

## **OTC Minutes: January 2003**

### **Minutes of the meeting**

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### **Minutes of the Regular Monthly Meeting**

**January 15, 2003**

**Salem, Oregon**

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On Wednesday, January 15, the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff held a pre-meeting agenda review session at 8:00 a.m., and the regular monthly meeting began at 9:40 a.m. Notice of these meetings had been made by press release of local and general circulation throughout the state. Those attending included:

Chair Steven Corey	Region 2 Manager Jeff Scheick
Commissioner Stuart Foster	Region 3 Manager Paul Mather
Commissioner Gail Achterman	Region 4 Manager Bob Bryant
Commissioner Randy Papé	Safety Division Manager Troy Costales
Director Bruce Warner	Statewide Maintenance Eng. Doug Tindall

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Exec. Dep. Dir. for Highways John Rosenberger	Statewide Bridge Engineer Mark Hirota
Exec. Dep. Dir. for Central Svcs. Mike Marsh	Technical Svcs. Manager Cathy Nelson
Dep. Dir. for Communications Patrick Cooney	Chief of Staff Matthew Garrett
Dep. Dir. for Trans. Dev. Craig Greenleaf	Commission Secretary Karen Elliott
Dep. Dir. for Motor Carrier Gregg Dal Ponte	Commission Support Aravinda Crocker
Region 1 Manager Kay Van Sichel	



Bruce Warner delivered the Director's Report:

- Oregon has posted a request for a two-year exemption to Federal Safety Regulations related to Farm Vehicles in order to retain safety-enforcement grant funds. This gives Oregon time to work to change state law exempting farm vehicles from commercial safety regulations.
- Electronic Vehicle Registration Pilot Project at DMV allows car dealers to complete the process of titling and registering vehicles at the point of sale via computer, rather than via paper application. There are nine dealerships currently involved in the pilot project statewide.
- The Director reported marvelous news that in 2002 Traffic Death tolls dropped to 1950s level. In 2002 there were 426 deaths, which is only the second year since the 1950s that those numbers have been lower than 430.



Commission Member Reports:

- Commissioner Papé continued liaison efforts with the ACTs he represents, including Lane County. He also attended the Lane County STIP Stakeholders Committee meeting and said the ODOT team did a fabulous job and had good turnout from the public.
- Commissioner Achterman attended the COACT meeting last week and noted

the continued positive reception to the ACT from members there.

- Commissioner Foster the Medford area MPO has scheduled a policy meeting coming on January 21 to pursue further discussion on organization.
- Chair Corey served as a member of the Metropolitan Transportation Task Force and said the report is now finalized, and noted that ODOT had a significant role in it. It will be presented to the Metro Council tomorrow. He also had an opportunity to visit with Governor Ted Kulongoski while he was out visiting in Pendleton. Chair Corey noted the Governor is supportive of Transportation, especially those aspects that will spur jobs and the economy.



Public Testimony was received from the following: (*Public Testimony material in General Files, Salem.*)

Val Toronto, Pendleton resident, concerns regarding TEA-21 and STIP projects in Pendleton, and mentioned letters from two citizens of Pendleton who could not attend.

Paul Loney, attorney for Pendleton Taxpayers Association, wants a five-member independent committee appointed to oversee the same project Mr. Toronto is concerned with, jointly funded by city of Pendleton and ODOT.



The Oregon Freight Advisory Committee Update item was delayed until the February 2003 meeting.



The Commission considered approval of a request for an Immediate Opportunity Fund (Type A) project identified as Project Silver Dollar for roadway improvements to North Lombard and North Heineman Streets in the Rivergate Industrial Park in Portland. Total project cost is estimated to be \$1,527,400. This IOF request is for \$500,000, with the balance of funding coming from the Port of Portland. (*Background material in General Files, Salem.*)

Commissioner Achterman moved approval contingent upon the project coming to fruition. The motion passed unanimously, Chair Corey was absent.



John Rosenberger, Exec. Dep. Dir. for Highway and Jason Tell, ODOT Federal Govn't Liaison, requested Commission review and approval of a Federal Earmarked Project List. (*Background, PowerPoint and handout material in General Files, Salem.*)

Public Testimony was received in Support of Federal Earmark funding towards the

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Highway 22/51 Interchange from: *(Public Testimony material in General Files, Salem.)*

Polk County Commissioner Mike Propes

Representative Lane Shetterly

Representative Vicki Berger

Polk County Commissioner Tom Richey

Ken Woods, Dallas City Councilor

Aaron Geisler, Polk County Public Works Director

Polk County Commissioner Ron Dodge

Gloria English, Polk County resident

Larry Blascott, President of SedCor

Jay Compton, Valley Concrete & Gravel

Glen Wellover, resident

Robert Mason, Independence Police Department

Bill Ringnalda, resident

John McArtle, Mayor of Independence

Forest Bell, Superintendent of School District 13J

Jim Fairchild, Mayor of Dallas

Jacob Brostoff, 1,000 Friends of Oregon

Public Testimony was received in Support of Federal Earmark funding towards the Newberg-Dundee Transportation Improvement Project from: *(Public Testimony material in General Files, Salem.)*

Leslie Lewis, Yamhill County Commissioner

Ann Dolan, Newberg Area Chamber of Commerce

Dick Windell, City Council of McMinnville

Sonya Hogan, ADEC

Rog Worl, Mayor of Dundee

Bob Stewart, Mayor of Newberg

Dave Haugeberg

Chair Corey thanked those testifying and the audience for attending the meeting. He noted the Commission had to do some prioritization to determine which projects would be recommended for these funds under criteria that was set up and is on attachment A of the background material.

Commissioner Papé moved to approve the requested action of staff and the motion passed unanimously.

Commissioner Foster further noted that because a project is not on the federal earmark list doesn't mean the Commission is not supportive of the project or won't build those projects. He said the Commission is dedicated to try to help every community in the state achieve the types of improvements discussed today.



The Commission considered adopting the final Jackson School Road Interchange Area Management Plan as an amendment to the US26 Portland to Cannon Beach Junction Corridor Plan. (*Background, PowerPoint and Public Testimony material in General Files, Salem.*)

Public Testimony on the Jackson School Road item was received from: (*Public Testimony material in General Files, Salem.*)

- Jacob Brostoff, 1,000 Friends of Oregon, appreciates the Commission's continued progress in growth management and protection of resource lands and economy. Asked the Commission to address design problems of this project.
- Daniel Eisenbets 1,000 Friends of Oregon, said the current design is problematic primarily because it has an unnecessarily large footprint.
- Bob Vanderzanden and Lee Hodges, Vanderzanden Farms, spoke regarding their company's location and supported the concept that the intersection needs to be smaller and considered as an urban interchange rather than a rural interchange.
- Bart Vanderzanden, Sunset Farm and Nursery, concerned about the amount of Exclusive Farm Use (EFU) land impacted as the project is currently designed.
- Dick Vanderzanden, Sunset Farm and Nursery, feels that department staff have not worked enough with the local landowners and stakeholders.
- Jeanne Muir, resident, spoke regarding speed and safety on nearby roads.
- Don Motz, Motz & Sons, feels that the use of farm ground for this project should be held to a minimum.

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- Bud Horton, resident, noted concern that if the interchange is set at 55 mph, it is going to increase the speed on Jackson School Road and Scotts Church Road, creating a safety hazard.
- Jim Johnson, Oregon Dept. of Agriculture, (absent) is the designated staff from Agriculture on this project. He will be available to the Commission and ODOT staff for discussion and questions.
- Bob Cortright, Department of Land Conservation and Development (DLCD), supports the improvement at this interchange location, but noted that ODOT will need to address the issues raised in securing the necessary land use approvals. He also noted LCDC (Land Conservation and Development Commission) and DLCD would welcome and support OTC direction to ODOT staff to continue the dialog on interchange management plans and the relating zoning, land use and access issues.
- Gregg Leion, Washington County, noted the County supports the plan and said the design issues are a different issue that can be addressed through the community development process.

Commission discussion centered on how and in what timeframe a LCDC administrative rule could be implemented regarding interchange protection against growth-induced development.

Director Warner summarized the Commission points of interest and concern as:

Need to articulate better on: 1) minimizing footprint on resource lands in design phase 2) look at ways to slow things down on Jackson School Road 3) discuss administrative rule by LCDC and what can be done to address the safety and growth-induced development problems at the interchange.

Commissioner Russell noted that with the understanding that the design is not approved yet, he moved to adopt the Interchange Area Management Plan, noting the construction of the interchange be contingent on LCDC adopting a rule that would deal with growth-induced development. He also noted he would volunteer to work with LCDC on the administrative rule. Commissioner Achterman also volunteered to work on the administrative rule. The motion passed unanimously, Commissioner Foster was absent.



The Commission considered approval of the following Consent Calendar items:

1. Minutes of the December 11, 2002 Commission meeting in Salem.
2. Resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
3. Oregon Administrative Rule (OAR) action:

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- a. Temporary amendment of OAR 731-010-0030 relating to architectural, engineering and related-services contracting.
- 4. Receipt of the *Immediate Opportunity Fund Annual Report* for State Fiscal Year 2002. No significant changes have occurred since OTC's last review in October 2001. The IOF set-aside amount remains at \$1 million per year.
- 5. Amend to add Infrastructure Safety Investment Program funds to the 2002 – 2005 Statewide Transportation Improvement Program as follows. Total cost is \$7,530,000 and funds will come from current cash reserves.

PROJECT	EXPLANATION	COST
Safety belt and DUII signing on the state system	Safety belt signs as reminders of the law and 4,900 24 DRUNK signs	\$200,000
Add left-turn refuges at 10 key rural intersections	Adds no-pass area; creates safe refuge; increases visibility of	\$3,830,000
Placement of continuous shoulder rumble strips and profiled durable	Adds sensory alert at edge of lane in problem areas	\$2,500,000
Pedestrian safety	Installs 20 pedestrian crossing islands with illumination and	\$1,000,000

- 6. Amend the 2002 – 2005 Statewide Transportation Improvement Program (STIP). Several new projects in the 2004 – 2007 STIP need to begin work prior to the proposed approval date. The following Region 1 projects need the preliminary engineering work phase added for 2003:

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	(Adding a third bridge [Battle Creek Br.] to the existing project)				
12839	I-84: Sandy River – The Dalles	\$233,000	2005	\$795,000	\$106,000
*12854	OR217: Sunset Highway – SW 72 <sup>nd</sup>	\$453,000	2006	\$6,190,000	\$82,000
*12855	OR99E: SE Harold – Naef Road	\$484,000	2006	\$3,949,000	\$109,000
*12858	I-5: Capitol Highway – Tualatin River	\$843,000	2006	\$11,940,000	NA
*12859	US26: SE 122 <sup>nd</sup> – SE 136 <sup>th</sup>	\$635,000	2006	\$2,567,000	\$1,257,000
11955	Merrill Creek & Cattlepass Culverts	\$354,000	2006	\$1,964,000	\$98,000
12871	OR211: Meadowbrook – Hult Road	\$252,000	2007	\$2,214,000	\$56,000
*12872	OR224: River Road – E. Portland Freeway	\$232,000	2007	\$4,060,000	NA
*12876	OR213: Conway Drive – Henrici Road	\$275,000	2007	\$1,994,000	\$416,000
12882	OR224: Tong Road Slide	\$197,000	2007	\$713,000	\$225,000

(Note: Projects with \* are within the MPO. They have been submitted to Metro for inclusion in the MTIP as well.)

7. Establish a 50-mph speed zone from Milepoint 107.83 to Milepoint 108.85 (northbound) and from Milepoint 107.86 to Milepoint 108.67 (southbound) on the Pacific Highway (Interstate 5) in the vicinity of Myrtle Creek in Douglas County.
8. Establish a 35-mph speed zone from Milepoint 141.37 to Milepoint 142.62 on the Oregon Coast Highway (US101) in the vicinity of Newport, Lincoln County.
9. The 2003 Lighting Policy and Guidelines. The document has been reorganized to read more clearly and represents ODOT's desire to conserve energy while providing critical illumination for the motorist's safety. The policy will only apply to new construction and will not affect existing illumination.
10. Amend Jurisdictional Transfer Agreement No. 699 (approved by the OTC on October 11, 2000) that transferred a portion of the Rogue Valley Highway No. 63 (OR99) between 4<sup>th</sup> Street – Walker Avenue to the City of Ashland, at a total project cost of \$2,198,223. This amendment adjusts the total cost to \$2,472,223, due to project bids submitted being significantly higher than projected. In return, the City of Ashland agrees to finance and construct future improvements at the intersection of the Rogue Valley Highway and Tolman

Road. Authorization for the Executive Deputy Director for Highways to sign the amended Jurisdictional Transfer Agreement No. 699-01.

11. Jurisdictional Transfer Agreement No. 728, relinquishing a portion of the Milton-Freewater Highway (State Hwy. # 339) to the City of Milton-Freewater and authorizing the Executive Deputy Director for Highways to sign the agreement. The transfer of this section of highway was a condition given to the Freewater Highway Preservation/Modernization (OTIA I) Project.
12. Designate Oregon Route numbers to nine state highways that do not currently have route designations. The proposed route numbers and descriptions are:

Oregon Route 227	Over the Tiller-Trail Highway from its beginning at the Douglas County/Jackson County line, approximately fifteen miles south of Tiller, southerly to the end of the Tiller-Trail Highway at its junction with the Crater Lake Highway, OR562, at Trail
Oregon Route 241	Over the Coos River Highway from its beginning at the junction with the Oregon Coast Highway, US101, on the south side of Coos Bay, northeasterly on Newport Avenue and 6 <sup>th</sup> Avenue to the intersection with "I" Street at the Coos Bay city limits. Also, over the Coos River
Oregon Route 250	Over the Cape Blanco Highway from its beginning at the Cape Blanco lighthouse, southeasterly via Cape Blanco State Park to the end of the Cape Blanco Highway at its junction with the Oregon Coast Highway, US101, approximately three miles north of Port Orford
Oregon Route 251	Over the Port Orford Highway from its beginning at Port Orford Heads State Park, northeasterly in Port Orford on Coast Guard Road and Ninth Street to the end of the Port Orford Highway at its junction with the Oregon Coast Highway, US101
Oregon Route 255	Over the Carpenterville Highway from its beginning at the junction with the Oregon Coast Highway, US101, approximately four miles south of Gold Beach, southerly to its next junction with the Oregon Coast Highway, US101, approximately seven miles south of Gold Beach
Oregon Route 260	Over the Rogue River Loop Highway from its beginning at the junction with Upper River Road on the west side of Grants Pass, southwesterly to the end of Rogue River Loop Highway at its junction with the Redwood Highway, US100, approximately five miles southwest of

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260	with Upper River Road on the west side of Grants Pass, southwesterly to the end of Rogue River Loop Highway at its junction with the Redwood Highway, US199, approximately five miles southwest of Grants Pass.
Oregon Route 273	Over the Siskiyou Highway from its beginning at the junction with Green Springs Highway, ORE66, approximately four miles southeast of Ashland, southerly to the end of the Siskiyou Highway at its junction with the Pacific Highway, I-5, approximately one mile from the California border.
Oregon Route 540	Over the Cape Arago Highway from its beginning in North Bend at the junction with the Oregon Coast Highway, US101, southwesterly on Virginia Avenue, Broadway Street, and Newark Street, to the Coos Bay/North Bend city limits at Fir Avenue. Also, over the Cape Arago Highway from the south city limits of Coos Bay, southwesterly via Charleston to the end of the Cape Arago Highway in Cape Arago State Park, approximately ten miles southwest of Coos Bay.
Oregon Route 542	Over the Powers Highway from its beginning at the junction with the Coos Bay-Roseburg Highway, ORE42, approximately two miles southeast of Myrtle Point, southerly via Broadbent and Gaylord to the end of the Powers Highway at its intersection with Railroad Avenue and Powers South Road in Powers.

13. Approve a list of projects for US 101 using FY 2001 Transportation Appropriations Bill funding.

Chair Corey noted a correction to page three of the minutes, on line two of Susan Walsh's testimony to read "they cannot meet the goals." He also noted a correction to the agenda, on page four, consent agenda no. 5 in the box "pedestrian safety" upon review, substitute language to read: "It would provide pedestrian refuge islands and/or curb extensions on state highways at 25 locations."

Commissioner Papé declared conflict of interest with an item on the Consent Calendar.

Commissioner Achterman moved adoption of the Consent Calendar as amended. Commissioner Papé abstained. The motion passed unanimously, Commissioner Foster absent and Commissioner Papé abstaining.



Chair Corey confirmed the next two Commission meeting dates:

- Wednesday, February 12, 2003, in Salem.
- Wednesday, March 19, 2003, in Salem.



John Rosenberger, Exec. Dep. Dir. for Highways, and Paul Mather, Region 3 manager, reviewed the Draft Bridge Options Report with the Commission. Staff also requested the Commission commit \$100 million of advance construction funds to begin construction of the recommendations as outlined and also to delegate authority to the director to move projects forward in the 2002-2005 and the 2004-2007 draft STIPs. (*Background and PowerPoint material in General Files, Salem.*)

Commissioner discussion centered on a high level of concern around the staging listed in the proposal and the level of funding at each stage.

The Director noted that staff would come back to the Commission with a revised report detailing the Commission direction to address the staging concerns. He also noted that the Commission indicated they were comfortable with ODOT staff speaking to legislators about the Draft Bridge Options Report, and beginning to address the bridge needs without specifically noting which bridges would be addressed until a more final report.



Commissioner Russell adjourned the formal meeting at 2:40 p.m.



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