to transportation systems in Oregon.
 - A. City of Woodburn, \$6,500 (September 16, 1981)
 - B. City of Albany, \$21,160 (October 29, 1981)
 - C. City of Albany/Linn-Benton Loop, \$25,250 (October 29, 1981)
 - D. Columbia County, \$35,505 (November 10, 1981)
 - E. City of Newport, \$29,490 (November 10, 1981)
 - F. Hood River County, \$3,450 (November 19, 1981)
 - G. City of Corvallis, \$17,940 (December 8, 1981)
 - H. City of Coquille, \$4,730 (December 17, 1981)
2. Federal Highway Administration, Nonurbanized Area Capital Assistance Program, (Section 18). A federal grant providing capital assistance to nonurbanized transit systems.
 - A. Basin Transit Service Transportation District*, \$10,489.22 (November 11, 1981)
3. Small City and Rural Operating Assistance. A State General Fund program to provide operating assistance to small city and rural transit systems.
 - A. City of Woodburn, \$5,100 (September 16, 1981)
 - B. City of Albany, \$14,840 (October 29, 1981)

*Transfer of grant funds from 1980-81 to Basin Transit Service Transportation District from the Klamath Falls agreement.

EXHIBIT I
MINUTES OF 1-19-82

Oregon Transportation Commission
January 15, 1982
Page two

- C. City of Albany/Linn-Benton Loop, \$15,150 (October 29, 1981)
- D. Columbia County, \$27,895 (November 10, 1981)
- E. City of Newport, \$7,730 (November 10, 1981)
- F. Hood River County, \$1,550 (November 19, 1981)
- G. City of Corvallis, \$12,160 (December 8, 1981)
- H. City of Coquille, \$2,120 (December 17, 1981)

4. Urban Mass Transportation Administration, (Section 16(b)(2)).
A federal program for capital purchases of vehicles and equipment
to be used in transporting elderly and handicapped persons.

A. Under the above federal program for elderly and handicapped
capital equipment grant, agreements have been signed to
purchase vehicles and auxiliary equipment such as wheelchair
lifts and radio dispatching systems with the following
organizations:

- 1. Willamette Chapter of the American Red Cross 237-0
(June 18, 1981)
- 2. United Senior Citizens of Bend, \$12,961 (November 20,
1981)

5. Intercity Public Transportation Systems. A State General Fund
program appropriated to the Emergency Board for use in projects
improving intercity travel in Oregon.

A. A contract with Petzold & Associates, Inc., for \$30,000
marketing services for the Willamette Valley Rail Project.

DHM:ag

cc: Bob Gormsen, Commission Services

Fred Miller, Director
Department of Transportation

February 22, 1982
Salem, Oregon

The Oregon Transportation Commission held its monthly meeting in the Conference Room (122) of the Transportation Building beginning at 10 a.m. Notice of the meeting had been made by press release to newspapers of general and local circulation throughout the State. Present were:

Anthony Yturri, Chairman
Tom Walsh, Vice Chairman
Peter Brix, Member
N. B. Giustina, Member
Robert Dwyer, Member
Fred D. Miller, Director of Transportation
Jack Sollis, Chief Counsel
L. W. Rulien, Assistant Director for Administration
George Bell, Assistant Director for Intergovernmental and
Public Affairs
H. S. Coulter, State Highway Engineer
Dennis Moore, Administrator of Public Transit Division
David Moomaw, Administrator of Motor Vehicles Division
Paul Burket, Administrator of Aeronautics Division
David Talbot, Administrator of Parks and Recreation Division
David H. Moehring, Assistant State Highway Engineer,
Project Management Branch
Robert Schroeder, Assistant State Highway Engineer,
Maintenance Branch
E. S. Hunter, Assistant State Highway Engineer,
Technical Services Branch
C. O. Fredrickson, Region 2 Engineer
Robert Bothman, Administrator, Metropolitan Branch
Joe Christian, DOT Fiscal Officer
Shirley Eads, Travel Director
Robert W. Gormsen, Manager, Commission Services

There were other staff members present.

Mr. Miller presented the consent calendar. The items on the consent calendar had been sent to the Commission prior to the meeting. The Commission unanimously approved the following items on the consent calendar:

- 1) The minutes of the Commission meeting of January 19, 1982.

(continued on next page)

- 2) Adopted resolution declaring necessity of certain real property for public purposes and authorized condemnation. ("Real Property Condemnation Resolution No. 2720" on file in Commission's files, Salem.)
- 3) Added to the construction program a rockfall stabilization project on the Oregon Coast Highway near the south boundary of Oswald West State Park on Neahkanie Mountain in Tillamook County at an estimated cost of \$53,000 to be financed with State funds.
- 4) Survey on the Mystic Creek-Muns Creek Section of the Coos Bay-Roseburg Highway in Douglas County. This survey was previously adopted by the Commission on November 25, 1980, and was resubmitted due to an alignment change to minimize impact on an archaeology sensitive area. Amended "Highway Corridor and Design Resolution No. 434." ("Highway Corridor and Design Resolution No. 434A" on file in Commission's files, Salem.)
- 5) Resolution abandoning a small parcel of land from the state highway system in the Dundee Section of the Pacific Highway West in Yamhill County. ("Abandonment Resolution No. 605" on file in Commission's files, Salem.)

Written delegated authority reports had been sent to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are on file in Commission's files, Salem.)

Chairman of Transportation Commission	Exhibit A
State Highway Engineer	Exhibit B
Assistant State Highway Engineer	Exhibit C
Right of Way Manager	Exhibit D
State Parks Administrator	Exhibit E
Highway Controller	Exhibit F
Chief Counsel	Exhibit G

Mr. Miller requested Commission approval to appear before the Emergency Board for the following two items:

- 1) To transfer nine positions from Central Services to the Highway Division effective March 1, 1982, involving planning and support staff. This would decrease the Other Funds limitation in the Central

(continued on next page)

Services budget by \$438,274 and increase the Other Funds expenditure limitation in the Highway Division budget by \$438,274. (See list of positions on file in Commission's files, Salem, attached to letter dated February 12, 1982 to Emergency Board.)

- 2) To reclassify two positions in the Motor Vehicles Division. (See Mr. Moomaw's letter on file in Commission's files dated February 12, 1982, explaining the reclassifications.)

The Commission unanimously approved Mr. Miller's request.

The Commission then confirmed Tuesday, March 16, 1982, for the date of the next meeting in Salem. They tentatively set the following Salem meeting for Tuesday, April 20, 1982.

It was also noted that a retirement banquet for Fred Klaboe will be held at the Chumaree Rodeway Inn, Salem, on Monday, March 15, 1982.

Mr. Moomaw explained the nature of some of the information collected by the Motor Vehicles Division and some of the users of the vehicle registration and driver records. Major users, he said, are insurance companies, car dealers, lawyers, employers and banks. He said that R. L. Polk Company assembles vehicle information nationally and it is used in auto manufacturer's recall programs. The fees charged are set by statute or administrative rule. He said requests for records may involve large volumes of information or very specific segments of driver-registration information. In some cases these requests involve direct access by user terminal to computer files when such access is determined to be the least cost method for providing such information. He said he felt the best arrangement would be to enter into contracts for the sale of these records. He asked for an amendment to Delegation Order No. 27 to grant him authority to enter into such contracts. The Commission unanimously amended Delegation Order No. 27 as follows:

Approve and execute contracts for the sale of records subject to disclosure under ORS 192.410 and 192.500, and for providing services in making such records available for inspection or sale.

Mr. Burket recalled that at the December 1981 Commission meeting he had reported a dire situation with the Aeronautics Division budget. He said conditions have improved somewhat since last month. The cash flow has improved by about 14% over December and fuel

revenues have increased by 16%. He said that he would probably be asking for Commission approval to seek an increase in their revenue structure. The Federal Government is proposing an increase in the gallonage tax but the prospect for adoption is remote. All funds would be used to increase service to airplane users.

Ms. Eads reported on her recent tourism trade mission to Australia and New Zealand on January 29 to February 12, 1982. She was in a party sponsored by the U. S. Tourism Administration Office of the Department of Commerce which involved about 25 State and City tourism representatives from 13 Western States. She said the contacts were productive, worthwhile, and could bring new visitors to the Northwest. She mentioned that she took requests from about 200 travel agents for specific kinds of literature. (See written report on file in Commission's files to the Transportation Commission dated February 17, 1982.)

Mr. Talbot said that Geoffrey Garcia had submitted a proposal for exploratory drilling in the area of the Almeda Mine on the Rogue River Scenic Waterway in Josephine County. He recommended that the Commission approve preliminary excavation only, subject to DEQ, Department of Geology and Mineral Industry, Josephine County and BLM requirements. The Commission unanimously approved Mr. Talbot's recommendation.

Mr. Talbot also reported on the Buckles case which involved the construction of a private small scale hydro-electric plant on the Sandy River Scenic Waterway in Multnomah County. He recalled that a contested case hearing was held and Mr. Buckles has withdrawn his request. The hydro-electric project will not be built. (See page 4498 for Mr. Sollis' comments.)

Frank Gilchrist, a member of the State Parks and Recreation Advisory Committee, was seriously injured in a recent car accident, but is now conscious after a long interval.

Vice Chairman Walsh inquired of the progress of the Nehalem Bay Project. Mr. Talbot said the contractor had asked for an extension of a few more months for the haul road access due to delays caused by adverse winter weather conditions. The project involves constructing a temporary haul road down the Nehalem Bay Spit in Tillamook County to a site where jetty rock will be stockpiled. An agreement with E. W. Eldridge and Marshall, Associate Contractors, to construct the temporary haul road had been approved by the Commission at their September 24, 1981 Commission meeting. Mr. Talbot said the Parks Division would not be opposed to the extension of the agreement through June 30, 1982, for weekdays only (no rock hauling on weekends or holidays). The Commission unanimously concurred in the extension.

Mr. Sollis explained that the reason Mr. Buckles withdrew his request for construction of a hydro-electric plant on the Sandy River Scenic Waterway in Multnomah County was at the contested case hearing a geologist testified that Mr. Buckles' proposed facility could slide down into the river.

Mr. Sollis discussed briefly with the Commission the increasing number of lawsuits against the State. He said even lawsuits nationwide against Governments are increasing.

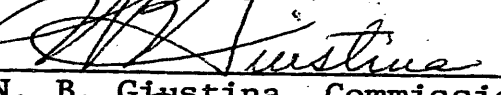
Mr. Coulter commented on the revenue forecasts. He said during the first six months of the biennium, the Highway Division revenue was down 2% or about \$1½ to \$2 million from the projection. He said gasoline revenues are up and weight mile tax is down. Because of severe weather conditions, highway maintenance costs are up.

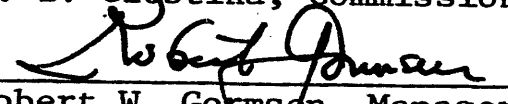
Vice Chairman Walsh asked why the cash balance was at a high of \$55 million, and why does it continue to go up? Mr. Coulter responded saying that the Legislature had allowed an extra \$10 million for asphalt projects but was too late to use last season. He said the Department is also obligated for bond payments on the Justice Center. He also explained that the heavy cash drain during the summer construction season has not yet begun. Mr. Coulter will develop a plan to cut down the balance and present it at a future meeting.

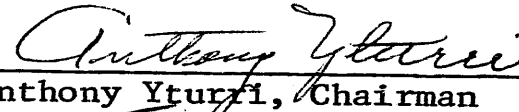
Robert Knipe, President of the Oregon Trucking Association, was in attendance and presented to the Department a 22-minute film produced by the Western Highway Institute entitled Excerpts from the sound track of the motion picture "Film Report: More Productive Trucks." He discussed the Western Highway Institute and explained their function and mission. He stated the WHI works cooperatively with many truckers and Highway Departments to promote safety and to study the solutions to problems common to industry, users and public agencies. The film was viewed by the Commission. The Chairman thanked Mr. Knipe for the informative film. (Film available for showings upon request to Bob Hamilton, Permit Director, Salem.)

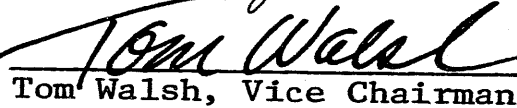
The meeting was adjourned at 11:05 a.m.


Robert F. Dwyer, Commissioner


N. B. Giustina, Commissioner


Robert W. Gormsen, Manager
Commission Services


Anthony Yturri, Chairman


Tom Walsh, Vice Chairman

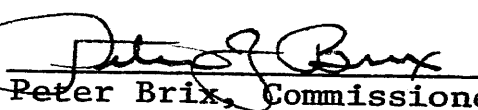

Peter Brix, Commissioner

EXHIBIT A
MINUTES OF 2-22-82

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
51446	Martin, Herman & Valdie L.	\$ 25,000.00
51448	Bloom, Richard R. & Rosalie L.	40,297.00
51472	Price, Delmar E. & Evelyn M.	76,150.00
51476	Sanders, Charley E. & Frieda M.	9,725.00
51801	Cooper, Fredrick C & Joy W.	1,025.00
52039	Hallmeyer, Howard E. et al	3,250.00
52040	Hallmeyer, Howard E. et al	310.00
52262	Hull, Helen N.	100.00
52435	Fred Meyer Real Estate Properties, Ltd.	Gratis
	9 Transactions	\$ 155,857.00

(2) Agreement with City of Springfield for the installation of traffic signals on the McKenzie Highway at 58th Street. The State will perform the preliminary and construction engineering at no expense to City. The City will pay all costs of the contract work and accepts all responsibility for electrical energy consumed. (Local Government Unit)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 11 day of January, 1982

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
[Signature]
STATE HIGHWAY ENGINEER
Date 1/7/82

EXHIBIT A
MINUTES OF 2-22-82

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Action Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the following agreement and report this action for your official records:

On December 24, 1981, approved an agreement with the Department of Justice for the payment of legal fees for the advice rendered by the Department of Justice. The agreement is for an indefinite period but may be terminated by either party upon 60 days' written notice. (Approval given to Fred Miller)

Dated this 11 day of January, 1982
Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
H. Schulte
STATE HIGHWAY ENGINEER
Date 1/7/82

EXHIBIT A
MINUTES OF 2-22-82

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
50811	Nobles, Samuel and Mary	\$ 25,000.00
51376	Roseburg Lumber Co.	221,000.00
51390	Smith, William N. & Associates	34,245.00
51443	School District #62	14,400.00
51447	Clackamas County	1,500.00
51615	Taylor, Hazel B. & Hill, Duane D.	470.00
52135	Thomas, Rose	750.00
	7 Transactions	<u>\$ 297,365.00</u>

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 20 day of Jan, 1982

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
H. S. Saulters
STATE HIGHWAY ENGINEER
Date 1-15-82

TO: Oregon Transportation Commission MINUTES OF 2-22-82
 SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
50560	Ackerley Communications, Inc.	\$ 11,444.00
50882	Hanna, Charles S. and Amine	85,200.00
51352	Spears, Barbara	400.00
51623	Miller, James D.	100.00
52106	Johnson, Ronald S. and Helen M.	4,100.00
52267	Tower Properties, Inc.	100.00
52268	Rose City Investment Co.	100.00
52270	Cablesystems Pacific, Ltd.	3,550.00
52297	Turner, Harry A. and Rachel	100.00
	9 Transactions	\$ 105,094.00

(2) Grant of Access to Deschutes County at La Pine on the La Pine-Klamath County Line Section of The Dalles-California Highway in Deschutes County. File 18008. (Right of Way)

(3) Agreement with Yamhill County allowing for the transfer from State to County a small parcel of State highway right of way in the Dundee Section of the Pacific Highway West, State Primary Highway No. 1W. This transfer will provide County with adequate right of way to maintain the recently realigned intersection of County Road No. 119 with the Pacific Highway West near the easterly City Limits of Dundee. (Local Government Section)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 17 day of January, 1982

Anthony Yturri
 Anthony Yturri, Chairman
 Oregon Transportation Commission

APPROVED
H. Seville
 STATE HIGHWAY ENGINEER
 DATE: 1-25-82

TO: Oregon Transportation Commission EXHIBIT B
SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority MINUTES OF 2-22-82

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

- 1) Springfield Downtown Transit Station in Lane County.
Bids received December 17, 1981. Contract No. 9417
awarded January 11, 1982, to Hyland Brothers Construc-
tion, Inc., Eugene, at \$129,945.
- 2) Railroad relocation on the Tualatin Valley Highway Grade
Separation Project in Beaverton, Washington County.
Bids received January 21, 1982. Contract No. 9424
awarded January 28, 1982, to Ross Bros. Construction, Inc.,
Salem, at \$5,829,098.
- 3) Building improvements at the Baldock Safety Rest Area on the
Pacific Highway in Clackamas County. Bids received January 28,
1982. Contract No. 9425 awarded February 4, 1982, to Suomi
Enterprises, Inc., Woodburn, at \$32,590.
- 4) Columbia County Pavement Marking Project No. 2. Bids re-
ceived January 28, 1982. Contract No. 9426 awarded on
February 4, 1982, to Swanston Equipment Company, Fargo, ND,
at \$28,702.
- 5) Marion County Pavement Marking Project No. 2. Bids received
January 28, 1982. Contract No. 9428 awarded on February 4,
1982, to Select Contractors Inc., Seattle, WA at \$120,049.
- 6) Building improvements at the Charles H. Reynolds, Baker Valley,
Weatherby and Ontario Safety Rest Areas on the Old Oregon Trail
in Union, Baker and Malheur Counties. Bids received on
January 28, 1982. Contract No. 9429 awarded on February 4,
1982, to Douglas S. Coats, Inc., Bend, at \$37,937.
- 7) Work on the Shields Creek-Muns Creek Section of the Coos Bay-
Roseburg Highway in Douglas County. Bids received January 28,
1982. Contract No. 9431 awarded on February 4, 1982, to
Stach Construction Company, Grants Pass, at \$664,354.44.
- 8) Blackhorse Creek Bridge on Arcade Street in Lexington, Morrow
County. Bids received on January 28, 1982. Contract No. 9433
awarded on February 4, 1982, to Kniestadt & Sons, The Dalles,
at \$88,917.

Dated this 11th day of February, 1982


H. S. Coulter, State Highway Engineer

2-9-82

- 4503 -

EXHIBIT B
MINUTES OF 2-22-82

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved all actions listed below and report this action for your official records:

- (1) On January 7, 1982, established a 30 MPH speed zone in the City of St. Paul on the Hillsboro-Silverton Highway No. 140 in Marion County from M.P. 27.74 to M.P. 27.82 on Main Street and from M.P. 28.36 to M.P. 28.48 on Church Street. Rescinds Speed Zone Resolution No. 424 dated November 22, 1963. (Speed Zone Order No. 869)
- (2) On January 13, 1982, approved an agreement with the Oregon Department of State Police for Sno-Park Permit Enforcement covering the period from November, 1981 to March, 1982.
- (3) On December 28, 1981, approved a snow removal agreement with Cooper Spur Ski Area covering the Cooper Spur Ski Area in Hood River County.
- (4) On January 28, 1982, established a 35 MPH speed zone on the Clackamas-Boring Highway in the Communities of Clackamas and Boring in Clackamas County from M.P. 2.35 to M.P. 3.02, M.P. 6.59 to M.P. 6.76 and M.P. 7.04 to M.P. 7.42; 45 MPH from M.P. 3.02 to M.P. 4.46; 25 MPH from M.P. 6.76 to M.P. 7.04 including 20 MPH from M.P. 6.96 to M.P. 7.03 when children are present. Rescinds Speed Zone Order No. 864 dated October 5, 1981. (Speed Zone Order No. 870)
- (5) On February 3, 1982, granted authority to proceed with a State-funded survey for the Port Orford Rock Production Project on the Oregon Coast Highway in Curry County. Project is necessary to replenish stockpile aggregates depleted by recent slides. Amount \$70,400.

Dated this 11th day of February, 1982


H. S. Coulter, State Highway Engineer

- 4504 -

2-8-82

EXHIBIT CMINUTES OF 2-22-82REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

<u>Contractor and Contract No.</u>	<u>Section and County</u>	<u>Acceptance Date</u>
Roseburg Paving, Inc. No. 9197	NE Alameda Ave.-NE Garden Valley Blvd. (Roseburg) Douglas County	Jan. 13, 1982
Wildish Const. Co. No. 9216	Middle Fork Willamette River- Salmon Cr. (Oakridge) Lane County	Jan. 15, 1982
C. G. Gredvig, Inc. No. 9357	Germantown Rd. @ Cornelius Pass Rd. Washington County	Jan. 15, 1982
Dirt & Aggregate Intch. No. 9203	NE Columbia Blvd.-NE Weidler Multnomah County	Jan. 15, 1982
Morse Bros., Inc. No. 9190	Sulphur Springs Road & Soap Creek Road Benton County	Jan. 15, 1982
J. C. Compton Co. No. 9200	Osweg Creek Slide Clatsop County	Jan. 18, 1982
The Kaspac Corp. dba Kaspac Industries No. 9298	Washington State Line- Lane County Line Clatsop, Tillamook & Lincoln Counties	Jan. 21, 1982
Ross Bros. Constr., Inc. No. 9214	Dean Creek Bridge Douglas County	Jan. 22, 1982
Cascade Const. Co., Inc. No. 8952	Progress Intchge. Off Ramp Washington County	Jan. 26, 1982
C.W. McCallen Construction No. 9295	Polallie Cr.-Cooper Spur Detour Hood River County	Jan. 28, 1982
Ross Bros. Const., Inc. No. 9292	N. Yamhill River (Oak Ridge Rd.) Bridge Yamhill County	Jan. 28, 1982
Mid-Columbia Paving Co. No. 9242	Mosier/The Dalles Hwy. @ W. 8th St. (The Dalles) Wasco County	Feb. 9, 1982

February 10, 1982

- 4505 -

for

C. T. Keasey

Asst. State Highway Engineer

EXHIBIT D
MINUTES OF 2-22-82

COM 4

February, 1982

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

Under delegated authority (Delegation Order No. 23) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Administrative Order No. 33), I report that I have taken the following actions for your official records:

- (1) Construction-Maintenance Agreement with Portland Traction Company for grade crossing protection devices at Johnson Creek Boulevard in Multnomah County. Approved January 11, 1982. RR-1090 (23-50)
- (2) Sale of 1.79 acres excess property on the Table Rock Road-12th Street Section of the Pacific Highway in Jackson County for a minimum consideration of \$59,500. Approved January 13, 1982. Files 29025, 26, and 30 (23-43).
- (3) Extension of Reciprocal Use Agreement with Crown Zellerbach for quarry sites in Clatsop and Columbia Counties. Approved December 31, 1981. File 16391 (23-43).
- (4) Sale of five excess parcels on the Marquam Bridge-S.E. 84th Avenue Section of the Mt. Hood Freeway in Multnomah County. Approved January 25, 1982 (23-43).

File 44658, 10,000 square feet, \$65,000 minimum consideration.

File 45067, 4,990 square feet, \$44,000 minimum consideration.

File 46968, 8,000 square feet, \$70,000 minimum consideration.

File 46314, 5,000 square feet, \$15,000 minimum consideration.

File 46780, 6,000 square feet, \$39,000 minimum consideration.

- (5) Sale of excess easement for sewer pipeline over 4.03 acres on the Gervais-Hayesville Section of the Pacific Highway in Marion County to the City of Salem for a consideration of \$300. Approved January 27, 1982. File 21206 (23-43)
- (6) Service contract with the Southern Pacific Transportation Company for grade crossing protection devices at S.W. 160th Avenue in Washington County. Approved January 27, 1982. File RR-1091 (23-50)
- (7) Sale of easement to Safeway Stores, Inc., and dedication of 2,800 square feet for public use for \$10,000 in connection with the State-Poe-Jamison settlement on the Lake Road-Oregon City Section of the Cascade Highway in Clackamas County. Approved April 20, 1981. File 28741 (23-43).

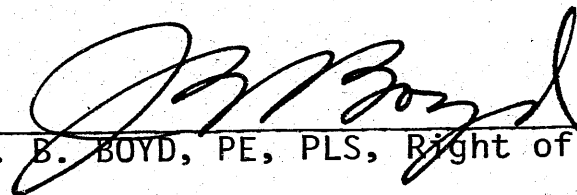
EXHIBIT D
MINUTES OF 2-22-82
Report of February, 1982 (Cont'd.)

- (8) Permit of Entry Agreement with Southern Pacific Transportation Company for the Wheeler Overcrossing Section of the Oregon Coast Highway in Tillamook County. Approved January 29, 1982. RR-1093 (23-50).
- (9) Service contract with the Southern Pacific Transportation Company for grade crossing protection devices at S.W. Edy Road in Washington County. Approved February 2, 1982. RR-1092 (23-50).
- (10) Sale of 5,600 square feet excess property on the Harbor Dr.-Barbur Blvd. Section of the Pacific Highway in Multnomah County for a minimum consideration of \$33,000. Approved February 2, 1982. File 22745 (23-43).
- (11) Sale of 5,000 square feet excess property on the Marquam Br.-S.E. 84th Avenue Section of the Mt. Hood Freeway in Multnomah County for a minimum consideration of \$15,000. Approved February 3, 1982. File 44734 (23-43).
- (12) Sale of 5,000 square feet excess property on the Marquam Br.-S.E. 84th Avenue Section of the Mt. Hood Freeway in Multnomah County for a minimum consideration of \$15,000 (supersedes November 7, 1979, approval for \$18,500). Approved February 3, 1982. File 46811 (23-43).
- (13) Sale of 0.29 acre excess property on the Bandon Section of the Oregon Coast Highway in Coos County for a minimum consideration of \$25,000. (Supersedes March 17, 1980, approval for \$42,500.) Approved February 3, 1982. File 5326 (23-43).
- (14) Sale of 3,050 square feet excess property on the St. Helens Road-N.W. 21st Avenue Section of the Columbia River Highway in Multnomah County for a minimum consideration of \$46,150 for 2 combined files (supersedes December 10, 1981, approval for \$150 on just 50 square feet). Approved February 5, 1982. Files 38360, 38361 (23-43).
- (15) Sale of 5,487 square feet excess property on the St. Helens Road-N.W. 21st Avenue Section of the Columbia River Highway in Multnomah County for a minimum consideration of \$46,750 for 2 combined files (supersedes December 10, 1981, approval for \$500 on just 487 square feet). Approved February 5, 1982. Files 38364 and 38365 (23-43).
- (16) Sale of 33,545 square feet excess property on the S.E. Division-S.E. Foster Section of the East Portland Freeway in Multnomah County for a minimum consideration of \$34,000. Approved February 9, 1982. File 46353 (23-43).
- (17) Sale of 5,668 square feet excess property on the Marquam Bridge-S.E. 84th Avenue Section of the Mt. Hood Freeway in Multnomah County for a minimum consideration of \$65,000. Approved February 9, 1982. File 44976 (23-43).

EXHIBIT D
MINUTES OF 2-22-82
Report of February, 1982 (Cont'd.)

- (18) Sale 1.26 acres excess property on the Goble-St. Helens Section of the Columbia River Highway in Columbia County for a minimum consideration of \$500. Approved February 10, 1982. File 21318 (23-43).

Dated this 12 day of February, 1982.


J. B. BOYD, PE, PLS, Right of Way Manager

JBB:jc

EXHIBIT E
MINUTES OF 2-22-82

TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized the State Parks Administrator, or his designate, in an official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith, the Parks Administrator or his designate has approved the following actions and report them for your official records.

On December 3, 1981, approved Mr. & Mrs. Lloyd's request to relocate a barn within the Illinois River Scenic Waterway in Josephine County.

On January 8, 1982, approved a concession lease agreement with Malena Konek for operation of the Frenchglen Hotel State Wayside.

On January 15, 1982, approved Rube Evans' request to place a mobile home within the John Day River Scenic Waterway in Wheeler County.

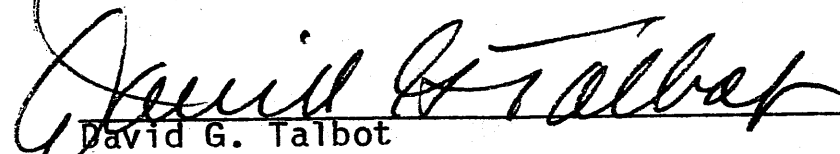
On January 19, 1982, approved an agreement with the Curry County Historical Society for building use and management of the Hughes House at Cape Blanco state Park.

On January 21, 1982, approved Charles H. Wacker's request to construct a guest house within the Rogue River Scenic Waterway in Josephine County.

On January 28, 1982, approved James Woodcock's request to partially cut and thin timber within the Clackamas River Scenic Waterway in Clackamas County.

On February 3, 1982, approved a Letter of Intent with Alex Berlin, for the establishment of hydroelectric power generation in the Willamette River Greenway.

Dated this 4 day of Feb, 1982


David G. Talbot
State Parks Administrator

DGT/dms

EXHIBIT F
MINUTES OF 2-22-82

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report
Actions Taken Under Delegated Authority

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On JANUARY 30, 1982, \$2,489,681.35 was distributed to the counties as their share of motor vehicle revenues (20.07%) for the month of DECEMBER, 1981.

On JANUARY 30, 1982, \$ 1,488,853.87 (12.17% of the Highway Fund) was distributed to the cities for the month of DECEMBER, 1981.

(Lists of apportionments on file in Commission Files, Salem.)

Dated this 25TH day of JANUARY, 1982

V. E. Skoog

V. E. Skoog, Controller
Highway Division

Attachments

cc: Fred Miller
John Earley - Att.

EXHIBIT G
MINUTES OF 2-22-82

REPORT OF CONDEMNATION CASES TRIED

<u>Defendant</u>	<u>State's Offer Before Filing Complaint</u>	<u>Defend- ants' Lowest Demand</u>	<u>Verdict</u>	<u>Attorney Fees</u>
McMinimee	\$45,000	\$120,000	\$83,000	\$27,500

L-7684
R-49853
Section: Little Nestucca-Neskowin
Highway: Oregon Coast
County: Tillamook

REPORT OF TRIAL OTHER CASES
STATE DEFENDANT

<u>Plaintiff</u>	<u>Cause of Action</u>	<u>Demands of Plaintiff</u>	<u>Verdict or Judgment</u>
June Anderson	Negligence	\$6,500	0

L-7742
County: Lane

Attorney Fees: 0
Court Costs: 0

EXHIBIT G
MINUTES OF 2-22-82

REPORT OF TRIAL OTHER CASES
STATE PLAINTIFF

Defendant	Cause of Action	Demands of Plaintiff	Verdict or Judgment
Christopher Dellsite	Property Damage	\$1,142.77	\$1,142.77 + 9%
L-8001 County: Washington		Attorney Fees: \$320.00 Court Costs: \$67.00	
Internatinal Consolidators	Property Damages	\$1,239.77	\$1,239.77 + 9% interest
L-8018 County: Marion		Attorney Fees: \$335.00 Court Costs: \$59.00	
Lindenburger	Property Damage	\$487.44	\$487.44 + 9% interest
L-7864 County: Marion		Attorney Fees: \$190.00 Court Costs: \$37.50	
Robert Shindler & Joy Grover	Rental Agreement	\$582.59	\$582.58
L-7755 County: Multnomah		Attorney Fees: - Court Costs: \$25.00	
Michael Wilkie	Post, rail, damage to curb	\$2,386.73	\$2,386.73 + 9% interest
L-8017 County: Marion		Attorney Fees: \$485.00 Court Costs: \$39.00	
D. Needham & J. Andrews	Illumination Light Pole	\$1,494.49	\$1,494.49 + 9% interest
L-8060 County: Clackamas		Attorney Fees: \$370.00 Court Costs: \$59.00	
Neil Barnwell	Property Damage	\$485.84	\$485.84 + 9% interest
L-8048 County: Klamath		Attorney Fees: \$190.00 Court Costs: \$52.50	
James Jessing	Property Damage	\$648.00	\$648.00
L-8066 County: Multnomah		Attorney Fees: \$225.00 Court Costs: \$39.00	

EXHIBIT G
MINUTES OF 2-22-82

REPORT OF CONDEMNATION CASES SETTLED

<u>Defendant</u>	<u>State's Offer</u>	<u>State's Highest Appraisal</u>	<u>Amount of Settlement</u>
Wm. Morse	\$30,330	\$39,000	\$78,000
L-7613 R-49524 Section: Little Nestucca-Neskowin Highway: Oregon Coast Highway County: Tillamook Approved by: Jack L. Sollis Date: 1-6-82			
John Roberts	\$11,000	\$11,000	\$13,500
L-7986 R-51689 Section: Greely Ave/I-5 Highway: Pacific County: Multnomah Approved by: Jack L. Sollis Date: 12/29/81			
Iva Skoko	\$28,900	\$28,900	\$32,894
L-7984 R-51363 Section: East Portland Freeway-Rock Creek Corner Highway: Clackamas County: Clackamas Approved by: Jack L. Sollis			

EXHIBIT G
MINUTES OF 2-22-82

REPORT OF SETTLEMENT OR DISPOSITION
OF CASES OTHER THAN CONDEMNATION

<u>Plaintiff</u>	<u>Defendant</u>	<u>Cause of Action</u>	<u>Demand of Plaintiff</u>
Lander	State	Personal Injury	\$500,000
L-8032 County: Marion Disposed of by: Case dismissed			
Rosenberry	State	Personal Injury	\$1,000,000
L-7921 County: Marion Disposed of by: Settled for \$67,500			
V. Staiger	State	Personal Injury	\$1,000,000 plus
L-7919 County: Marion Disposed of by: Settled for \$25,000			
Simpson	State	Trespass	\$89,000
L-7928 County: Linn Disposed of by: State constructed guardrail			
State	Glenn Swindling	Property Damage	\$1,420.64 + attorney fees
L-7963 County: Multnomah Disposed of by: Dismissed. Unable to locate defendant for service.			

EXHIBIT G
MINUTES OF 2-22-82

REPORT OF SETTLEMENT OR DISPOSITION
OF CASES OTHER THAN CONDEMNATION

<u>Plaintiff</u>	<u>Defendant</u>	<u>Cause of Action</u>	<u>Demand of Plaintiff</u>
Hatcher	State	Negligence	\$1,600
L-7887 County: Multnomah Disposed of by: Plaintiff's attorney agreed to a dismissal without costs when trial attorney found a disinterested witness who would testify that plaintiff ran the red light.			
Janice Barker	State	Negligence	\$14,650
L-7914 County: Douglas Disposed of by: Dismissed for "want of prosecution" by plaintiff.			
State	Linda Mothershed	Guardrail Damage	\$1,161.98
L-7995 County: Multnomah Disposed of by: Settled for \$750.00			
State	Beverly Hogan	Rental Agreement	
L-7544 Disposed of by: Unable to locate defendant for service. Case dismissed.			
Hall	State	Personal Injury	\$40,000
L-7543 County: Multnomah Disposed of by: Settled for \$25,000			

EXHIBIT G
MINUTES OF 2-22-82

REPORT OF SETTLEMENT OR DISPOSITION
OF CASES OTHER THAN CONDEMNATION

<u>Plaintiff</u>	<u>Defendant</u>	<u>Cause of Action</u>	<u>Demand of Plaintiff</u>
State	John Follett	Rental Agreement	
L-7546 Disposed of by: Paid in full.			
State	Balboa	Action on Performance Bond	\$67,373.13
L-7420 Disposed of by: Settled for \$15,000.			
Joni Moulton	State	Personal Injury	\$15,192.00
L-7978 County: Grant Disposed of by: \$2,643.90 (50% by State).			

REPORT OF CASES FILED BY AND AGAINST THE DEPARTMENT OF TRANSPORTATION

L-8120. Davis Transport, Inc. and Robert Toelke vs. Kimberly P. Bodnaryk; Gershman Produce, LTD.; Robert V. Ball; The Oregon State Highway Department and Kenneth Higgins. EXHIBIT _____ G
MINUTES OF 2-22-82
This suit arises out of an accident that occurred on January 26, 1980 on Highway 20 approximately 22 miles east of Harper Junction, in Malheur County. The vehicle owned by defendant Gershman and operated by defendant Bodnaryk was stopped directly in front of him in the right hand lane of the two lane highway facing his direction. The complaint alleges that vehicle owned by the Oregon State Highway Department and operated by Kenneth Higgins and the vehicle owned and operated by Robert Ball was stopped on the highway along side the Gershman truck completely blocking the left hand lane of Highway 20. Plaintiff swerved his vehicle to the right onto the shoulder along the right hand side of Highway 20 which shoulder gave way, causing his vehicle to tip onto its right side and collide with the ground. The plaintiff is seeking \$42,072.72 from the various defendants. The matter has been referred to the Attorney General's Office for the defense of the State.

L-8121. James Turner, Personal Representative of the estate of Terri E. Briggs, Deceased vs. The Murphy Company an Oregon Corporation, Leonard Eugene Hamblin; and State of Oregon ex rel Department of Transportation, Highway Division. This is a companion case to L-8091 and the law suit arises out of the same accident previously to the Commission in January. The defendant alleges the same item and negligence against the State and is asking \$953,000.00 in damages from the defendant. The matter has been referred to the Attorney General's Office for the defense of the State.

L-8118. Paul Richardson vs. City of Ashland, a Municipal corporation, and State of Oregon. This is a suit that arises out of an accident that occurred on July 17, 1981, when plaintiff's motorcycle which he was driving struck a mound of dirt located in the east bound lane of Hersey Street in the City of Ashland in Klamath County. The plaintiff alleges that the two defendants were negligent in placing and allowing to remain the mound of dirt on the travelled portion of the street, and failing to properly warn of the presence of the mound of dirt. The plaintiff is seeking \$10,145.65 as damages for personal injury and property damage and medical expenses. The matter has been referred to the Attorney General's office for the defense of the State.

EXHIBIT G
MINUTES OF 2-22-82

L-8199. Laureen S. Thompson, Personal Representative of the Estate of Johns S. Thompson vs. Ernest Byron Derricott, III and the State of Oregon. This case arises out of an accident that occurred on September 26, 1981 on east Ellendale Road in Polk County and Fir Villa Road in Polk County. The allegation of negligence against the State relate to the failure to place a stop sign at the intersection of Fir Villa and East Ellendale Road and so approaching drivers could easily see the stop sign, failure to maintain it, failure to trim the shrubbery or institute a suitable schedule for the inspection, painting, cleaning and replacement of stop sign. The plaintiff is seeking \$1,287,500 in damages. The matter has been referred to the Attorney General's Office for the defense of the State.

L-8144. Louis Ruth DeWolfe vs. Linda Pashley Personal Representative of the Estate of Pamela Ann Jones, Defendant & Third-Party Plaintiff, vs. The State of Oregon, ex rel Department of Transportation, Highway Division Third-Party Defendant. This law suit arises out of an accident that occurred on August 15, 1979 on Highway 26 near M.P. 23.5 in Clatsop County, Oregon. The State is alleged to be negligent in failing to construct and maintain the roadway in a reasonably smooth and even condition and failure to post warning signs or warn the motorist of a sharp curve in the roadway immediately following a straight-away stretch with a passing lane for eastbound traffic and also failure to post speed advisory signs and in constructing the highway with a sharp curve. The State has been joined as a third-party defendant by the original defendant in the law suit the estate of Linda Pashley. The law suit against both Pashley and the State is in the amount of \$84,749.32. The matter has been referred to the Attorney General's Office for the defense of the State.

L-8155. Randy Brian Ogan vs. Linda Pashley, Defendant & Third-Party Plaintiff vs. State of Oregon, Third-Party Defendant. This law suit arises out of the same accident as reported under L-8144 and the amount is \$90,229.86. This law suit has also been turned over to the Attorney General's office for the defense of the State.

L-8116. Mary Magdeline Ogan vs. Linda Pashley, Defendant & Third-Party Plaintiff vs. The State of Oregon, Third-Party Defendant. This is another case arising out of the accident reported under L-8144 and the amount sought in this case is \$87,762.03. The matter has been referred to the Attorney General's Office for the defense of the State.

March 16, 1982
Salem, Oregon

The Oregon Transportation Commission held its monthly meeting in the Conference Room (122) of the Transportation Building beginning at 10 a.m. Notice of the meeting had been made by press release to the newspapers of general and local circulation throughout the State. Present were:

Anthony Yturri, Chairman
Tom Walsh, Vice Chairman
Peter Brix, Member
N. B. Giustina, Member
Robert F. Dwyer, Member
Fred D. Miller, Director of Transportation
L. W. Rulien, Assistant Director for Administration
George Bell, Assistant Director for Intergovernmental
and Public Affairs
H. S. Coulter, State Highway Engineer
Dennis Moore, Administrator of Public Transit Division
Harvey Ward, Deputy Administrator, Motor Vehicles Division
Paul Burket, Administrator of Aeronautics Division
John Lilly, Assistant Administrator, Parks Division
E. S. Hunter, Assistant State Highway Engineer,
Technical Services Branch
Wendell Schwartz, Assistant State Highway Engineer for
Operations
Robert Bothman, Assistant State Highway Engineer for
Administration
Ed Hardt, Metro Region Engineer
Joe Christian, DOT Fiscal Officer
Shirley Eads, State Travel Director
Dale Wilken, Administrator, Federal Highway Administration
Robert W. Gormsen, Manager, Commission Services

There were other staff members and visitors present.

Mr. Miller presented the consent calendar. The items on the consent calendar had been sent to the Commission prior to the meeting. The Commission unanimously approved the following items on the consent calendar:

- 1) The minutes of the Commission meeting of February 22, 1982.
- 2) Adopted resolution declaring necessity of certain real property for public purposes and authorized condemnation. ("Real Property Condemnation Resolution No. 2721" on file in Commission's files, Salem.)

(continued on next page)

3) Abandoned five damage claims totaling \$26,042.99 as follows:

<u>CAO No.</u>	<u>Name</u>	<u>Amount</u>	<u>Damage</u>
77-322	Evergreen Ladder Co.	\$20,585.97	Ladder modifying
80-414	Hot Lake Corporation	\$ 2,288.00	Materials removal
81-273	John Doyle Maulsby	\$ 501.16	Right of Way fence posts; removal of trees
81-356	Chapman Construction Company	\$ 789.91	Flagging, traffic control; removal and replacement of traffic signal
81-426	Tigard Water District	\$ 1,877.95	Mercury light conduit and wire

4) Added to the construction program a slide bypass project about seven miles east of Astoria on the Lower Columbia River Highway in Clatsop County at an estimated cost of \$853,000 to be financed with State Funds. A slide has destroyed the existing highway which cannot be rebuilt without a danger of displacing the adjacent railroad tracks.

5) Authorized increase in project authorization on the following contract:

A) Contract No. 9186 on the Yaquina River Bridges (M.P. 2.4 and M.P. 4.93) Section of the Eddyville-Blodgett Highway in Lincoln County, in the amount of \$61,778 (9.3 percent increase).

6) Added to the Six-Year Highway Improvement Program the replacement of the Thompson Creek Bridge No. 4016 at M.P. 4.67 on the Mapleton-Junction City Highway in Lane County at an estimated cost of \$198,000. Funds available from the FY 1983 HBR On-System Program and 20 percent matching funds will be the responsibility of the State.

Written delegated authority reports had been sent to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are on file in the Commission's files, Salem.)

(continued on next page)

Chairman of Transportation Commission	Exhibit A
Vice Chairman of Transportation Commission	Exhibit B
State Highway Engineer	Exhibit C
Assistant State Highway Engineer	Exhibit D
Right of Way Manager	Exhibit E
State Parks Administrator	Exhibit F
Highway Controller	Exhibit G

The Commission confirmed their next meeting for Tuesday, April 20, 1982, in Salem. The following meeting was tentatively set for Thursday, May 20, 1982, in Salem.

Mr. Miller suggested having a Commission meeting in Springfield in June or July and a meeting in Klamath Falls in October. The Commission concurred.

Mr. Miller reported on the Special Session of the Legislature where the Divisions funded by the General Fund were prepared to take a 20% reduction. The Legislature added approximately \$330,000 to the tourism budget as the Governor's Special Economic Recovery Program. The Public Transit Division was reduced 15% but \$88,000 was restored to the small city and rural assistance programs. The Parks Division took a 14% reduction but \$375,000 was restored for the rehabilitation of parks and for one other item. Mr. Miller reported that it was not possible for the Emergency Board to take up all the requests that the Commission had approved and sent to them for approval. He said requests are on hold till the next Emergency Board meeting.

Mr. Miller reported that he and Mr. Coulter recently visited Washington, D. C., and a five-cent additional Federal gas tax is being considered. However, its chance of passage is small. He felt there will still be a strong need for an increase in the Oregon gas tax regardless of what happens at the Federal level.

Mr. Miller commented on the field trips around the State with Mr. Bell and Mr. Coulter. He said their reception by local government officials has been very good, they seem satisfied with the local services to cities and counties, and they were complimentary to the Department.

Mr. Ward stated the registration renewal revenue for the first seven months of this year was down 9% from the budget forecast. He handed the Commission a news release from the California Department of Motor Vehicles dated March 3, 1982 (copy on file in Commission's files, Salem) entitled: Crackdown on Auto Fee-Evaders. He said Oregon's registration may go down due to California's effort to crack down on people who register in other States rather than California. He said Californians pay about \$1,000 in fees on a \$12,000 automobile while Oregonians would pay about \$27.

Mr. Burket gave a brief update on Aeronautic's financial and revenue position. He said the cash position has improved by 10% over last month. Fuel tax revenue for February represents an increase of 3½% over the revised projection. However, this is still 57% below the original revenue projection on which the current budget is based and has required considerable reduction in expenditures.

Mr. Burket reported on the series of six meetings held throughout the State concerning the Aviation Systems Plan. He said about 30 interested persons were in attendance at each meeting.

Mr. Moore explained that as a part of the Public Transit Division's budget a capital match grant program is available for the larger cities, Portland, Salem and Eugene. He said there is about \$1,600,000 in the budget and it is used to match Federal grants of 80% and local matching funds to buy buses, facilities, equipment, signs, shelters, etc. One of the capital items listed in the budget for Tri-Met was the self-service fare collection system. Mr. Moore then introduced Gina Whitehill, Manager of Public Information for Tri-Met, to explain and demonstrate the self-service fare system.

Ms. Whitehill said the system consists of a validator, dispenser, controller, and a fare box. This self-service fare system can generate large savings in spite of its installation cost of \$3 million. Tri-Met anticipates a reduction in operating costs by about \$2.1 million in the first full year of self-service operation. It is expected that this will increase to about \$6 million by 1990. Capital needs for the period 1982-1990 will be reduced by some \$7.5 million, mainly through more effective use of existing equipment. She said it can also relieve driver stress by reducing passenger contact. Enforcement will be through the use of fare inspectors who will issue a \$20 penalty if the person cannot produce a valid ticket or pass. The penalty can be paid immediately or processed for later payment. She said similar systems have been in use in Europe for 15 years and none have been discontinued. San Diego, Calgary and Edmonton use the self-service fare on their light rail system and their experience has been good. She also mentioned that the labor unions favor it because it reduces driver stress. Ms. Whitehill handed the Commission a Fact Sheet dated March 1981 explaining the system, equipment, start-up, economic benefits, glossary of terms, improvement in Tri-Met Operating Cost Balance, and reduction in Tri-Met Capital Requirements. (Copy on file in Commission's files, Salem.)

Ms. Eads reported that the 1981 out-of-state traveler revenue study showed that 11.9 million people visited Oregon last year, which is up 9%. She said the visitors are credited with spending \$1.27 billion in the State, which is a 19% increase over 1980.

Ms. Eads said they are planning 39 tourism development workshops to be held around the State beginning now through May. Meetings will be held with local travel industry representatives,

chambers of commerce, city and county officials, etc. She invited the Commission to attend these workshops.

Ms. Eads said in the Special Legislative Session that the Governor as a part of his Economic Recovery Program appropriated \$329,563 to the Emergency Board to be released upon their approval of a detailed tourism promotion plan that is to be developed in conjunction with the travel industry. If the promotion plan can be prepared in time for the April Emergency Board meeting, she asked for the Commission's tentative approval to appear before the Emergency Board to seek their release of the funds. The Commission unanimously approved her request.

Ms. Eads mentioned the noon luncheon for the Travel Advisory Committee and the Oregon Transportation Commission. She introduced two members of the Committee who were at the meeting, Bill Healy and Steve Saubert.

Mr. Lilly (representing Dave Talbot, who was ill) requested the Commission's concurrence to amend and add to the administrative rules governing the State Grant-in-Aid Program and the Federal Land and Water Conservation Fund. The law grants this authority to the State Parks Administrator but, he stated, Mr. Talbot would like the Commission's concurrence. The amendments and additions would:

- 1) Allow the Administrator to change time tables and deadlines in cases of emergencies. Especially those emergencies that will reduce, delay or eliminate program funding.
- 2) Establish rehabilitation as the only type of project eligible to receive State Grant Funds and add a definition of rehabilitation.
- 3) Move the completion deadline date up one month to allow adequate auditing time prior to the end of the fiscal year by audit staff.

The Commission concurred in amending and adding to these rules. Mr. Talbot adopted the amendments and additions on March 17, 1982, as "State Park Rule No. 47B", a copy of which is on file in the Commission's files, Salem. The rules were filed with the Secretary of State on March 26, 1982, and effective that date. The rules will be published in their Administration Rule Bulletin on April 15, 1982. *See also Parks Rule 46A*

Mr. Lilly recalled that at the January 19, 1982 Commission meeting, the Commission authorized transmitting to the Water Policy Review Board for their concurrence the amendments to the scenic waterway rules and the Deschutes River Scenic Waterway User Rules. He said on March 5, 1982, the Water Policy Review Board voted to concur

with the Commission on the adoption of these river use rules. These rules are amendments to the existing scenic waterway rules (OAR 736-40-025) as well as additions to the rules (OAR 736-40-070). The Commission unanimously adopted the Deschutes River Scenic Waterway User Rules and amendments to the scenic waterway rules as "Scenic Waterway Rules and Regulations No. 2g" on file in Commission's files, Salem. The rules were filed with the Secretary of State on March 26, 1982, and effective that date. The rules will be published in their Administrative Rule Bulletin on April 15, 1982.

Mr. Lilly presented an amendment to Delegation Order No. 26 authorizing the State Parks Administrator to accept and authorize final payment on all public improvement contracts or other contracts with the Parks Division for less than \$250,000. The Commission unanimously approved the amendment as follows:

Paragraph 32 is hereby added to Oregon Transportation Commission Delegation Order 26, to read as follows:

32. Accept and authorize final payment on all public improvement contracts or other contracts with the Parks Division for less than \$250,000.

Mr. Coulter introduced two new appointments to positions in the Highway Division. W. E. "Pat" Schwartz, former Region 5 Engineer, was appointed Assistant State Highway Engineer for Operations. Ed Hardt, former Region 1 Engineer, was appointed Metro Region Engineer. This position combines the previously separate Region 1 and Metro Office. Both appointments will be effective March 15, 1982.

The consolidation of Region 1 and Metropolitan Branch is due to the winding down of the large and complex planning and project development phase of work in the Portland metropolitan area with a large reduction in Metro personnel. In addition, there are large increases in the construction program as the projects move to contract. R. N. Bothman, former Metro Engineer, was appointed Assistant State Highway Engineer for Administration effective March 1, 1982.

Mr. Coulter called on Mel Brownley, Equipment Supply Superintendent, to give a status report on the contract with DTRO Software.

Mr. Brownley recalled that the Commission had approved on November 3, 1981, a contract with DTRO Software for data processing services at a cost of \$30,000. The contract was for a computer software package to be used by the Equipment Unit of the Highway Maintenance Section. This package was to automate and control the storeroom inventories and provide management information. He said during 1981 the storeroom processed more than 45,000 orders or an amount

of \$8.5 million. The present system is operated manually. The new system when fully implemented will improve the operation and increase the efficiency of the three supply storeroom facilities in Salem, Bend and La Grande. Mr. Brownley said installation is proceeding on schedule with a completion date of November 1982 for the Salem storeroom. The Bend and La Grande storerooms will be included in the system later, hopefully within 12 to 18 months after the system is operating in Salem.

Ms. Eads introduced Steve Wilson, Manager of Office of Visitor Services, State of Idaho, who was present for a workshop with the Travel Advisory Committee.

Mr. Wilson explained the State of Idaho's tourism program. He said they have very good relations with the public sector and the private sector. He gave a historic background of Idaho's travel promotion program. He said the industry, particularly the hotel-motel industry, recognized the fact that General Fund dollars were not adequate. He said through legislation a 2% transient room tax was imposed on the use of hotel-motel and campgrounds for less than 29 days. It has created \$1.3 million which is shared between the State and various local regions in the State. He explained it is broken down 10% for administrative overhead; 45% to the local areas (cities, counties and 6 promotion regions consisting of non-profit organizations); and 45% to the State. The Commission thanked Mr. Wilson for this information.

A delegation from the City of Salem consisting of Mayor Kent Aldrich, Bill Saur, Rosalind Daniels, Doug Van Dyke and Lew Garrison appeared before the Commission concerning the Hawthorne Avenue Extension Report (State Street to Mission Street). (Copy of report on file in Commission's files, Salem.)

The Mayor explained Project 90, Safeguarding Salem's Future, a local volunteer effort directed towards economic development of the Salem community through the creation of industrial and commercial development sites. He said the discussion today involves access to Mission Street (Santiam Highway) which is a controlled access facility. A slide show was presented explaining their proposal. The Mayor said the property of concern is bounded by Mission Street, I-5, State Street and Airport Road. There are two primary owners: The Ryan property known as Kimberly Park (approximately 32 acres of commercial land) and the Spears property (approximately 127-136 acres of industrial land). He reviewed the history of the area. The Mayor said the greatest benefit to the City would result if the Hawthorne Street Connection to Mission Street is allowed.

Mr. Van Dyke continued with a more detailed explanation. He said the City of Salem feels that Alternate 3 as discussed in the Report (the extension of Hawthorne Avenue between State and Mission Streets) will best serve the City in that it conforms to the Salem

Area Comprehensive Plan and the Salem Area Transportation Study Plan. It provides the most direct access to Mission Street and I-5 for the total area. It provides a vital north-south arterial and reduces the loads on adjacent north-south streets. It provides the lowest vehicular delay for Highway 22 route traffic on Airport Road and Mission Street between State Street and I-5. He asked that Alternate 3 be authorized.

Chairman Yturri asked who would pay for the cost of the extension of Hawthorne Avenue. Mr. Van Dyke answered that it would be an arterial and could be handled by FAU funding as well as the developer's cost, depending on the time of construction. The Chairman asked if the developers were receptive to that. Mr. Van Dyke answered the developers were prepared to pay for the expense. A representative for Leonard Ryan (Kimberly Park) was present and stated that they concur in the City's recommendation and they stand ready to accept any expense. (Commission action follows on this page and page 4527.)

Lois Gordon and Patti Strain from Coquille representing the East-West Highway Committee were recognized. Lois Gordon spoke in favor of Ballot Measure No. 4 (three cent increase in gas tax) and said that the East-West Highway Committee is actively working for it. She said the cities of Coquille, North Bend, Coos Bay and Myrtle Point, as well as other organizations in that area, have passed resolutions in support of this measure. She invited the Commission to hold a future Commission meeting in Coquille. Ms. Gordon pointed out the severe economic condition in the Coos Bay area and the need for highway projects in that part of Oregon. Patti Strain concurred in Lois Gordon's comments. Chairman Yturri thanked them for their support and for attending the meeting today.

Mr. Coulter stated that he had sent to the Commission a letter dated March 4, 1982, concerning the City of Salem's request for the Hawthorne Avenue Extension with the analysis of the Report and recommendations. The Commission unanimously took the following action:

- 1) Advise the City that it appears that an intersection located midway between the freeway and Airport Road is feasible.
- 2) Directed the State Highway Division staff to work with the City staff to address the following issues in some detail:
 - a. Develop a means through comprehensive planning and zoning ordinances to regulate the land use activity and the traffic generated to a level that the transportation system can handle.

(continued on next page)

- b. Obtain the appropriate commitments from the City for constructing Hawthorne Avenue between State and Mission Streets.
- c. Develop a detailed cost analysis to determine the allocation of costs to the City and developers for the additional left-turn refuge and signal required at the intersection.

The Chairman pointed out that the action is not a commitment to build but it is an authorization to proceed with the study. (See pages 4525-4526.)

The meeting recessed at 11:30 a.m., and reconvened at 11:33 a.m. in Fred Miller's office (Room 135, Transportation Building, Salem) with the same persons present.

Mr. Coulter discussed the utilization of the funds to be generated if the three-cent gas tax increase (Measure 4) passes. He gave an update of the overall condition of the highways. He explained the long-range and short-term utilization of funds in relation to the present program. He displayed charts entitled "construction program" and "construction program with \$150 million bond issue." There was discussion about advance construction inter-state funding. He stated the staff would continue to evaluate the potential advantages of bonding at some point in the future.

The Chairman read the following statement which included the main points of Mr. Coulter's presentation:

"The Transportation Commission directed the Highway Division staff to prepare some recommendations on how the additional three cents should be allocated if Ballot Measure 4 were to be approved by the voters on May 18.

The staff has responded with a proposed program, which the Commission, after considering a variety of options, has now adopted as its policy governing use of the additional revenues from Measure 4.

One of the priorities for use of the funds is a stepped-up maintenance program to preserve our State highway system. Oregonians have an enormous investment in their streets, roads and highways, and it seems prudent to the Commission to commit more funds to the system now, rather than face the burden of far greater costs at a later time when it has deteriorated beyond normal repairs.

The severe weather conditions we've experienced this winter, with repeated freezes and thaws, have accelerated pavement breakup all over the State, and our maintenance budget is already seriously in the red.

We will also commit a substantial portion of the new revenue to a long-delayed construction program to modernize the highway system and improve its traffic-carrying and safety features. But we will do it on a pay-as-we-go basis. Projects in the Six-Year Program will be advanced, where feasible, and a number of proposed improvements that we were forced to delete will be restored to the schedule. Emphasis will be on preservation-type projects.

(continued on next page)

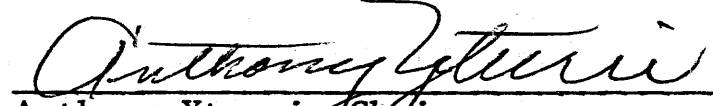
In addition, the Commission will stretch the new revenue by developing cooperative projects with local government wherever possible. In such instances, we will match State funds with local government, on a selective basis, to implement improvements to the system that might otherwise be beyond our reach.

The Commission fully appreciates the jobs that would be created by this proposed program, as well as the boost it would provide to certain economically-depressed areas of our State. Our prime objective is preservation and maintenance of our roads, streets and highways, but economic factors would also be taken into consideration."

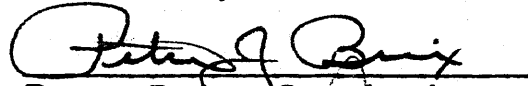
The Commission unanimously approved the above statement.

The meeting was adjourned at 12:04 p.m.

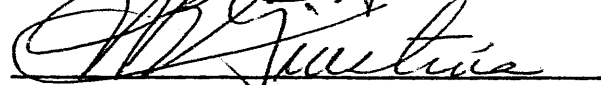
The Commission had lunch with the Travel Advisory Committee in the Large Conference Room, Transportation Building, Salem. There was discussion concerning the tourism promotion plan in connection with the Governor's Economic Recovery Program and the status of the Travel Section as to whether it would stay under the control of the Department of Transportation, become a Division or a part of Economic Development. The Commission and Committee viewed the new tourism promotion slide show before adjourning at 1 p.m.


Anthony Yturri, Chairman


Tom Walsh, Vice Chairman


Peter Brix, Commissioner


Robert F. Dwyer, Commissioner


N. B. Giustina, Commissioner


Robert W. Gormsen, Manager
Commission Services

EXHIBIT A

3-16-82

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project Tualatin Valley Highway Grade Separation
(Contract No. 9424)
Type of Work Railroad Relocation F A. Proj. No. State
County Washington Highway Tualatin Valley
No. of Bidders 12 Low Bidder Ross Bros. Construction, Inc., Salem
Low Bid \$ 5,829,098.00

Engineer's Recommendation: Award to low MBE responsive bidder subject to concurrence of the Beaverton Urban Renewal Agency.

2nd Bidder: R. A. Hatch	\$5,860,165.00
3rd Bidder: MOCON Corporation	\$5,893,977.05

On January 26, 1982, I accepted the State Highway Engineer's recommendation for award of the project on which bids were received January 21, 1982, and authorized him to sign the contract when conditions for the award have been met. If the low bidder fails to meet MBE requirements, award will be made to next lowest responsive bidder pending MBE review and cost justification.

Dated this 15 day of February, 1982

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

EXHIBIT A
MINUTES OF 3-16-82

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

- (1) Options or Other Documents Relating to Property Acquisition (Right of Way)

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
51485	Lilly, Patrick L. and Judy A.	\$ 3,500.00
51803	Mardock, Clarence L. and Doris, et al	223,593.00
52259	Larson, Ralph S.	100.00
52265	Day, Larry W. and Barbara A.	100.00
52269	Bruskin, Harold M., et al	100.00
52300	Crowell, Jennie M.	100.00
52512	Klugel, Delores C., et al	500.00
	7 Transactions	\$ 227,993.00

- (2) Release and Covenant Not to Sue with W. W. and Karen Farley covering rental of a house at 3810 S. E. 102nd Avenue in Portland. The cesspool collapsed and was not repaired in a timely manner. The State had a claim for \$3,500 in back rent; tenant had a claim for \$7,000 in damages. This releases both claims and closes out the matter for both parties. (Legal)
- (3) Agreement with City of Corvallis for a bikeway project to apply striping and legends designating bike lanes on approximately 13 miles of city streets. Costs are to be shared on the basis of 80 percent State and 20 percent City with State funds limited to \$25,326. State will utilize funds set aside for the establishment of footpaths and bicycle trails under ORS 366.514. (Local Govt.)
- (4) Letter-form supplemental agreement with Tri-Met extending the completion time of the National Rideshare Program with no increase in costs. (Local Government)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 15 day of February 1982

APPROVED

[Signature]
STATE HIGHWAY ENGINEER

DATE: 2/4/82

[Signature]
Anthony Yturri, Chairman
Oregon Transportation Commission

TO: Oregon Transportation Commission **EXHIBIT** A
SUBJECT: Report of Actions Taken Under Delegated Authority **MINUTES OF** 3-16-82

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
37281	Gorger, Richard A. and Molly J.	\$ 300.00
50921	Abraham, George and Daisy Estate	115,000.00
51146	Granada Investment Company	2,000.00
51344	Haberlach, Herbert L. and Alfred	18,900.00
51419	City of Salem	4,030.00
51431	Weber, Selma, et al	3,200.00
51495	McGowan, Richard and Dora	72,500.00
51626	Ackerley Communications, Inc.	8,000.00
52261	Timber Lanes Inc.	1,100.00
52264	Birthright of Oregon, Inc.	100.00
52294	Schramm, Phyllis L.	100.00
52295	Williams, Adele A.	100.00
52296	Gaskill, Albert E. and Hazel I.	100.00
	13 Transactions	\$ 225,430.00

(2) Supplemental agreement with Washington County (Misc. C and A No. 437) on the South Tigard Interchange-E. Portland Freeway Interchange Section of the Pacific Highway No. 1. This supplemental agreement will relieve the State from transferring to Washington County a parcel of land in the northeast quadrant of S. W. 72nd Avenue and Bridgeport Road. By modifying the original agreement with Washington County, the aforementioned parcel will remain under State jurisdiction and the State can sell the property which has been declared surplus. (Local Government)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 15 day of February, 1982

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED

1/29/82
STATE HIGHWAY ENGINEER

DATE: 1/29/82

TO: Oregon Transportation Commission. MINUTES OF 3-16-82

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
51337	Long, Paul E. and Hildred	\$ 35,800.00
51456	Neuman, Francis H. and Dorothy	179,870.00
51802	School District # 23	500.00
51805	C.C.I. Real Estate Equity Fund	1,730.00
52279	Cooke, Edward J. and Kimberly S.	100.00
52281	Berardino, Edward W.	100.00
52298	Hong, David M. and Lauren A.	100.00
52299	Lane, Nicholas J., Jr.	100.00
	8 Transactions	\$ 218,300.00

- (2) Agreement with City of Medford and Fred Meyer, Inc., for the installation of traffic signals on the Crater Lake Highway at Mile Point 0.79 (Company Access). The State will design, install and maintain the signals. The City will pay the electrical energy and the Company will pay all costs of the project. (Local Government Unit)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 18 day of February, 1982

Anthony Yturri
 Anthony Yturri, Chairman
 Oregon Transportation Commission

APPROVED
H. J. O'Neill
 STATE HIGHWAY ENGINEER
 Date 2/16/82

EXHIBIT A
MINUTES OF 3-16-82

COM 4

TO: Oregon Transportation Commission

SUBJECT: Report of Confirmation of Telephone Actions Taken
Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the following action and report this action for your official records:

- (1) Option from Clarence L. and Doris I. Mardock for \$223,593.00 for 0.87 acre (37,897 sf x \$5.90+/sf) on S.W. 72nd Avenue Interchange (Tigard) Unit-Sunset Highway-Pacific Highway Section of the Beaverton-Tigard Highway in Washington County. File 51803. Approved February 18, 1982.
- (2) Option from Zanley F. and Clair A. Galton, Jr., for \$13,627.00 for .05 ac. (2,178 sf @ \$5.33-); .03 ac. (perm. ease. for slopes) (1,307 sf @ \$.74+/sf) on the S.W. 72nd Avenue Interchange (Tigard) Unit-Sunset Highway-Pacific Highway Section of the Beaverton-Tigard Highway in Washington County. File 51804. Approved February 18, 1982.

Dated this 23 day of February, 1982.

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
H. S. Cantelero
STATE HIGHWAY ENGINEER
Date 2/19/82

EXHIBIT A
MINUTES OF 3-16-82

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
15341	Crown Zellerbach, Corp.	\$ 1,000.00
50453	Louie, Jimmie and Eula Jean	575.00
50891	Wafford, Granville E. and Edna	113,000.00
50900	Ackerley Communications, Inc.	10,700.00
51758	Monson, Muriel E.	3,150.00
51806	Robinson, E. Lee	2,576.00
52000	Hood River Box and Veneer, Inc.	16,300.00
52422	Fred Meyer Real Estate Properties	100.00
	8 Transactions	\$ 147,401.00

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 23 day of February 1982

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED

H. J. O'Neill
STATE HIGHWAY ENGINEER

Date 2/19/82

EXHIBIT A
MINUTES OF 3-16-82

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisitions (Right of Way)

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
50385	Clackamas Town Center Associates	\$ -0-
51444	Bean, James H. and Helen	60,000.00
52260	Bethlehem Lutheran Church	500.00
52283	Buckner, Matilda B.	100.00
52292	Bates, Lyle and Betty	100.00
52387	Goss, John D. and Eline	6,100.00
52436	Southwestern Oregon Area Education Dist.	-0-
	7 Transactions	\$ 66,800.00

(2) Contract with the Astoria Chamber of Commerce (for the fourth year) for operation of the Department's tourist information center at Astoria at a cost of \$5,200 from May 29 to September 6, 1982. (Public Affairs)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 1st day of March, 1982

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
[Signature]
for STATE HIGHWAY ENGINEER
DATE: 2-26-82

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

EXHIBIT B
MINUTES OF 3-16-82

No. 1 Project Baldock Safety Rest Area Section
(Contract No. 9425)
Type of Work Building Improvements F.A. Proj. No. IR-5-5(75)283
County Clackamas Highway Pacific
No. of Bidders 18 Low Bidder Suomi Enterprises, Inc., Woodburn
Low Bid \$ 32,590.00

Engineer's Recommendation: Award to low bidder subject to concurrence of the FHWA.

No. 2 Project Columbia County Pavement Marking Project No. 2
(Contract No. 9426)
Type of Work Pavement Marking F.A. Proj. No. PMS-000S(109)
County Columbia Highway Various County Roads & City Streets
No. of Bidders 5 Low Bidder Swanston Equipment Company, Fargo, ND
Low Bid \$ 28,702.00

Engineer's Recommendations: Award to low bidder subject to concurrence of the FHWA.

No. 3 Project Columbia River Hwy. at SW E.M. Watts Rd.
and SW Maple St. (Scappoose)
(Contract No. 9427)
Type of Work Traffic Signal Installation F.A. Proj. No. F-1(17)
County Columbia Highway Columbia River
No. of Bidders 11 Low Bidder Ajax Electric Company, Portland
Low Bid \$ 41,721.00

Engineer's Recommendations: Award to low bidder subject to concurrence of the City of Scappoose and the FHWA and the sum of \$4,100.00 is deposited by the City.

EXHIBIT B
MINUTES OF 3-16-82

No. 4 Project Marion County Pavement Marking Project No. 2
Delineators, Pavement Markings (Contract No. 9428)
Type of Work and Raised Markers F.A. Proj. No. PMS-000S(110)

County Marion Highway Various County Roads

No. of Bidders 6 Low Bidder Select Contractors, Inc., Seattle, WA

Low Bid \$ 120,049.00

Engineer's Recommendation: Award to low bidder subject to concurrence of the FHWA.

No. 5 Project Chas. H. Reynolds, Baker Valley, Weatherby
and Ontario Safety Rest Areas
(Contract No. 9429)

Type of Work Building Improvements F.A. Proj. No. I-84-6(2)267

County Union, Baker & Malheur Highway Old Oregon Trail

No. of Bidders 14 Low Bidder Douglas S. Coats, Inc., Bend

Low Bid \$ 37,937.00

Engineer's Recommendations: Award to low bidder subject to concurrence of the FHWA.

No. 6 Project Beaverton-Hillsdale Hwy. @ SW 107th Ave. (Beaverton)
(Contract No. 9430)

Type of Work Traffic Signal Installation F.A. Proj. No. State

County Washington Highway Beaverton-Hillsdale

No. of Bidders 12 Low Bidder Ajax Electric Company, Portland

Low Bid \$ 46,670.00

Engineer's Recommendations: Award to low bidder subject to concurrence of Washington County and the sum of \$56,300.00 is deposited by the County.

B
MINUTES OF 3-16-82

No. 7 Project Shields Creek-Muns Creek Section
 (Contract No. 9431)
 Type of Work Grading, Paving & Structures F.A. Proj. No. F-14(10)
 County Douglas Highway Coos Bay-Roseburg
 No. of Bidders 9 Low Bidder Stach Construction Company, Grants Pass
 Low Bid \$ 664,354.44

Engineer's Recommendation: Award to low MBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder: Western Mixing Co.	\$673,234.20
3rd Bidder: Roseburg Paving Co.	\$720,863.55

No. 8 Project Fiddle Creek Bridges Section on Fiddle Creek Rd.
 (Contract No. 9432)
 Type of Work Grading, Paving & Structures F.A. Proj. No. BROS-2000(3)
 County Lane Highway County Road
 No. of Bidders 10 Low Bidder Stach Construction Company, Grants Pass
 Low Bid \$ 266,320.00

Engineer's Recommendations: Award to low bidder subject to concurrence of Lane County and the sum of \$61,945.00 is deposited by the County.

No. 9 Project Blackhorse Creek (Lexington) Bridge
Section on Arcade Street
 (Contract No. 9433)
 Type of Work Structure F.A. Proj. No. BROS-2503(1)
 County Morrow Highway City Street
 No. of Bidders 13 Low Bidder Kniesteadt and Sons, The Dalles
 Low Bid \$ 88,917.00

Engineer's Recommendations: Award to low MBE responsive Bidder subject to concurrence of the City of Lexington.

2nd Bidder: Stach Construction Company	\$89,509.00
3rd Bidder: Weaver Construction Co.	\$90,910.00

MINUTES OF B
3-16-82

No. 10 Project Juniper Canyon Rd.-Lexington/Echo Highway
(Contract No. 9434)
Type of Work Grading and Paving F.A. Proj. No. RS-B564(3)
County Morrow Highway FAS B564 (Bombing Range Rd.)
No. of Bidders 22 Low Bidder Eucon Corporation of Idaho, Pasco, WA
Low Bid \$ 403,232.65

Engineer's Recommendation: Award to low bidder subject to concurrence of Morrow County and the sum of \$97,000.00 is deposited by the County.

No. 11 Project NE 242nd Dr.-Buxton Rd.
(Contract No. 9435)
Type of Work Grading & Paving F.A. Proj. No. IX-9880(2)
County Multnomah Highway FAU 9880 (Cherry Park Rd.)
No. of Bidders 20 Low Bidder Bonstan Construction Company, Milwaukie
Low Bid \$ 563,442.00

MBE responsive

Engineer's Recommendations: Award to low bidder subject to concurrence of the FHWA and Multnomah County and the sum of \$90,670.00 is deposited by the County.

2nd Bidder: Columbia Excavating	\$570,020.65
3rd Bidder: Frady Construction	\$570,222.85

No. 12 Project Church Rd.-Pacific Hwy. West
(Contract No. 9436)
Type of Work Bikeway F.A. Proj. No. State
County Polk Highway Willamina-Salem
Comco Construction, Oregon Ltd. dba
No. of Bidders 9 Low Bidder Salem Road & Driveway Co., Salem
Low Bid \$ 96,417.88

Engineer's Recommendations: Award to low bidder.

On February 4, 1982, I accepted the State Highway Engineer's recommendations for award of the projects on which bids were received January 28, 1982, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 7, 9 & 11 if low bidder fails to meet MBE requirements, award will be made to next lowest responsive bidder pending MBE review and cost justification.

Dated this 15 day of February 1982

Tom Walsh
Tom Walsh, Vice Chairman

- 4539 -Oregon Transportation Commission

EXHIBIT B
MINUTES OF 3-16-82

COM 4

TO: Oregon Transportation Commission

SUBJECT: Report of Confirmation of Telephone Actions Taken
Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the following action and report this action for your official records:

- (1) Option from Hill-A-Lea Development Co. for \$15,500.00 for 1.73 acres @ \$8.062+/ac. on Nehalem River Bridge Section of the Oregon Coast Highway in Tillamook County. File 50764. Approved February 16, 1982.

Dated this 22nd day of February, 1982.

Tom Walsh

Tom Walsh, Vice Chairman
Oregon Transportation Commission

APPROVED

H. Schulte
STATE HIGHWAY ENGINEER

Date 2/19/82

EXHIBIT C
MINUTES OF 3-16-82


TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

- 1) Traffic signal installation on the Columbia River Highway at S.W. E.M. Watts Road and S. W. Maple Street in Scappoose, Columbia County. Bids received January 28, 1982. Contract No. 9427 awarded on February 23, 1982, to Ajax Electric Company, Portland, at \$41,721.
- 2) Traffic signal installation on the Beaverton-Hillsdale Highway at S.W. 107th Avenue in Beaverton, Washington County. Bids received January 28, 1982. Contract No. 9430 awarded February 25, 1982, to Ajax Electric Company, Portland, at \$46,670.
- 3) Work on the Fiddle Creek Bridges in Lane County. Bids received January 28, 1982. Contract No. 9432 awarded February 23, 1982, to Stach Construction Company, Grants Pass, at \$266,320.
- 4) Work on Juniper Canyon Road-Lexington-Echo Highway Section of FAS B564 in Morrow County. Bids received on January 28, 1982. Contract No. 9434 awarded February 22, 1982, to Eucon Corporation of Idaho, Pasco, Washington, at \$403,232.65.
- 5) Work on N.E. 242nd Drive-Buxton Road Section of FAU 9880 in Multnomah County. Bids received on January 28, 1982. Contract No. 9435 awarded February 22, 1982, to Bonstan Construction Company, Clackamas, at \$563,442.

Dated this 4 day of March, 1982


H. S. Coulter, State Highway Engineer

3-4-82

TO: Oregon Transportation Commission EXHIBIT C
MINUTES OF 3-16-82
SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved all actions listed below and report them for your official records:

- 1) On February 11, 1982, established through highways and stop designations in Baker and Grant Counties as follows:

- a) Through Highways and Stop Signs File No. 31

The Whitney Highway Number 71 (Oregon Route 7) is designated a "through" highway and that traffic shall stop before entering said highway with the following exceptions:

Southbound traffic entering the Whitney Highway from the La Grande-Baker Highway No. 66 need not stop.

Northbound traffic on the Whitney Highway shall stop before entering the La Grande-Baker Highway No. 66.

Eastbound traffic on the Sumpter Highway No. 410 shall stop before entering the Whitney Highway when appropriate signing is installed upon completion of the present intersection reconstruction.

Northbound traffic on the Whitney Highway shall stop at the intersection of the Whitney and Sumpter Highways. Upon completion of the present intersection reconstruction, the northbound traffic on the Whitney Highway will not be required to stop at this intersection.

Southbound traffic on the Whitney Highway shall stop before entering the John Day Highway No. 5.

- b) Through Highways and Stop Signs File No. 32

The Sumpter Highway No. 410 is designated a "through" highway and that traffic shall stop before entering said highway with the following exceptions:

Eastbound traffic entering the Sumpter Highway from the Granite Hill County Road need not stop.

Eastbound traffic on the Sumpter Highway will stop before entering the Whitney Highway No. 71 when appropriate signing is installed upon completion of the present intersection reconstruction.

Westbound traffic on the Whitney Highway need not stop before entering the Sumpter Highway.

Northbound traffic on the Whitney Highway shall stop before entering the Sumpter Highway. Upon completion of the present intersection reconstruction, the northbound traffic on the Whitney Highway need not stop before entering the Sumpter Highway, but shall yield to oncoming traffic on the Whitney Highway.

- c) Through Highways and Stop Signs File No. 33

The Dooley Mounting Highway No. 415 (Oregon Route 245) is designated a "through" highway and that traffic shall stop before entering said highway with the following exceptions:

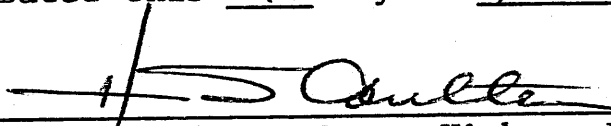
Northbound traffic on the Dooley Mountain Highway shall stop before entering the Whitney Highway.

Southbound traffic on the Dooley Mountain Highway need not stop, but shall yield to vehicles on the John Day Highway Number 5.

EXHIBIT C
MINUTES OF 3-16-82

- 2) On February 2, 1982, established a 35 MPH speed zone on the Toledo Frontage Road in Lincoln County from Corvallis-Newport Highway (M.P. 5.59) to 0.27 mile south of Dundon Road (WCL of Toledo, M.P. 6.24). (Speed Zone Order No. 871)
- 3) On February 17, 1982, approved installation of a "NO RIGHT TURN ON RED" sign on the Lower Columbia River Highway (2W) at Columbia and Bond Streets (M.P. 99.05) in Astoria, Clatsop County.
- 4) On February 22, 1982, approved First Addendum to the Annual Program for Grooming of Snowmobile Trails in conjunction with an agreement with the Oregon State Snowmobile Association.

Dated this 4 day of March, 1982


H. S. Coulter, State Highway Engineer

3-4-82

EXHIBIT D
MINUTES OF 3-16-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

<u>Contractor and Contract No.</u>	<u>Section and County</u>	<u>Acceptance Date</u>
Donald M. Drake Co. No. 9046	Columbia Slough Structures Multnomah County	Feb. 17, 1982
Morse Bros. Prestress, Inc. No. 9106	Multnomah Co. Maintenance & Operations Fac., Phase 2 Multnomah County	Feb. 19, 1982
J. C. Compton Co. No. 9213	Cannon Beach Jct.-Necanicum Jct. Clatsop County	Feb. 19, 1982
E. Carl Schiewe, Inc. No. 9219	Columbia River-Lake Road Multnomah County	Feb. 22, 1982
J. C. Compton Co. No. 9249	Hayesville Intchge-Battle Cr. Marion County	Feb. 22, 1982
Wildish Const. Co. No. 8975	Willamette River-Goshen Lane County	Feb. 24, 1982
Hamilton Elect., Inc. No. 9142	NW Nye St.-Ore. Coast Hwy. (Newport) & Corvallis/Newport Hwy. & John Moore Rd. Lincoln County	Feb. 24, 1982
Delph Const. Co. No. 9273	Trout Creek Culverts Hood River County	Feb. 25, 1982
R. L. Coats No. 9351	SCL Madras-Madras/Prineville Hwy. Jct. Jefferson County	March 2, 1982
R. L. Coats No. 9315	Swalley Canal-McKenzie/Bend Intchge. Deschutes County	March 2, 1982

EXHIBIT D
MINUTES OF 3-16-82

Contractor and
Contract No.

Roy L. Houck
Const. Co.
No. 9233

Lundeen Coatings Corp,
No. 9335

Section and County

Cascade Hwy. S. @ Warner/
Milne Rd. (Oregon City)
Clackamas County

Willamette River (Jasper) Br.
Lane County

Acceptance
Date

March 3, 1982

March 3, 1982*

March 4, 1982

For

C. T. Keasey
C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

EXHIBIT E
MINUTES OF 3-16-82

COM 4

March, 1982

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

Under delegated authority (Delegation Order No. 23) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Administrative Order No. 33), I report that I have taken the following actions for your official records:

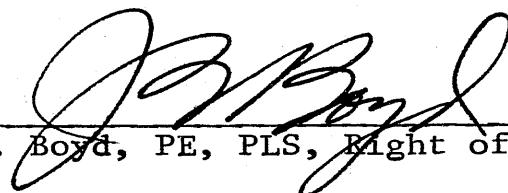
- (1) The Sale of 0.04 acre excess on the East Marquam Interchange Section of the Pacific Highway in Multnomah County was approved September 2, 1981, for a sale for \$4,000 but this was for an exchange for a like area of equal value. Files 35797, 35798 (23-43).
- (2) Sale of 0.23 acre excess property on the Mt. Hood Road-Willow Flat Road Section of the Mt. Hood Highway in Hood River County for a minimum consideration of \$3,000. Approved February 19, 1982. Files 49748, 49750 (23-43).
- (3) Signed on February 19, 1982, the Grant of Access to Deschutes County at La Pine on the La Pine-Klamath County Line Section of The Dalles-California Highway in Deschutes County approved by Mr. Yturri, January 27, 1982. File 18008 (23-46).
- (4) Right of Way Services Agreement with Lane County for the 19th Street-Camp Creek Road Section of Marcola Road in Lane County. Approved February 19, 1982. Agreement 100. Misc. C & A 6452 (23-45).
- (5) Right of Way Services Agreement with Lane County for the Bailey Hill Road-Fox Hollow Section of the Lorane Highway in Lane County. Approved February 19, 1982. Agreement 102. Misc. C & A 6519 (23-45).
- (6) Right of Way Services Agreement with the City of Portland for the Hollywood District Transportation Improvements Project in Multnomah County. Approved February 23, 1982. Agreement 198. Misc. C & A 7417 (23-45).
- (7) Sale of 2 parcels of excess property on the Marquam Bridge-S.E. 84th Avenue Section of the Mt. Hood Freeway. Approved February 25, 1982. (23-43).

File 40590, 5,000 square feet, minimum consideration of \$40,000.
File 46816, 4,000 square feet, minimum consideration of \$45,000.
- (8) Sale of 10.63 acres excess property on the Polallie Creek-Parkdale Road Section of the Mt. Hood Highway in Hood River County for a minimum consideration of \$5,315. Approved March 1, 1982. Files 28153, 30390 (23-43).

EXHIBIT E
MINUTES OF 3-16-82
Report of March, 1982 (Cont'd.)

- (9) Release of 20.02 acres excess property which will revert to the abutting owner, in exchange for a parcel in fee on which we have a sand shed and cinder stockpile. Approved March 1, 1982. File 13551-B. (23-43).
- (10) Sale of 0.14 acre excess property to the City of Arlington on the Arlington Section of the Columbia River Highway in Gilliam County for no consideration as this parcel will support slopes appurtenant to a parcel previously sold to the City. Approved March 2, 1982. File 11280 (23-43).
- (11) Sale of 3.19 acres excess property at the Mitchell Maintenance Station on the Ochoco Highway in Wheeler County for a minimum consideration of \$20,000. Approved March 2, 1982. Files 10423 and 20592. (23-43).
- (12) Sale of 0.69 acre excess property on the Rogue River-Gold Hill Section of the Rogue River Highway in Jackson County for a minimum consideration of \$12,000. Approved March 2, 1982. File 4306 (12-43).
- (13) Sale of 5,000 square feet excess property on the Marquam Bridge-S.E. 84th Avenue Section of the Mt. Hood Freeway for a minimum consideration of \$50,000. Approved March 4, 1982. File 46590. (23-45).

Dated this 4 day of March, 1982



J. B. Boyd, PE, PLS, Right of Way Engineer

JBB:jc

E

3-16-82

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

EAST PORTLAND FREEWAY-ROCK CREEK CORNER SECTION, CLACKAMAS HIGHWAY
- CLACKAMAS COUNTY

R-51341 - Eleanor O. Eakin et al. Parcel 1: 50 square feet for right of way purposes. Parcel 2: 2,800 square feet for a permanent easement for slopes and drainage. Offer \$2,675.00.

R-51349 - C. R. Moe et al. 3,610 square feet for right of way purposes. Offer \$12,750.00.

R-51350 - Wilbur Lee Courtain et al. 3,000 square feet for right of way purposes. Offer \$10,500.00.

R-51400 - Charles R. Bryden, Jr. et al. 11,100 square feet for right of way purposes. Offer \$20,500.00.

PARK PLACE-CLACKAMAS COMMUNITY COLLEGE SECTION, CASCADE HIGHWAY
SOUTH - CLACKAMAS COUNTY

R-51495 - Richard McGowan et al. Parcel 1: 12.35 acres for right of way purposes. Parcel 2: 0.54 acre for a temporary easement. Offer \$60,725.00.

POLALLIE CREEK-DOG RIVER SECTION, MT. HOOD HIGHWAY - HOOD RIVER
COUNTY

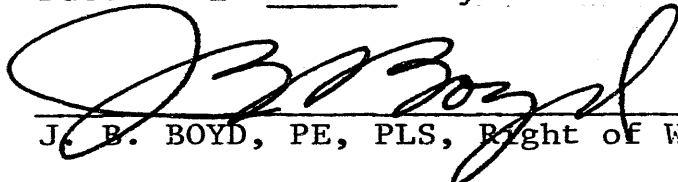
R-52003 - Crystal Springs Water District. 4.6 acres for right of way purposes. Offer \$9,200.00.

S.E. 50TH AVENUE-S.E. 92ND AVENUE (PORTLAND) SECTION, MT. HOOD
(POWELL BLVD.) HIGHWAY - MULTNOMAH COUNTY

R-46002 - Frank A. Bitar et al. Parcel 1: 15,145 square feet for right of way purposes. Parcel 2: 2,827 square feet for a permanent easement for slopes. Offer \$111,275.00.

R-46003 - Bitar Bros, Inc., et al. Parcel 1: 6,346 square feet for right of way purposes. Parcel 2: 544 square feet for a permanent easement for slopes. Offer \$46,800.00.

Dated this 3 day of February, 1982.


J. B. BOYD, PE, PLS, Right of Way Manager

RE: Report of Offers Tendered - 8
- 4548 -

MINUTES OF E
3-16-82

COM 4

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

EAST PORTLAND FREEWAY-ROCK CREEK CORNER SECTION, CLACKAMAS HIGHWAY-
CLACKAMAS COUNTY

R-51509 - Agnes R. Buel et al. 5,000 square feet for right of way purposes. Offer \$72,000.00.

PARK PLACE-CLACKAMAS COMMUNITY COLLEGE SECTION, CASCADE HIGHWAY
SOUTH - CLACKAMAS COUNTY

R-51440 - David J. Grant et ux. 0.36 acre for right of way purposes. Offer \$3,550.00.

R-51488 - Ted W. Kent et al. 0.08 acre for right of way purposes. Offer \$17,500.00.

R-51493 - Sylvester W. Stalick. 0.55 acre for right of way purposes. Offer \$8,100.00.

WILLAMETTE RIVER-I-205 (BANFIELD TRANSITWAY) SECTION, COLUMBIA
RIVER HIGHWAY - MULTNOMAH COUNTY

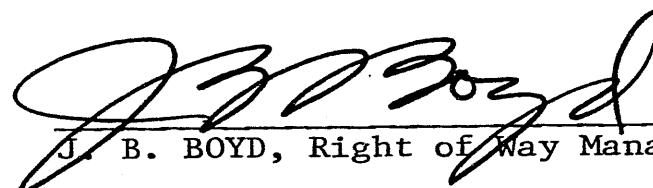
R-51295 - Gary E. Oman et al. Parcel 1: 120 square feet for right of way purposes. Parcel 2: 450 square feet for permanent easement for retaining wall. Parcel 3: 680 square feet for temporary easement for work area. Offer \$60,000.00.

R-51296 - Sam Kahl et al. Parcel 1: 0.15 acre for right of way purposes. Parcel 2: 0.05 acre for permanent slope easement. Parcel 3: 0.04 acre for temporary easement for detour and work area. Offer \$256,640.00.

S. 6TH STREET-PARKDALE DRIVE (GRANTS PASS) SECTION, EAST PARK
STREET - JOSEPHINE COUNTY

R-51743-3 - Amy L. Hendrickson. Parcel 1: 835 square feet for permanent easement. Parcel 2: 835 square feet for temporary easement. Offer \$2,075.00.

Dated this 26 day of February, 1982.


J. B. BOYD, Right of Way Manager

RE: Report of Offers Tendered 4549 7.

EXHIBIT F
MINUTES OF 3-16-82

TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized the State Parks Administrator, or his designate, in an official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith, the Parks Administrator or his designate has approved the following actions and report them for your official records.

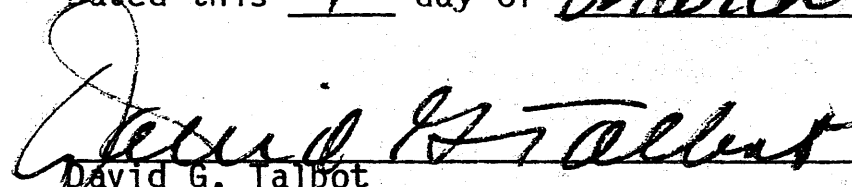
On January 25, 1982 approved Wasco Electric Cooperative's request to modify a powerline crossing within the John Day River Scenic Waterway in Wasco County.

On February 8, 1982 approved Gil and Mary Thompson's request to construct a deck and walkway on their property within the Rogue River Scenic Waterway in Josephine County.

On February 9, 1982 approved Phil Aronson's request to construct a single family dwelling within the Clackamas River Scenic Waterway in Clackamas County.

On February 23, 1982 approved Lloyd E. Bryant's request to partially cut and thin timber within the Clackamas River Scenic Waterway in Clackamas County.

Dated this 1 day of March, 1982



David G. Talbot
State Parks Administrator

MINUTES OF G
3-16-82

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report
Actions Taken Under Delegated Authority

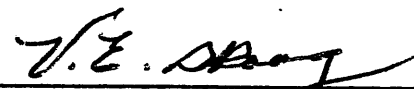
Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On FEBRUARY 26, 1982, \$ 3,105,973.49 was distributed to the counties as their share of motor vehicle revenues (20.07%) for the month of JANUARY, 1982.

On FEBRUARY 26, 1982, \$ 1,862,559.67 (12.17% of the Highway Fund) was distributed to the cities for the month of JANUARY, 1982.

(Lists of apportionments on file in Commission Files, Salem.)

Dated this 1ST day of MARCH, 1982



V. E. Skoog, Controller
Highway Division

Attachments

cc: Fred Miller
John Earley - Att.

Salem, Oregon
April 20, 1982

The Oregon Transportation Commission held its monthly meeting in the Conference Room (122) of the Transportation Building beginning at 10 a.m. Notice of the meeting had been made by press release to the newspapers of general and local circulation throughout the State. Present were:

Anthony Yturri, Chairman
Tom Walsh, Vice Chairman
Peter Brix, Member
N. B. Giustina, Member
Robert F. Dwyer, Member
Fred D. Miller, Director of Transportation
Jack Sollis, Chief Counsel
George Bell, Assistant Director for Intergovernmental and Public Affairs
Paul Burket, Administrator of Aeronautics Division
Dave Talbot, Administrator of Parks and Recreation
Dennis Moore, Administrator of Public Transit Division
David Moomaw, Administrator of Motor Vehicles Division
H. S. Coulter, State Highway Engineer
Robert Bothman, Assistant State Highway Engineer for Administration
E. S. Hunter, Assistant State Highway Engineer, Technical Services Branch
Wendell Schwartz, Assistant State Highway Engineer for Operations
Shirley Eads, State Travel Director
Joe Christian, DOT Fiscal Officer
Dale Wilken, Federal Highway Administration
Robert Gormsen, Manager, Commission Services

There were other staff members and visitors present.

The Commission unanimously approved the following items on the consent calendar, except a request for hiring a consultant to review the existing paint system on the Astoria Bridge of the Oregon Coast Highway in Clatsop County:

- 1) The minutes of the Commission meeting of March 16, 1982.
- 2) Adopted resolution declaring necessity of certain real property for public purposes and authorized condemnation. ("Real Property Condemnation Resolution No. 2722" on file in Commission's files, Salem.)

(continued next page)

- 3) Amendment to Delegation Order No. 23, paragraph 3, concerning contract project authorization as follows:

Approve overruns or contractor's claims of five percent or less on contracts for which the project authorization exceeds \$200,000 and ten percent or less on contracts for which the project authorization is \$200,000 or less provided that the total budgetary authorization for contracts on all projects will not be exceeded without the Commission's prior approval.

- 4) Memorandum of Understanding with the U. S. Department of Agriculture, Forest Service, establishing procedures for coordinating the location, construction, reconstruction, maintenance, signing, access and other matters relating to State highway use and occupancy of National Forest lands.
- 5) Added a slide correction project to the State Construction Program on the Siletz Highway at Kernville, Lincoln County, at a cost of \$207,000 using State Funds.
- 6) Subscription to the Research Correlation Service, Transportation Research Board, for fiscal year 1983 (July 1, 1982, to June 30, 1983) in the amount of \$39,150.
- 7) Added a slide correction project to the State Construction Program on the Lower Columbia River Highway in northwest Portland between the northwest approach to the St. Johns Bridge and Linton in Multnomah County. Estimated cost for construction \$215,000 using Federal-Aid Primary Funds including \$25,500 State match.
- 8) Added a portland cement concrete slab restoration project to the State Construction Program on the Pacific Highway (I-5) between North Jefferson Interchange and Corvallis-Lebanon Highway Interchange, excluding the northbound lanes from North Jefferson Interchange to North Albany Interchange. Estimated cost \$3.3 million to be financed with Federal-aid Interstate 4R, including \$258,000 State match.
- 9) Resolution redesignating the old alignment of the Umpqua Highway No. 45 as part of the Territorial Highway No. 200. Resolution extends the Territorial Highway from its present terminus southerly along the old alignment to a junction with the new alignment of the Umpqua Highway, resulting in an addition of 0.41 mile to the State Secondary System.

(continued next page)

- 10) Route designation for US395 between Umatilla, Oregon, and Pasco, Washington, as follows and submit to AASHTO Route Numbering Committee for its approval.

US395 - Over the Umatilla Spur of the Columbia River Highway from the Washington State Line, southerly to its junction with the Columbia River Highway; thence easterly over the Columbia River Highway (common with US730) to its junction with Umatilla-Stanfield Highway; thence southerly over the Umatilla-Stanfield Highway via Hermiston, to its junction with the Old Oregon Trail Highway, I-84 and US30, near Stanfield; thence easterly over the Old Oregon Trail Highway (common with I-84 and US30) to its junction with the Pendleton-John Day Highway in Pendleton;

Thence southerly over the Pendleton-John Day Highway via Pilot Rock, Dale and Long Creek to its junction with the John Day Highway, US26, at Mt. Vernon; thence easterly over the John Day Highway (common with US26) to its junction with the John Day-Burns Highway in John Day; thence southerly over the John Day-Burns Highway via Canyon City and Seneca to its junction with the Central Oregon Highway, US20, approximately two miles northeast of Burns;

Thence southwesterly over the Central Oregon Highway (common with US20) via Burns and Hines to its junction with the Lakeview-Burns Highway near Riley; thence southwesterly over the Lakeview-Burns Highway via Wagonfire to its junction with the Fremont Highway at Valley Falls; thence southerly over the Fremont Highway via Lakeview to the California State Line at New Pine Creek (common with ORE140 for five miles north of Lakeview).

- 11) One-year extension of a contract with Ron Linton representing Oregon in Washington, D.C. on Federal legislation. Cost will be \$2,000 per month plus some expenses. Term of contract: July 1, 1982 to June 30, 1983. (Authorized Director to sign the necessary agreements.)
- 12) Authorized increases in project authorizations on the following contracts:
- a) Contract No. 9036 on the Battle Creek-North Jefferson Interchange Section of the Pacific Highway, Marion County, in the amount of \$870,000 (6.5% increase).
 - b) Contract No. 9282 on the Beaverton-Tualatin Highway at S.W. Locust Street, Washington County, in the amount of \$9,329.45 (17.5% increase).
 - c) Contract No. 9306 on the Ash Creek Bridge Section, Independence Highway, Polk County, in the amount of \$80,000 (12.7% increase).
 - d) Contract No. 9428 on the Marion County Pavement Marking Project No. 2 in the amount of \$42,731 (31.4% increase).

(continued next page)

- 13) Supplemental agreement with the Oregon State Museum of Anthropology, University of Oregon, for archeological salvage on the Mystic Creek-Muns Creek Section of Highway 42 (Coos Bay-Roseburg Highway) in Douglas County. Amount \$162,000.
- 14) The two following Highway Bridge Replacement and Rehabilitation Projects:
- a) Sycan River Bridge on Drews Road approximately 2 miles north of Beatty in Klamath County. Cost \$300,000.
 - b) Malheur River Bridge on Lytle Road (Glenn Street) at the city limits of Vale in Malheur County. Cost \$125,000.
- (Authorized State Highway Engineer to sign necessary agreements.)
- 15) Distribution of Fiscal Year 1982 Federal Aid Secondary Funds to the individual counties of the State.

FISCAL YEAR 1982 FAS ALLOCATION TO COUNTIES
March 1982

COUNTY	FEDERAL FUNDS	TOTAL FUNDS Including State's and Counties' Match money (Rounded to Thousands)
BAKER	\$ 54,804	\$ 62,000
BENTON	89,448	102,000
CLATSOP	247,840	282,000
CLATSOP	62,783	71,000
COLUMBIA	88,811	101,000
COOS	115,068	131,000
CROOK	49,314	56,000
CURRY	62,018	71,000
DESCHUTES	119,214	136,000
DOUGLAS	202,628	230,000
GRANT	35,736	41,000
ILLIAM	49,528	56,000
HARNEY	58,036	66,000
HOOD RIVER	59,740	68,000
JACKSON	175,457	199,000
JEFFERSON	58,542	67,000
JOSEPHINE	122,317	139,000
KLAMATH	83,690	95,000
LAKE	57,886	66,000
LAKE	222,710	253,000
LINCOLN	75,870	86,000
LINN	137,571	156,000
MALHEUR	93,286	106,000
MARION	172,841	197,000
MORRIS	58,359	66,000
MULTNOMAH	49,205	56,000
POLK	74,000	84,000
SHERMAN	36,378	41,000
TILLAMOOK	73,249	83,000
UMATILLA	117,260	133,000
UNION	60,700	69,000
WALLOWA	50,697	58,000
WASCO	58,398	66,000
WASHINGTON	111,239	126,000
WHEELER	31,087	35,000
YARELL	98,894	112,000
TOTAL	\$3,314,604	\$3,766,000

SUMMARY - FISCAL YEAR 1982 COUNTY FAS FUNDS

Total Federal Funds	\$3,314,600
(50% of Oregon Apportionment less planning survey funds)	
Plus estimated State Match Funds	225,700
Plus estimated County Match Funds	225,700
TOTAL FUNDS	\$3,766,000

NOTE: Above funds allocated to individual counties on basis of formula (25% equally, 60% on rural population, and 15% on rural county road mileage) proposed by association of Oregon Counties and approved by Transportation Commission. Federal funds are estimated to represent approximately 88% of total county road FAS funds with State and County funds estimated to be approximately 6% each.

(continued next page)

16) Distribution of Fiscal Year 1982 Federal Aid
Urban Funds to the urbanized and small urban
areas of the State.

Oregon's Fiscal Year 1982 Urban Apportionment	\$7,759,306
Less 1-1 1/2% HPR Funds	116,389
BALANCE	\$7,642,917
Less Allocation of Funds Attributable to Portland Urbanized Area (over 200,000 population)	* 4,100,973
NON ATTRIBUTABLE FUNDS	\$3,541,944
Less 1/2% PR Funds	17,980
Funds Available to BALANCE OF STATE	\$3,523,964

URBAN AREA	FEDERAL POPULATION	PERCENT OF TOTAL	FUND ALLOCATION
EUGENE	182,495	23.7631	\$ 837,403
MEDFORD	52,469	6.8321	240,761
SALEM	135,747	17.6760	622,896
RAINIER	1,659	0.2160	7,612
32 SMALL URBAN AREAS	395,605	51.5128	1,815,292
TOTAL	767,975	100.0000	\$3,523,964

* ATTRIBUTABLE FUNDS	\$4,100,973
Less 1/2% PR Funds	20,816
BALANCE	\$4,080,157
Less Funds Transferred to Federal Aid Primary	3,879,653
PORTLAND URBANIZED AREA ALLOCATION	\$ 200,504

City of Portland's Fair and Equitable Allocation of
Portland Urbanized Area Allocation:

1980 City of Portland Population (Fed. Census) 366,359 = 41%
1980 Portland Urbanized Area Pop. (Fed. Census) 895,449

$$41\% \times \$200,504 = \$82,207$$

URBAN AREAS	POPULATION	PERCENT OF TOTAL	FEDERAL FUNDS
ALBANY	27,000	6.7127	\$ 121,855
ASHLAND	14,940	3.7144	67,427
ASTORIA	9,900	2.4613	44,680
BAKER	9,580	2.3818	43,237
BEND	17,425	4.3322	78,642
CANBY	7,735	1.9231	34,910
COOS BAY	23,945	5.9532	108,068
CORVALLIS	42,275	10.5104	190,795
COTTAGE GROVE	7,325	1.8211	33,058
DALLAS	8,760	2.1779	39,535
GRANTS PASS	15,630	3.8859	70,540
HERMISTON	9,700	2.4116	43,778
KLAMATH FALLS	37,762	9.3883	170,425
LaGRANDE	11,625	2.8902	52,466
LEBANON	10,550	2.6229	47,613
LINCOLN CITY	5,575	1.3861	25,162
McMINNVILLE	14,415	3.5838	65,056
MILTON-FREEWATER	5,300	1.3177	23,920
MONMOUTH	5,610	1.3948	25,320
NEWBERG	10,525	2.6167	47,501
NEWPORT	7,660	1.9044	34,570
ONTARIO	8,940	2.2227	40,348
PENDLETON	14,600	3.6298	65,892
PRINEVILLE	5,250	1.3052	23,693
REDMOND	6,575	1.6347	29,675
ROSEBURG	16,200	4.0276	73,113
SEASIDE	5,220	1.2978	23,559
SILVERTON	5,315	1.3214	23,987
ST. HELENS	7,090	1.7627	31,998
SWEET HOME	7,090	1.7627	31,998
THE DALLES	11,315	2.8131	51,066
WOODBURN	11,390	2.8318	51,405
TOTAL	402,222	100.0000	\$1,815,292

17) Added a slide correction project to the State Construction Program on the Corvallis-Newport Highway in Lincoln County near Thornton Creek. Estimated cost \$295,000 to be financed with Federal-Aid Primary Funds including \$35,000 State match.

18) Added two bikeway projects to the State Construction Program as follows:

- a) Ochoco Highway in the City of Prineville
- b) Powell Boulevard (Mt. Hood Highway) in Portland and Gresham

Estimated cost \$449,000 using State funds. (Authorized State Highway Engineer to sign necessary agreements.)

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegated orders. (Exhibits are on file in the Commission's files, Salem.)

Chairman of Transportation Commission	Exhibit A
Vice Chairman of Transportation Commission	Exhibit B
Director of Transportation	Exhibit C
State Highway Engineer	Exhibit D
Construction Engineer	Exhibit E
Right of Way Manager	Exhibit F
State Parks Administrator	Exhibit G
Chief Counsel	Exhibit H
Highway Controller	Exhibit I

The Commission confirmed their next meeting for Thursday, May 20, 1982, in Salem. The following meeting was tentatively set for Tuesday, June 15, 1982, in Springfield.

Mr. Moomaw introduced Sam Conratt, Fuels Tax Branch Manager in Portland, who presented a report on the fuels tax collections. Mr. Conratt said about \$87 million was collected in 1981 in gasoline tax and it has been on the decline since 1978 when \$100 million was collected. He referred to a News Release dated April 7, 1982, which stated that wholesale gas sales declined nearly 3% for February 1982 in comparison with February 1981. (Copy of News Release on file in Commission's files, Salem.) The decline is due to the depressed economic condition, rise in gas prices, increased automobile efficiency, use of smaller cars, national efforts to conserve energy, and an increased use of diesel engines. A change in Statewide fuel marketing raised the number of licensed dealers of motor vehicle fuel from 84 in 1970 to 185 by the end of 1980. He said another marketing change was terminal pricing. This means the customer can no longer receive the product delivered to his business. The customer has to engage a carrier to pick up the product at a terminal. Because of the terminal pricing, the number of licensees has increased from 185 to 212 from the end of 1980. He mentioned that his Branch office also administers the audit and collection of the county taxes on a contract basis with Washington and Multnomah Counties.

April 20, 1982

-4557-

Mr. Moore requested approval of capitol assistance grants to eight small city and rural area bus operators. These grants will provide funds for acquisition of transit buses, vans, and other related equipment to cities and transportation districts. He said there is about \$1.1 million in the current budget for this purpose. Eighty percent of the funds are Federal, matched by 10% State and 10% Local. He said he is recommending grants totaling \$500,800 at this meeting and will be back at a future meeting with the remaining \$611,200.

Commissioner Brix asked if these buses are getting reasonable and productive use. Mr. Moore answered affirmatively. The Commission unanimously approved the following grants:

Astoria	Replacement bus	\$125,000
Basin Transit Service (Klamath Falls)	Buy-out of lease on four buses	110,000
Columbia County	Dispatch center passenger waiting area	11,000
Coquille	Transfer of lift equipped van	2,000
Corvallis	Passenger shelters/ Base station and mobile radio equipment	36,900 10,450
EOCDC (Baker, Union & Wallowa Counties)	Major modifications to existing vans (raised roof, seating changes, air conditioning)	13,950
	Radio equipment	11,000
Linn-Benton Loop	Replacement bus	145,000
Woodburn	Replacement bus	35,500

Mr. Burket presented minor revisions to the existing Aviation Policies in the 1974 Oregon Aviation System Plan and presented new policies developed in the recent update of the Plan. He said the revisions are language clarification and the new policies are in the areas of search and rescue, delivery of health/medical services, noise regulations, handling of hazardous and toxic materials, energy conservation, energy contingency programs, and funding. The Commission unanimously approved the revisions and the new policies. (Copy of Oregon Aviation System Plan - Policies on file in the Commission's files, Salem.)

Mr. Burket presented for adoption a permanent administrative rule specifying regulations for aircraft operation at the Aurora State Airport in Marion County. He recalled that at the August 18, 1981 meeting the Commission had adopted a temporary rule as the Aurora State Airport does not have a control tower or any other traffic control facility. Due to frequently heavy aircraft traffic and the need to standardize procedures, it has become necessary to adopt specific rules and regulations to make continued use of the airport as safe as possible until Federal or State funding becomes available to provide a control tower. He said a public hearing was held on

November 18, 1981. Commissioner Dwyer moved adoption of the rule. The Commission unanimously adopted "Aeronautics Administrative Rule No. 7a", a copy of which is on file in the Commission's files. A certified copy of the rule was filed with the Secretary of State on April 20, 1982, to become effective that date. The rule will be published in the Secretary of State's Administrative Rule Bulletin.

Mr. Burket withdrew from the agenda a resolution authorizing conveyance of the State's share of the real property and improvements constituting the Brookings State Airport to the Curry County Board of Commissioners.

Mr. Burket gave a brief update on the Aeronautics Division revenue situation. He said there has been an increase of 4½% in the general overall revenue for the month of March above the revised budget projection. The fuel taxes are 42% below the original projection and the cash position has improved 1% over the previous month.

Ms. Eads recalled that at the last meeting the Commission had granted tentative approval to present to the Emergency Board in April 1982 a tourism marketing plan for expenditure of \$329,563 appropriated to the Emergency Board by the 1982 Special Legislative Session for allocation to the Department. She said the Sub-Task Force on Tourism has been meeting to determine a marketing plan to spend those funds and the plan is to be submitted to the Governor on May 15, 1982. Accordingly, she said, Mr. Miller had sent a letter to the Emergency Board withdrawing this request.

Ms. Eads gave a brief report on the tourism workshops being held around the State. She said at the 15 workshops held, there has been an average of 38 persons in attendance. A local staff person from the Parks Division has been present which was productive. She said there are 26 more remaining workshops and she was pleased with the results.

Ms. Eads gave a short report on her trade mission on April 9-16, 1982, to Japan where she was one of 16 representatives from Oregon, Washington and British Columbia to work on a tourism development mission for the Pacific Northwest. She said transportation was courtesy of THAI Airways. She mentioned that they met with major travel agencies and tour operators to express their interest in developing some travel from Japan and to seek their advice on how to best work in that market. Their overall recommendation was to create an attractive travel image of the Northwest. They also suggested bringing journalists to the Northwest to do some writing in order to make the consumer in Japan more familiar with the Northwest.

Mr. Talbot said legislation requires the Administrator of the Parks Division to adopt rules which establish a master plan to be followed in the development and use of each State park. He said The Cove Palisades State Park in Jefferson County is ready to be added to

the list of parks with adopted master plans and he asked for the Commission's concurrence. A public hearing was held and no adverse testimony was received. The master plan has been approved by the State Parks and Recreation Advisory Committee. The Commission unanimously concurred in him adopting the master plan as an administrative rule. Mr. Talbot adopted the rule on April 22, 1982, amending OAR 736-18-00. ("State Parks Rule No. 49A" is on file in the Commission's files, Salem. The rule was filed with the Secretary of State on April 23, 1982, and effective that day. The rule will be published in the Secretary of State's Administrative Rule Bulletin on May 15, 1982.) The Commission complimented Mr. Talbot on the report.

Mr. Coulter said the Division has been assembling some preliminary information on an update of the surface preservation study and he called on Martha Hansen from the Planning Section to explain the survey results.

Mrs. Hansen said her presentation deals with the interim results of the pavement condition survey taken in March of 1982 and she handed the Commission a written report. (Copy of Pavement Condition Interim Results dated April 1982 on file in Commission's files, Salem.) She said the target date for the biennial report is January 1983. She explained the components of a paved road. Region and District personnel conducted pavement surveys and rated each road in one of the following categories:

- Very Good - New or nearly new roads
- Good - Continues to provide first-class ride
- Fair - Exhibits noticeable signs of deterioration
- Poor - Protection function of pavement is lost due to extensive cracking; resurfacing is needed
- Very Poor - Deterioration in full cycle. Protective function of pavement is lost; base suffers damage; ride quality loss is obvious to user.

The survey, she continued, indicated the following:

- 1) Roughly half of the total system needs work
- 2) About 200 fewer good miles
- 3) Already 130 more miles slipped into the Very Poor category where base damage is occurring making repair more costly
- 4) Present system condition reflects results of short-lived interim treatments accomplished prior to 1980

The Chairman thanked Mrs. Hansen for her presentation. Mr. Coulter commented that the system is gradually slipping into a lower level of quality. In answer to a question from Chairman Yturri, Mr. Coulter stated that to raise a highway from the fair or poor condition to the smooth permanent long-lasting condition (an overlay) would probably cost a quarter of a million dollars per mile. A highway in very poor condition (complete reconstruction) would cost a million or a million and a quarter dollars per mile.

Mr. Coulter requested approval of Supplemental Agreement No. 1 to the original agreement with Turner Construction Company for additional services covering the Justice Center in Portland. He pointed out that the size of the project has increased by about a third, the costs have increased over the original estimate, and the time to completion has gone up 80%. In light of these facts, Mr. Coulter recommended that the Supplemental Agreement be approved in the amount of \$1,390,000. The Commission unanimously approved the Supplemental Agreement.

Mr. Coulter reported that intensive training in first aid is a requirement for all maintenance crews and this training has paid off many times. He advised the Commission that an employee, Maylin Frickey, while operating a plow/sander truck on the Klamath Falls-Lakeview Highway on March 17 came upon an accident at M.P. 13 in Klamath County. He said Sylvia D. Kane of Bonanza had been injured in an accident involving an out-of-control semi-truck and Mr. Frickey, using CPR training, provided mouth-to-mouth resuscitation for the stricken woman. Mr. Brad Kane, the woman's husband, stated his wife probably would have died had it not been for Mr. Frickey's efforts. The Commission requested that an expression of their approval and appreciation be included in a letter of commendation from the State Highway Engineer.

The meeting recessed at 10:48 a.m. The Chairman stated the meeting would continue in Mr. Miller's office (Room 135) for the Budget Workshop.

BUDGET WORKSHOP

The meeting reconvened at 11:00 a.m. in Mr. Miller's office.

Mr. Miller first made some preliminary remarks. He said proposed budgets would be presented by each Division of ODOT and Central Services, and that he was seeking general approval of the budget plans at this point. Mr. Miller presented the budget time schedule. He said following the budget presentation today, there will be a review of legislative concepts for the 1983 session.

Joe Christian explained the budget process, known as Alternative Program Levels System II (APLS II, called "Apples"). There are three budget elements:

- a) A base budget with a dollar limit by Fund (General, Federal, Other) and Decision Unit.

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- b) A set of discreet changes to that base, which are called decision packages.
- c) A 20% cut package prioritized in 5% increments.

He said the base budget used is for the 82-83 fiscal year, biennialized and projected to 83-85 prices by inflating by 7% per year for services and supplies, and about 8% for the biennium salary increases. The 20% cut package is required of all agencies as a contingency plan in the event revenues are not realized at the budgeted level.

Using these criteria, Mr. Christian said a budget was developed for each major ODOT operating unit. New programs or enhancements are placed in the budget as decision packages. Decision packages, he said, can be used to restore program levels, to propose new programs, to discontinue activities, or to change the financing of an activity. He mentioned that the Legislature and Governor, through a review of the decision packages, can leave them intact or delete them while not disrupting the remainder of the budget. Mr. Christian commented that the division budget proposals have been reviewed at least three times at the department level prior to this workshop.

AERONAUTICS DIVISION

Mr. Burket presented the Aeronautics 1983-85 preliminary budget request as follows:

Revenue Situation

Revenues to date are 23% below the projections used to finance the 81-83 budget. The major shortfall is in aviation fuel tax revenues. To accommodate the shortfall the Division has undergone considerable "belt tightening" and we expect the situation to continue into 83-85 unless our revenues are increased. For 83-85, we are proposing increases in fuel taxes, and aircraft and pilot registration fees. Our proposed budget also assumes the availability of increased federal funds for airport construction purposes.

I. Base Budget Request

A. Operations Program \$1,822,068 19 positions, 18.34 FTE

This program provides technical and administrative resources to administer the present aeronautics laws. The base budget reflects a 12% decrease from 81-83, and will provide a slightly lower level of services than is now possible. The current staffing level would be maintained.

Additional Request \$490,776 2 positions, 2 FTE

These additional funds would restore services and supplies and capital outlay levels, and would fund two currently authorized but unfilled secretarial positions, to bring this program up to current budget levels.

B. Capital Improvement Program \$17,846 Positions 0, FTE 0

Under the existing tax rates and fees, we could make only a small amount available to this program for state-owned airports. This would be 90% below the current budget level.

Additional Requests \$280,000 Positions 0, FTE 0

With a tax and registration fee increases, and the resulting increased revenues, we would restore this program to current levels and provide a 48% enhancement.

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C. Capital Construction Program \$363,640 Positions 0, FTE 0

With the present level of revenues continuing, we would allocate only enough to finance a federally-matched program at the above level. This would be 63% below the current budget level.

Additional Requests \$1,415,231 Positions 0, FTE 0

Additional revenues would be allocated to match federal funds, which would restore this program to permit financing of two projects, and enhance the program by two additional projects.

D. Financial Aid to Municipalities (FAM) Program \$0 Positions 0, FTE 0

Given the current level of revenues, we would not allocate funds to this program since it is not a statutorily mandated program.

Additional Requests \$350,000 Positions 0, FTE 0

With additional revenues from tax and fee increases, funding at the above level would be possible. About half of the funding would be allocated for restoration purposes, and half to enhance the program.

E. Air Search and Rescue Program \$44,000 Positions 0, FTE .66

Pilot registration fees are dedicated to finance this program and revenues are projected to be the same as for 81-83. This would be 37% below the current budget which is funded by current revenues plus a reserve fund from previous biennia which will be depleted at the end of the present biennium. Current staffing level would be maintained.

Additional Request \$44,000 Positions 0, FTE 0

With additional revenues from the proposed increase in pilot registration fees, we would be able to restore the program to the present level and provide a 12% enhancement.

II. 20% Cut Packages

Four reduction options of about 5% each are being considered. The three lowest priority packages would reduce the capital construction program for state-owned airports. The fourth would reduce the FAM program, capital construction, and services and supplies.

Mr. Burket also handed the Commission a five-page written budget report. (Copy on file in Commission's files, Salem.) By use of graphic aids he explained that the revenues may be lower and this had been taken into account. He said the 81-83 approved budget is \$3.4 million and the 83-85 base budget should be higher due to application of the allowable inflation factor. However, due to limitations on income under the present revenue structure, the agency would only be able to fund a budget which is 29% less than the 81-83 approved budget.

He reviewed the following proposed revenue increases: An increase of \$.03 per gallon in aviation gas is proposed, making a total of \$.06. A jet fuel tax of \$.025 is proposed, making a total of \$.03 per gallon for other than scheduled air carriers. Scheduled commercial air carrier jet fuel would be increased \$.005 per gallon to \$.01 total per gallon.

Commissioner Brix asked how that compared with neighboring States. Mr. Burket replied that it compared favorably. The current net price of commercial carrier jet fuel in Portland is lower than Seattle.

Mr. Burket said there is a proposed increase in aircraft registration fees of about 50% and pilot registration fees would go from \$2 per year to \$4 per year. All these proposals would require

April 20, 1982

Legislative action and would produce \$1,322,032 State funds in addition to generating \$1,257,975 more Federal funds for airport construction.

Commissioner Brix asked for a schedule to be prepared showing the current fees, the proposed increases and a comparison with the adjoining states of Washington, Idaho and California.

Mr. Miller asked the Commission if they wanted to support a tax increase for Aeronautics. Commissioner Dwyer did not feel the increases were excessive. Chairman Yturri was concerned with the competitive position of the State in relation to neighboring states. The Commission essentially favored the increases but wished to see the comparative schedule with the neighboring states, as well as the Port of Portland, before reaching a final decision.

The budget presentation was moved to Larry Rulien's office for the Public Transit Division's budget.

PUBLIC TRANSIT DIVISION

At 11:35 a.m., the following Public Transit Division's 1983-85 Preliminary Budget was then explained by Mr. Moore by use of wall charts:

1. Base Budget Request

A. Field and Central Services: \$1,060,626 Positions: 10, FTE: 9

Provides minimum staff and support services necessary to deliver, monitor, and evaluate Division programs. Continues the staff and support at the 1982 Special Session reduced level. Federal Fund revenues will only be sufficient to support a lower level program.

B. Urbanized Capital Assistance Program: \$1,823,275 No positions

Provides a state program to match federal funds received by the urbanized systems: Tri-Met, Salem, Eugene, and Medford. The program leverages federal and local funds with an 80 percent federal, 10 percent local, and 10 percent state matching ratio. This level would provide matching funds for bus purchases and communication equipment and some maintenance improvements.

C. Small City and Rural Transit Assistance: \$3,287,611 No positions

Program provides both operating and capital assistance to the rural communities in Oregon. Continues the total program at its 1981-83 level. It is anticipated that federal funds will only be available to support a lower level of program. Decision Packages restore lost federal revenue.

D. Intercity Transit Assistance: \$0 No positions

E. Elderly and Handicapped Program: \$665,531 No positions

The Base Budget Level would continue the program at its 1981-83 level with inflationary increases. It is anticipated that federal revenue will only be available to support a lower level of program.

2. Additional Requests

A. Field and Central Services

The Division has included Decision Packages that request shifts in financing from federal funds to the General Fund. Packages would bring the Division staff to its legislatively approved 1981-83 budget level and provide necessary support services for the Division. New programs are requested to provide management and technical assistance to local transit providers.

\$388,308 Positions: 2, FTE: 2

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B. Urbanized Capital Assistance

The Decision Package would fully fund all capital improvement projects requested by the large city transit providers. These would include maintenance facilities and other system improvements.

\$1,273,565 No positions

C. Small City and Rural Transit Assistance

It is anticipated that federal revenue from this program will be substantially reduced. What federal funds are available will be limited to use on capital improvements. The Division requests increased state General Fund operating assistance as a necessary action to maintain transit systems in the smaller communities of Oregon. Decision Packages would allow a Base Budget Level of service, with additional increases for inflation and maintaining the capital matching ratios.

\$ 926,568 No positions

3. Summary

The budget proposed by the Public Transit Division would continue a statewide program of state capital and operating assistance programs and provide technical and management assistance to local transit providers. Changes at the federal level reduce the amount of federal resources available for financial assistance to the smaller communities in Oregon. The Division has attempted to remedy this by requesting State General Funds in place of the lost federal funds. The Division's budget would continue the Urbanized Capital Assistance Program within the Division's budget. It is estimated that federal revenues will be \$1,893,390 below the level necessary to support a full base budget level program.

Total Agency Request: \$ 7,532,094 Positions: 12, FTE: 11

4. Reduction Options

The Division identifies reductions in the General Fund portion of the base budget totaling 20 percent. These reductions would come from the Urbanized Capital Program and the Small City and Rural Operating Program. Reductions in the Urbanized Capital Program would result in the State participating in fewer bus purchases. Reductions in the Small City and Rural Operating Program would result in small systems receiving a lower level of operating assistance.

\$2,495,423 Positions: 1, FTE: 1

Mr. Moore said his report consisted of three parts: the role of the Division, the proposed 83-85 budget, and the related policy questions which are involved.

He said the Division helps provide ground passenger transportation by serving as the State's technical advisor, providing technical assistance and providing financial assistance to Oregon cities and communities both large and small. The small city support totals \$2.8 million (combined State and Federal funds). The urban program (cities over 50,000) totals \$1.5 million. The elderly and handicapped transportation program amounts to \$581,000. He said three Federal grant programs are included in the Oregon program. The total agency base budget is \$5.9 million. The \$21 million Light Rail Transit Program is not shown because it is essentially a pass-through arrangement.

Mr. Moore said the 1983-85 proposed base budget prepared according to the APLS program is \$5.9 million. That budget takes into account a loss in Federal revenue of \$1.8 million. He said the decision packages are as follows:

- 1) To replace the lost Federal revenue to restore staff.
- 2) To restore State Funds which were taken away in the Special Legislative Session.

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- 3) To create a management assistance/driver training program for the grantees.
- 4) To restore lost Federal Funds with State General Funds for operating assistance to the small cities program.
- 5) To restore the capital match ratio in the small city program.
- 6) To fully fund requested capital projects under the Urbanized Capital Assistance Program.

He said the total agency request, including all the decision packages, totals \$7.5 million.

Mr. Moore then discussed the policy issues:

- 1) Requesting State General Funds to replace the loss of Federal Funds to restore staff.
- 2) Using State General Funds to backfill the loss of Federal Funds for the small city operating program.
- 3) The urbanized capital program.

A lengthy discussion involving these issues centered around the Commission's responsibility regarding the budget. The Commission decided to send the budget to the Governor as presented and let the Governor and the Legislative process arrive at a final solution. Commissioner Brix commented on the difference between larger cities who have Transit Districts that have taxing authority and small communities who do not.

The workshop adjourned at 12:05 p.m. for lunch in the Conference Room.

MOTOR VEHICLES DIVISION

At 12:35 p.m. the workshop reconvened in the Conference Room, and Mr. Moomaw presented the Motor Vehicles Budget as follows:

I. Base Budget Request by Decision Unit:

A. Administration \$19.4 million, F.T.E 100

The base budget will enable the Division to continue collection of fuels taxes and to provide administrative and support services to the Division's licensing programs, the Motor Vehicle Accident Fund, and the Department at the 81-83 level. The major functions included in this decision unit are: Data Processing, Personnel, Accounting, Purchasing, Mail, fuels tax collection, and Hearings.

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B. Licensing Programs \$30.3 million, F.T.E. 597.0

The base budget will enable the Division to continue existing licensing programs with the resources necessary to maintain an adequate service level. This assumes that the Division's productivity improvement goal of 1% per year during the 83-85 biennium will be achieved. The major functions included in this decision unit are: vehicle registration and titling, driver licensing and control, and dealer/wrecker licensing.

C. Motor Vehicle Accident Fund \$.6 million, F.T.E. 11.0

Due to systems improvements and reallocation of workloads the base budget for the Motor Vehicle Accident Fund is actually more than is required to properly administer the Fund. The Division is recommending the elimination of 2 F.T.E.

II. Program Reduction

The Division is requesting that \$1,512,000 and 15.25 F.T.E. be eliminated from the base budget. This money and manpower are currently funding activities which can be eliminated either because of proposed changes in systems or because the benefits to the Division/customer of carrying out the activity is insufficient in relation to the cost of the activity.

The activities the Division requests be eliminated are:

- a) 2.25 F.T.E. in 83-85 that are currently required under the existing driver license issuance system. These positions will not be needed after the new driver license issuance system has been implemented.
- b) Verification of insurance information on vehicle renewals. Verification of insurance coverage will be accomplished by the existing random sample procedure.
- c) Funding for attorney general fees for implied consent appeals taken to Circuit Court. The Division is requesting that such appeals go to the Court of Appeals.
- d) Issuance of a second plate and second sticker to those vehicles that are now required to display a plate and sticker on both the front and rear. The Division is requesting that a plate and sticker be displayed on the rear only.
- e) Excess positions in the Motor Vehicle Accident Fund.
- f) PUC and Highway permit business in DMV offices. Positions currently handling these permits can be eliminated through the use of transceivers placed in offices that are connected to PUC and Highway.

III. Additional Request:

The Division is requesting \$2,442,000 to implement a new driver license issuance system during 83-85. The development of this new system, previously approved by the Commission, will place computer terminals in all of the Division's offices. The system will provide employees with on-line access to the driver license master file. This will eliminate errors made in typing licenses and greatly reduce the issuance of valid licenses to suspended drivers. It will also update the driver license computer master file within 24 hours, a process that currently takes approximately 7 days. The new system will reduce overall Division expenditures by \$1 million in its first seven years of operation.

IV. Summary - Agency Request

The Division's requested 83-85 budget will provide an acceptable service level. It will allow the Division to eliminate some unnecessary activities. It will also provide funding for a new system that will solve existing problems and allow the Division to avoid additional cost due to workload increase in the future.

Total Agency Request: \$51.2 million, F.T.E.: 692.75

V. Reduction Options: \$10.3 million, F.T.E.: 143.25

The Division has identified seven reduction option packages that, if necessary, can be used to reduce the Division's base budget expenditures and F.T.E. by 20%.

Several of the activities identified in these packages would require statutory change to either eliminate or change the requirement for the activity.

The activities included in the reduction option packages were selected and prioritized based on their importance to accomplishing the Division's mission and their importance to customers.

Mr. Moomaw said the budget request for 83-85 amounts to an increase of 1.8% over the base budget. He said there were four considerations used in developing the figures: program changes; service level, fee structure, and the overall personnel requirements to operate.

Mr. Moomaw said seven program changes are proposed to increase efficiency and productivity as follows:

- 1) Move implied consent appeals from Circuit Court to Court of Appeals
- 2) Eliminate second license plate and second sticker
- 3) Improve driver license issuance system
- 4) Eliminate verification of insurance on registration renewals
- 5) Eliminate issuance of PUC and Highway Permits by DMV personnel in DMV offices
- 6) Eliminate temporary agents
- 7) Reduce motor vehicle accident fund staff

Mr. Moomaw commented that some of the changes require legislation. There was discussion concerning the use of only one license plate and sticker per vehicle. Mr. Moomaw said about 20 States do this but he felt the Oregon law enforcement agencies probably would oppose this change. There was also discussion concerning Item No. 1 which transfers implied consent appeals from Circuit Court to the Court of Appeals. Mr. Moomaw said when a person refuses to take the breath test when stopped by an officer on the highway, the accused can request an administrative level hearing from DMV. Subsequent to the administrative hearing held by DMV, the citizen may currently appeal an adverse ruling by DMV to the Circuit Court and then to the Court of Appeals. The suggested change is to eliminate the appeal to the Circuit Court and require the citizen to go directly to the Court of Appeals. Commissioner Brix felt that Item No. 1 should be restudied. The Chairman also appeared to have reservations toward that change and then withdrew his objections.

Mr. Moomaw said the Division plans to continue the service level that now exists. He displayed several charts which graphically illustrated his remarks.

Mr. Moomaw explained that each year an analysis is made to determine the cost per transaction. These figures can become the basis to seek an increase in a particular operation. He presented the proposed fee increases as follows:

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	<u>Current</u>	<u>Proposed</u>
Driver license renewal	\$5	\$7
Original I.D.	\$5	\$10
Instruction permit	\$5	\$11
Duplicate driver license & I.D.	\$4	\$12
Replacement plates, stickers, & duplicate registrations	\$7	\$12

TOTAL INCREASE: \$4,642,000

Mr. Moomaw said, in summary, that the budget dollars are increased by about \$900,000, personnel reduced 15.5, continuation of the same level of service and allowance of some fee increases. He passed out a document entitled Reduction Options. (Copy on file in Commission's files, Salem.) There was discussion concerning the drivers manual being printed in other languages.

In conclusion, the Chairman told Mr. Moomaw the Commission generally approved his budget program as outlined.

HIGHWAY DIVISION

At 1 p.m., Mr. Coulter presented the 1983-85 Highway Division preliminary budget request as follows:

1. BASE BUDGET

Administration 55 Positions - 53 FTE - \$ 9,100,000

The Base Budget for Administration would continue services at the same level as provided in the 1981-83 budget. Some increase may be made for reorganization, but will be offset by a corresponding reduction in the Construction Program.

Construction 1447 Positions - 1106 FTE - \$505,300,000

The Base Budget would fund the Six-Year Program as approved. If the 1981-83 program was inflated by 14.5%, an additional \$86,700,000 would be required to fund at the 1981-83 level.

Maintenance 1878 Positions - 1539 FTE - \$169,500,000

This budget combines Maintenance and Permits & Weighmasters into one Decision Unit. This level continues the same service levels as the 1981-83 budget.

Materials Testing & Maintenance Service 290 Positions - 270 FTE - \$107,800,000

This internal service group is funded by expenditures listed in the Construction and Maintenance Programs. This continues the same level as 1981-83.

Debt Service 0 Positions - 0 FTE - \$ 27,700,000

This represents retirement of the \$15 million bond issue of October 1980 and normal scheduled payments on other existing indebtedness. Outstanding debt is reduced \$21,600,000 this biennium (\$58.6 to \$37 M).

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2. ADDITIONAL REQUESTS - Existing Revenue Base

Administration 0 Positions - 0 FTE - \$ 1,000,000

This package would be used to develop and improve data processing, communication systems and operational improvements, such as accounting system improvements. There are no personnel increases in this request.

Maintenance 19 Positions - 19 FTE - \$ 900,000

This package represents operating costs for Ports of Entry at southbound Woodburn and eastbound Wyeth. In addition it provides operating costs for a weighing-in-motion operation at the existing permanent scale at the northbound Woodburn scale. The additional revenue to Highway from this package is estimated to be \$2,100,000 per biennium.

2b. ADDITIONAL REQUEST - 3¢ Tax Revenue

Construction 140 Positions - 90 FTE - \$ 55,000,000

This package would advance the Six-Year Program by resurfacing an additional 110 miles, constructing new structures (4 bridges) and operational improvements (24 projects). It would also add four to five co-op projects (80% state share) and approximately six modernization projects.

Maintenance 80 Positions - 62 FTE - \$ 18,000,000

The current level of blade patching is 480,000 tons of AC per biennium. This package would increase that effort 200,000 tons, or approximately 175 miles. Betterment projects would be increased approximately four per District. We are currently doing about two per District. In 1981-83, and in the 1983-85 base budget, no new buildings are planned. This package would add two, possibly in Maupin and Sandy. We are currently painting two to three structures (bridges) each year. This package would add four additional bridges for 1983-85. Striping would be increased 10% (5,000 additional miles) and signing would be increased 15% (3,000 additional installations replaced or added). We would spend an additional \$1,000,000 in equipment replacement and increase drain installation cleaning 30% (add 15,000 per year, clean each every two years instead of every three years). We could also replace approximately 60 outdated mechanical signals with new signals.

3. SUMMARY - Agency Request -- Existing Revenue 3689 Pos. - 2987 FTE
\$820,800,000

Existing revenue, plus \$16.1 M in carryover from 1981-83, would continue the current level of services for Administration, Maintenance, Materials Testing and Maintenance Services; also pay the required Debt Service.

The Construction Program is the current Six-Year Plan and matches all available federal revenue. The additional requests for Administration and Maintenance could be funded by the additional revenue the Maintenance Request is expected to generate.

AGENCY REQUEST - WITH 3¢ TAX 3909 Pos. - 3139 FTE -
\$893,800,000

The projected revenue, from passage of the three-cent tax increase for 1983-85, is \$73,000,000. Allocation of this additional amount would be \$55,000,000 for Construction and \$18,000,000 for Maintenance.

4. 20% CUT PACKAGES 187 FTE - \$176.7 M

The difference between the 1981-83 Legislatively Approved construction level (expanded for inflation) and the Six-Year Construction Program satisfies the first \$86.7 million.

The balance of the reduction would be achieved by:

Construction:

25 projects scheduled for preliminary engineering and right of way acquisition would not be undertaken (\$18.6M) and four construction projects would be delayed (\$58.2M).

(continued next page)

Maintenance:

Shoulder spraying and brush mowing would be reduced by 50%; reduce winter patrol, building maintenance and sanding by 13%; reduce minor betterment projects by one in each maintenance district (50% reduction); decrease the number of bridges painted by three; delay completion of the microwave communication network; delay equipment replacement.

Materials Testing & Maintenance Service:

Reduce Materials Testing by \$800,000 and decrease Maintenance Services by \$1,000,000.

NOTE: MAINTENANCE PATCHING, SNOWPLOWING, DRAINAGE AND SHOULDER MAINTENANCE HAVE NOT BEEN REDUCED FROM THE 'BARE BONES' EFFORT OF 1981-83.

By use of graphs and wall charts, Mr. Coulter said the budget is made up of administration, construction, maintenance (including permits and weighmasters), intergovernmental services, and debt services. These totaled \$792 million in 81-83. The 83-85 total budget request is \$821 million. He explained the decision packages and said there are some provisions for utilizing newer data processing and computer techniques, improvement in the teletype system, improvement in the communication system, changes in the accounting system and drafting by computer. Included in the budget are Ports of Entry at Woodburn (southbound) and Wyeth (eastbound). He commented Ports of Entry are quite profitable because of the increased revenues they generate after initial installation.

Mr. Coulter said the budget request was built using the \$.01 increase in January but does not include possible income from Measure 4. The construction program matches the Six-Year Highway Improvement Program already approved by the Commission. He said maintenance would be at the existing level. The debt service was previously established and is paid when due.

Mr. Coulter mentioned the Astoria Bridge bonds could perhaps be retired early but the interest rate of 4% is very favorable.

He explained a \$.03 decision package would be proposed if Ballot Measure 4 is passed. If the measure is passed, projects in the Six-Year Highway Improvement Program could be speeded up.

The Commission gave their preliminary approval of the budget. It was noted there will be a Commission meeting on May 20th, two days after the Measure 4 election, and further discussions can continue at that time.

The workshop moved to Mr. Miller's office (Room 135).

PARKS AND RECREATION DIVISION

At 1:30 p.m., Mr. Talbot (using graphic aids) presented the following 1983-85 preliminary budget for the Parks Division showing the base budget, the projection, the decision packages, and the final product:

The most significant issue in the 1983-85 budget is whether or not we will close parks. This is caused by the inability of dedicated Parks revenue, i.e. RV and park user fees, to keep up with inflation. There are basically three options to deal with this problem: 1) New and/or increased revenues, 2) More General Funds, 3) Program reductions. The preliminary 1983-85 budget features a combination of options 1 and 2 with some modest reductions in Central Office programs.

The Parks and Recreation Division 1983-85 preliminary budget:

1. Keeps the park system open at the level authorized by the 1981 Legislature.
2. Imposes a comprehensive day use fee.
3. Continues park rehabilitation at the current level.
4. Establishes an Oregon Youth Corps program.
5. Funds no park development or acquisition.
6. Reduces substantially Federal Grant-in-Aid to local government to reflect actions of the Reagan Administration.
7. Increases State Grant-in-Aid to local government.

I. Administration and Technical Support Services

General Funds \$4,209,000 34 FTE

This program has been reduced by \$100,000 and 1 FTE to provide a partial offset to the additional General Funds required to keep the parks system open. All other services are continued at the current level.

II. Recreation and Cultural Programs

General Funds \$1,612,000
Federal Funds 3,916,000
TOTAL \$5,528,000 13 FTE

A reduction of \$150,000 and 2 FTE provides a partial offset to the General Funds required to prevent park closures. Due to the elimination of the Land and Water Conservation Fund by the federal government, Federal Grant-in-Aid will be \$4,645,000 less than would be required to maintain the current level. The proposed budget also includes \$605,000 of General Funds for State Grant-in-Aid above the base budget level.

III. Maintenance and Operations

General Funds \$ 6,814,000
Parks Revenue 18,585,000
Federal Funds 200,000
TOTAL \$25,599,000 383 FTE

Existing revenue sources will fall short by \$4.6 million of being able to keep the parks system open. The budget will provide for maintaining the parks system as it is today, plus restoration of the 1982 Special Session reduction. This is done through transfer of \$250,000 from other programs, \$1,250,000 of day use fee revenue and \$3,202,000 of additional General Fund appropriation. An Oregon Youth Corps Program, to cost \$300,000, is requested. Rehabilitation is maintained at about the current level. An additional 10 FTE positions is included to administer the day use fee.

(continued next page)

IV. Capital Construction

General Funds \$150,000

The only Capital Construction item is \$150,000 for the Rivers Defense fund.

V. Total Budget

General Funds	\$12,785,000	
Other Funds	18,585,000	
Federal Funds	4,116,000	
TOTAL	\$35,486,000	430 FTE

Mr. Talbot said there is a growing reliance on the General Fund and there is a need to cover a shortfall of \$5 million or programs will have to be cut. He said there is no new construction or new acquisition. He mentioned that major income sources are recreation vehicle registration fees and camping fees. He said the majority of the expenditures go for park maintenance and operation.

Mr. Talbot said the situation demands that programs be cut or revenues be raised. He said a day use pass fee is being considered. Campsite increases and registration fee increases are possible but not popular. The other alternatives are park closures (which means a 25% cut in park personnel). He illustrated the closures throughout the State with a series of four overlays on a State map. Each overlay amounted to about \$1 million. He said the proposed budget will continue the program at the present level and will continue the park rehabilitation program as it is today. Mr. Talbot suggested a general fund request of \$3 million and the collection of a day use fee.

Commissioner Walsh brought up the possibility of sale of some of the Parks real property. Mr. Talbot pointed out the problem of selling parkland which had been donated by Oregon families, or by Federal participation in their original purchase or improvement. He said some timber sale revenue can be generated, however, and that has been taken into account.

Chairman Yturri complimented Mr. Talbot for a good job and stated that he has the support of the Commission on the budget.

The workshop moved to Larry Rulien's office.

CENTRAL SERVICES

The Central Services 1983-85 budget presentation was made by Mr. Christian as follows:

(continued next page)

I. Base Budget Request

A. Administration \$16,944,000 157 Positions, 156.5 FTE

This base budget continues the Director's and Assistant Director's functions at about the current level. It will also continue to hold the line on administrative services (word processing, graphics, etc) and personnel services at about the current budget level with a 6.5 FTE position reduction by abolishment or transfer to other Department areas. The current service levels provided by data processing would also be maintained. The reorganized policy and planning function includes 11 planning positions. These positions will be used to support Department-wide planning activities. Federal funds for the Local Rail Assistance Program will be reduced by about 50%, and Federal funds for a Rideshare Program won't be available. This budget would finance 95% of the current service level.

Additional Request \$540,000 7 Positions, 7.0 FTE

These additional funds would enhance data processing operations: (1) additional technical staff to support new system user requirements; (2) a data base software package to improve system support to the Department; and (3) staff to implement the long range system plan. These funds would also finance a newly-developed, centralized reproduction center that promises to be cost beneficial. Additionally, there are funds to finance development of video-assisted training and communication programs.

B. Intergovernmental and Public Affairs \$1,298,000 14 Positions, 14.0 FTE

This base budget maintains current levels of support provided by Commission Services, the Photo Lab, public information and legislative liaison staff. VIA publication would continue, and staff support to the Divisions on special projects would be provided. Funding for a staff person would be provided to continue the Department's energy information program, which benefits the Department, the public, and other agencies. This budget would fund 100% of the current service level.

C. Financial Management \$2,050,000 21 Positions, 21.0 FTE

The base budget continues the Department's internal audit program; accounting support to Central Services and Public Transit; budget and revenue administration support to the Divisions; and technical support to improve the Highway Division's financial management system and other similar systems. Additionally, the budget allows for developing a cash management reporting system and strengthening other fiscal controls.

Emphasis will also be placed on further improving the quality of revenue forecasts and related processes. This request would fund 96% of the current service level.

D. Tourism Program \$1,968,000 20 Positions, 12.0 FTE

This funding level will finance direct and administrative support for a basic program. It also includes a medium-level advertising budget; a minimal research program; printing; telephone and computerized response systems; and workshops for the industry. It also includes funds for operating 6 Information Centers during summer months.

Additional request \$2,118,000 5 Positions, 10.0 FTE

These additional funds will enhance the advertising, printing and research activities. An I-205 Information Center could be built, and all Centers could be operated year-round.

II. 20% Cut Package

A. Administration; Intergovernmental and Public Relations; Financial Management

First to be eliminated would be program activities where Federal Funds are not likely to be available. Next to be reduced would be peripheral staff and support services and activities that are discretionary. These latter reductions comprise 15 separate increments set forth in priority order.

B. Tourism Program

A number of reduction options have been considered, and priorities for reduction have been developed to minimize program impact. Less essential program features would be the first to be reduced or eliminated, along with associated staff positions. Last on the list is a reduction of the advertising program, and reduction of Information Centers to 3-month operations.

Mr. Christian first explained a few changes concerning the reorganized policy and planning function. He said the calculated 83-85 base budget is about \$20.4 million, and the financing is by assessment and direct charges to the user groups within the Department. Because of this arrangement, he continued, this budget has been reviewed and accepted by each Division prior to this point. This budget was built from zero and reflects the Department's best judgment as to priorities, he said.

He said an effort is being made to broaden the access and usability of the central computer; that a system is being devised so that more users can get access to the information in the computer without the expense of a programmer. A second computer purchase is also planned during the 81-83 biennium. He said the proposed budget allows for developing a cash management reporting system, strengthening revenue forecasting, and providing better fiscal controls.

Mr. Christian said there are three additive decision packages:

- 1) Data processing technical support
- 2) Video-assisted training and communication improvements
- 3) A centralized copy center is being created, which promises to be cost effective by reducing the copier inventory

Also, a discontinued activities package makes up the balance of the request. The Commission approved the budget as presented.

Shirley Eads explained the tourism budget and stated that the base budget projects the same level of service as 1981-83. She outlined the decision packages:

- 1) Enhancement of the entire promotion and advertising program
- 2) Keep all six border information centers open 12 months a year and construct a seventh border center on I-205

The total program request, she said, is just over \$4 million and 22 FTE positions.

The Chairman asked if the additional money allowed by the Special Legislative Session was included in this budget. Ms. Eads said no.

Mr. Miller commented that this budget in this form brings the issue of the increase to the Governor for his consideration and, ultimately, his presentation to the Legislature.

Vice Chairman Walsh brought up the question of a hotel/motel tax. Mr. Bell explained that there are a great many proposals being considered outside the Department, including a lottery, a hotel/motel tax, a sales tax, and others. A general discussion followed. Mr. Walsh repeated that a hotel/motel tax is a possible source of income and should be investigated. The Commission approved the tourism budget.

1983 PROPOSED LEGISLATION

At 2:20 p.m., in Fred Miller's office (Room 135), Mr. Miller said a summary of the statutory changes the Department will seek in the 1983 Legislative session had been mailed to the Commission on April 9, 1982. (Copy on file in Commission's files, Salem.) He said today the Administrators would bring to their attention the major issues only.

Mr. Bell presented the following proposed bill summaries for Central Services. The Commission was in agreement with the proposed legislation.

- 102 - Increases fees for outdoor advertising sign permits, to balance revenue with administrative costs. Amends ORS 377.725 (5).
- 5 - Establishes Tourism Division within Department of Transportation; creates 13-member Oregon Tourism Council, appointed by, and responsible to, the Transportation Commission, to guide tourism promotion program; adds responsibility for Border Information Center program to statute. Amends ORS 184.615 and 184.655.

Mr. Burket presented the following proposed bill summaries. He said the major issues are 106, 107 and 108. The Commission voiced general support, subject to the comparison of adjoining States as discussed in the workshop.

- 106 - Increases by 1/2 cent a gallon the tax on jet fuel for scheduled air carrier aircraft; by 2 1/2 cents a gallon on jet fuel for general aviation aircraft, other than those in scheduled air service; and by 3 cents a gallon on aviation gas. Amends ORS 319.020.
- 107 - Increases pilot registration fee from \$2 to \$4 a year, to be collected biennially. Amends ORS 493.050.
- 108 - Increases aircraft registration fees and makes certain changes in the aircraft classifications. Amends ORS 493.090.
- 109 - Corrects inconsistent references in statutes adopted when Board of Aeronautics was merged into Department of Transportation. Amends ORS 491.060 and 492.010.
- 110 - Defines "airport site," and deletes the term "state airways." Amends ORS 492.010.
- 111 - Deletes "grandfather" provision that permits certain airports to be exempt from licensing and registration. Amends ORS 492.160 and 492.170.
- 112 - Increases the annual licensing fee for airports from \$1 to \$10. Amends ORS 492.210.
- 113 - Reinstates certain criminal penalties for violation of certain aeronautical statutes that were inadvertently removed by a bill passed in the 1981 session. Amends ORS Chapter 493 to reinstate ORS 493.990.
- 114 - Requires authorization of Aeronautics Division Administrator before costs of search and rescue missions may be paid from the Aeronautical Search and Rescue Account. Amends ORS 493.070.
- 115 - Increases fee for investigating and processing applications for airport site approval from \$35 to \$75. Amends ORS 492.170.

(Mr. Burket handed the Commission a 14-page written report concerning this proposed legislation. Copy on file in Commission's files, Salem.)

Mr. Moore presented the following proposed legislation summary:

- 150 - Exempts from the assessed value of private property the increase in value attributable to improvements made in cooperation with local transit operators to facilitate and encourage public use of transit.

There was a considerable amount of discussion concerning this legislation. The Commission was not supportive of this property relief aspect. Vice Chairman Walsh felt it needed more study.

Mr. Moore then discussed a possible measure designed to help the smaller transit operators produce more revenue. He said he was not proposing it at this time but wanted to advise the Commission that he would discuss it with the League of Oregon Cities and Association of Oregon Counties.

Mr. Talbot presented the following proposed legislation:

- 130 - Establishes annual day-use pass for state parks; sets fee at \$2 per day, or \$10 per year, for transferrable pass; exempts RV with current registration tag.
- 131 - Creates Natural Resources Trust Fund; provides that revenue from natural resources in parks (land, wood products, minerals, etc.) would be reserved for park acquisition and development. Amends ORS Chapter 390.
- 132 - Authorizes Parks Division to engage in hydroelectric power generation at appropriate park locations. Amends ORS Chapter 543.
- 133 - Requests \$1.5 million to develop Banks-Vernonia linear park.
- 135 - Allows Parks Division to make direct timber sales of up to \$15,000. Amends ORS 530.059.

Mr. Talbot said No. 130 had been discussed with the Commission at the workshop. Item No. 131 would create a trust fund into which proceeds from tree sales and other incomes would be retained. The interest flowing from this could be used for acquisition and development. The Commission voiced support.

Another proposal dealt with potential hydro-electric sites on the rivers controlled by Parks. Mr. Talbot said it is a controversial issue. The Commission expressed some concern with this proposal.

Item 133 relates to the old Banks-Vernonia Railroad right of way now in Highway Division ownership. It involves a narrow strip about 20 miles long. It could be used as a hiking trail or bike trail.

Mr. Talbot said abutting private owners are opposed to any development. This proposal, he felt, would put the issue before the Legislature of whether to have a Banks-Vernonia linear state park. The Commission was not supportive of this proposal.

Mr. Talbot mentioned that vanity license plates for use on recreational vehicles are not now available. He said this could be a source of additional Park revenue, perhaps \$250,000 per year. The Commission agreed to this proposal.

Mr. Moomaw and Vinita Howard presented their legislation proposals. The Commission unanimously agreed with the following proposed legislation:

- 4 - Allows the division to revoke licenses of habitual offenders; decreases period of revocation from 10 to five years. Amends ORS Chapter 484.
- 24 - Permits the Division to set designated hearing locations by administrative rule for implied consent and administrative hearings; requires hearing filing fee of \$75, with \$50 refunded if petitioner appears for hearing, and \$25 applied to Division's costs; accelerates period of suspension for breath test refusals; specifies another action that constitutes breath test refusal. Amends ORS Chapter 482.
- 8 - Increases from \$7 to \$12 the fee for transfer of license plates; limits transfer to plates in current issue; increases fee for one-time only exempt registration for government-owned and operated vehicles; requires \$2 fee issuance of new title and registration card when owner's name is changed; requires change of address notice within 10 days. Amends ORS Chapter 481.
- 45 - Modifies requirements for, and Division check of, applications for issuance of farm and apportioned farm vehicles plates. Amends ORS Chapter 481.
- 17 - Changes the age for person accompanying a driver with a learner's permit from 18 to 21; allows the Division to re-issue a license cancelled under ORS 482.520; allows the Division to cancel an ID card for some actions that would result in cancellation of a driver's license; requires drivers and ID card holders to notify Division within 10 days of a change of address; eliminates different background color on photo license for drivers and ID card holders under 21. Amends ORS Chapter 482.
- 35 - Combines accident reporting requirements in ORS Chapter 486 with those in Chapter 483; amends law concerning confidentiality of police reports; allows driver reports to be used on limited basis in hearings. Amends ORS Chapters 483 and 486.
- 30 - Amends the financial responsibility law to require filings for the benefit of the person, rather than having the filing tied to a specific vehicle; eliminates the surrender of a person's driver's license as a reason for waiver of the financial responsibility requirement; allows suspension of driver's license for failure to leave name and address at a property damage accident; authorizes the Division to provide a computerized driver record under Chapter 486; provides that personal injury protection and uninsured motorists protection coverage is included in definition of financial responsibility; allows SR-22 and SR-26 filings by electronic means, as well as by paper documents. Amends ORS Chapter 486.

(continued next page)

- 29 - Requires courts to provide added information on judgment notices; authorizes the Division to terminate failure to comply suspensions after lapse of five years from date of suspension notice from the court; clarifies suspension procedure when license has been held by the court in lieu of bail; provides that the Division is not required to suspend a driver's license for failure to appear if the offense committed was a violation by a pedestrian or bicycle rider; provides a specific time when the abstract of conviction or judgement order must be sent to the Division, and establishes the specific time as being when the defendant either pleads guilty or is found guilty. Amends ORS Chapters 482 and 484.
- 3 - Requires all snowmobiles, except those owned and operated by government agencies and non-residents, to be registered in Oregon; requires snowmobile dealers to act as DMV agents in accepting applications and issuing temporary registration to snowmobiles; incorporates similar dealer requirements for snowmobiles as for other types of dealers; eliminates requirement that DMV certify snowmobile instructors to certify under-16 operators. Amends ORS Chapter 483.

Mr. Coulter reviewed and the Commission approved the following Highway Division's legislative concepts:

- 120 - Exempts the Highway Division from paying permit fees to the Department of Geology and Mineral Industries for surface mining sites under the jurisdiction of the U.S. Forest Service and the Bureau of Land Management. Amends ORS 517.750 through 517.900 and subsection (4) of ORS 517.990.
- 121 - Exempts the Highway Division from paying annual renewal fees to the Department of Geology and Mineral Industries on surface mining permits during periods of inactivity. Amends ORS 517.750 to 517.900 and subsection (4) of 517.990.
- 122 - Permits the Highway Division to record funds for footpaths and bikeways as expended at the time a contractual agreement is made, rather than at the time of actual expenditure. Amends ORS 366.514.
- 123 - Changes I-80N to I-84. Amends ORS 377.767.
- 125 - Establishes the Oregon Transportation Commission and the State Speed Control Board as the authorities permitted to reduce speed limits of vehicles. Amends ORS 487.480 and 487.490.
- 126 - Authorizes the Highway Division to determine where passing or driving to the left of the center of the roadway would be especially hazardous on state highways. Amends ORS 487.210 (1).
- 127 - Prohibits collusion in bidding on public contracts. Provides penalties. Adds to ORS Chapter 279.
- 128 - Authorizes State Highway Engineer to require traction devices in 15 geographic areas during extreme winter weather conditions. Amends ORS 483.447.
- 129 - Permits transit buses, under certain circumstances, to make movements not authorized for other vehicles. Adds to ORS Chapter 487.

The Chairman was concerned about buses being given special permission to exclusively make certain traffic movements. He was concerned that if buses have permission to do it, other vehicles may also do it.

Mr. Coulter suggested that a proposal be included to cover the minimum tread depth for tires. This could require tires to be replaced after a certain tread depth is reached. Vinita Howard said Oregon is one of eight States in the U.S. which does not have such legislation and it is of particular importance because of the many

months of wet pavement. Mr. Sollis said this has failed at three sessions but he felt that with the Governor's and Traffic Safety Commission's support the bill could be passed. The Commission was supportive of this legislation.

Vice Chairman Walsh asked if they wished to discuss the 1% allowance for bikeways. The Chairman suggested that they wait until after the May 18th election.

Mr. Bell summarized these concepts and said he would deliver them to the Governor's office by May 1, 1982.

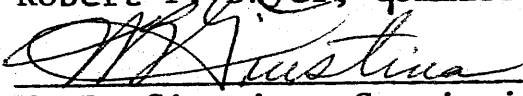
At 3 p.m., in Mr. Miller's office, Tuck Wilson of Multnomah County and Bruce Boyd met with the Commission to discuss the Justice Center in Portland. Mr. Boyd handed the Commission a letter dated April 19, 1982, containing the history, elements of the problem, alternatives, and summarization. (Copy on file in Commission's files, Salem.) Mr. Boyd said a dispute with the City of Portland has arisen as to what Supplemental No. 1 to the Phase 3 Agreement says.

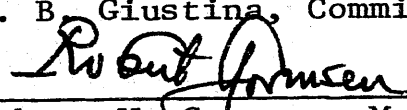
Mr. Boyd said that since the agreement was signed, many of the conditions and circumstances have changed bringing about the necessity of a change in the State's charges for service. The time of completion has been changed, the occupancy within the building has been changed, role and participation of the parties have changed, and area calculations were changed. It is now felt that the maximum cost of the facility will overrun the estimate by perhaps \$300,000 provided a 5% contingency can be maintained.

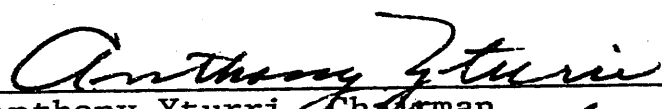
Mr. Wilson suggested that the Chairman and the Mayor of Portland visit the site together to work out a solution. The Mayor can then advise his staff how to proceed to solve the problem. A visit to the site by the Mayor and the Commission was set for Monday, April 26, 1982, at 9 a.m., subject to the Mayor's schedule.


There being no further business for the Commission, the meeting was adjourned at 3:15 p.m.


Robert F. Dwyer, Commissioner


N. B. Giustina, Commissioner


Robert W. Gormsen, Manager
Commission Services


Anthony Yturri, Chairman


Tom Walsh, Vice Chairman


Peter Brix, Commissioner

A

4-20-82

CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project Clear Lake Rd. at Green Hill Rd.
 Type of Work Traffic Signal Installation (Contract No. 9437)
 F.A. Proj. No. HES-A454(2)
 County Lane Highway Clear Lake Road
 No. of Bidders 6 Low Bidder Hamilton Electric, Inc., Eugene
 Low Bid \$ 62,495.00

Engineer's Recommendation: Award to low bidder subject to concurrence of the FHWA and Lane County and the sum of \$8,225.00 is deposited by the County.

No. 2 Project NE Sandy Blvd.-SE Washington St.
 Type of Work Traffic Signal Installation (Contract No. 9438)
 F.A. Proj. No. IX-9713(3)
 County Multnomah Highway Cascade Highway North (82nd Avenue)
 No. of Bidders 9 Low Bidder Hansen Electric Co., Coos Bay
 Low Bid \$ 211,456.00

Engineer's Recommendations: Award to low bidder subject to concurrence of the FHWA and Washington County and the sum of \$13,635.00 is deposited by the County.

No. 3 Project Florence/Eugene Hwy. at M.P. 10.3
 Type of Work Culvert Replacement (Contract No. 9439)
 F.A. Proj. No. FH-7-1(7) and F-25(7)
 County Lane Highway Florence/Eugene
 No. of Bidders 8 Low Bidder Hil Lo Roads, Inc., Springfield
 Low Bid \$ 30,612.60

Engineer's Recommendations: Award to low MBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder:	Laskey-Clifton Corp	\$33,784.86
3rd Bidder:	F. Kelly Sommers Const. JV	\$35,025.00

APPROVED BY CHAIRMAN
 ANTHONY YTURRI

DATE 3/2/82

- 4581 -

EXHIBIT A
MINUTES OF 4-20-82

No. 4 Project Santiam and Oak Grove Safety Rest Areas
Type of Work Building Alterations (Contract No. 9440)
F.A. Proj. No. IR-5-4(90)206
County Marion & Linn Highway Pacific
No. of Bidders 6 Low Bidder Serenity Builders, Inc., Eugene
Low Bid \$ 54,620.44

Engineer's Recommendation: Award to low bidder subject to concurrence of the FHWA.

No. 5 Project U.P.R.R. & Frontage Road O'Xing (The Dalles)
Type of Work Deck Repair (Contract No. 9441)
F.A. Proj. No. BHF-4-4(1)
County Wasco Highway The Dalles-California
No. of Bidders 7 Low Bidder Ross Bros. Construction, Inc., Salem
Low Bid \$ 194,135.00

Engineer's Recommendations: Award to low MBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder: Hamilton Construction (Oregon) \$198,640.00
3rd Bidder: Don Haish \$207,083.00

No. 6 Project Rock Creek Bridges
Type of Work Grading, Paving & Structures (Contract No. 9442)
F.A. Proj. No. BROS-SOS-3400(2)
County Washington Highway County Road
No. of Bidders 14 Low Bidder A. K. Lundmark & Son, Inc., Colton
Low Bid \$ 197,845.50

Engineer's Recommendations: Award to low bidder subject to concurrence of Washington County and the sum of \$35,000.00 is deposited by the County.

On March 2, 1982, I accepted the State Highway Engineer's recommendations for award of the projects on which bids were received February 25, 1982, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 3 & 5 if the low bidder fails to meet MBE requirements, award will be made to next lowest responsive bidder pending MBE review and cost justification.

Dated this 8 day of March, 1982

Anthony Yturri
Anthony Yturri, Chairman, Transportation Commission

EXHIBIT A
MINUTES OF 4-20-82

TO: Oregon Transportation Commission

SUBJECT: Report of Confirmation of Telephone Actions Taken
Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the following actions and report this action for your official records:

- (1) Option from Robert J. Davis, for the East Portland Freeway-Rock Creek Corner Section of the Clackamas Highway in Clackamas County. Consideration \$96,825.00. Approved March 5, 1982. File 51343.

Dated this 17 day of March, 1982.

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED

Ed Hunter
for STATE HIGHWAY ENGINEER

Date 3-12-82

TO: Oregon Transportation Commission

A

4-20-82

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisitions (Right of Way)

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
50893	Miller, John	\$ 1,920.00
50900	Root, Ethel L.	48,000.00
51119	Bostwick, Zona G.	150.00
52037	Hood River County	385.00
52038	State of Oregon, Div. of State Lands	3,450.00
52344	Graham, Delbert L. and Dorothy M.	1,800.00
52345	Hawkins Co., Inc.	2,675.00
52383	State of Oregon, Div. of State Lands	400.00
	8 Transactions	\$ 58,780.00

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 8 day of March, 1982

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED

State Highway Engineer

DATE: 3/7/82

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

A

No. 1 Project Columbia River Bridge-S.E. Powell Blvd.
 Paving, Structures, Signing, (Contract No. 9443)
 Type of Work Illumination and Signals F.A. Proj. No. 1-205-7(83)308
 County Multnomah Highway East Portland Freeway
 No. of Bidders 8 Low Bidder Ball, Ball and Brosamer, Inc. and Ball & Brosamer, J.V., Danville, Calif.
 ALT. "A"
 Low Bid \$ 17,743,389.00

4-20-82

Engineer's Recommendation: Award to low MBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder: Cascade Construction Company, Inc. \$18,697,253.95
 3rd Bidder: R. A. Hatch Co. \$18,822,700.00

No. 2 Project Columbia River Bridge (North Channel)
 (Contract No. 9444)
 Type of Work Paving & Expansion Joints F.A. Proj. No. 1-205-7(8)314
 County Multnomah & Clark Highway East Portland Freeway
 No. of Bidders 11 Low Bidder Eisenhour Construction Co., Inc., East Lansing, MI.
 Low Bid \$ 3,184,931.00

Engineer's Recommendations: Award to low bidder subject to concurrence of State of Washington and FHWA.

No. 3 Project NE Glisan St.-SE Glenwood St. (Portland)
 Grading, Paving, Illumination (Contract No. 9445)
 Type of Work and Signals F.A. Proj. No. IX-9699(5)
 County Multnomah Highway City Street (39th Ave.)
 No. of Bidders 5 Low Bidder Columbia Excavating, Inc., Tualatin
 ALT. "B"
 Low Bid \$ 915,099.67

Engineer's Recommendations: Award to low MBE responsive bidder subject to concurrence of City of Portland and FHWA.

2nd Bidder: K.F. Jacobsen & Co., Inc. \$ 949,223.10
 3rd Bidder: Bugge Investment, Inc. dba Columbia West Materials & Constructors Co. \$ 988,693.50

On March 9, 1982, I accepted the State Highway Engineer's recommendations for award of the projects on which bids were received March 4, 1982, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 1 & 3 if the low bidder fails to meet MBE requirements, award will be made to next lowest responsive bidder pending MBE review & cost justification.

Dated this 17 day of March, 1982

Anthony Yturri
 Anthony Yturri, Chairman, Transportation Commission

A

4-20-82

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken
Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved all actions listed below and report this action for your official records:

- 1) On March 16, 1982, approved an agreement with the Department of Forestry to allow them to share in the use of the Highway Division's microwave system baseband with multiplex channel drops throughout the State for voice and data communications purposes at a cost of \$100 per year per channel.
- 2) On March 16, 1982, approved Modification A to Miscellaneous Contracts and Agreements No. 7497 with Tri-Met for services of Robert Duncan to represent Tri-Met, the State and various local governmental agencies in Washington, D.C. on transportation issues. Modification extends term of contract through March 30, 1982. Compensation shall be according to terms of original agreement.

Dated this 34 day of March, 1982.

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED

H. S. Cault
STATE HIGHWAY ENGINEER

Date

3/19/82

A

4-20-82

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken
Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the agreement listed below and report this action for your official records:

On March 19, 1982, approved Supplemental Agreement No. 7 to Phase III with Multnomah County for the continuous operation of the sewage pumping plant at Rocky Butte Jail. (File 46993-A) This agreement was necessary after the vacation of the shop area. (Approval given to J. B. Boyd, Right of Way Manager)

Dated this 7 day of April, 1982

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED

H. D. Daulton
STATE HIGHWAY ENGINEER

Date

4/2/82

TO:

Oregon Transportation Commission

A

4-20-82

SUBJECT:

Report of Actions Taken Under Delegated Authority

- (1) Options or Other Documents Relating to Property Acquisition (Right of Way)

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
50599	Division of State Lands	\$ 762.00
50767	Division of State Lands	712.00
50894	Manning, Geneva F.	71,000.00
50922	Lenske, Reuben	12,000.00
51361	Oak Acres Mobile Home Park, Oregon Ltd.	1,153.50
51463	Belozer Farms, Inc.	2,375.00
51510	Determan, Dale and Sheila	7,900.00
51807	Metzger, Helen M.	331.00
52108	Metzger, David G. et al	357.00
	9 Transactions	\$ 96,590.50

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 17 day of March, 1982

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED

State Highway Engineer
STATE HIGHWAY ENGINEER

Date 3-12-82

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

A

4-20-82

- (1) Options or Other Documents Relating to Property Acquisition (Right of Way)

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
51401	Allen, Lamar L. and Bonnie J.	\$ 181,750.00
52272	Johnson, James R., Jr., and June E.	150.00
52339	Doherty, William James, Trustee	7,550.00
52340	Abercrombie, G. D. and Agnes R.	850.00
52341	Ashbeck, Thomas	1,100.00
52343	Roman Catholic Bishop of the Diocese of Baker	1,425.00
52381	Nelson, Leroy and Carolyn	100.00
52416	Littlebrook, W and K, Inc. et al	250.00
162-0.02	Ackerley Communications, Inc.	5,500.00
	9 Transactions	\$ 198,675.00

- (2) Supplemental agreement with the Association of Oregon Counties and League of Oregon Cities for elimination and restatement of certain policies contained in the original agreement dated January 8, 1980, to continue the programs in an orderly fashion to provide an interim procedural change until enabling Legislation of a new Federal-Aid Highway Act is passed by Congress. The major substantive change relates to the administration of the FAS-C and FAU programs and terminates the possibility and option that "no County or Urban Area may be advanced additional funds in excess of those committed to previously approved FAS-C or FAU projects, whose costs estimates have or will exceed committed funds." (Local Government Unit)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 24 DAY of March, 1982

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED

STATE HIGHWAY ENGINEER

Date 3/19/82

TO: Oregon Transportation Commission

EXHIBIT A
MINUTES OF 4-20-82

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
50922	Ackerley Communications, Inc.	\$ 10,000.00
51297	M & H Properties	35,000.00
51336	Downing, E. Everett, Jr.	18,550.00
51341	Eakin, Eleanor O.	1,000.00
51361	Oak Acres Mobile Home Park, Ore. Ltd.	128,885.00
51900	Crown Zellerbach	1,925.00
52132	Renoud, Gregory D. and Linda D.	150.00
52342	Morrow County	625.00
	8 Transactions	<u>\$ 196,135.00</u>

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 29 day of March, 1982

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
[Signature]
STATE HIGHWAY ENGINEER
Date 3/24/82

A
4-20-82

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project John Day State Airport
Type of Work Grading, Paving, Fencing and Lighting (Contract No. 9446)
F.A. Proj. No. 5-41-0028-01
County Grant Highway Crosswind Runway
No. of Bidders 11 Low Bidder _____
Low Bid \$ _____

Engineer's Recommendation:

Project taken under advisement.

No. 2 Project Port Orford Rock Production
Type of Work Rock Production (Contract No. 9447)
F.A. Proj. No. State
County Curry Highway Oregon Coast
No. of Bidders 7 Low Bidder G. S. Hulsey Crushing, Inc., Coos Bay
Low Bid \$ 54,800.00

Engineer's Recommendations:

Award to low bidder.

No. 3 Project Gettings, Creek, Cabin Creek & South Umpqua Safety Rest Areas
Type of Work Building Improvements & Water Sys. (Contract No. 9448)
F.A. Proj. No. 1-5-2(89)112
County Lane & Douglas Highway Pacific
No. of Bidders 5 Low Bidder Banducci Bros. Construction, Roseburg
Low Bid \$ 86,220.00

Engineer's Recommendations:

Award to low bidder, subject to the concurrence of the FHWA.

APPROVED BY CHAIRMAN
ANTHONY YTURRI

DATE 3-30-82

A

4-20-82

No. 4 Project Pacific Hwy. East @ Mt. Hood Ave. (Woodburn)
 (Contract No. 9449)
 Type of Work Traffic Signal Installation F.A. Proj. No. State
 County Marion Highway Pacific East
 No. of Bidders 6 Low Bidder Electric Corp., Salem
 Low Bid \$ 13,955.00

Engineer's Recommendation:

Award to low bidder.

No. 5 Project Pacific Hwy. West @ 12th St. (McMinnville)
 (Contract No. 9450)
 Type of Work Traffic Signal Installation F.A. Proj. No. State
 County Yamhill Highway Pacific Highway West
(Adams St. & Baker St.)
 No. of Bidders 7 Low Bidder East County Electric Company, Gresham
 Low Bid \$ 54,020.00

Engineer's Recommendations:

Award to low bidder, subject to the concurrence of the City of McMinnville and the sum of \$67,400.00 is deposited by the City.

No. 6 Project Beede Reservoir-Drinkwater Pass
 (Contract No. 9451)
 Type of Work Grading & Paving F.A. Proj. No. FLH-F-4(10)
 County Harney Highway Central Oregon
 No. of Bidders 13 Low Bidder R. L. Coats, Bend
 Low Bid \$ 3,481,757.50

Engineer's Recommendations:

Award to low MBE responsive bidder subject to the concurrence of the FHWA.

2nd bidder:	H-K Contractors, Inc.	\$3,666,297.90
3rd bidder:	J.C. Compton Company	\$3,695,536.25

APPROVED BY CHAIRMAN
 ANTHONY YTURRI

DATE 3-30-82

A

4-20-82

No. 7 Project Midland-California State Line
 (Contract No. 9452)
 Type of Work Grading & Paving F.A. Proj. No. F-4-1(13)
 County Klamath Highway The Dalles-California
 No. of Bidders 9 Low Bidder R. L. Coats, Bend
 Low Bid \$ 2,594,875.00

Engineer's Recommendation:

Award to low MBE responsive bidder subject to the concurrence of the FHWA.

2nd bidder: Custom Rock Products, Inc. \$2,652,271.00
 3rd bidder: J.C. Compton Company \$3,047,813.80

No. 8 Project Geary St.-Albany Ave. (Albany)
 (Contract No. 9453)
 Type of Work Grading & Paving F.A. Proj. No. M-2940(1)
 County Linn Highway FAU 2940 (Salem Ave.)
 No. of Bidders 5 Low Bidder Wildish Corvallis Construction Co., Corvallis
 Low Bid \$ 415,321.50

Engineer's Recommendations:

Award to low MBE responsive bidder subject to the concurrence of the FHWA and the City of Albany and the sum of \$30,540.00 is deposited by the City.

2nd bidder: Morse Bros., Inc. \$447,582.90
 3rd bidder: North Santiam Paving Co. \$487,637.10

No. 9 Project Big Creek Bridge Section
 (Contract No. 9454)
 Type of Work Structure F.A. Proj. No. BROS-3100(4)
 County Union Highway Big Creek Drive
 No. of Bidders 8 Low Bidder Joe Preso Construction, Inc., Enterprise
 Low Bid \$ 48,279.50

Engineer's Recommendations:

Award to low bidder subject to the concurrence of Union County and the sum of \$11,050.00 is deposited by the County.

APPROVED BY CHAIRMAN
 ANTHONY YTURRI

DATE 3-30-82

- 4593 -

A

4-20-82

No. 10 Project Davies O'Xing Section
Type of Work Grading, Paving, Structure (Contract No. 9455)
Signing & Illumination F.A. Proj. No. HES-F-27-2(7)

County Washington Highway Sunset

No. of Bidders 11 Low Bidder Teller Construction Company, Inc. Portland

Low Bid \$ 721,901.00

Engineer's Recommendation:

Award to low bidder subject to the concurrence of the FHWA.

No. 11 Project Sunset Highway-Walker Road Section
Type of Work Grading, Paving & Signals (Contract No. 9456)
F.A. Proj. No. IX-9043(3)

County Washington Highway FAU 9043 (NW 185th Ave.)

No. of Bidders 10 Low Bidder R. A. Hatch Co., Bend

Low Bid \$ 1,168,568.00

Engineer's Recommendations:

Award to low MBE responsive bidder subject to the concurrence of the FHWA and Washington County and the sum of \$84,500.00 is deposited by the county.

2nd bidder: Dirt & Aggregate Interchange, Inc.	\$1,168,939.80
3rd bidder: Columbia Excavating Inc.	\$1,180,568.38

On March 30, 1982, I accepted the State Highway Engineer's recommendations for award of the projects on which bids were received on March 25, 1982, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 6, 7, 8 and 11 if the low bidder fails to meet MBE requirements, award will be made to next lowest responsive bidder pending MBE review and cost justification.

Dated this 7 day of April, 1982

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

TO: Oregon Transportation Commission

A

4-20-82

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisitions (Right of Way)

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
51355	Stein and Stein	\$ 99,000.00
51527	U. S. Forest Service	510.51
52071	Sutherland, James L. and Sharon L.	9,875.00
52094	Sutherland Enterprises, Inc.	11,025.00
52188	Eisele, Michael A. and Joyce E.	750.00
52282	Gaston, Myron C. III	100.00
52284	Nygard, Walter Craig	100.00
52285	Trapp, Melvin C. and Lorraine L.	100.00
52387	Goss, John D. and Eline W.	6,700.00
	9 Transactions	\$ 128,160.51

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 7 day of April, 1982

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED

STATE HIGHWAY ENGINEER

Date

4/2/82

B

4-20-82

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the agreement listed below and report this action for your official records:

On February 26, 1982, gave approval to Jack Sollis, Chief Counsel, for an agreement with the Department of Justice for a part-time investigator. Highway Division will pay for services on the basis of salary cost for up to 20 hours per week as needed by the Highway Division from March 1, 1982, through June 30, 1983.

Dated this 12 day of March, 1982

Tom Walsh

Tom Walsh, Vice Chairman
Oregon Transportation Commission

APPROVED

E. J. T. T.
for STATE HIGHWAY ENGINEER

Date 3-10-82

MINUTE OF C
4-20-82

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority in behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I have approved the following action listed below and report it for your official records:

On March 15, 1982, signed Personal and Professional Service Contract between the Oregon Department of Transportation and the Division of Economic and Community Affairs, State of Idaho. The contractor explained the "Idaho Plan" for tourism development to the Oregon Transportation Commission and the Oregon Travel Advisory Committee on March 16, 1982, at a cost of \$600.

Dated this 8th day of April, 1982.

Fred D. Miller
Fred D. Miller, Director

D

4-20-82

QUARTERLY REPORT OF PROPERTY DAMAGE CLAIMS
MADE AND COLLECTED BY STATE HIGHWAY DIV. LEGAL SECTION

Period From 1-1-82 Thru 3-31-82

	No.	Amount
Claims Pending at Beginning of Period	<u>91</u>	<u>\$155,292.89</u>
Claims Pending at End of Period	<u>79</u>	<u>\$119,657.23</u>
<hr/>		
Money Collected During Period		
Installment Payments	<u>49</u>	<u>\$ 1,607.08</u>
Compromise Payments	<u>6</u>	<u>\$ 9,253.50</u>
Payments in Full	<u>98</u>	<u>\$ 91,325.03</u>
TOTAL		<u>\$102,185.61</u>
<hr/>		
Claims Abandoned During Period	<u>5</u>	<u>\$ 26,042.99</u>
<hr/>		
Damage Cases (Actions Filed)	<u>74</u>	<u>\$110,536.42</u>
Uncollected Judgments	<u>*</u>	<u>\$ --</u>

*Referred to Department of Revenue for collection.

TO: Oregon Transportation Commission


D

4-20-82

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved all actions listed below and report this action for your official records:

- 1) On February 12, 1982, approved an agreement with Tillamook People's Utility District covering the line extension on the Neahkahnie Mountain Slide area on the Oregon Coast Highway in Tillamook County.
- 2) On March 10, 1982, established a 35 MPH speed zone on the Willamette Highway No. 18 in the City of Oakridge, Lane County, from M.P. 34.10 to M.P. 34.13 and from M.P. 35.96 to M.P. 36.04. Rescinds Speed Zone Order No. 556 dated March 17, 1970. (Speed Zone Order No. 872. Approved by E. S. Hunter on behalf of H. S. Coulter.)
- 3) On March 19, 1982, consented to an assignment of Contract No. 9418 from Heard Construction Company to Staton Construction, Inc., for building demolition on N. W. Nicolai Street-W. Fremont Interchange Section of the Columbia River Highway in Multnomah County. Staton Constrn. was the second low bidder. Heard paid Staton \$17,111. Amount of Highway Division contract and bond remains \$44,888.


H. S. Coulter, State Highway Engineer

4-8-82

TO: Oregon Transportation Commission

D
4-20-82

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

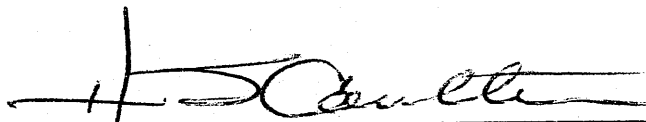
- 1) Traffic signal installation on Clear Lake Road at Green Hill Road in Lane County. Bids received on February 25, 1982. Contract No. 9437 awarded on March 17, 1982, to Hamilton Electric, Inc., Eugene, at \$62,495.
- 2) Traffic signal installation on the N. E. Sandy Boulevard-S.E. Washington Street Section of the Cascade Highway North (82nd Avenue) in Multnomah County. Bids received February 25, 1982. Contract No. 9438 awarded March 24, 1982, to Hansen Electric Co., Coos Bay, at \$211,456.
- 3) Culvert replacement on the Florence-Eugene Highway at M.P. 10.3 in Lane County. Bids received on February 25, 1982. Contract No. 9439 awarded March 5, 1982, to Hi Lo Roads, Inc., Springfield, at \$30,612.60.
- 4) Building alterations at the Santiam and Oak Grove Safety Rest Areas on the Pacific Highway in Marion and Linn Counties. Bids received February 25, 1982. Contract No. 9440 awarded March 9, 1982, to Serenity Builders, Inc., Eugene, at \$54,620.44.
- 5) Deck repair on the U.P.R.R. and Frontage Road Overcrossing (The Dalles) Section of The Dalles-California Highway in Wasco County. Bids received February 25, 1982. Contract No. 9441 awarded March 9, 1982, to Ross Bros. Construction, Inc., Salem, at \$194,135.
- 6) Work on Rock Creek Bridges on N. W. 185th Avenue in Washington County. Bids received February 25, 1982. Contract No. 9442 awarded March 9, 1982, to A. K. Lundmark & Son, Inc., Colton, at \$197,845.50.
- 7) Work on Columbia River Bridge-S.E. Powell Boulevard Section of the East Portland Freeway in Multnomah County. Bids received March 4, 1982. Contract No. 9443 awarded on March 29, 1982, to Ball, Ball and Brosamer, Inc., and Ball and Brosamer, JV, Danville, California, at \$17,743,389 (Alternate A).

APPROVED

STATE HIGHWAY ENGINEER
Date 4/8/82

EXHIBIT D
MINUTES OF 4-20-82

- 8) Work on the Columbia River Bridge (North Channel) Section of the East Portland Freeway in Multnomah County. Bids received March 4, 1982. Contract No. 9444 awarded on March 19, 1982, to Eisenhour Construction Co., Inc., East Lansing, Michigan, at \$3,184,931.
- 9) Work on N. E. Glisan Street-S.E. Glenwood Street Section of 39th Avenue in Portland, Multnomah County. Bids received March 4, 1982. Contract No. 9445 awarded March 10, 1982, to Columbia Excavating, Inc., Tualatin, at \$915,099.67 (Alternate B).
- 10) Work at Gettings Creek, Cabin Creek and South Umpqua Safety Rest Areas on the Pacific Highway in Lane and Douglas Counties. Bids received March 25, 1982. Contract No. 9448 awarded March 30, 1982, to Banducci Bros. Construction, Roseburg, at \$86,220.
- 11) Work on Midland-California State Line Section of The Dalles-California Highway in Klamath County. Bids received on March 25, 1982. Contract No. 9452 awarded March 30, 1982, to R. L. Coats, Bend, at \$2,594,875.
- 12) Work on Beede Reservoir-Drinkwater Pass Section of the Central Oregon Highway in Harney County. Bids received March 25, 1982. Contract No. 9451 awarded April 2, 1982, to R. L. Coats, Bend, at \$3,481,757.50.
- 13) Work on Davies Overcrossing Section of the Sunset Highway in Washington County. Bids received March 25, 1982. Contract No. 9455 awarded April 2, 1982, to Teller Construction Company, Inc., Portland, at \$721,901.



H. S. Coulter, State Highway Engineer

4-8-82

MINUTES OF E
4-20-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
CONSTRUCTION ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

<u>Contractor and Contract No.</u>	<u>Section & County</u>	<u>Acceptance Date</u>
R. L. Coats No. 9293	Lake-Harney Co. Line Harney County	March 4, 1982
Eugene Sand & Gravel, Inc. No. 9237	Poodle Creek Road Lane County	March 5, 1982
Horton Bros., Inc. No. 9285	S.Bank Chetco River Rd. U'Xing. Curry County	March 9, 1982
Tice Electric Co. No. 9269	Arterial St. Light Conversion Proj. (Portland) Multnomah County	March 16, 1982
Mid-Columbia Paving Co. No. 9316	Sherman Ave.-Eugene St. (Hood River) Hood River County	March 18, 1982
Hertz Electric, Inc. No. 9244	Central Ore. Hwy. & Arnold Mkt. Rd. Deschutes County	March 18, 1982
Baker Redi-Mix, Inc. No. 9323	Auburn Ave.-Broadway St. & Dewey Ave.-Broadway St. Baker County	March 18, 1982
L.W. Hembree Co. No. 9195	Tualatin Valley Hwy. @ SW 247th Ave. (Hillsboro) Washington County	March 19, 1982
R. L. Coats No. 9333	U.S. Hwy. 97 - U.S. Hwy. 26 Jefferson County	March 19, 1982
Slayden & Holm, Inc. No. 9267	Dairy Creek (Susbauer Rd.) Bridge Washington County	March 22, 1982
Babler Bros., Inc. No. 9224	Polallie Cr.-M.P. 84.94 Hood River County	March 30, 1982

<u>Contractor and Contract No.</u>	<u>Section & County</u>	<u>Acceptance Date</u>
Hamilton Electric, Inc. No. 9270	Mt. Hood Hwy. @ Welches Rd. Clackamas County	March 31, 1982
L. W. Hembree Co. No. 9194	Mt. Hood Hwy. @ SE Hogan Rd. & Burnside Rd. (Gresham) Multnomah County	March 31, 1982
Mill Plain Electric No. 9330	Sunnyside Rd. @ SE 97th Ave. & Kaiser Hosp. Access Clackamas County	April 1, 1982
Jim Hall Contracting No. 9313	362nd Dr. @ Skogan Road Clackamas County	April 1, 1982
Coral Construction Co. No. 9334	Lane Co. Pavement Marking Project No. 4 Lane County	April 1, 1982
Columbia Pacific Construction Co. No. 9364	Blind Slough (Barendse Rd.) Bridge Clatsop County	April 6, 1982
C.W. McCallen Const. Co. No. 9085	SW Hall Blvd.-SW Oak St. Washington County	April 7, 1982

April 8, 1982



C. T. Keasey, P.E., P.L.S.
 Construction Engineer

4-20-82

COM 4

April, 1982

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

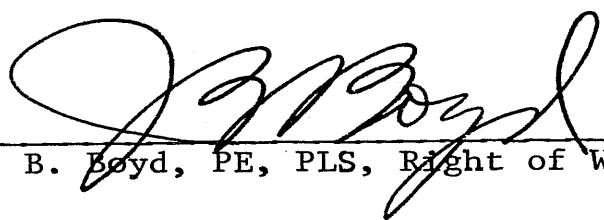
Under delegated authority (Delegation Order No. 23) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Administrative Order No. 33), I report that I have taken the following actions for your official records:

- (1) Sale of 5,000 square feet excess property on the Marquam Bridge--SE 84th Avenue Section of the Mt. Hood Freeway in Multnomah County for a minimum consideration of \$47,000. Approved March 9, 1982. File 44977 (23-43)
- (2) Right-of-way Services Agreement with Lane County for the Federal Lane--Irvington Rd. Section of River Road in Lane County. Approved March 3, 1982. Misc. C & A 7657. Agreement 199. (23-45).
- (3) Sale of 4,325 square feet excess property on the Marquam Bridge--SE 84th Avenue Section of the Mt. Hood Freeway in Multnomah County for a minimum consideration of \$50,000. Approved March 11, 1982. File 45068, (23-43).
- (4) Sale of 1,738 square feet excess property in the 39th Avenue--102nd Avenue Section of the Columbia River Highway in Multnomah County for minimum consideration of \$19,000 to be used for trade on Banfield File 51327. Approved March 11, 1982. File 14867 (23-43).
- (5) Sale of 1.49 acres excess property on the Lakeview Section of the Fremont Highway in Lake County for a minimum consideration of \$3,250. Approved March 11, 1982. Files 7309, 7311 (23-43).
- (6) Sale of 2,545 square feet excess property on the St. Helens Rd.--NW 21st Avenue Section of the Columbia River Highway in Multnomah County for a minimum consideration of \$37,500. Approved March 11, 1982. File 43023 (23-43)
- (7) Sale of 5,400 square feet excess property on the St. Helens Rd.--NW 21st Avenue Section of the Columbia River Highway in Multnomah County for a minimum consideration of \$65,000. Approved March 11, 1982. File 40447 (23-43).
- (8) Sale of 3.51 acres excess property on the Junction City--Eugene Section of the Old Pacific Highway in Lane County for a minimum consideration of \$3200. Approved March 16, 1982. File 5937-B (23-43).
- (9) Sale of 1.48 acres excess property on the Sand Hollow--Butter Creek Section of the Lexington-Echo Highway in Morrow County for a minimum consideration of \$400. Approved March 16, 1982. File 4184 (23-43).

Report of April, 1982 (Cont'd.)

- (10) Service Contract with the Southern Pacific Transportation Company for grade crossing protection devices at Rodgers Road in Polk County. Approved March 17, 1982. RR1094 (23-50).
- (11) Right-of-way Services Agreement with the City of Portland for the N.W. 24th-29th Section of N.W. Nicolai St. in Portland. Approved March 22, 1982. Misc. C & A 7471. Agreement 200. (23-45).
- (12) Sale of 0.15 acre excess property on the SE Hinkley-Lake Rd. Section of the East Portland Freeway in Multnomah County for a minimum consideration of \$2,200. Approved March 25, 1982. Files 45647, 46149 (23-43).
- (13) Service Contract with the Southern Pacific Transportation Company for grade crossing protection devices at Mountain Avenue (Ashland) in Jackson County. Approved March 25, 1982. RR1095 (23-50).
- (14) Sale of 0.5 acre excess property on the Clackamas River--West Linn Section of the East Portland Freeway in Clackamas County for a minimum consideration of \$25,000. Approved March 30, 1982. Files 28765, 31633 (23-43).
- (15) Right-of-way Services Agreement with the City of Hillsboro for the E. Main Street-East City Limits Section of Cornell Road in Washington County. Approved March 17, 1982. Agreement 201. Misc. C & A 7416 (23-45).
- (16) Advance Right of Entry Agreement with Burlington Northern for the South Santiam Bridge (Sweet Home) Section of the Pleasant Valley Rd. in Linn County. Approved April 2, 1982. File 51852 RR1097 (23-50).
- (17) Service Contract with the Southern Pacific Transportation Company for grade crossing protection devices at Booth Bend Road (McMinnville) in Yamhill County. Approved April 2, 1982. RR1096 (23-50).
- (18) Right-of-way Services Agreement with the City of Corvallis for their Downtown Redevelopment Project in Benton County. Approved January 13, 1982. Misc. C & A 7276. Agreement 197. (23-45).
- (19) Signed on October 20, 1981, two Permit Agreements with the City of Portland for the North Going Street Noise Mitigation Project approved by Mr. H. S. Coulter on May 20, 1980. Misc. C & A 6805. Files 32215, 32208-11 (23-2).

Dated this 8 day of April, 1982.


J. B. Boyd, PE, PLS, Right of Way Engineer

G

4-20-82

TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized the State Parks Administrator, or his designate, in an official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith, the Parks Administrator or his designate has approved the following actions and report them for your official records.

On December 28, 1981 accepted a gift of land from Audie D. Eggleston and Barbara Ann Eggleston on the Lane County coast adjacent to Neptune State Park.

On February 19, 1982 approved an amended bond schedule to the contract with Lost Creek Marina, Inc. for the concession at The Cove Palisades State Park.

On March 1, 1982 approved the following Vendor applications for vendors selling Deschutes River Boater Passes:

B & A Distributing Co., Andy and Bax, Portland
K & L Harward, Inc., Coast to Coast, The Dalles
Deschutes River Adventures, Inc., Portland
GI Joe's Inc., (7 locations)
Larry's Sports Center, Oregon City and Gresham Mall
Maier's Market, The Dalles
Payless Drug Store, The Dalles
River Trails Canoe & Raft Rentals, Inc., Troutdale
Scarlet Ibis Fly Shop, Inc., Corvallis
Troutman Enterprises, Inc., Maupin
Whitewater Outfitters, Inc., Portland

On March 3, 1982 approved Mark Minnis's request to construct a deck on the side of his house within the Rogue River Scenic Waterway in Josephine County.

On March 11, 1982 approved Melvin T. Johansen's change of plans to construct a single family dwelling and auxiliary buildings within the Rogue River Scenic Waterway in Josephine County, as approved by the Oregon Transportation Commission on June 19, 1981 .

Oregon Transportation Commission
April 7, 1982
page 2

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4-20-82

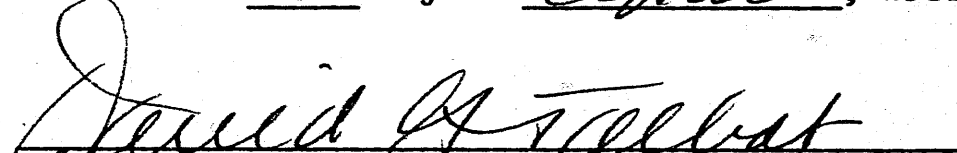
On March 22, 1982 approved Terry and Laurie Mazzotta's request to construct a single-family dwelling within the Illinois River Scenic Waterway in Curry County.

On February 25, 1982 approved a Timber Sale Contract with M & L Logging for cleanup of the Gwynn Creek washout at Neptune State Park.

On March 5, 1982 approved an agreement with Don Stockton, et al, for use of land for annual crops on the Willamette River Greenway . There will be a \$600 annual rental fee.

On March 12, 1982 approved an agreement with Paul W. May for maintenance of Maud Williamson State Park.

Dated this 8 day of April, 1982


David G. Talbot
State Parks Administrator

DGT/md

REPORT OF CASES FILED BY AND AGAINST THE DEPARTMENT OF TRANSPORTATION

L-8134 Anthony J. Praxel vs. Rita Marie Dowell, now known as Rita Marie McCall and the State of Oregon, acting by and through its Department of Transportation. This suit arises out of an accident that occurred on February 9, 1980, on Marine Drive in the City of Astoria, Clatsop County which intersect Eighth Street. The plaintiff alleges that the defendant was negligent for: 1) Failing to design the island at the intersection of Eighth Street and Marine Drive to totally obstruct the movement of vehicles on Eighth Street from crossing Marine Drive. 2) In failing to block access to Marine Drive on Eighth Street from southerly direction. 3) Failing to erect and maintain sufficient signs at the intersection of Eighth Street and Marine Drive to advise of the prohibition against crossing Marine Drive in the southerly location from Eighth Street. The plaintiff is seeking \$114,000.00 in damages. The matter has been referred to the Attorney General's office for the defense of the State.

L-8136 Bessie Puz vs. The Oregon State Highway Division, and the State of Oregon, by and through its Department of Transportation. This suit arises out of an accident on March 5, 1981, on the Cape Arago Highway near mile post 10, in Coos County. The plaintiff alleges tht the defendant was negligent in: 1) Failing to warn of icy conditions, rough roads, or any other impending danger to travelling motorists. 2) In failing to take corrective measures such as applying salt, gravel, or sand for icy conditions or remedying pot holes by filling in or constructing barriers around them. The plaintiff is seeking \$100,000.00 in general damages plus special damages to be determined t the time of trial for medical expenses and loss of wages. The matter has been referred to the Attorney General's office for the defense of the State.

L-8137 Roy Puz vs. The Oregon State Highway Division, and the State of Oregon by and through its Department of Transportation. This is a companion case to L-8136 and the law suit arises out at the same accident. The defendant alleges the same items of negligence against the State and is asking for \$100,000.00 in general damages, and special damages to be determined at the time of trial for medical expenses and loss of wages, and for plaintiff cost and disbursement incurred herein. The matter has been referred to the Attorney General's office for the defense of the State.

L-8175 Nancy H. Wolfe, personal representative of the estate of Rachelle Lynne Wolfe, deceased vs. State of Oregon; Don Maisch Construction, Inc., an Oregon corporation; Scott J. Ragsdale; Thomas W. Lipscomb; Darlene S. Lipscomb; and Robert Alan Collins. This law suit arises out of an accident that occurred on September 11, 1980 in a southbound lane near northeast Weidler Overpass on Interstate 5. The decedent was stopped in her automobile near the northeast Weidler Overpass on I-5. At that time, Don Maisch Construction, Inc. was carrying out certain road repairs on I-5 and had blocked two southbound lanes causing traffic to back-up. Defendant Collins was alleged to be operating his vehicle at an excessive rate of speed and under the influence of intoxicants and crashed his vehicle into the rear of decedents vehicle. The complaint alleges that the defendant Highway Division was negligent: 1) In unnecessarily blocking off two lanes of Interstate 5 freeway. 2) In failing to provide sufficient warning of the presence of a blocked lane. 3) In failing to reasonably monitor and control the traffic by means of signs, flagmen or otherwise. The plaintiff is seeking \$2,000,000.00 in damages from the various defendants. The matter has been referred to the Attorney General's office for the defense of the State.

L-8176 Jane W. Rogers vs. Jevena K. Word, City of Hillsboro, an Oregon incorporated city, Oregon State Highway Division, by and through the Oregon State Highway Engineer, H. S. Coulter, Tri-County Metropolitan Transportation District of Oregon, by its General Manager, E. R. Peter Cass, and Cecilie Garcia. This law suit arises out of an accident that occurred on Oregon Highway 8 and southwest Maple Street in the City of Hillsboro. The plaintiff alleges that the Oregon State Highway Division was negligent in: 1) By failing to provide adequate facilities for the safe crossing of pedestrians; 2) By failing to provide adequate areas for the safe loading and unloading of bus passengers. The plaintiff is seeking \$5,034.99 for medical treatment and costs. The matter has been referred to the Attorney General's office for the defense of the State.

L-8161 Rogue Valley Mall Associates, et al vs. State of Oregon, by and through the Department of Transportation, Highway Division and Pacific Power and Light Company. This law suit arises out of the request of the plaintiff for a road approach permit to the Rogue Valley Highway in Medford near mile post 5.76. The plaintiff is alleging that the Highway Division has applied the wrong rules and regulations, the application in requiring the plaintiff to pay for the cost of relocating power poles belonging to PP&L. Power poles are located on State Highway right-of-way pursuant to permit. The matter has previously been discussed with the Attorney General and he felt that the position of the Highway Division was sound. The matter has been referred to the Attorney General's office for the defense of the State.

L-8162. John Imel vs. State of Oregon. This law suit arises out of an accident that occurred on June 17, 1980 on Highway 18, Bellevue-Hopewell Highway, west of Hopewell 18's intersection with the Bellevue-Hopewell Highway. The plaintiff alleges that State employees were negligent in parking a State Highway Department truck so close to the intersection of Highway 18 that it obstructed vision of vehicles approaching the intersection. The plaintiff is seeking \$125,000 in general damages. The matter has been referred to the Attorney General's office for the defense of the State.

L-8166. Michael A. Mazzi, Personal Representative of the Estate of Ruben Samuel Mazzi, Deceased vs. Oregon State Highway Division, Lewis Edward Swayze and Leah Wilkinson. This law suit arises out of an accident that occurred on August 16, 1981, on Highway I-205 approximately 1/10th of a mile north of the Parkplace Overpass in Clackamas County. The plaintiff alleges the State was negligent in failing to properly maintain the barrier fence between said throughway and adjoining property. The plaintiff is seeking \$1,500,000 in damages and \$2,000 in medical and funeral expenses. The matter has been referred to the Attorney General's office for the defense of the State.

L-8170. State of Oregon, by and through its Department of Transportation, Motor Vehicles Division, vs. Allen K. Waldron. This law suit arises out of a Use Fuel Tax Law violation. The State alleges that the defendant has not had a valid user's license, has not had a valid emblem, has failed to file quarterly tax reports concerning the mileage operated, and has failed to remit any payment of the Use Fuel Tax. The plaintiff is seeking \$1,585.33 in general damages and its costs. The matter has been referred to the Attorney General's office for the defense of the State.

L-8177. S. D. Spencer & Son, Inc., a corporation, vs. State of Oregon, acting by and through its Transportation Commission, Department of Transportation, Highway Division. This law suit arises out of a contract that was let by the Department and awarded to plaintiff on December 19, 1977 for the construction and reconstruction of a section of Interstate 5, known as the North Oakland Interchange to Sutherlin Interchange Section of the Pacific Highway in Douglas County. The first claim is for \$356,343.45 which plaintiff alleges is still owed on the contract. The second claim alleges that in about November, 1978 and thereafter, Defendant changed and altered the work required under the contract, particularly concerning the staging of the work and required and directed that Spencer perform additional work and that Spencer delay other work for construction of the project. Plaintiff alleges that he performed the additional work and delayed other work required for construction of the project and at the special insistence and request of the Defendant, furnished labor, materials, equipment, supplies and overhead and is seeking \$354,503. The matter has been referred to the Attorney General's office for the defense of the State.

L-8178. Richard Walker, Personal Representative of the Estate of Jodi Laurene Walker, vs. Wildish Construction Company, an Oregon Corporation; State Highway Division, Department of Transportation, State of Oregon; Grade Line Construction. This law suit arises out of an accident that occurred on August 22, 1980 on Monmouth Avenue between Courtway West and Jackson Street West in Polk County. Plaintiff alleges that Defendants were negligent in one or more of the following: A) By failing to remove a dotted centerline north of the island constructed by the Defendants, and each of them. B) By failing to install a "Keep Right" highway regulatory sign north of the island constructed by the Defendants, and each of them. C) By failing to install a R4-7-30 or R4-7-48 highway regulatory sign north of the island constructed by the Defendants, and each of them. D) By failing to properly illuminate a "Road Construction Ahead" (W20-1-48) highway regulatory sign north of the island constructed by the Defendants, and each of them. E) By failing to install a W6-1-36 or W6-1-48 highway regulatory sign north of the island constructed by the Defendants, and each of them. F) By failing to install or place traffic cones with yellow reflective bands north of the island constructed by the Defendants, and each of them. G) By failing to install or place amber flashers north of the island constructed by the Defendants, and each of them. H) By failing to paint two double solid yellow lines with yellow cross-hatching north of the island constructed by Defendants, and each of them. Plaintiff is seeking, (1) first claim for relief the sum of \$1,696.639 plus \$500,000 as punitive damages and its costs and disbursements; (2) second claim for relief the sum of \$1,696.639 plus \$500,000 as punitive damages and its costs and disbursements; (3) third claim for relief the sum of \$1,696,639 plus \$500,000 as punitive damages and its costs and disbursements. The matter has been referred to the Attorney General's office for the defense of the State.

L-8179. Ray C. Day, dba Ray C. Day Logging, and Linda Jo Kindhart Stevenson, as personal representatives of the estate of James M. Kindhart, deceased, defendant/third-party plaintiff, vs. State of Oregon, third-party defendant. This law suit arises out of an accident that occurred on November 18, 1978 on U.S. 97 near milepost 255 in Klamath County. The third-party plaintiff alleges tht the Highway Division was negligent in failing to sand the surface of the highway and in failing to post warning of the icy conditions on the highway when third-party defendant knew or in the exercise of reasonable care should have known of the icy condition of the highway. The third-party plaintiff is seeking a judgment against third-party defendants for its proposed portional share of the common liability and for third-party plaintiff's cost disbursement. The matter has been referred to the Attorney General's office for the defense of the State.

REPORT OF CONDEMNATION CASES SETTLED

Defendant	State's Offer	State's Highest Appraisal	Amount of Settlement
Grenley	\$301,000	\$301,000	\$350,000
L- 7991 R- 51249 Section: Willamette River Bridge Highway: Willamina-Salem County: Marion			
Patrick Allison	\$29,600	\$37,800	\$40,000
L-7679 R-50067 Section: Bend South City Limits-Murphy Road Highway: The Dalles-California County: Deschutes			
Industrial Supply Co.	\$17,600	\$15,000	\$19,500
L-7877 R-50488 Section: NE Alameda-NE Garden Valley Highway: Oakland Shady County: Douglas Remarks: Review was reduced to \$4,165.00 based on later information.			

REPORT OF CONDEMNATION CASES TRIED

Defendant	State's Highest written offer	State's Highest Testimony at trial	Defendants lowest demand	Verdict
R. Madison	\$90,000	\$90,000	\$150,000	\$98,800
L-7895 R-50866 Section: S.E. 50th-SE 92nd Ave. Highway: Mt. Hood County: Multnomah				
T. S. Johansen	\$90,000	\$90,000	\$172,875.	\$98,800
L-7805 R-50867 Section: S.E. 50th Ave.-92nd Ave. Highway: Mt. Hood County: Multnomah				

4610

4-20-82

H

REPORT OF CONDEMNATION CASES SETTLED

<u>Defendant</u>	<u>State's Offer</u>	<u>State's Highest Appraisal</u>	<u>Amount of Settlement</u>
E. N. Gray			\$3,000*

L-7889
R-50712
Section: SW Bancroft-Sellwood Br.
Highway: Oswego
County: Multnomah
Remarks: *Case dismissed. No property taken
Cost bill settled for \$3,000.

A. Calcagno	\$135,000	\$16,750	\$195,000
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L-7941
R-50872
Section: SE 50th Ave.-SE 92nd Ave.
Highway: Mt. Hood
County: Multnomah

V. Benedict	\$19,150	\$26,100	\$29,500
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L-7831
R-49166
Section: Columbia River-NE Glisan
Highway: East Portland Freeway
County: Multnomah

Alice Califf	\$4,000	\$4,000	\$4,000
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L-8076
R-51095
Section: Umatilla-Hermiston
Highway: Umatilla-Stanfield
County: Umatilla

REPORT OF TRIAL OTHER CASES STATE DEFENDANT

<u>Plaintiff</u>	<u>Cause of Action</u>	<u>Demand of Plaintiff</u>	<u>Verdict or Judgment</u>
Multnomah County	Petition for Review	Reversal of Non-contested Order	For Plaintiff

L-7741
County: Marion

Kenneth Erickson	Trespass	\$13,000,000	Summary Judgment in favor of all defendants.
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L-7898
County: Columbia

REPORT OF TRIAL OTHER CASES STATE PLAINTIFF

<u>Defendant</u>	<u>Cause of Action</u>	<u>Demands of Plaintiff</u>	<u>Verdict or Judgment</u>
Steven Leister	Guardrail Damage	\$295.87	\$295.87 + 9% interest

L-7497
Attorney Fees: \$160.00 Court Costs: \$57.00

County: Multnomah
Remarks: Judgment entered-license suspended

REPORT OF SETTLEMENT OR DISPOSITION
OF CASES OTHER THAN CONDEMNATION

<u>Plaintiff</u>	<u>Defendant</u>	<u>Cause of Action</u>	<u>Demand of Plaintiff</u>
State	Redley K. Smith	Property Damage	\$1417.16
L-8103 County: Clackamas Disposed of by: Debt discharged in the Chapter 7			
J. Vincent	State	Personal Injury	\$96,711
L-7908 County: Multnomah Disposed of by: Settled for \$31,000.			
State	Timothy Piper	Guardrail Damage	\$725.95
L-8002 County: Curry Disposed of by: Motion for Summary Judgment denied. Unable to prove negligence-case dismissed.			
J. Poe	State	Declaratory Judgment	Declaratory Relief a Quiet Title
L-7369 County: Clackamas Disposed of by: Dedication of land for street purposes and payment to State of \$10,000.			

REPORT OF TRIAL OTHER CASES
STATE PLAINTIFF

<u>Defendant</u>	<u>Cause of Action</u>	<u>Demands of Plaintiff</u>	<u>Verdict or Judgment</u>
Shelley Salcedo	Guardrail damage	\$815.85	\$815.85 + 9% interest
L-8108 Attorney Fees: \$260.00 Court Costs: 57.00 County: Douglas Remarks: Judgment entered-defendant on public assistance. Suspending license would only handicap her further.			
Jurial McConnell	Attenuator Damage	\$1,164.49	\$1,164.49 + 9% interest
L-7819 Attorney Fees: \$315.00 Court Costs: \$59.50 County: Multnomah Remarks: Judgment entered-license suspended.			
Mathew Viller	Guardrail Damage	\$484.03	\$484.03 + 9% interest
L-7933 Attorney Fees: \$190.00 Court Costs: \$34.50 County: Coos Remarks: Judgment entered-license suspended.			
David Gericke	Guardrail Damage	\$358.56	\$358.56 +9% interest
L-7538 Attorney Fees: -- Court Costs: \$220.00 County: Coos Remarks: Judgment entered-license suspended.			

- 4612

4-20-82

H

REPORT OF SETTLEMENT OR DISPOSITION
OF CASES OTHER THAN CONDEMNATION

<u>Plaintiff</u>	<u>Defendant</u>	<u>Cause of Action</u>	<u>Demand of Plaintiff</u>
State	Fred Junker	Bridge Damage	\$2018.30 + attorney fees and costs

L-8107
County: Douglas
Disposed of by: Settled for \$2,018.30

Robert Donnelly	State	Tort	\$75,000
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L-7913
County: Lane
Disposed of by: \$250.00 payment by Tort Claim Fund.

Melba David	Highway Division	Negligence	\$78,408.00
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L-7748
County: Klamath
Disposed of by: Settled for \$10,800.

James Moulton	State	Negligence	\$1,775.25
League General Insurance		Wrongful Death	\$107,919.95

L-7753 & 7837
County: Grant
Disposed of by: Settled for \$3,000.

REPORT OF TRIAL OTHER CASES
STATE PLAINTIFF

<u>Defendant</u>	<u>Cause of Action</u>	<u>Demands of Plaintiff</u>	<u>Verdict or Judgment</u>
Mathew Viller	Guardrail Damage	\$484.03	\$484.03 + 9% interest
L-7933	Attorney Fees: \$190.00	Court Costs: \$34.50	
County: Coos			

- 4613 -

H
4-20-82

4-20-82

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report
Actions Taken Under Delegated Authority

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On MARCH 26, 1981, \$ 2,489,727.99 was distributed to the counties as their share of motor vehicle revenues (20.07%) for the month of FEBRUARY, 1982.

On MARCH 31, 1982, \$ 1,488,882.15 (12.17% of the Highway Fund) was distributed to the cities for the month of FEBRUARY, 1982.

(Lists of apportionments on file in Commission Files, Salem.)

Dated this 1ST day of APRIL, 1982

V. E. Skoog

V. E. Skoog Controller
Highway Division

Attachments

cc: Fred Miller
John Earley - Att.

Salem, Oregon
May 20, 1982

The Oregon Transportation Commission held its monthly meeting in the Conference Room (122) of the Transportation Building beginning at 10 a.m. Notice of the meeting had been made by press release to the newspapers of general and local circulation throughout the State. Present were:

Anthony Yturri, Chairman
Tom Walsh, Vice Chairman
Peter Brix, Member
N. B. Giustina, Member
Robert F. Dwyer, Member
Fred D. Miller, Director of Transportation
Jack Sollis, Chief Counsel
George Bell, Assistant Director for Intergovernmental and Public Affairs
Larry Rulien, Assistant Director for Administration
Paul Burket, Administrator of Aeronautics Division
Dave Talbot, Administrator of Parks and Recreation
Dennis Moore, Administrator of Public Transit Division
H. S. Coulter, State Highway Engineer
Robert Bothman, Assistant State Highway Engineer for Administration
E. S. Hunter, Assistant State Highway Engineer, Technical Services Branch
Wendell Schwartz, Assistant State Highway Engineer for Operations
Dale Wilken, Federal Highway Administration
Robert Gormsen, Manager, Commission Services

There were others present, including members of the press.

Chairman Yturri made the following statement concerning the defeat of Ballot Measure 4 (increase of gas tax to three cents) on May 18, 1982, by the voters:

"The failure of Ballot Measure 4 Tuesday was a sharp disappointment. Many of us had been hopeful that this might be the time when Oregonians would face up to the cost of preserving and improving our road system.

It was a painfully close vote. In fact, if just 8,000 votes had gone the other way, out of the total of 616,000 votes cast, Measure 4 would have passed.

It seems fair to say that about half of our citizens recognize the deteriorating condition of our streets, roads and highways, and were willing to tax themselves to correct the situation. Even in defeat, I am heartened and encouraged by that fact.

(continued next page)

But the election is behind us now. The Commission and the Department want Oregonians to know that we will continue to pinch pennies and stretch dollars, and that we will do our very best to keep the highways in a reasonable state of repair during the months and years ahead."

The Commission unanimously approved the following items on the consent calendar:

- 1) Minutes of the Commission meeting of April 20, 1982.
- 2) Adopted resolution declaring necessity of certain real property for public purposes and authorized condemnation. ("Real Property Condemnation Resolution No. 2723" on file in Commission's files, Salem.)
- 3) Amendment to Paragraph No. 58 of Delegation Order No. 23 as follows:

Paragraph No. 58 is amended is read as follows:

58. Approve, modify, and withdraw projects, and execute necessary agreements with cities, counties, road districts and other units of Local Government, and State and Federal agencies for:
 - A. Federal-Aid Secondary-County (FAS-C) projects.
 - B. Federal-Aid Urban (FAU) projects.
 - C. Safer Off-System Road (SOS) projects.
 - D. Local Agency Interstate Transfer projects.
 - E. Federal-Aid Title II Safety projects.
 - F. Local Agency Off-System Highway Bridge Replacement and Rehabilitation projects (BROS).
 - G. Local Agency On-System Highway Bridge Replacement and Rehabilitation projects (BRS).
- 4) Added a widening project to the construction program on the Pacific Highway West in Corvallis between Conifer Boulevard and Circle Boulevard in Benton County. Cost of \$282,000 would be cooperative with City of Corvallis and State share of up to \$100,000 would be funded with Federal-Aid Primary funds. (Authorized State Highway Engineer to sign necessary agreements.)

May 20, 1982

-4616-

- 5) Added the following seven slide correction projects to the Construction Program:
- a) Coquille and Myrtle Point Slide Repairs on the Coos Bay-Roseburg Highway in Coos County.
 - b) Drain Slide (M.P. 1.0) on the Drain-Yoncalla Highway in Douglas County.
 - c) Arizona Slide Sealing and Drainage Improvement on the Oregon Coast Highway in Curry County.
 - d) Myrtle Grove Slide on the Dillard Highway in Douglas County.
 - e) Bear Creek-Camas Mountain Slide Correction on the Coos Bay-Roseburg Highway in Douglas County.
 - f) Retz Creek and Frankport Slides on the Oregon Coast Highway in Curry County.
 - g) Winchester Bay Slide on the Oregon Coast Highway in Douglas County.

Financing of the \$1,887,000 estimated construction costs would be by Federal-Aid Primary funds, including \$224,000 State Match. (Authorized State Highway Engineer to sign necessary agreements.)

- 6) Adopted the following permanent administrative rule establishing a fee schedule for land use permits issued by the Highway Division, as authorized by Chapter 381, Oregon Laws 1981, and ORS 366.395:

(1) When, in the determination of the Division's Right-of-Way Manager that use restrictions exist which prevent charging economic rent for lands under the jurisdiction of the Division, the Division may issue a land use permit and shall charge the following administrative processing fee:

- (a) Gratis - The monetary benefits to the division exceed the cost of permit preparation and review.
- (b) \$50.00 for a simple permit preparation with little or no field inspection and no plan review; or
- (c) \$150.00 for a complex permit preparation requiring a plan review and continuing inspection.

(continued next page)

No requests for a hearing were received. ("Administrative Rule No. 179" on file in Commission's files, Salem.) The rule was filed with the Secretary of State on May 26, 1982, and effective that date. The rule will be published in the Secretary of State's Administrative Rule Bulletin on June 15, 1982.

- 7) 1982 Supportive Service Funds for On-the-Job Training (\$58,400) and Minority Business Enterprise Training (\$45,800) and authorized the State Highway Engineer to sign contracts when prepared.
- 8) Supplemental agreement with Union Pacific Railroad for minor modifications to an agreement approved on November 4, 1980, concerning easement compensation for the Banfield Transitway. (Authorized State Highway Engineer to sign agreement.)

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are on file in the Commission's files, Salem.)

Chairman of Transportation Commission	Exhibit A
Vice Chairman of Transportation Commission	
and Aeronautics Administrator	Exhibit B
Director of Transportation	Exhibit C
State Highway Engineer	Exhibit D
Construction Engineer	Exhibit E
Right of Way Manager	Exhibit F
State Parks Administrator	Exhibit G
Highway Controller	Exhibit H
Location Engineer	Exhibit I

The Commission confirmed the next meeting date for Tuesday, June 15, 1982, in Springfield. The following meeting was tentatively set for Wednesday, July 14, 1982, in Salem.

Mr. Burket presented a brief revenue report. He commented that April's fuel tax revenue was down 9% from the same month last year and down 29% from the revised forecast. He said this is the first month that a negative movement is shown in the cash balance since last November. The month of May, however, appears to be registering an increase in air travel.

Mr. Moore introduced Roselyn Kay, Acting Project Manager for the Elderly and Handicapped Capital Grant Program for Public Transit. Ms. Kay said this Federal Program provides capital grants to private non-profit organizations, such as senior citizen groups and vocational rehabilitation workshops. The Grants are used to purchase vans, small buses, wheelchair lifts and two-way radio systems. She said 80% are Federal Funds and are matched 20% locally. The Urban Mass Transportation Administration recently announced the availability of \$302,000 for Oregon for the 1982 program. She detailed the present inventory of vehicles, etc. She said the program has provided 360,000 passenger trips last year. The applications from the non-profit agencies are reviewed and evaluated under the criteria approved by the Commission. Upon approval by UMTA, Public Transit contracts with each applicant and the equipment is purchased and delivered. She mentioned that the equipment is inventoried each year and is monitored very closely to make sure that it is being used properly.

Mr. Bell reported that Shirley Eads, the State Travel Director, has completed 28 tourism workshops throughout the State in which an average of 36 attended each workshop. The object is to help the local people promote and generate tourism and to familiarize them with the State tourism program. He said the workshops are going very well.

Mr. Bell then told the Commission that the \$329,563 appropriated to the Emergency Board by the 1982 Special Legislative Session for allocation to the Department for tourism promotion is reaching a disposition stage. He said a marketing plan has been prepared by the Task Force on Tourism and the Travel Advisory Committee and is being submitted to the Governor for final approval before presenting it to the Emergency Board.

Mr. Talbot told the Commission that the Deschutes River pass system is now in operation and is working well. He complimented John Lilly for his efforts.

Mr. Talbot mentioned there would be a joint meeting of the Parks and the Travel Advisory Committees in Eugene in June to discuss the common area of tourism and State parks.

Mr. Talbot handed the Commission a written report regarding the impact of State Parks on coastal communities. (Copy of 10-page report, "The Economic Impact of State Parks Along the Oregon Coast," on file in Commission's files, Salem.) He said the report focuses on the relationship between State Parks on the Oregon Coast and the tourism program. The report in essence says the Coast is the number one tourist attraction in Oregon, three-fourths of the people that go to the Coast visit State Parks, and one-half of them are camping. It is estimated that \$80 million per year is spent there by tourists.

Mr. Coulter noted a decrease in vehicular traffic volume which, he said, translates to lower revenues.

Mr. Coulter introduced Andy Cotugno, Transportation Director of the Metropolitan Service District, and he asked him to make a presentation on the Portland Region Transportation Plan, including the Westside Transit Corridor. (Copy of the Plan dated January 1982 had been mailed to the Commission on May 20, 1982. Copy on file in Commission's files, Salem.)

Mr. Cotugno said the objective of the Plan is to identify a transportation system that will adequately serve the travel needs of the fast growing Portland metropolitan area. He commented that there is a State and Federal requirement that there be a Transportation Plan. He explained that the Plan contained six major objectives:

- 1) To assure that an adequate level of transportation service is provided on the regional transit and highway system.
- 2) To assure an adequate local arterial system.
- 3) To serve the anticipated growth in jobs and population in the Portland metropolitan area.
- 4) To promote economic development.
- 5) To balance the improvements against the cost.
- 6) The overall cost in relation to the revenue.

The Plan consists of an integrated program to provide needed mobility through:

- 1) Highway improvements (Completing I-205 and Highway 217 (Beaverton-Tigard Highway) to provide an adequate distribution system without having to go downtown, and an urban street system in outlying areas.)
- 2) Transit service expansion
- 3) "Demand management" programs (Actions to encourage ridesharing and flextime to reduce the high travel demand during peak hours and, therefore, lower the need for public investments.)

Mr. Cotugno said some impacts of the Plan on ODOT are:

- 1) Impact on State highway system (Identifies what the principal highway routes are)

(continued next page)

- 2) Support of transit and ridesharing
- 3) Funding implications
- 4) Continued planning and implementation of the Plan.

Mr. Coulter explained that the Portland office had been heavily involved in this study and that similar cooperation would continue. At the State Highway Engineer's request, the Commission agreed to send a letter to the Metropolitan Service District indicating its support of the Plan and to include it as a part of the Statewide Transportation Plan following its adoption by all the local jurisdictions and the District. This support was conditioned on the availability of funding and the continuing updating of the Plan to resolve outstanding transportation issues.

Mr. Cotugno distributed an informational brochure that described the conclusions of the Westside Corridor Project in Washington and Multnomah Counties. (Copy in Commission's files, Salem.) He said a public hearing is scheduled for May 25, 1982, in which the following alternatives will be considered:

- 1) No Build
- 2) Bus service expansion
- 3) Sunset Highway Busway
- 4) Sunset Highway LRT
- 5) Multnomah LRT

He said the basic question is whether the Sunset Highway should have light rail, a bus transit route, or a combination. He commented that a considerable amount of money has already been committed to this project. Mr. Coulter pointed out that no Commission action was required as this was an informational report.

Mr. Coulter asked for approval to hire a consultant to review the existing paint systems on the Columbia River Bridge of the Oregon Coast Highway in Astoria, Clatsop County, and to make recommendations on the type of paint system most appropriate for this structure along with schedules for repainting and other aspects of corrosion protection. The cost of this study is estimated at \$33,000 for the consultant and \$7,000 for direct State costs in support of the consultant's review of the existing paint system. He asked Mr. Sollis to further explain the request.

Mr. Sollis said that Oregon has a very peculiar marine environment on the Coast and a number of bridges are constructed of steel. He said there have been many improvements in the last few years in the techniques and in the paint chemistry. He commented

there have been some problems in the past on painting bridges. He stated the utilization of a paint consultant will enable the State to determine the most cost effective paint system for the structural steel on the Astoria Bridge and this information will be useful in reviewing the other bridges on the Coast. This will also enable the State to prepare the proper plans and specifications. The Commission unanimously approved the request.

The meeting was recessed at 10:50 a.m. The Director said the meeting would reconvene in his office, Room 135, in ten minutes.

At 11 a.m. the meeting reconvened in Room 135 with the Commission, Fred Miller, Larry Rulien, H. S. Coulter, Paul Burket, Dennis Moore, Dave Talbot, George Bell, Paul Hatcher, Doug Manthe and Robert Gormsen.

Mr. Miller said the purpose of this workshop is to discuss the remaining major 1983-85 budget issues as a follow-up to the workshop on April 20, 1982. He mentioned that the Commission's formal approval of the budget is not required until July.

Mr. Burket began by showing the Commission a comparison of Oregon's aviation tax and fee structure compared to the neighboring States of Washington, California and Idaho. (Three-page document entitled "Aviation Taxes and Fees in States Adjoining Oregon" dated May 19, 1982 on file in Commission's files, Salem.) He said direct comparisons are very difficult because some States have sales tax, some use refunds and other methods. There was also discussion concerning the comparison of the airline landing fees and fuel costs at Portland International Airport with those at Seattle. From the comparisons it appeared that Oregon is lower than the other States and the proposal to increase Oregon's revenues by some form of tax increase was acceptable. The Commission voiced support of a tax increase.

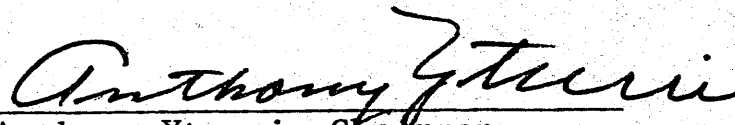
Mr. Bell stated the property of the future I-205 Border Information Center was owned by the Port of Portland. There was discussion concerning a joint border information center and port of entry and more information will be available at a future meeting.

Mr. Miller asked the Commission what the State's position should be on the failure of Ballot Measure 4. The Chairman said there are a number of alternatives, such as a legislative one-cent

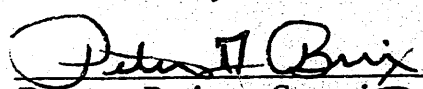
increase without referral, a reintroduction of the three cents, a two-cent tax, and probably others. The Chairman directed the staff to assemble all the possible alternatives and give these to the Commission for consideration. After that, he said, the Commission will develop an official position. The Chairman was against introduction of any gas tax proposal at a Special Session.

Vice Chairman Walsh and others discussed the cash balance and its relationship to the construction program, projected revenues and Federal funding.

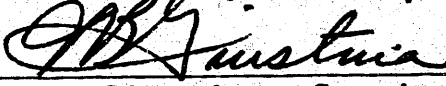
The meeting was adjourned at 11:35 a.m.


Anthony Yturri, Chairman


Tom Walsh, Vice Chairman


Peter Brix, Commissioner


Robert F. Dwyer, Commissioner


N. B. Giustina, Commissioner

Robert W. Gormsen, Manager
Commission Services

EXHIBIT A
MINUTES OF 5-20-82

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition (Right of Way

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
23865	Crown Zellerbach Corporation	\$ 100.00
26344	Rasmussen, John L. and Maxine M.	2,500.00
51340	Younger, Verdell D. and Letha A.	100.00
51437	Clairmont Water District	11,000.00
51490	Perry, Clarence C., Jr., and Wilma	8,924.00
52023	Tartar, Raymond L. and M. Evelyn	18,550.00
52052	Severance, Ronald V. and Evelyn L.	9,900.00
52054	Johnston, Paul M. and Billie M.	2,100.00
52131	Hubler, Emma	280.00
52253	Driscoll, Daniel T. and Deanne M.	100.00
52256	Bitter, G. Robert and Sherry M.	9,575.00
52552	A-T Industries	10,000.00
52555	Johnson, Merton and Eleanore	3,300.00
	13 Transactions	\$ 76,429.00

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 5 day of May, 1982

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED

H. S. Gault
STATE HIGHWAY ENGINEER

Date 4/30/82

EXHIBIT A
MINUTES OF 5-20-82

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

- (1) Options or Other Documents Relating to Property Acquisition (Right of Way)

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
47749	Steffen, Garth M. and Connie J.	\$ 41,500.00
50915	Spencer, Robert L.	70,015.00
51305	Pacosa, Frank J., Jr.	4,150.00
51996	Darrow, Florence L.	800.00
52080	Raffety, Richard B. and Ordella	3,700.00
52423	Gebhart, Jason T.	100.00
52589	Weyerhaeuser Company	100.00
	7 Transactions	\$ 120,365.00

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 19 day of April, 1982

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED

H. J. Smith
STATE HIGHWAY ENGINEER

Date 4/22/82

EXHIBIT A
 MINUTES OF 5-20-82

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

- (1) Options or Other Documents Relating to Property Acquisition (Right of Way)

Number	Name	Consideration
26343	Wilfert, Elizabeth	\$ 3,725.00
51388	Bernazzani, Mike	195.00
51388	Ray, Tom E. and Carolyn J.	31,700.00
51389	Lauderdale, Elizabeth Ann, et al	6,400.00
52042	Adams, Victoria A.	36,650.00
52278	Veley, Robert W., Jr., and Beverly A.	100.00
52288	Lind, James G.	100.00
52290	Lautenschlager, Mark S.	100.00
52593	Standard Insurance Company	-0-
9 Transactions		\$ 78,970.00

- (2) A cooperative improvement agreement with City of Mt. Vernon for improvements to the M.P. 153.92-M.P. 154.06 Section of the John Day Highway in Grant County. The State proposes to accomplish the work using State forces and Minor Betterment Funds budgeted through maintenance. The City requested the project and has agreed to pay 50 percent of the cost. The City participation is limited to a maximum of \$25,000. (Local Government Unit)
- (3) Letter-form supplemental agreement with City of Portland for the N. W. Thurman-S.W. Columbia Section of the 14/16th and 13th/14th Street Couplet which requires alterations to the original construction of the Stadium Freeway (I-405). The supplement is necessary to define the jurisdictional and maintenance responsibilities adjacent to the freeway. (Local Government Unit)
- (4) A maintenance-power agreement with Josephine County for the installation of a flashing beacon on the Redwood Highway at Deer Creek Road. The State will furnish all material, install the beacon with State forces and perform the necessary maintenance. The County will pay all costs of electrical energy. (Local Government Unit)
- (5) Agreement with City of Tigard for installation of traffic signals on Beaverton-Tualatin Highway at Upper Boones Ferry Road in Washington County. The City will install the traffic signals, pay all costs of the electrical energy and reimburse State for all expenses incurred by State. The State will monitor the work, perform the necessary maintenance and control the timing. The project will be completed at no expense to State. (Local Government Unit)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 22 day of April, 1982

Anthony Yturri
 Anthony Yturri, Chairman
 Oregon Transportation Commission

- 4626 -

APPROVED

STATE HIGHWAY ENGINEER

Date

4/16/82

EXHIBIT A
MINUTES OF 5-20-82

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project Oswego Hwy. at Marylhurst College Entrance
(Contract No. 9457)
Type of Work Grading, Paving & Signals F.A. Proj. No. State
County Clackamas Highway Oswego
No. of Bidders 5 Low Bidder Eagle-Elsner, Inc., Tigard
Low Bid \$ 112,777.00

Engineer's Recommendation: Award to low bidder subject to concurrence of the City of Oswego.

No. 2 Project Condon Rock Production
(Contract No. 9458)
Type of Work Rock Production F.A. Proj. No. State
County Gilliam Highway Wasco-Heppner
No. of Bidders 11 Low Bidder Morse Bros., Inc., Lebanon
Low Bid \$ 128,235.00

Engineer's Recommendations: Award to low bidder.

No. 3 Project Battle Creek-N. Jefferson Intchge.
(Contract No. 9459)
Type of Work Grading, Paving Structure Widen. F.A. Proj. No. I-5-4(86)245
County Marion Highway Pacific
No. of Bidders 10 Low Bidder Auburn Construction Company, Sherwood
Low Bid \$ 55,737.00

Engineer's Recommendations: Award to low MBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder:	Ross Bros. Construction	\$56,315.00
3rd Bidder:	Rick Olsen Construction Co.	\$59,473.89

APPROVED BY CHAIRMAN
ANTHONY YTURRI

DATE 4-20-82

- 4627 -

MINUTES OF 5-20-82

No. 4 Project Pacific Hwy. E. at Grimm Road
(Contract No. 9460)
Type of Work Traffic Signal Installation F.A. Proj. No. HES-26(19)
County Marion Highway Pacific
No. of Bidders 6 Low Bidder Electric Corp., Salem
Low Bid \$ 79,395.00

Engineer's Recommendation: Award to low bidder subject to concurrence of the FHWA.

No. 5 Project Shaniko Rock Production
(Contract No. 9461)
Type of Work Rock Production F.A. Proj. No. State
County Wasco Highway Shaniko-Fossil
No. of Bidders 9 Low Bidder E. H. Itschner Co., Molalla
Low Bid \$ 95,200.00

Engineer's Recommendations: Award to low bidder.

No. 6 Project Washington County Fire Pre-Emption Project No. 1
(Contract No. 9462)
Type of Work Traffic Signal Installation F.A. Proj. No. State
County Washington Highway Tualatin Valley & Scholls
No. of Bidders 5 Low Bidder Hertz Electric, Inc., Albany
Low Bid \$ 30,835.50

Engineer's Recommendations: Award to low bidder subject to concurrence of Washington County and the sum of \$39,600.00 is deposited by the Washington County Fire District No. 1.

On April 20, 1982, I accepted the State Highway Engineer's recommendations for award of the projects on which bids were received April 15, 1982, and authorized him to sign the contracts when conditions for the awards have been met. On Job 3 if the low bidder fails to meet minority business enterprise requirements, award will be made to the next lowest responsive bidder pending MBE review and cost justification.

Dated this 29 day of April, 1982

Anthony Yturri
Anthony Yturri, Chairman, Oregon Transportation Commission
- 4628 -

EXHIBIT A
MINUTES OF 5-20-82

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

- (1) Options or Other Documents Relating to Property Acquisition (Right of Way)

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
49724	Humbert, Glen D. and Duveen	\$ -0-
51748	Fulton, James G.	-0-
52090	Nichols, Orville, et al	16,500.00
52091	Buttice, Thelma M.	4,225.00
52092	Iseri, Thomas and Winona E., et al	18,600.00
	5 Transactions	\$ 39,325.00

- (2) Agreement with Department of Agriculture to spray noxious weeds on certain areas of highway right of way during summer of 1982. Cost not to exceed \$20,000.

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 14 day of April, 1982

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
E. J. Hunter
for STATE HIGHWAY ENGINEER
Date 4-9-82

EXHIBIT A
MINUTES OF 5-20-82

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed below and report this action for your official records:

On April 7, 1982, approved an agreement with the Malheur Drainage District setting forth the responsibilities relating to the construction of the S.W. Park Boulevard-Airport Way Section of the Olds Ferry-Ontario Highway in Malheur County. (Approval given to J. B. Boyd)

Dated this 14 day of April, 1982

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
E. Hunter
for STATE HIGHWAY ENGINEER
Date 4-9-82


EXHIBIT B
MINUTES OF 5-20-82

TO: Oregon Transportation Commission


SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority


By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following action and report this action for your official records:

On April 9, 1982, I authorized the Aeronautics Administrator to award the contract to Western Mixing Company of Eugene in the amount of \$238,719 (Alternate B plus option) for the crosswind runway at the John Day State Airport in Grant County, subject to Federal Aviation Administration approval. I also authorized him to sign the contract and accept the contract when work is completed. (Contract No. 9446).


Tom Walsh, Vice Chairman
Oregon Transportation Commission
Dated this 27 day of April, 1982

I awarded the above contract on April 14, 1982.


Paul Burket, Aeronautics Administrator
Dated this 3rd day of MAY, 1982

APPROVED

STATE HIGHWAY ENGINEER
Date 4/22/82

REC'D AERONAUTICS

MAY 3 1982

EXHIBIT C
MINUTES OF 5-20-82

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Action Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, the following action was taken and is reported for your official records:

On April 21, 1982, approved (by L. W. Rulien, Assistant Director for Administration) amendment to Letter of Agreement with Department of Energy whereby it agrees to reimburse the Department of Transportation for travel expenses paid to one private industry representative on the State Ridesharing Coordinating Committee to attend meetings; cost not to exceed \$400. Replaced expiration date of March 31, 1982 with July 30, 1982.

Fred D. Miller
Fred D. Miller, Director

May 11, 1982

DATE 5-20-82
D

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

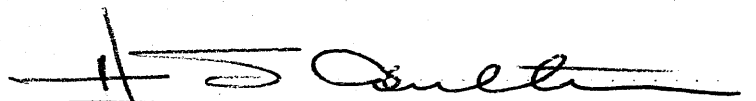
On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

- 1) Traffic signal installation on the Pacific Highway West at 12th Street in McMinnville, Yamhill County. Bids received March 25, 1982. Contract No. 9450 awarded April 12, 1982, to East County Electric Company, Gresham, at \$54,020.
- 2) Work on the Big Creek Bridge in Union County. Bids received March 25, 1982. Contract No. 9454 awarded April 13, 1982, to Joe Preso Construction, Inc., Enterprise, at \$48,279.50.
- 3) Work on the Sunset Highway-Walker Road Section of FAU 9043 (N.W. 185th Avenue) in Washington County. Bids received March 25, 1982. Contract No. 9456 awarded April 14, 1982, to R. A. Hatch Co., Bend, at \$1,168,568.
- 4) Work on the Oswego Highway at Marylhurst College Entrance in Clackamas County. Bids received April 15, 1982. Contract No. 9457 awarded April 20, 1982, to Eagle-Elsner, Inc., Tigard at \$112,777.
- 5) Traffic signal installation on the Pacific Highway East at Grimm Road in Marion County. Bids received April 15, 1982. Contract No. 9460 awarded April 20, 1982, to Electric Corp., Salem, at \$79,395.
- 6) Work on the Geary Street-Albany Avenue (Albany) Section of FAU 2940 (Salem Avenue) in Linn County. Bids received March 25, 1982. Contract No. 9453 awarded April 21, 1982, to Wildish Corvallis Construction Co., Corvallis, at \$415,321.50
- 7) Work on the Battle Creek-N. Jefferson Interchange Section of the Pacific Highway in Marion County. Bids received April 15, 1982. Contract No. 9459 awarded April 21, 1982, to Auburn Construction Company, Sherwood, at \$55,737.
- 8) Traffic signal installation on the East Entrance to S.W.O.C.C. (Coos Bay) Section of the Cape Arago Highway in Coos County. Bids received April 29, 1982. Contract No. 9464 awarded May 4, 1982, to Hansen Electric Co., Coos Bay, at \$47,357.50.

MINUTES OF D
5-20-82

- 9) Building improvements at the Cow Creek and Manzanita Safety Rest Areas on the Pacific Highway in Douglas and Josephine Counties. Bids received April 29, 1982. Contract No. 9465 awarded May 4, 1982, to Banducci Bros. Const., Roseburg, at \$49,694.
- 10) Building improvements at the Starvation Creek, Koberg Beach and Memaloose Safety Rest Areas on the Columbia River Highway in Hood River and Wasco Counties. Bids received April 29, 1982. Contract No. 9466 awarded May 4, 1982, to Phil Howell Const., Hood River, at \$43,894.
- 11) Storm sewer on the Willamette River (Marion Street) Bridge Section of the Willamina-Salem Highway in Marion County. Bids received April 29, 1982. Contract No. 9467 awarded May 7, 1982, to Salem Sand & Gravel Co., Salem, at \$390,302.
- 12) Work on the S.W. 72nd Avenue Interchange (Tigard) Section of the Beaverton-Tigard Highway in Washington County. Bids received April 29, 1982. Contract No. 9468 awarded May 7, 1982, to Columbia Excavating, Inc., Tualatin, at \$941,843.85.

Dated this 12 day of May, 1982


H. S. Coulter
State Highway Engineer

D

5-20-82

TO:

Oregon Transportation Commission

SUBJECT:

Confirmation Report of Actions Taken
Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved all actions listed below and report this action for your official records:

- 1) On April 13, 1982, approved an agreement with the National Academy of Sciences covering the national cooperative highway research program for fiscal year 1982.
- 2) On April 19, 1982, established a 45 MPH speed zone on the Olds Ferry-Ontario Highway No. 455 in Malheur County from 0.08 miles south of Malheur River Bridge (M.P. 24.67) to (M.P. 25.51) WCL of Ontario. (Speed Zone Order No. 873)
- 3) On April 19, 1982, established a 45 MPH speed zone on the Oregon Coast Highway 9, community of Seal Rock, Lincoln County, from M.P. 150.40 to M.P. 151.38. Rescinds Speed Zone Order No. 795 dated January 9, 1979. (Speed Zone Order No. 874)
- 4) On April 21, 1982, approved the installation of temporary traffic signals in a slide area on the Willamina-Sheridan Highway No. 157 at M.P. 1.03 (Station 56) and at M.P. 1.31 (Station 70) in Polk County. As soon as slide area has been corrected and there is adequate width for two-way traffic, the temporary signals are to be removed.

Dated this 12 day of May, 1981



H. S. Coulter
State Highway Engineer

EXHIBIT D
MINUTES OF 5-20-82

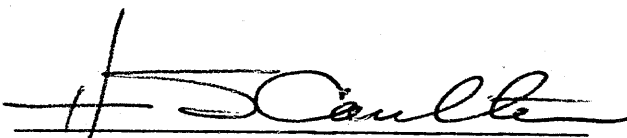
OVERWEIGHT VEHICLE RESTRICTION
FLORENCE-EUGENE HIGHWAY (ORE126)
BETWEEN MILEPOINT 49.8 AND MILEPOINT 51.0

Due to maintenance repairs on bridges between milepoint 49.8 and milepoint 51.0, vehicles exceeding statutory weight limitations cannot move across the bridges in safety.

Pursuant to the authority granted me under Oregon Administrative Rule 734-70-010, I hereby order that:

1. Only vehicles or vehicle combinations of legal weight may cross the bridges between milepoint 49.8 and milepoint 51.0 on the Florence-Eugene Highway (ORE126).
2. Signs giving notice of this restriction are to be posted in a conspicuous manner at such locations as may be necessary to inform the public.
3. This restriction shall be temporary in nature and will be rescinded when the restriction is no longer appropriate.

Signed



H. S. Coulter
State Highway Engineer

Date

5/4/82

cc: Fred D. Miller
R. L. Schroeder
Alfred Shirley, Jr.
L. R. Asbury

Jack Sollis
George Bell
R. P. Hamilton
John Williams, Supt., OSP
R. W. Gormsen

EXHIBIT E
MINUTES OF 5-20-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
CONSTRUCTION ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

<u>Contractor and Contract No.</u>	<u>Section and County</u>	<u>Acceptance Date</u>
R. L. Coats No. 9314	Bend W.C.L.-Forest Boundary Deschutes County	April 9, 1982
Slayden & Holm, Inc. No. 9254	Gales Cr. (Parson Rd.) Br. Washington County	April 12, 1982
Gervais Const., Inc. No. 9247	Bear Cr. Overflow Bridge Coos County	April 14, 1982
Stach Const. Co. No. 9186	Yaquina River Bridges (M.P. 2.40 & 4.93) Lincoln County	April 27, 1982
Babler Bros., Inc. No. 9225	Hackett Dr.-Crescent Klamath County	April 29, 1982
Steeck Electric Co. No. 9271	Green Springs Hwy. @ Walker Ave. (Ashland) Jackson County	April 29, 1982
Douglas S. Coats, Inc. No. 9263	Oak St.-Ann St. (Ashland) Jackson County	May 3, 1982

May 11, 1982

C. T. Keasey by Chauvin K. Paul
C. T. Keasey, P.E., P.L.S.
Construction Engineer

May, 1982

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

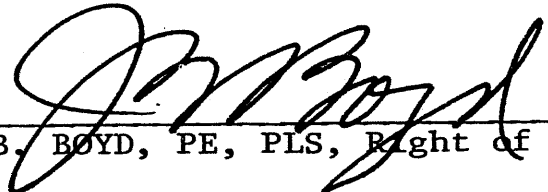
Under delegated authority (Delegation Order No. 23) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Administrative Order No. 33), I report that I have taken the following actions for your official records:

- (1) Sale of 0.26 acre excess property on the Pendleton Section of the Old Oregon Trail Highway in Umatilla County for a minimum consideration of \$20,000. Approved April 8, 1982. Files 13008, 39102 L-5382, 24860 L-2612. (23-43)
- (2) Sale of 7,940 square feet excess property on the Upper Boones Ferry Road Interchange Section of the Pacific Highway in Clackamas County for a minimum consideration of \$3,500. Approved April 8, 1982. Files 39003. (23-43)
- (3) Sale of 6.15 acres excess property on the Woodburn-Brooks (Gervais Rest Area) Section of Pacific Highway East in Marion County for a minimum consideration of \$52,700. Approved April 12, 1982. File 16948. (23-43)
- (4) Sale of 6.0 acres excess property on the Sandy-Forest Boundary Section of the Mt. Hood Highway in Clackamas County for a minimum consideration of \$32,000. Approved April 12, 1982. File 4612. (23-43)
- (5) Sale of 0.25 acre excess property on the Multnomah County Line-Tigard Section of Pacific Highway West in Washington County for a minimum consideration of \$10,350. Approved April 13, 1982. File 6963. (23-43)
- (6) Sale of 3.6 acres excess property on the Forest Boundary-Imnaha Section of the Little Sheep Creek Highway in Wallowa County for a minimum consideration of \$5,400. Approved April 13, 1982. File 41857. (23-43)
- (7) Extension of Permit of Entry Agreement with the Union Pacific Railroad Company for the Banfield Transitway Project in Multnomah County. Approved April 16, 1982. RR-1012. (23-50)
- (8) Sale of 0.78 acre excess property on the "E" and "F" Street Connection Section of the Redwood Highway in Josephine County for a minimum consideration of \$53,000. Approved April 16, 1982. Key File 27153. (23-43)

MINUTES OF F
5-20-82
Report of May, 1982 (Cont'd.)

- (9) Revised Construction-Maintenance Agreement with Portland Traction Company for installation of grade crossing protection devices at Johnson Creek Boulevard in Multnomah County (previously approved January 11, 1982). Approved April 19, 1982. RR-1090. (23-50)
- (10) Sale of 3.95 acres excess property on the Barbur Boulevard-Marion County Line Section of the Wilsonville-Hubbard Highway in Clackamas County for a minimum consideration of \$15,800. Approved April 19, 1982. File 10628. (23-43)
- (11) Right of Way Services Agreement with the City of Roseburg for the Garden Valley Boulevard-Stewart Parkway Section of Mulholland Drive in Douglas County. Approved April 19, 1982. Agreement 202. Misc. C & A 7679. (23-45)
- (12) Sale of 0.2 acre excess property on the Valley Junction-Sheridan Section of the Salmon River Highway in Polk County for a minimum consideration of \$500. Approved April 21, 1982. File 26205. (23-43)

Dated this 5 day of May, 1982.



J. B. BOYD, PE, PLS, Right of Way Manager

JBB:jc

MINUTES OF F 5-20-82

COM 4

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission.

BEEDE RESERVOIR-DRINKWATER PASS SECTION, CENTRAL OREGON HIGHWAY - HARNEY COUNTY

R-51809 - Charles Patrick O'Toole, et al. 1.88 acres for right-of-way purposes. Offer \$235.00.

R-51813 - Conly Marshall, et al. 19.07 acres for right-of-way purposes. Offer \$2,400.00.

EAST PORTLAND FREEWAY-ROCK CREEK CORNER SECTION, CLACKAMAS HIGHWAY - CLACKAMAS COUNTY

R-51358 - John S. Dunlap, et al. 2,300 square feet for right-of-way purposes. Offer \$7,800.00.

PARK PLACE-CLACKAMAS COMMUNITY COLLEGE SECTION, CASCADE HIGHWAY SOUTH - CLACKAMAS COUNTY

R-51461 - American Menconi, et al. Parcel 1: 100 square feet for right-of-way purposes. Parcel 2: 1.07 acres for right-of-way purposes. Offer \$45,800.00.

WILLAMETTE RIVER (SALEM) BRIDGES SECTION, WILLAMINA-SALEM HIGHWAY - MARION COUNTY

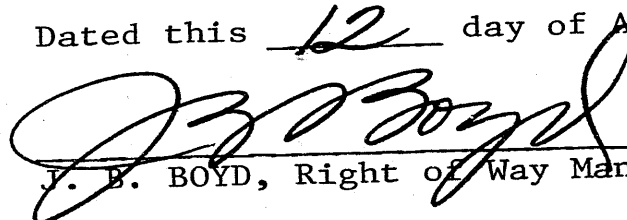
R-51629 - Argo Investment Corp., et al. 300 square feet for right-of-way purposes. Offer \$3,000.00.

WILLAMETTE RIVER/I-205 (BANFIELD TRANSITWAY) SECTION, COLUMBIA RIVER HIGHWAY - MULTNOMAH COUNTY

R-51996 - Florence I. Darrow, et al. Access. Offer \$100.00.

R-51997 - Carl E. Taylor, et al. Access. Offer \$600.00.

Dated this 12 day of April 1982.


J. B. BOYD, Right of Way Manager

RE: Report of Offers Tendered - 7

MINUTES OF F
5-20-82

COM 4

May, 1982

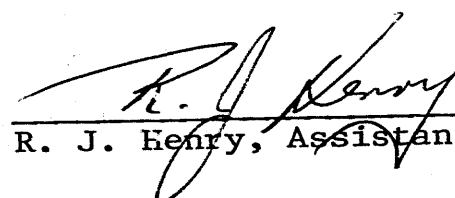
TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

Under delegated authority (Delegation Order No. 23) from the Oregon Transportation Commission, subdelegated to the Assistant Right of Way Manager in the absence of the Right of Way Manager, (Administrative Order No. 33), I report that I have taken the following actions for your official records:

- (1) Sale of 0.28 acre excess property on the Cottage Grove-Divide Section of the Pacific Highway in Lane County for a minimum consideration of \$4,300. Approved April 28, 1982. File 21449. (23-43)

Dated this 5th day of May, 1982.



R. J. Henry, Assistant Right of Way Manager

RJH:jc

EXHIBIT G
MINUTES OF 5-20-82

REPORT OF ACTIONS UNDER DELEGATED AUTHORITY BY
STATE PARKS ADMINISTRATOR

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

<u>Contractor and Contract No.</u>	<u>Park and County</u>	<u>Acceptance Date</u>
Pacific Marine Dredging & Const. Contract No. 38-81	Timber Pile Dike Rooster Rock State Park Multnomah County	Aug. 12, 1981
Askew Constr. Co.-Surety Bond Spec. of Ore., Inc. Contract No. 07-81	Toilet Building (Type 4) Milo McIver State Park Clackamas County	Aug. 14, 1981
John Thomas Const. Co. Contract No. 112-80	Sewerage System Fort Stevens State Park Clatsop County	Nov. 17, 1981
Northwest Underground, Inc. Contract No. 55-81	Reinforced Concrete Ramp Cape Kiwanda State Park Tillamook County	Dec. 3, 1981
Deal Construction Contract No. 128-81	Vault Toilet Building Arcadia Beach State Park Clatsop County	Dec. 22, 1981
Steve Pyles Const. Co. Contract No. 145-81	Utility Bldg. Roof Remodel Nehalem Bay State Park Tillamook County	Feb. 9, 1982
R2LD, Inc. Contract No. 139-81	Toilet Bldg. Roof Replace. Fort Stevens State Park Clatsop County	Feb. 18, 1982
Marv's Utility Spec. Contract No. 124-81	Sewage Facilities Sunset Bay State Park Coos County	Feb. 22, 1982

May 6, 1982


David G. Talbot
State Parks Administrator

kkp

EX-107 _____ G _____
MAILED OF 5-20-82

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized the State Parks Administrator, or his designate, in an official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith, the Parks Administrator or his designate has approved the following actions and report them for your official records:

On April 1, 1982, approved the following Vendor applications for vendors selling the Deschutes River Boater Pass:

The Oasis Resort, Maupin
Anderson Petroleum Corp., Tiger Mart, Madras and Redmond
Anderson's Sporting Goods, Salem, Eugene, Albany, Corvallis
The Fly Fishing Shop, Welches
Willie's R & D, Medford
Ahern's Stop n' Shop, Inc., Madras
Oscar's Sporting Goods, Madras

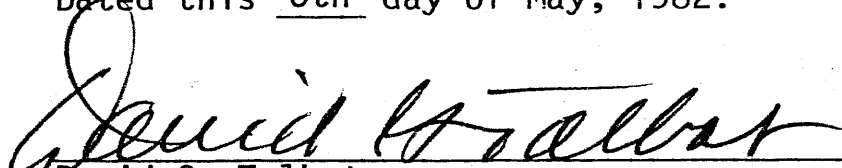
On April 5, 1982, approved Mark Smith's request to remove several trees from the Camp Fire Girls Camp (Camp Namanu) within the Sandy River Scenic Waterway in Clackamas County.

On April 13, 1982, approved Arthur Thomsen's request to modify a powerline crossing within the John Day Scenic Waterway in Wasco and Wheeler Counties.

On April 20, 1982, approved transfer of 2,244 acres of Mt. Pisgah Regional Park from the State of Oregon to Lane County for use as scenic, public park or public forest and recreational purposes.

On May 5, 1982, approved a Maintenance & Administration Agreement with Multnomah County for a Multnomah County Courthouse Project in the amount of \$15,000.

Dated this 6th day of May, 1982.


David G. Talbot
State Parks Administrator

DGT:kkp

TEMPORARY STATE PARKS RULE 43K

TEMPORARY RULE PROHIBITING THE
POSSESSION AND CONSUMPTION OF
ALCOHOLIC BEVERAGES AT
HILGARD JUNCTION STATE PARK
ON MAY 8, 1982

WHAT THIS RULE DOES:

This rule prohibits any person from possessing or consuming any alcoholic beverage within the boundaries of Hilgard Junction State Park from 12:01 a.m., May 8, 1982, to midnight, May 8, 1982.

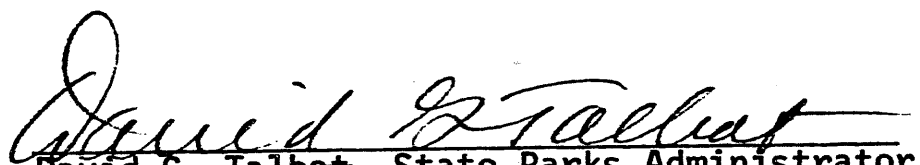
STATUTORY AUTHORITY AND PROCEDURE:

ORS 390.160 authorizes the Oregon Department of Transportation to adopt rules for the use and administration of state parks. ORS 184.619 grants the Oregon Transportation Commission authority to adopt rules it considers necessary to carry out the functions of the Department. By administrative rule, the Commission has delegated to the State Parks Administrator authority to adopt emergency rules to protect park visitors, facilities, resources and the environment.

RULE:

No person shall possess or consume any alcoholic drink or beverage within the boundaries of Hilgard Junction State Park, Union County, Oregon, from 12:01 a.m., Saturday, May 8, 1982, to midnight, May 8, 1982.

This temporary rule shall expire at midnight, May 8, 1982.


David G. Talbot, State Parks Administrator
Adopted on April 16, 1982
to be effective May 8, 1982.

*Orig signed copy
in Parks Rule 43K*

MINUTES OF H
5-20-82

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report
Actions Taken Under Delegated Authority

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On APRIL 30, 1982, \$2,374,554.63 was distributed to the counties as their share of motor vehicle revenues (20.07%) for the month of MARCH, 1982.

On APRIL 30, 1982, \$1,419,043.59 (12.17% of the Highway Fund) was distributed to the cities for the month of MARCH, 1982.

(Lists of apportionments on file in Commission Files, Salem.)

Dated this 3RD day of MAY, 1982

V. E. Skog

V. E. Skog, Controller
Highway Division

Attachments

cc: Fred Miller
John Earley

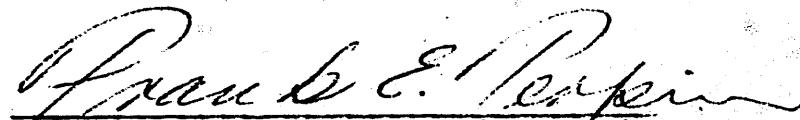
CONSENT TO ANNEXATION

The State of Oregon, by and through its Department of Transportation, Highway Division, does hereby consent to the annexation to the City of McMinnville all that real property belonging to it (comprising that certain area of Salmon River Primary Highway No. 39 in Sections 22 and 27, Township 4 South, Range 4 West, Willamette Meridian, Yamhill County, Oregon) lying within the boundaries outlined in Exhibit A attached hereto and by reference made a part hereof.

The State Highway Engineer, acting under delegated authority from the Oregon Transportation Commission, authorized the Location Engineer to approve and execute the Consent to Annexation on behalf of the Commission.

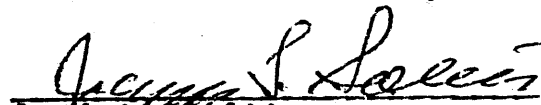
Dated this 26th day of April, 1982.

STATE OF OREGON, by and through
its Department of Transportation,
Highway Division.


Frank E. Terpin, Location Engineer

Approved April 26, 1982

APPROVED AS TO
LEGAL SUFFICIENCY


Assistant Attorney
General

Date 4-27-82

ORIGINAL CONSENT FORM WITH
EXHIBIT ON FILE IN GENERAL
FILES, SALEM.

Springfield, Oregon
June 15, 1982

The Oregon Transportation Commission held its monthly meeting in the Council Chambers of the Springfield City Hall, 225 North 5th Street, beginning at 9 a.m. Notice of the meeting had been made by press release to the newspapers of general and local circulation throughout the State. Present were:

Anthony Yturri, Chairman
Tom Walsh, Vice Chairman
Peter Brix, Member
N. B. Giustina, Member
Robert F. Dwyer, Member
Fred D. Miller, Director of Transportation
George Bell, Assistant Director for Intergovernmental
and Public Affairs
E. S. Hunter, Assistant State Highway Engineer,
Technical Services Branch
Paul Burket, Administrator of Aeronautics Division
Dave Talbot, Administrator of Parks and Recreation
Dennis Moore, Administrator of Public Transit Division
Dave Moomaw, Administrator of Motor Vehicles Division
Joe Christian, ODOT Fiscal Officer
Shirley Eads, Travel Director
Robert Gormsen, Manager, Commission Services

There were other staff persons present.

Chairman Yturri opened the meeting explaining that the meetings are held at various locations throughout the State to bring the government closer to the people. He announced that the Commission would be happy to receive any input from the local community.

The Commission unanimously approved the following items on the consent calendar except the agreement with SOLV:
(See page 4655 for approval.)

- 1) Minutes of the Commission meeting of May 20, 1982.
- 2) Adopted resolution declaring necessity of certain real property for public purposes and authorized condemnation. ("Real Property Condemnation Resolution No. 2724" on file in Commission's files, Salem.)

(continued next page)

- 3) Apportionment of metropolitan planning funds for Oregon for Fiscal Year 1983 in the amount of \$278,326 to Portland, Salem, Medford and the Eugene-Springfield area and matched by the State on an 80-20 basis as follows: An additional \$13,141 has been set aside for Portland as a 100% State grant. (Authorized State Highway Engineer to sign necessary agreements when prepared.)

<u>Agency:</u>	<u>Federal Funds</u>	<u>State Match</u>	<u>Total</u>
Metropolitan Service District	\$132,329	\$33,082	\$165,411
Lane Council of Governments	68,369	17,092	85,461
Mid-Willamette Valley Council of Governments	65,628	16,407	82,035
Medford Area (new)	12,000	3,000	15,000
Total:	\$278,326	\$69,581	\$347,907

- 4) Elimination of ORE208 and the extension in a westerly direction of ORE10 because of major street improvements in the City of Beaverton, Washington County, as follows:

ORE10 - Over the Farmington Highway from its junction with the Hillsboro-Silverton Highway, ORE219, approximately five miles south of Hillsboro, easterly via Farmington and Hazeldale to the junction of Southwest Farmington Road in Beaverton; thence easterly over Southwest Farmington Road to its junction with Beaverton-Hillsdale Highway; thence easterly over the Beaverton-Hillsdale Highway, via Hillsdale to its junction with the Pacific Highway West in Portland; thence northerly over the Pacific Highway West to its junction with the Mt. Hood Highway, US26 in Portland.

- 5) Report on Current Signing Policies for Historical Markers, Museums, Tours and Sites made by a committee comprised of Traffic Engineering personnel and the State Parks Historian. The 1981 Legislature enacted Senate Joint Resolution 3 directing this report. The report will be submitted to the 61st Legislative Assembly who served on the Senate and House of Representatives Transportation Committees. (Report on file in Commission's files, Salem.)
- 6) Reappointed John E. Hoefling, Mike Lockhart and Virginia I. Meissner to two-year terms on the Winter Recreation Advisory Committee, beginning July 1, 1982. (The Governor's office concurs in these reappointments.)

(continued next page)

- 7) Added the following slide correction projects to the construction program:

- a) Slide correction on the Otter Rock Highway adjacent to Devil's Punch Bowl State Park in Lincoln County. Financing of the \$124,100 project will be Federal-Aid Secondary funds.
- b) A development project to determine what corrective action is required on the Oregon Coast Highway between Spencer Creek and Wade Creek in Lincoln County. Financing of the \$18,250 project to be with Federal-Aid Primary funds.

Authorized State Highway Engineer to sign necessary agreements.

- 8) Authorized increases in project authorizations on the following contracts:

- a) Contract No. 9439 on the Florence-Eugene Highway at M.P. 10.3 in Lane County in the amount of \$43,745.23.
- b) Contract No. 9211 on the Oregon Coast Highway at Sixth Street in Gold Beach, Curry County, in the amount of \$6,431.64 (11.9% increase).
- c) Contract No. 9403 on West Burnside Street at Southwest Tichner Drive in Multnomah County, in the amount of \$211,780.79 (64.3% increase).
- d) Contract No. 9313 on 362nd Avenue at Skogan Road in Clackamas County, in the amount of \$13,890 (20.1% increase).

- 9) Added the Steward Lennox Bikeway Project to the construction program on the Green Springs Highway near Klamath Falls in Klamath County. The estimated cost of \$70,000 would be financed with State bicycle funds. Authorized State Highway Engineer to sign necessary agreements.

- 10) Added a bikeway project to the construction program on the Salmon River Highway west from Grand Ronde in Polk County. The estimated cost of \$146,000 would be financed with State bicycle funds. Authorized State Highway Engineer to sign necessary agreements.

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Transportation Commission	Exhibit A
and Administrator of Aeronautics Division	Exhibit B
State Highway Engineer	Exhibit C
Construction Engineer	Exhibit D
Right of Way Manager	Exhibit E
State Parks Administrator	Exhibit F
Highway Controller	

Mr. Miller pointed out that the Special Legislative Session lasted one day in Salem. He felt it was a tribute to the Governor that the Legislature accepted the \$20.7 million State-employee pay cut which will be distributed between the various unions and management employees. He said the issue of collective bargaining is yet to be resolved. (Later it was decided that only General Fund agencies would be affected.)

The Commission confirmed the next meeting dates for Wednesday, July 14, and Tuesday, August 17, 1982. Both meetings to be in Salem.

Mr. Moomaw briefed the Commission on a proposal to change the licensing of automobiles from a two-year registration to a permanent one-time registration. He said the proposal is based upon a preliminary feasibility study conducted by Wes Taylor and he called on Mr. Taylor to give further details.

Mr. Taylor said this one-time permanent system would affect only passenger-plated vehicles, would apply only to new or new to Oregon vehicles and would phase in existing registrations. He said there would be no refund if the vehicle is destroyed or if the vehicle leaves Oregon. He estimated the one-time fee would be about \$100. He mentioned that no other State has this in effect. He outlined the possible problems with this system, such as:

- 1) Department of Environmental Quality in their vehicle inspection which is keyed to the present registration system;
- 2) Mandatory insurance certification; and
- 3) Apportionment of funds to counties.

(continued next page)

It was felt that these problems could be overcome. After the system is fully implemented, the Division should see about \$1 million to \$1.5 million savings in expenditures, most of which is due to the reduction of 28 positions. He said the public would also be provided with a convenient time-saving system.

Mr. Moomaw asked for the Commission's concurrence to proceed with a detailed analysis and further coordination of all concerned parties.

After several questions and discussion of the proposal, the Commission unanimously agreed for the Division to continue their study.

Mr. Moore requested approval of a capital assistance grant to the Rogue Valley Transportation District for the purchase of a maintenance facility in Jackson County. He said the total cost of this grant will be \$319,600 and will commit \$255,680 of Federal Funds. The District will meet the entire local match requirements. Mr. Moore explained that until last year, the District contracted for maintenance and operating services which proved satisfactory but costly. He said during the past year the newly acquired facility at 3200 Crater Lake Avenue had been leased with an option to buy. He said that ownership would eliminate lease payments and enable the District to handle maintenance and fueling of its buses, creating an annual savings of about \$62,000. Mr. Moore requested authority to enter into agreements with the Federal Government and with the Rogue Valley Transportation District. The Commission granted unanimous approval.

Mr. Moore said that Phyllis Loobey of the Lane Transit District was present and would like to make a report. (See Page 4654.)

Ms. Eads reported that nearly all of the tourism workshops have now been completed. These workshops are conducted by the Travel Information Section and have been attended by about 1,350 persons from travel agents, Chamber of Commerce employees, businessmen, and others.

Ms. Eads then presented a report on the Governor's Economic Recovery Program as it related to tourism. She recalled that an additional amount of \$329,000 had been allocated to promote travel into Oregon. She said \$98,000 was spent on a full-page newspaper advertisement in five out-of-state metropolitan cities. This has generated over 4,000 phone calls for advertisements about Oregon. Radio ads were also acquired and TV test ads in California generated around 2,000 responses. She mentioned another project, not funded by the Governor's Program, of an advertisement of Oregon shown during the Portland Rose Parade at a cost of \$22,000. This will be seen in 38 cities and had generated more than 13,000 phone calls so far.

The Commission continued to discuss the Travel Information program. It was mentioned that the State of Washington, by comparison, is spending about \$4 million per biennium for travel promotion.

Mr. Talbot recalled that the 1981 Legislative Joint Committee on Ways and Means directed the Parks Division to test reduced camping fees for all parks open from November 1, 1981, to April 15, 1982, and to report the experience of the first winter to the Emergency Board by no later than September 1, 1982. He stated that the program was conducted at 11 parks and even though the weather was very unfavorable, the drop in attendance suggests that reduced rates were not successful. Based on the results, he said, it is the staff's recommendation to discontinue the \$4 winter discount camping fee. Mr. Talbot requested permission to report these findings and recommendation to the Emergency Board on July 16, 1982. The Commission unanimously approved his request.

Mr. Talbot stated last summer a day use fee (\$1 entry fee on selected weekends or legal holidays) was implemented in selected parks and he would like the Commission's concurrence to add 14 more parks. The Commission voiced approval.

Mr. Hunter explained that wholesale gasoline sales continue to drop. It has dropped 6.6 percent during April 1982 in comparison with April 1981. He said this has been the ninth consecutive month that gallonage has dropped when compared to the same month a year ago. (He referred to an Energy Information News Release dated June 7, 1982, on file in Commission's files, Salem.) He called on Linda Apple to give an update on the revenue forecasting.

Linda Apple presented a written report entitled "Revenue Forecasting Update". (Copy on file in Commission's files, Salem.) She pointed out that revenues are falling below the estimates of two years ago. Several assumptions in the revenue projecting method used were population, income and inflationary factors. She said the Executive Department's economic assumptions have also been included. She said the June 1982 updated forecast predicts net revenue to the Highway Division to be \$128 million for 1982 and \$133 million for 1983. This amounts to a \$19 million shortfall in forecasted revenue available for the Highway Division's use from the original budget forecast. The report also gave the revenue forecast for fiscal years 1984 and 1985.

Mr. Hunter gave a brief report on the impact of this forecast on the 1983-85 budget. He displayed a chart which showed the cash balance to date and also projected forward. The cash balance, he said, reached a high of \$57 million earlier this year. He commented that by fiscal year 1985 without any new source of revenue the Division will have to start winding down its construction projects because it will no longer be able to match Federal Funds.

Mr. Hunter gave an informational report on an initiative petition (known as LC 51) which is being circulated. He said that petition would increase weight-mile fees by an average of 50% but would leave the fuel tax at its present level of \$.08 per gallon. The petition, if passed, would raise an additional \$33 million in Fiscal Year 1984 and an estimated \$34.5 million in Fiscal Year 1985. He said in summary LC 51 would:

- 1) Improve the cost allocation equity between truck weight classes.
- 2) Reduce the cost allocation equity between cars and trucks, with the bias favoring cars.

Mr. Hunter said to balance this taxation, it would require raising the fuel tax from \$.08 to \$.12 per gallon, an increase of \$.04. (Written analysis of LC 51 on file in Commission's files, Salem.)

Mayor John Lively of Springfield welcomed the Commission to the City. He complimented the Commission for the fine job they are doing. He felt that the heavy support for Measure 4 shows that much of the public is aware of the highway problem. He was pleased with the good communication that the City has with the State. He thanked the Commission for the project at the intersection of 42nd Street and Highway 126 (Eugene-Springfield Highway) and the project at Second and Third Streets (Highway 126). He pledged the City of Springfield's cooperation and support for future construction projects as well as tax increases. The Commission thanked the Mayor for his remarks.

Bob Smith, Manager of the Springfield Chamber of Commerce, also welcomed the Commission. He reiterated his thanks for the projects mentioned by the Mayor. He also thanked the Commission for the signing that was done along I-5, particularly the north Springfield designation. He said they would continue to support an increase in the gas tax. He mentioned that the City of Springfield is the fourth largest city in the State and asked for a Springfield designation outside of the metropolitan area on the signs on I-5. He said the Chamber and the Eugene-Springfield Convention Bureau is also asking for an upgrading of the State Travel Information Section. They felt it was vital to the economy and the growth of the State. The Chairman thanked him for his comments.

Bill Hamel, representing the City Council of Eugene, also delivered greetings and welcome from Eugene. He pointed out that the City had supported Measure 4. He said the City has a charter amendment in Eugene which prevents the City from entering into freeway agreements without a vote of the people. He further pointed out that the vote would be favorable for a well-thought-out and

needed freeway facility plan. He then mentioned 6th and 7th Street extending from I-105 through west Eugene. He urged reconstruction of 6th and 7th Avenues in Eugene, which has an accident history. He said the City of Eugene strongly supports the Transportation Commission and the pursuit of new revenues for their needs.

Chairman Yturri called on Phyllis Loobey, General Manager of the Lane Transit District, for her remarks. Ms. Loobey distributed to the Commission a document entitled "Lane Transit District Report to the Business Community". (Copy on file in Commission's files, Salem.) She said the Lane Transit District is financed primarily locally through fares and payroll tax revenues. The District intends to maximize service hours that are the most productive. She commented that Lane Transit revenues are diminishing and she told of some of the things they have done to cut costs and increase efficiency. The Commission thanked her for appearing and complimented her on the good work.

John Boyer, representing the Transportation Committee of the City of Eugene, echoed the previous speakers. He also commented on the LC 51 initiative and said he has seen very few petitions for signing. He felt that the program did not seem to be going anywhere. The Chairman thanked Mr. Boyer for his appearance and his comments.

Norman Hedland, from the Liberty School in Sweet Home, explained the "Keep Oregon Green & Clean" program. He said the basic idea was to encourage children to keep their school clean and as a reward win an expense-free trip to Washington, New York and Philadelphia. He felt the children responded very well and their efforts were recognized by the Governor's office and several others. He commented they, in fact, won a national citation which was to be presented in Washington, D. C. Mr. Hedland said the problem now is that there is no money to finance the trip in spite of the promise which had been made. Because the "Keep Oregon Green & Clean" program is similar to SOLV, Mr. Hedland asked the Commission to finance the trip.

Two girls, Tammy Gordon and Jennifer Blund, showed their scrapbook to the Commission which contained pictures of their litter pickup project.

There was considerable discussion. The Commission appeared to be in sympathy with the "Keep Oregon Green & Clean" effort; however, there was a legal question as to whether financial support using custom license funds was possible.

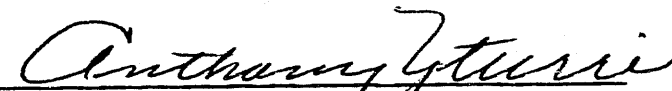
The Director asked Mr. Bell to outline the history of SOLV. He related that SOLV (Stop Oregon Litter and Vandalism) had been created under Oregon law to help solve the litter problem and to draw funds from the custom license plate account. ODOT was to administer the program, which it has done for several years. The last annual contract was for about \$15,000. In addition, there are a number of private donations which also flow in to support them. These additional funds about equal the State share. There are a variety of activities including plastic litter bags, educational efforts, and promotional efforts. The program has been in effect since 1969.

Mr. Bell told the Commission that our attorney, Mr. Hormann, advises that the SOLV account could not contribute toward the trip.

Vice Chairman Walsh wished to pursue the matter of payment further and Mr. Bell agreed to have Mr. Sollis look into it again.

Mr. Bell then requested approval of the present SOLV contract for the State to continue participation in the financial support of the State-wide SOLV anti-litter and vandalism program during the period July 1, 1982 through June 30, 1983, in an amount not to exceed \$15,000. The Commission unanimously approved the agreement with SOLV, Inc.


There being no further business, the meeting was adjourned at 10:45 a.m.


Anthony Yturri, Chairman


Tom Walsh, Vice Chairman


Peter Brix, Commissioner


Robert F. Dwyer, Commissioner


N. B. Giustina, Commissioner



Robert W. Gormsen, Manager
Commission Services

EXHIBIT A
MINUTES OF 6-15-82

TO: Oregon Transportation Commission

SUBJECT: Report (Confirmation) of Action Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the agreement as follows and report this action for your official records:

On March 16, 1982, approved an agreement with Tri-Met extending the services of Robert Duncan in the amount of \$18,750 from April 1, 1982, to and including March 30, 1983, for the purpose of representing Tri-Met, State and various local governments in Washington, D.C., on transportation issues. (I also authorized the Director to sign the necessary agreement.)

Dated this 4 day of June, 1982

Anthony Yturri
Anthony Yturri, Chairman
OREGON TRANSPORTATION COMMISSION

APPROVED
H. J. Cull
STATE HIGHWAY ENGINEER
Date 5/28/82

EXHIBIT A
MINUTES OF 6-15-82

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project Willamette River (Oregon City Arch) Bridge
(Contract No. 9463)
Type of Work Maintenance Painting F.A. Proj. No. State
County Clackamas Highway Oswego
No. of Bidders 5 Low Bidder H 2 O Blasters, Inc./
H 2 O Contractors, Inc., Springfield
Low Bid \$ 147,126.00

Engineer's Recommendation: Award to low bidder.

No. 2 Project East Entrance to S.W.O.C.C. (Coos Bay)
(Contract No. 9464)
Type of Work Traffic Signal Installation F.A. Proj. No. F-51(3)
County COOS Highway Cape Arago
No. of Bidders 6 Low Bidder Hansen Electric Co., Coos Bay
Low Bid \$ 47,357.50

Engineer's Recommendations: Award to low bidder subject to concurrence of the FHWA.

No. 3 Project Cow Creek & Manzanita Safety Rest Areas
(Contract No. 9465)
Type of Work Building Improvements F.A. Proj. No. IR-5-2(96)63
County Douglas & Josephine Highway Pacific
No. of Bidders 5 Low Bidder Banducci Bros. Const., Roseburg
Low Bid \$ 49,694.00

Engineer's Recommendations: Award to low bidder subject to concurrence of the FHWA.

APPROVED BY CHAIRMAN
ANTHONY YTURRI

DATE 5-4-82

EXHIBIT A
MINUTES OF 6-15-82

No. 4 Project Starvation Creek, Koberg Beach
and Memaloose Safety Rest Areas
Type of Work Building Improvements (Contract No. 9466)
County Hood River & Wasco Highway Columbia River
No. of Bidders 7 Low Bidder Phil Howell Const., Hood River
Low Bid \$ 43,894.00
Engineer's Recommendation: Award to low bidder subject to concurrence of
the FHWA.

No. 5 Project Vail Creek-Harmony Road
Type of Work Grading & Paving F.A. Proj. No. F-HES-21-2(11)
County Linn Highway Santiam
No. of Bidders _____ Low Bidder _____
Low Bid \$ _____
Engineer's Recommendations:

P R O J E C T P O S T P O N E D

No. 6 Project Willamette River (Marion St.) Bridge
Type of Work Storm Sewer (Contract No. 9467)
County Marion Highway Willamina-Salem
No. of Bidders 7 Low Bidder Salem Sand & Gravel Co., Salem
Low Bid \$ 390,302.00 Engineer's Est. \$ 291,393.00 % Above Eng. Est. 33.9
Engineer's Recommendations:
Award to low bidder subject to concurrence of the FHWA.

APPROVED BY CHAIRMAN
ANTHONY YTURRI
DATE 5-4-82

EXHIBIT A
MINUTES OF 6-15-82

No. 7 Project SW 72nd Avenue Interchange (Tigard)
Type of Work Grading, Paving, Structures, (Contract No. 9468)
Signing, Illumination & Signals F.A. Proj. No. IX-79(4)
County Washington Highway Beaverton-Tigard
No. of Bidders 10 Low Bidder Columbia Excavating, Inc., Tualatin
Low Bid \$ 941,843.85

Engineer's Recommendation: Award to low MBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder: K. F. Jacobsen	\$962,888.90
3rd Bidder: R. A. Hatch Co.	\$965,229.00

On May 4, 1982, I accepted the State Highway Engineer's recommendations for award of the projects on which bids were received April 29, 1982, and authorized him to sign the contracts when conditions for the awards have been met. On Job 7, if the low bidder fails to meet the minority business enterprise requirements, award will be made to next lowest responsive bidder pending MBE review and cost justification.

Dated this 12 day of May, 1982

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

EXHIBIT AMINUTES OF 6-15-82

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

- (1) Options or Other Documents Relating to Property Acquisition (Right of Way)

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
50902	McCollum, Scott Lynn	\$ 48,200.00
51440	Johnson, Merton E. and Eleanore G.	825.00
51440	Grant, David J. and Luella	15,000.00
52003	Crystal Springs Water District	11,450.00
52058	Looney, Lloyd R. and Coralee B.	14,350.00
52280	Grundmeyer, Michael and Janis E.	100.00
52287	Millican, Andrew R.	100.00
52594	Littlebrook W and K, Inc.	50.00
	8 Transactions	\$ 90,075.00

- (2) Agreement with Washington County for the installation of traffic signals on 185th Avenue at the Tanasbourne Mall Entrance. The State will design and install the traffic signals. The County will maintain and operate the signals and pay all costs of the project. (Local Government)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 12 day of May, 1982

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED

EJ Hunter
STATE HIGHWAY ENGINEER

Date 5-7-82

EXHIBIT A
MINUTES OF 6-15-82

TO: Oregon Transportation Commission

SUBJECT: Report of Confirmation of Telephone Actions Taken
Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the following action and report this action for your official records:

50896 Option from Alene and William Keller, Jr., for the S.E. 52nd-S.E. 92nd Section of the Mt. Hood (Powell Blvd.) Highway in Multnomah County. Consideration \$62,000.00. Approved May 7, 1982. File 50896.

Dated this 17 day of May, 1982.

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
[Signature]
STATE HIGHWAY ENGINEER
Date 5-14-82

EXHIBIT

A

6-15-82

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project Nehalem River Bridge
Grading, Paving, (Contract No. 9469)
Type of Work Structure & Signing F.A. Proj. No. BRF-2-5(8)
County Tillamook Highway Oregon Coast
No. of Bidders 10 Low Bidder F. E. Ward, Inc., Vancouver, WA
Low Bid \$ 4,611,145.00

Engineer's Recommendation: Award to low MBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder: Coast Knapton JV	\$5,123,210.00
3rd Bidder: Selby Bridge Co.	\$5,417,738.00

On May 11, 1982, I accepted the State Highway Engineer's recommendation for award of the above project on which bids were received on May 6, 1982, and authorized him to sign the contract when conditions for the award has been met. If the low bidder fails to meet minority business enterprise requirements, award will be made to next lowest responsive bidder pending MBE review and cost justification.

Dated this 17 day of May, 1982

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

EXHIBIT A
MINUTES OF 6-15-82

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

- (1) Options or Other Documents Relating to Property Acquisition (Right of Way)

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
50904	Mayfield, Harold L. and Ruth I.	\$ 140,000.00
51203	Southern Pacific Transportation Co.	1,300.00
51356	Les Schwab Tire Centers of Oregon	17,350.00
52027	Bone, John B. and Eva M.	6,800.00
52051	Hartley, Lloyd and Virginia, et al	6,350.00
52084	Kolb and Oster	7,125.00
52085	The Dominican Sisters of Ontario	52,910.00
52418	Grimes, June, et al	4,375.00
52420	Tuttle Lumber Co., et al	10,370.00
52801	Bennett, Richard D. and Mary R.	100.00
	10 Transactions	\$ 246,680.00

- (2) Agreement with City of Beaverton and Commerce Investment for the installation and modification of traffic signals on the Beaverton-Hillsdale Highway to accommodate a proposed commercial development (Thornberry Office Park). The State will design, install and maintain the traffic signals. The City and Company will pay all costs of the project. (Local Government)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 17 day of May, 1982

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED

Ed Hurta
STATE HIGHWAY ENGINEER

Date 5-14-82

EXHIBIT A
MINUTES OF 6-15-82

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project Columbia River Hwy. at 1st St. (Rainier)
(Contract No. 9470)
Type of Work Traffic Signal Installation F.A. Proj. No. F-1(10)
County Columbia Highway Columbia River
No. of Bidders 8 Low Bidder Ajax Electric Company, Portland
Low Bid \$ 59,705.00

Engineer's Recommendation: Award to low bidder subject to concurrence of the FHWA.

No. 2 Project Canyonville Rock Production Project
(Contract No. 9471)
Type of Work Rock Production F.A. Proj. No. State
County Douglas Highway Tiller-Trail
No. of Bidders 5 Low Bidder R. J. Taggart Construction Co., Inc., Salem
Low Bid \$ 89,700.00

Engineer's Recommendations: Award to low bidder.

No. 3 Project Oakland/Shady Hwy. at Page Road
(Contract No. 9472)
Type of Work Grading, Paving & Structure Widening F.A. Proj. No. F-55(11)
County Douglas Highway Oakland/Shady
No. of Bidders 4 Low Bidder Roseburg Paving, Inc., Roseburg
Low Bid \$ 85,352.00

Engineer's Recommendations: Award to low MBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder:	Douglas S. Coats Construction, Inc.	\$88,331.00
3rd Bidder:	Rick Olsen Construction Co., Inc.	\$91,982.76

APPROVED BY CHAIRMAN
ANTHONY YTURRI

DATE 5-19-82

EXHIBIT A
MINUTES OF 6-15-82

No. 4 Project Region III (6 Cities) Pavement Marking Project
(Contract No. 9473)
Type of Work Pavement Marking F.A. Proj. No. PMS-000S(107)
County Douglas & Jackson Highway Various City Streets
No. of Bidders 8 Low Bidder Select Contractors, Inc., Seattle, WA
Low Bid \$ 58,273.90
Engineer's Recommendation: Award to low bidder subject to concurrence of the FHWA.

No. 5 Project John Day-Prairie City Section
(Contract No. 9474)
Type of Work Grading & Paving F.A. Proj. No. FR-88-2(9)
County Grant Highway John Day
No. of Bidders 9 Low Bidder R. L. Coats, Bend
Low Bid \$ 2,278,814.00
Engineer's Recommendations: Award to low MBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder: Baker Redi-Mix, Inc. \$2,368,323.00
3rd Bidder: R. A. Hatch Co. \$2,426,373.00

No. 6 Project Poterf Creek-Poodle Creek Section
(Contract No. 9475)
Type of Work Bikeway F.A. Proj. No. State
County Lane Highway Florence-Eugene
No. of Bidders 3 Low Bidder Eugene Sand & Gravel, Inc., Eugene
Low Bid \$ 183,569.62

Engineer's Recommendations: Award to low MBE responsive bidder.

2nd Bidder: Morse Bros Contractors, Inc. \$188,790.00
3rd Bidder: Wildish Construction Company \$197,371.00

APPROVED BY CHAIRMAN
ANTHONY YTURRI

DATE 5-19-82

EXHIBIT A
MINUTES OF 6-15-82

No. 7 Project Arterial Street Overlay Project (Portland)
(Contract No. 9476)
Type of Work Paving F.A. Proj. No. IX-0000(43)
County Multnomah Highway Various City Streets
No. of Bidders 4 Low Bidder Cascade Construction Company, Inc., Portland
Low Bid \$ 874,278.00
Engineer's Recommendation: Award to low bidder subject to concurrence of the FHWA.

On May 19, 1982, I accepted the State Highway Engineer's recommendations for award of the projects on which bids were received on May 13, 1982, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 3, 5, and 6 if the low bidder fails to meet minority business enterprise requirements, award will be made to next lowest responsive bidder pending MBE review and cost justification.

Dated this 24 day of May, 1982

Anthony Yturri
Anthony Yturri, Chairman
OREGON TRANSPORTATION COMMISSION

EXHIBIT A
MINUTES OF 6-15-82

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

- (1) Options or Other Documents Relating to Property Acquisition (Right of Way)

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
50863	Ackerley Communications, Inc.	\$ 6,000.00
50874	Wakefield, Daniel W. and Catherine	48,200.00
50897	Amos, Robert	65,000.00
51130	Rust, Ronald D. and Johanna	2,510.00
51496	Forristall, Lowell L. and M. Marlene	-0-
52424	Stutzman, Nelson L. and Rodney L.	150.00
52426	Reed, Robert H. and Evelyn M.	1,250.00
	7 Transactions	<u>\$ 123,110.00</u>

- (2) Addendums 1 and 2 to a Memorandum of Understanding dated March 30, 1981, concerning engineering services to be provided by OSHD for design and construction of the John Day State Airport Crosswind Runway Project in Grant County. The Addendums are necessary to satisfy the requirements of the Highway-Aeronautics agreement, the construction contractor and the Federal Grant agreement. (Authorizes Engineer & Administrator of Aeronautics to sign Addendums)
- (3) Supplemental agreement with the Association of Oregon Counties pertaining to the inclusion of "the expenses for time, travel, and mileage of county officials directly attributable to project costs at a sum not to exceed \$4,000." The original agreement (Miscellaneous C and A No. 6570 dated April 25, 1978) along with its supplements, remains in full force and effect, except as modified by this supplemental letter-form agreement. Costs of the project will be financed out of the FAS-C apportionment.

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 24 day of May, 1982

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED

H. A. Cull
STATE HIGHWAY ENGINEER

Date 5/21/82

EXHIBIT A
MINUTES OF 6-15-82

TO: Oregon Transportation Commission
SUBJECT: Confirmation of Report of Actions Taken Under
Delegated Authority

By your duly-adopted Delegation Order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following action and report this action for your official records:

On May 26, 1982, I authorized Paul E. Burket, to affix the signature of the Aeronautics Administrator to Amendment No. 1 to the Grant Agreement from the Federal Aviation Administration (ADAP Project No. 5-41-0028-01) for the John Day State Airport (Grant County, Oregon) cross-wind runway project.

Anthony Yturri
Anthony Yturri, Chairman

Dated this 4 day of June, 1982.

I executed Amendment No. 1 to the foregoing Grant Agreement on May 26, 1982.

Paul E. Burket
Paul E. Burket, Aeronautics Administrator
Dated this 26th day of May, 1982.

APPROVED

H. S. Caullo
STATE HIGHWAY ENGINEER

Date

5/28/82

EXHIBIT A
MINUTES OF 6-15-82

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition
(Right of Way)

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
50885	Stone, Esther D.	\$ 210,000.00
50905	Schulman, Mildred G.	1,525.00
50907	Knepper, Arden C. & Joyce P.	81,000.00
50920	Stockert, Gene L.	145,000.00
51359	Yelton, James W. & Elaine	13,000.00
52050	Easley, John T.	15,125.00
52053	Hartley, Lloyd & Virginia	7,400.00
52083	D. W. Williams, et al	5,100.00
52096	Granger, Harvey T.	19,230.00
52098	Equitable Savings and Loan	6,300.00
52101	Gillick, James B.	8,500.00
52111	Trent, Curtis & Verna	450.00
52425	Reed, Victor E. and W. Lynn	2,542.00
52430	Shell Oil Company	2,245.00
52505	Warren, Alice	675.00
	15 Transactions	<u>\$ 518,092.00</u>

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 4 day of June, 1982

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED

[Signature]
STATE HIGHWAY ENGINEER

Date 5/28/82

EXHIBIT B
MINUTES OF 6-15-82

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved all actions listed below and report this action for your official records:

- 1) On May 7, 1982, established a 40 MPH speed zone on Redwood Highway No. 25, north of Kirby, from M.P. 26.13 to M.P. 26.95. Rescinds Speed Zone Resolution No. 143, dated April 1, 1954. Approved by E. S. Hunter for State Highway Engineer. (Speed Zone Order No. 875) (Josephine County)
- 2) On May 12, 1982, established a 40 MPH speed zone on Goshen-Divide Highway No. 226, north of City of Creswell, Lane County, from M.P. 5.12 to M.P. 5.41. (Speed Zone Order No. 876)
- 3) On May 17, 1982, approved Memorandum of Agreement with State Parks Division and the Highway Division for the Economic Services Unit of the Planning Section to undertake a cost responsibility study of the Parks and Recreation Division. (Signed by Larry Rulien on behalf of Department of Transportation.)

Dated this 4 day of June, 1982



H. S. Coulter
State Highway Engineer

EXHIBIT B
MINUTES OF 6-15-82

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

On behalf of the Commission and under its delegated authority to me, I awarded the following contracts:

- 1) Washington County Fire Pre-emption Project No. 1 on the Tualatin Valley and Scholls Highways. Bids received April 15, 1982. Contract No. 9462 awarded May 12, 1982, to Hertz Electric, Inc., Albany, at \$30,835.50.
- 2) Work on the Nehalem River Bridge Section of the Oregon Coast Highway in Tillamook County. Bids received May 6, 1982. Contract No. 9469 awarded May 12, 1982, to F. E. Ward, Inc., Vancouver, WA, at \$4,611,145.
- 3) Traffic signal installation on the Columbia River Highway at 1st Street in Rainier, Columbia County. Bids received May 13, 1982. Contract No. 9470 awarded May 19, 1982, to Ajax Electric Company, Portland, at \$59,705.
- 4) Work on the Oakland-Shady Highway at Page Road in Douglas County. Bids received May 13, 1982. Contract No. 9472 awarded May 19, 1982, to Roseburg Paving, Inc., Roseburg, at \$85,352.
- 5) Region III (6 Cities) Pavement Marking Project in Douglas and Jackson Counties. Bids received May 13, 1982. Contract No. 9473 awarded May 19, 1982, to Select Contractors, Inc., Seattle, WA, at \$58,273.90.
- 6) Work on the John Day-Prairie City Section of the John Day Highway in Grant County. Bids received May 13, 1982. Contract No. 9474 awarded May 19, 1982, to R. L. Coats, Bend, at \$2,278,814.
- 7) Bikeway on the Poterf Creek-Poodle Creek Section of the Florence-Eugene Highway in Lane County. Bids received May 13, 1982. Contract No. 9475 awarded May 19, 1982, to Eugene Sand & Gravel, Inc., Eugene, at \$183,569.62.
- 8) Arterial Street Overlay Project in Portland, Multnomah County. Bids received May 13, 1982. Contract No. 9476 awarded May 19, 1982, to Cascade Construction Company, Inc., Portland, at \$874,278.

Dated this 4 day of June, 1982

- 4671

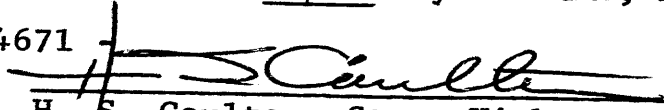

H. S. Coulter, State Highway Engineer

EXHIBIT C
MINUTES OF 6-15-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
CONSTRUCTION ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

<u>Contractor and Contract No.</u>	<u>Section and County</u>	<u>Acceptance Date</u>
Cascade Const. Co. No. 9327	Arterial St. Overlay Proj. No. 2 (Portland) Multnomah County	May 12, 1982
Linnco Electric Co. No. 9259	Tualatin Valley Hwy. @ SW 219th Washington County	May 14, 1982
Douglas S. Coats, Inc. No. 9268	Klamath Strait Bridge Klamath County	May 17, 1982
Mocon Corp. No. 8747	NE Glisan St. U'Xing. Multnomah County	May 19, 1982
R. L. Coats No. 9288	Redmond SCL-Whittemore Rd. N. Unit Deschutes County	May 25, 1982
Baker Redi-Mix, Inc. No. 9321	Bensel Rd.-Hermiston Ditch Umatilla County	May 25, 1982
N. Santiam Paving Co. No. 9326	Alexandra Ave.-Hardcastle Ave. Marion County	May 27, 1982
Steeck Electric Co. No. 9279	Crater Lake Hwy. @ Lake of the Woods Hwy., Ave. "G" & Linn Rd. Jackson County	May 28, 1982
Linnco Electric Co. No. 9258	Pac.Hwy.W. @ Royalty Parkway Washington County	May 28, 1982
Hansen Electric Co. No. 9180	Beaverton/Tigard Hwy. @ Walker Rd. Intchge. Washington County	May 28, 1982

June 2, 1982



C. T. Keasey, P.E., P.L.S.
Construction Engineer

EXHIBIT D
MINUTES OF 6-15-82

COM 4

June, 1982

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

Under delegated authority (Delegation Order No. 23) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Administrative Order No. 33), I report that I have taken the following actions for your official records:

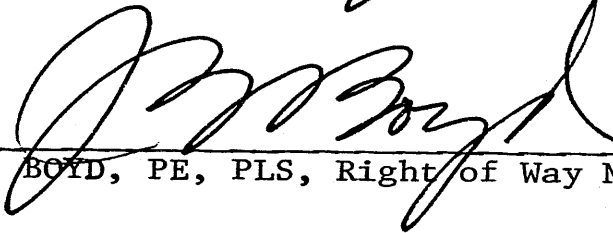
- (1) Sale of 1.76 acres excess property on the Newport-Toledo Section of the Corvallis-Newport Highway in Lincoln County for a minimum consideration of \$8,800. Approved May 7, 1982. File 18542. (23-43)
- (2) Sale of 1,460 square feet excess property on the Astoria Bridge Approach Section of the Oregon Coast Highway in Clatsop County for a minimum consideration of \$24,500. Approved May 7, 1982. File 34445. (23-43)
- (3) Sale of 12,000 square feet excess property on the Olallie Creek-Toledo Section of the Corvallis-Newport Highway in Lincoln County for a minimum consideration of \$4,500. Approved May 7, 1982. File 3084. (23-43)
- (4) Sale of 0.24 acre excess property on the Westport-Clatskanie Section of the Columbia River Highway in Columbia County for a minimum consideration of \$5,000. Approved May 13, 1982. File 20242. (23-43)
- (5) Sale of 2,750 square feet excess property on the Sweet Home-Foster Section of the Santiam Highway in Linn County for a minimum consideration of \$2,500. Approved May 13, 1982. File 38587 (23-43)
- (6) Extension of permit with Burlington Northern for a detour at Woodson Slide on the Columbia River Highway in Clatsop County. Approved May 12, 1982. RR 979. File 47542. (23-50)
- (7) Sale of 6,000 square feet excess property on the Marquam Bridge-S.E. 84th Avenue Section of the Mt. Hood Freeway in Multnomah County for a minimum consideration of \$48,000. Approved May 20, 1982. File 47423. (23-43)
- (8) Sale of 2,250 square feet excess property on the Marquam Bridge-S.E. 84th Avenue Section of the Mt. Hood Freeway in Multnomah County for a minimum consideration of \$43,000. Approved May 20, 1982. File 44772. (23-43)

EXHIBIT D
MINUTES OF 6-15-82

Report of June, 1982 (Cont'd.)

- (9) Sale of 1.65 acres excess property on the Cascade Gorge Section of Crater Lake Highway in Jackson County for a minimum consideration of \$3,000. Approved May 21, 1982. File 10739. (23-43)
- (10) Sale of 3,750 square feet excess property on the Marquam Bridge-S.E. 84th Avenue Section of the Mt. Hood Freeway in Multnomah County for a minimum consideration of \$40,000. Approved May 25, 1982. File 46313. (23-43)
- (11) Sale of 0.19 acre excess property on the Viento-Hood River Section of the Columbia River Highway in Hood River County for a minimum consideration of \$800. Approved May 27, 1982. File 16997. (23-43)
- (12) Sale of 5,500 square feet excess property on the Marquam Bridge-S.E. 84th Avenue Section of the Mt. Hood Freeway in Multnomah County for a minimum consideration of \$45,000. Approved May 27, 1982. File 47372. (23-43)
- (13) Sale of 12,197 square feet excess property on the Oakhill-Eugene/Springfield Section of the Florence-Eugene Highway in Lane County for a minimum consideration of \$36,590. Approved May 28, 1982. File 41425. (23-43)

Dated this 2 day of June, 1982.



J. B. BOYD, PE, PLS, Right of Way Manager

JBB:jc

EXHIBIT D
MINUTES OF 6-15-82

COM 4

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

CHEMAWA ROAD INTERCHANGE SECTION, PACIFIC HIGHWAY - MARION COUNTY

R-52257 - Margaret R. Kunze. 7,313 square feet for right of way purposes. Offer \$5,625.00.

EAST PORTLAND FREEWAY-ROCK CREEK CORNER SECTION, CLACKAMAS HIGHWAY - CLACKAMAS COUNTY

R-51338 - Walter F. Spitznagel et al. Parcel 1: 0.26 acre for right of way purposes. Parcel 2: 0.06 acre for right of way purposes. Offer \$73,300.00.

R-51359 - James William Yelton et al. 3,640 square feet for right of way purposes. Offer \$12,000.00.

PARK PLACE-CLACKAMAS COMMUNITY COLLEGE SECTION, CASCADE HIGHWAY SOUTH - CLACKAMAS COUNTY

R-51437 - Clairmont Water District. 0.38 acre for right of way purposes. Offer \$10,100.00.

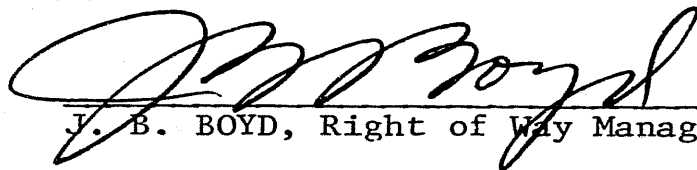
R-51455 - Fred Robert Trachsel et al. Parcel 1: 21.8 acres for right of way purposes. Parcel 2: 1.76 acres and Parcel 3: 0.57 acre both for temporary easement for a random fill. Parcel 4: 3.43 acres and Parcel 5: 2.2 acres both for temporary easement for erosion control. Offer \$185,300.00.

R-51542 - American Menconi et al. Parcel 1: 0.7 acre for right of way purposes. Parcel 2: 0.88 acre for right of way purposes. Offer \$63,200.00.

WILLAMETTE RIVER-I-205 (BANFIELD TRANSITWAY) SECTION, COLUMBIA RIVER HIGHWAY - MULTNOMAH COUNTY

R-51297 - United States National Bank of Oregon et al. Parcel 1: 0.09 acre for right of way purposes. Parcel 2: 500 square feet for a temporary easement. Offer \$35,000.00.

Dated this 12 day of May 1982.


J. B. BOYD, Right of Way Manager

RE: Report of Offers Tendered - 7
- 4675 -

EXHIBIT E
MINUTES OF 6-15-82

TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized the State Parks Administrator, or his designate, in an official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith, the Parks Administrator or his designate has approved the following actions and report them for your official records.

On April 30, 1982 approved an agreement with Chehalem Valley Heritage Inc. and Friends of Champoege for use of Champoege State Park for the Oregon Historical Pageant to be held June 1, 1982 through August 15, 1982.

On May 1, 1982 approved the following vendor applications for vendors selling Deschutes River Boater Passes:

Roxanne, Inc, Rainbow Market, Warm Springs
Kaufmann's Streamborn, Tigard

On May 13, 1982 accepted a gift of land on the Umpqua River in Douglas County from Ian McLeod.

On May 15, 1982 approved a Memorandum of Understanding with the Bureau of Land Management, US Forest Service, State Marine Board and Counties of Josephine and Curry establishing the Rogue Wild and Scenic River Management Group for cooperative management of the Rogue River Scenic Waterway.

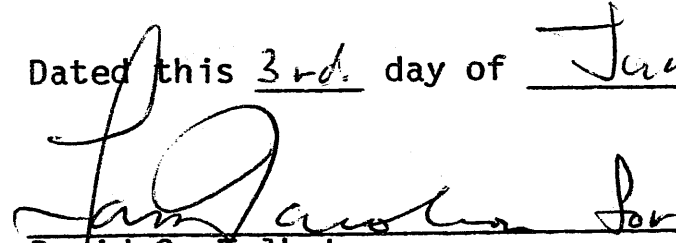
On May 17, 1982 approved an agreement with Multnomah County for law enforcement services during the summer months at Rooster Rock, Dabney, Benson and Lewis & Clark State Parks.

On May 17, 1982 approved an agreement with David Woodsworth for caretaker services at Guy Talbot State Park.

On May 21, 1982 approved a timber sale contract with Lyman Cornish for windthrow salvage at Oswald West State Park.

On May 21, 1982 approved a timber sale contract with Bald Knob Land and Timber Company for windthrow salvage at Ecola State Park.

Dated this 3rd day of June, 1982



David G. Talbot
State Parks Administrator

- E -
MINUTES OF 6-15-82
TEMPORARY STATE PARKS RULE 43L
TEMPORARY RULE PROHIBITING THE
POSSESSION AND CONSUMPTION OF
ALCOHOLIC BEVERAGES AT
WALLOWA LAKE STATE PARK
ON JULY 30, 31, AND AUGUST 1, 1982

WHAT THIS RULE DOES:

This rule prohibits any person from possessing or consuming any alcoholic beverage within the Day-Use Area of Wallowa Lake State Park from 12:01 a.m., Friday, July 30, 1982, to 11:59 p.m., Sunday, August 1, 1982.

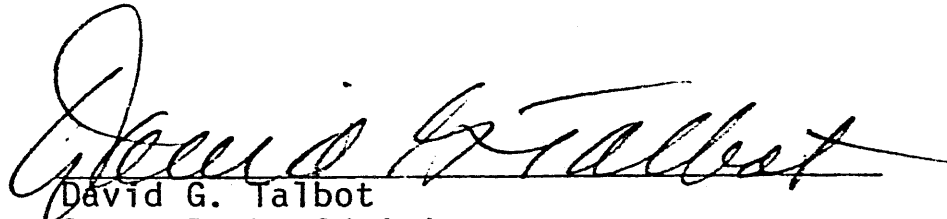
STATUTORY AUTHORITY AND PROCEDURE:

ORS 390.160 authorizes the Oregon Department of Transportation to adopt rules for the use and administration of state parks. ORS 184.619 grants the Oregon Transportation Commission authority to adopt rules it considers necessary to carry out the functions of the Department. By administrative rule, the Commission has delegated to the State Parks Administrator authority to adopt emergency rules to protect park visitors, facilities, resources and the environment.

RULE:

1. No person shall possess or consume any alcoholic drink or beverage within the Day-Use Area of Wallowa Lake State Park, Wallowa County, Oregon, from 12:01 a.m., Friday, July 30, 1982, to 11:59 p.m., Sunday, August 1, 1982.
 - a. For purposes of this rule, the "Day Use Area" includes all areas of Wallowa Lake State Park except those portions of the park which are developed as camp, trailer and recreational sites for overnight stays, and the roadways, lavatories and facilities within those overnight areas.

This temporary rule shall expire at 11:59 p.m., Sunday, August 1, 1982.


David G. Talbot
State Parks Administrator

Adopted on May 7, 1982,
to be effective 12:01 a.m., Friday,
July 30, 1982.

*See rule in
State Parks Rule 43*

EXHIBIT F
MINUTES OF 6-15-82

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report
Actions Taken Under Delegated Authority

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On MAY 28, 1982, \$2,923,389.06 was distributed to the counties as their share of motor vehicle revenues (20.07%) for the month of APRIL, 1982.

On MAY 28, 1982, \$1,772,677.87 (12.17% of the Highway Fund) was distributed to the cities for the month of APRIL, 1982.

(Lists of apportionments on file in Commission Files, Salem.)

Dated this 25TH day of MAY, 1982

V. E. Skoog

V. E. Skoog, Controller
Highway Division

Attachments

cc: Fred Miller
John Earley