

OREGON TRANSPORTATION COMMISSION

Minutes of the Regular Monthly Meeting

April 20-21, 2010

Florence, OR

On Tuesday, April 20, 2010, at 11:00 a.m., the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff toured the Pioneer Mountain – Eddyville project. At 3:00 p.m., the Commission and ODOT staff met in Rooms 1 & 2 of the Florence Events Center, 715 Quince Street, Florence, Oregon. On Wednesday, April 21, at 8:00 a.m., the OTC and ODOT staff held a briefing session and reviewed the agenda at the same location. The regular monthly meeting began at 9:00 a.m.

Notice of these meetings was made by press release of local and statewide media circulation throughout the state. Those attending part or all of the meetings included:

Chair Gail Achterman	Communications Division Admin. Patrick Cooney
Vice Chair Michael Nelson	Region 2 Manager Jane Lee
Commissioner David Lohman	Region 4 Manager Bob Bryant
Commissioner Alan Brown	Rail Division Administrator Kelly Taylor
Commissioner Mary Olson	Trans. Development Administrator Jerri Bohard
Director Matthew Garrett	Public Transit Administrator Michael Ward
Chief of Staff Joan Plank	Government Relations Manager Robin Freeman
Deputy Director for Highways Doug Tindall	Commission Assistant Amy Merckling
Deputy Director for Central Services Clyde Saiki	

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Tuesday, April 20, 2010

Chair Achterman called the meeting to order at 3:00 p.m.

Florence Mayor Phil Brubaker welcomed the Commission to Florence and recapped ODOT activity in Florence over the last year. He commended ODOT for the collaborative and masterful work of ODOT staff, and noted in particular the work of Mike Spaeth and Sheila Lyons for their work on pedestrian crossings.

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The Commission received an update on the formation of a Lane County Area Commission on Transportation (ACT) from Region 2 Manager Jane Lee and Area Manager Sonny Chickering. (*Background materials in General Files, Salem*)

Senate Bill 944 requires Lane County to consider a charter for the ACT by September 30 of this year. The Lane County Board of Commissioners gathered a wide group of stakeholders to create a "Forum on Formation of an ACT in Lane County", (FACT-LC)

to start the process. FACT-LC has drafted a charter that will likely be completed and sent to the Lane County Board of Commissioners for approval by April 30. Board members will present the draft to their respective councils and boards, and hope to present the final version to the OTC in June or July.



The Commission considered an amendment to action taken by the OTC at its March 11, 2010 meeting to designate the Beltline Highway in Eugene as the Randy Papé Beltway. *(Background materials in General Files, Salem)*

The amendment for consideration would be to keep the Beltline name, and to place two signs, one at each end of the Beltline, with the name 'Randy Papé Beltline'. Other signs along the Beltline would be changed as they wear out in the normal course of business and have to be replaced.

Public comment was received. The following spoke in opposition to renaming the Beltline: Mary Hudson, Charlotte Lingo, Janice Matthews, Paul Cauthorn, Mark Callahan, Kevin Prociw, Scott Reynolds, Roger Rue, Rick Grosscup, and Peyton Lieuallen. Tim Clevenger voiced his support of renaming the Beltline and presented the Commission letters from citizens also in support, but unable to attend the meeting.

The Commission thanked those who provided public comments.

Commissioner Lohman moved to approve the amendment. Commission members unanimously approved the motion.



The Commission met in Executive Session to consult with legal counsel on pending litigation pursuant to ORS 192.660 (2)(h). The Commission adjourned the Executive Session, returned to public session, and recessed the meeting until 9:00 a.m., April 21.



Wednesday, April 21, 2010

Chair Achterman called the meeting to order at 9:00 a.m.



Director's Report highlights:

-- On March 21st 2010, the NorthWest POINT bus service began running two daily round trips between Portland and Astoria. This service expands the former daily Thruway Bus round trip service with a second round trip and upgraded vehicles. The new NorthWest POINT service is the latest ODOT contracted intercity bus service to be

re-branded, expanded, or upgraded by ODOT's Public Transit Division. The NorthWest POINT service joins the existing SouthWest POINT and HighDesert POINT bus services. All POINT services share the POINT identification and logo, provide free Wi-Fi service to passengers, and have or will soon have, a Web presence on TripCheck Transportation Options, Google Transit, the Amtrak website, the Oregon-POINT.com website, and their own individual websites.

The POINT services are funded under ODOT Public Transit Division's rural Intercity Bus program. The Intercity Bus program focus is on supporting connections between rural communities and larger communities, and between rural communities and the larger intercity bus networks.

The NorthWest POINT service runs 7 days a week, 365 days a year, and serves the communities of Astoria, Warrenton, Gearhart, Seaside, Cannon Beach, Necanicum Jct., Elsie, Manning, and Portland.

-- Last month Director Garrett reported on a trip taken to engage the various bonding credit-rating agencies in preparation for the March 2010 bond issuance. ODOT received very positive feedback from the rating houses, along with an upgrade in rating. ODOT is among the highest rated transportation agencies across the nation. On March 30-31, ODOT successfully marketed taxable *Build America Bonds* (BABs) and tax-exempt bonds of roughly \$580 million. This sale was the state's first issuance of BABs which were created by the federal American Recovery and Reinvestment Act. The demand for the bonds was very strong, ranging from 1.7 to 3.7 times greater than bonds available. The high demand provided the best pricing for ODOT.

-- The week of April 19-23, 2010, is Work Zone Awareness Week, and ODOT is joining forces with transportation agencies across the country to raise awareness about the importance of driving safely through road construction work zones. As the busy construction season begins, ODOT's message is that when you drive dangerously through a work zone, you're not just putting the lives of highway workers at risk, you're risking your own life and the life of your loved ones. The single biggest factor in crashes is driver inattention.

-- On Monday, April 26, three names will be added to the Fallen Employee Memorial outside the Transportation Building, and a reception for family will follow in Conference Room 122. There are currently 73 names listed.



Public comments were received from:

--Hillary Wylie spoke on the Central Lane MPO's willingness to take on greenhouse gas planning and its hope for assistance with obtaining the necessary funding to move forward.

--John Sundquist spoke on the need to reduce ODOT herbicide applications in Lane County. Chair Achterman asked for an update on what it would cost to stop spraying and move to the methods being used in pilot projects. She would like that information before budget decisions are made.

--Debby Todd talked about the strip mining project starting near Bandon that will use Highway 101 to transport chromite sand. She requested that ODOT conduct a traffic impact analysis that addresses the impact to traffic flows and accident rates, the impact to local businesses, and what reasonable compensation would be for the increased wear of Highway 101.

--Executive Director of Cycle Oregon and Chair of the Oregon Bicycle/Pedestrian Advisory Committee Jerry Norquist, and Co-Chair of the Oregon Bicycle/Pedestrian Advisory Committee Jerry Zaleda spoke in favor of promoting bicycling and walking programs.



The Commission considered approval of a list of 19 public transit and bicycle/pedestrian projects to receive \$2 million in Federal Surface Transportation Program funds, and approval of an amendment to the 2008-2011 Statewide Transportation Improvement Program (STIP) to add the Preliminary Engineering and Right-of-Way phases for these projects. (*Background materials in General Files, Salem*)

Public Transit Administrator Michael Ward and Transportation Enhancement Program Manager Pat Fisher discussed the first funding cycle of the Urban Trail Fund and the project identification process. The selection criteria for proposed projects consists of system benefit, technical merit, readiness, support, and impact.

Chair Achterman commented on the fact that fifty-four requests were submitted, when applicants had less than a week to respond, which is a reflection of the very high demand and appetite within communities around the state for these type programs.

Senior Federal Affairs Advisor Travis Brouwer addressed questions about federal funding and possible future funding opportunities.

Commissioner Lohman noted that his law firm represents one of the projects on the list, the Rogue Valley Transportation District. He does not feel this is a conflict of interest.

Commissioner Lohman moved to approve the STP funds for non-highway projects shown on the "Group1" list, and authorized staff to combine projects, adjust funding, and advance projects from the "Waiting List" as needed to program the full \$2 million. The motion was unanimously approved by Commission members.



Transportation Enhancement Program Manager Pat Fisher submitted a request for the Commission's approval of new focus areas for Transportation Enhancement project selection and award, for 2010 through 2012, to replace the focus areas adopted in November 2007. (*Background materials in General Files, Salem*)

In May 2010, the Transportation Enhancement (TE) program will begin to solicit new projects for program years 2012-2015. A decision on TE focus areas is needed to allow staff to distribute application materials on schedule, and to properly address OTC priorities in the TE project selection process. Pat Fisher briefly discussed updates to the focus areas.

Federal Highway Administrator Phillip Ditzler provided FHWA's perspective on federal guidelines for using federal highway funds and existing criteria.

Chair Achterman suggested that one of the conditions, which would give a project preference in the selection process, should be that it benefits and supports multi-modal transportation facilities. She recommended this wording be placed as a second bullet under "Benefits a state highway or state-owned transportation facility" in the list of focus areas.

Commissioner Lohman moved to approve the revised focus areas for the 2008-2010 Transportation Enhancement Program to include an amendment to the first bullet that adds "or multi-modal transportation facilities", to the end of the sentence. Commission members unanimously approved the motion.



Transportation Enhancement Program Manager Pat Fisher presented the program structure, and project identification process for the funding cycle of the Urban Trail Fund to the Commission for consideration and approval. (*Background materials in General Files, Salem*)

The Urban Trail Fund (UTF) was established by House Bill 2001 for the purpose of developing and maintaining multi-use trails for non-motorized vehicles and pedestrians, (within urban growth boundaries), to provide links to roads, highways, footpaths, bike trails, and public transit. Pat discussed the project identification process and the selection criteria that will be used to choose projects. The goal is to choose two to four projects for the first funding cycle, projects that will demonstrate how the trail system is a part of the transportation network.

Public comment was received from:

Co-Chair of the Oregon Bicycle/Pedestrian Advisory Committee Jerry Zaleda, and Executive Director of Cycle Oregon, and Chair of the Oregon Bicycle/Pedestrian Advisory Committee Jerry Norquist spoke in support of the program and their readiness to proceed.

Written testimony was received from Metro Council President David Bragdon and Bicycle Transportation Alliance (BTA) Board Member and Legislative Committee Chair Doug Parrow in support of the Urban Trail Fund.

Chair Achterman said that as we go through the budget process, we need to consider if there is enough staff to deliver the various programs. In addition to staffing, we need to consider all the different silos of funds, and look at how we can develop an integrated strategy, across state agencies and across our own programs, to assure maximum return on every dollar invested.

Commissioner Brown moved to approve the program structure and project identification process for the first funding cycle of the Urban Trail Fund. Commission members unanimously approved the motion.



The Commission considered approval of a temporary amendment to Oregon Administrative Rule 734-030-0005 through 0020 pertaining to behavior in safety Rest Areas. (*Background materials in General Files, Salem*)

State Maintenance and Operations Engineer Luci Moore and Travel Information Council CEO Cheryl Gribskov presented the request for the temporary rule amendment. The rule incorporates statutory changes in House Bill 2234 which provides for a penalty for violation of these rules and includes new behavioral requirements. Cheryl Gribskov explained that the Travel Information Council accepted responsibility for five rest areas January 1, 2010, and has been addressing issues of drinking and homeless people. The rule will help enforce changes that will improve the safety of rest areas.

Commissioner Lohman moved to approve the temporary rule amendment. Commission members unanimously approved the motion.



Transportation Development Administrator Jerri Bohard presented the Commission the Oregon Freight Advisory Committee's 2009 Annual Report. (*Background materials in General Files, Salem*)

Jerri Bohard introduced Oregon Freight Advisory Committee (OFAC) Chair Susie Lahsene and Vice-Chair Martin Callery. Susie Lahsene shared some of the activities and accomplishments of the Freight Advisory Committee over the last year, as well as some of the challenges and opportunities seen in the future. She recognized and thanked the Freight Mobility Unit for its knowledge, commitment, professionalism, and support. During 2009, OFAC provided input to the Commission on federal and state economic stimulus legislation, the Jobs and Transportation Act, transportation bottlenecks, reauthorization of the Federal Surface Transportation Act, earmark recommendations, and *ConnectOregon* III.

Martin Callery said the Oregon Business Development's Strategic Port Plan is a good start, but it can't be the finish. A specific look at commerce ports needs to be the next step. Oregon has a diverse group of ports, but it's the commerce ports that make up a component of the multi-modal transportation system. The next phase of the port plan should be a hard look at how these ports benefit the trade affected economy of Oregon, and how they can benefit in the future from investment.

Chair Achterman asked what more was needed to develop high-quality data and better analysis methods in order to evaluate the viability of transportation system investments. Susie Lahsene said the first step would be an organized system to count trucks throughout the state, one that gives a consistent snapshot and describes the data architecture.



The Commission considered a request to amend the Oregon Freight Advisory Committee bylaws. (*Background materials in General Files, Salem*)

Jerri Bohard presented the proposed amendment to the OFAC bylaws that recommends change to allow all members (General and Associate) to vote during subcommittee meetings, and a move of some of the value statements to a place below the mission statement in the bylaws for better flow and continuity of the mission statement.

Commissioner Olson moved to amend Article II, Section 3 of the bylaws to add the text allowing all members (General and Associate) to vote during subcommittee meetings. The Commission unanimously passed the motion. The Commission deferred action on the other revision of the bylaws so more work can be done to create a set of model bylaws to get consistency in articulating the missions and responsibilities.



Region 4 Manager Bob Bryant requested approval to appear before the Legislative Emergency Board to seek approval to increase Capital Construction Limitation by \$5.5 million to construct a new Region 4 Project Delivery building on the current campus in Bend. (*Background materials in General Files, Salem*)

Commissioner Lohman moved to approve the request. The Commission unanimously passed the motion.



Region 2 Manager Jane Lee requested the Commission consider approval of a Type A Immediate Opportunity Fund grant in the amount of \$1 million to make improvements to SE Marine Science Drive in Newport in support of the relocation of the National Oceanic and Atmospheric Association Marine Operations Center and to amend the 2008-2011

Statewide Transportation Improvement Program (STIP.) (*Background materials in General Files, Salem*)

Jane Lee introduced Newport Mayor Bill Bain, Newport Planning and Development Manager Derik Tokos, Port of Newport General Manager Don Mann, and Lieutenant Andrew Colegrove of NOAA. A discussion of the area's history and future followed.

Commissioner Brown moved to approve the IOF grant. Commission members unanimously approved the motion.



The Commission considered approval of a request to adopt the Interstate 5 Coburg Interchange Area Management Plan (IAMP) in Lane County. This IAMP is consistent with the requirements of the Department's Access Management Rule (OAR 731-015-0155(b)). Adoption of the IAMP will constitute an amendment to the 1999 Oregon Highway Plan. (Moved from Consent Calendar, Item #6.) (*Background materials in General Files, Salem*)

Jerri Bohard introduced Region 2 Planning Manager Erik Havig who gave a brief background of the Interstate 5 Coburg Interchange Area Management Plan (IAMP.)

Public comment was received from:

--Bob Cortright from the Department of Land Conservation and Development (DLCD) proposed amending the plan language, which he believes is ambiguous about the function of the interchange as it relates to accommodating expanded commercial development in the future. Lane County has approved the IAMP, and the City of Coburg has approved the IAMP, but both have adopted different language, and they don't agree on what the language says or means about the function of the interchange. Chair Achterman asked which language would be approved, city or county, if the Commission approved the IAMP. Erik Havig responded that both policies would be adopted, but they pertain to the differences in the jurisdictions. The county policy would be applied to lands under county jurisdiction, as the city policy would be applied to lands under the city jurisdiction and control.

Chair Achterman said there is a high sense of uneasiness about what is being voted on. DLCD appears to want the county and city to agree on the language of the IAMP in terms of the role of commercial use in this area. Another concern is commercial use of the interchange, regardless of who pays for it, especially in terms of the existing industrial lands at the interchange. It's hard to evaluate that without the city's revised comprehensive plan.

Chair Achterman said this item was originally on the Consent Calendar, and then moved to the regular agenda. Lane County and the City of Coburg did not know this would be on the agenda, and therefore are not present today. She proposed deferring this item to the end of the agenda, at the end of the afternoon so Lane County and the City of

Coburg could be given time to weigh in on their position as to whether to move forward on approval of the IAMP, or not.

Director Garrett said this is a unique situation. A lot of work has already been done in an attempt to sync up the city and the county, and if we push back to get consensus, his concern is for the project at hand. What are the implications to the project, federal funding, the political dynamics, and the loss of jobs?

Eric Havig reported back on conversations he had during the lunch hour with Lane County Planning Director Celia Barry and Coburg Contract Director Petra Schuetz. Celia Barry has been involved with the development of the IAMP from the beginning and indicated that Lane County staff and attorneys are in support of the IAMP. She confirmed that the County Board had approved the IAMP by a four-to-one vote. Petra Schuetz confirmed that the City of Coburg is 100 percent behind the IAMP, and does not believe there is an issue around the land use compromise.

Commissioner Olson moved to approve the IAMP. The Commission unanimously approved the motion.



The Commission considered approval of a request to amend the 2008-2011 Statewide Transportation Improvement Program (STIP) to remove the vertical clearance portion of the current scope for the U.S. 26: Dennis L. Edwards Tunnel (Sunset Highway) project, and add the construction phase for the Interstate 84: Rooster Rock Park Connection Vertical Clearance project in Region 1. (*Background materials in General Files, Salem*)

Deputy Director for Highways Doug Tindall introduced Nehalem Mayor and Northwest Area Commission on Transportation Chair Shirley Kalkhoven who spoke on the importance of keeping routes to the coast open and the critical importance the routes play in the coastal economy.

Commissioner Olson moved to approve the amendment to the STIP. The Commission unanimously approved the motion.



The Commission participated in a discussion on Program Funding Levels and provided direction to staff on preparing a recommendation for final approval. Deputy Director for Highways Doug Tindall led the discussion. (*Background materials in General Files, Salem*)

Doug Tindall said the purpose of the discussion was to get guidance on the allocation of flexible STIP funds, and guidance on whether adjustments are needed to the STIP program level funding. Highlights of his presentation:

- Background on program funding levels
- The STIP development process
- Budget timing

- Traditional method of focusing on highway funds
- Variations for the current period
- Public transit and other non-highway allocations
- Current pass-through agreements for STP funds: Congestion Management Air Quality (CMAQ) and STP working agreements with counties and cities
- Federal "flex" fund uses and criteria
- Program Funding Levels

Chair Achterman said the process should clearly state up front that the Transportation Commission adopts the criteria, and what kinds of projects and outcomes are anticipated. This will set the direction for applicants and give the public a better understanding of the STIP process. She noted that the report only shows participation of the Freight Advisory Committee and the ACTs in the project selection process. She said all the advisory committees involved in the process should be listed so their role is clear.

Doug Tindall discussed the breakdown of the flex funds: FHWA funds; mandatory program distribution; legislative intent; and other flexible funding set-asides.

Doug Tindall clarified the breakdown of the \$13 million listed as Legislative Intent on Page 12 of the Program Funding Levels report. He said that at the Commission's instructions from an earlier meeting, the 10% Reserve (\$7,676,157) for Elderly and Disabled Transportation was calculated at the highest point possible on the chart. He said however, it does not **have** to be 10%. The legislature put more than 10% in the budget which is the \$2,323,843 listed as 'Elderly and Disabled Transportation (not included above.) These two amounts add up to the amount of money in Public Transit's budget for Elderly and Disabled -- \$10 million.

HB 2001, HB 2186, SB 1059 Implementation \$3,000,000

Doug explained that ODOT needed money to implement sections of these bills that require planning. The presumption was that it's around land use planning and reduction of greenhouse gases. We weren't sure that's highway eligible, and there's still a question around that. We are not at a point yet to know or understand exactly what work is going to be done in these modeling exercises, how much is related to land use, and how much could be related to highway. So, we're presuming that we have to use this flexible money to accomplish that, which is an allowable use.

It may turn out that some of that work is indeed highway eligible, and then these numbers could be reduced, and highway funds could be applied, recognizing that you still have to balance at the end of the day. If the number is \$3 million to spend, and half of that **is** highway eligible, you've got to reduce your highway expenditures in some other category by \$1.5 million.

Chair Achterman clarified some confusion about how the final allocation amount of \$8.6 million was reached. Originally, it appeared there would be \$24 million in new flexible funds to be allocated. The legislature however, took \$10 million of that for elderly and

disabled transportation, and mandated in the special session, things to be done with greenhouse gas emissions and land use. In addition, other flexible funds have been set aside by Commission decision, such as, funds for congestion management air quality, funds for the working agreements with counties and cities, and funds for transportation demand management. When the legislature approved the 2010-2011 budget, it used up all but the \$8.6 million of the \$24 million of new flex funds in the way it approved the budget.

From a policy making and budgeting standpoint, it's important for the legislature and ODOT to have a conversation about the approximately \$1.1 million in flexible funds coming in annually. Is that money appropriately allocated to achieve our set objectives for 2010 and 2011? Are any adjustments necessary? With this in mind, questions for consideration are: Should flex funds be used for the \$3 million implementation costs for HB 2001, HB 2186, and SB 1059, or should highway funds be used to the maximum extent allowable? Recognizing that those funds will be carved out of some other highway pot, what would we be sacrificing in terms of the highway program?

Public comment was received from:

--Art Schlack from the Association of Oregon Counties spoke in support of increased funds for Transportation Growth Management. He expressed concern about the counties' ability to fund the implementation costs of HB 2001, HB 2186, and SB 1059, and said he has testified to numerous legislative committees that there will not be adequate funding to support the work that needed to be undertaken, not only by ODOT and other state agencies, but by the cities and counties.

--General Manager of the Lane Transit District (LTD) and Oregon Transit Association President Mark Pangborn said we have made a huge shift in terms of embracing the issues of multi-modal connectivity. The money that comes from 2010 is critical in terms of filling the need in Lane County. This year, LTD will make a 20 percent cut in services because of the reduction in revenues. These are vital services, services people take to get to work. He said he believes the OTC is on the right track in terms of plugging the holes, leveraging money, and finding connectivity for all the systems so people have choices.

--Olivia Clark from TriMet said she appreciates the transparency of the process. It gives a clear picture to look at how we want to focus the flex funds, and how we want to address what is in the Oregon Transportation Plan. This is a good opportunity to focus the flex. TriMet will be interested in coming back to the OTC at some point, for some of those flex funds for its next high-capacity transit corridor.

--Tillamook County Transportation District General Manager Matt Mumford said the funding coming is critical to providing service to the community.

--David Barenberg from the City of Portland recommended setting a competitive approach for the funds with set criteria, from which the best ideas and creativity would

prevail. There is a rare opportunity with these unallocated funds to break down some of the silos.

Commission summary of discussion:

- On an overarching basis, we need to revise the budget to get even tighter in detailing expenditures in the various categories. What do we have discretion over, and what do we not? Tighten up the detailing on what money is being spent in the non-highway program. Where does that money come from, and do we have discretion in how that money is spent?
- In terms of the Federal "Flexible" Funds table on page 12 of the handout, we can apply the percentage (10%) for the Elderly and Disabled transportation if we choose, but the consensus seems to be that the amount is in about the right place already. However, the CMAQ – Congestion Management Air Quality – money isn't discretionary, so when we get to the Other Flex Funding Set Asides, which are federally mandated funds, these should be removed from the total.
- City and County Agreements: What do the cities and counties spend that money on now? What are options for non-highway projects?
- It would be helpful to see the 2009 budget numbers, before 2010-2011, to determine what increase, if any, occurred in the different categories.
- How much of the work for HB 2001, HB 2186, and SB1059 could be done out of highway dollars instead of flex dollars?
- As we move forward with these programs, (2011) the Commission would like to see outcome based evaluation plans developed for each program to show which programs are showing performance outcomes, and "what kind" of outcomes are reflected.

Chair Achterman said it doesn't appear much can be done in terms of the bottom line number for the 2010-2011 budget. The sense of the Commission is application for the funds should be a competitive program, reviewed by multiple groups. She asked staff to think about creating a workgroup that would develop those criteria, and the process, to bring back to the Commission.

Doug Tindall continued the discussion by giving a recap of program funding levels. He noted that the 0.07%, of the total FHWA and State revenue that goes to Parks and Recreational Trails is directed through the parks agency, and 75% of that amount is sent out to non-state parks.

Doug asked the Commission to consider if the program funding levels presented were in line with the Commission's direction, and where the \$14.2 million (unallocated revenue at the end of 2015) should be targeted; keeping in mind the agreement with the State of Washington to pay half of the cost of the Columbia River Crossing (CRC) project. The Commission allocated \$30 million last October to CRC, and we are about \$14 million short of being in balance at the end of 2011.



Deputy Director for Central Services Clyde Saiki and ODOT Budget Officer Darryl Ficker presented the Commission the proposed 2011-2013 Policy Option Packages (POP). (*Background materials in General Files, Salem*)

Policy Option Packages are used to create new programs, or to modify existing programs. Darryl reviewed the ten proposed POPs for the 2011-2013 biennium totaling approximately \$18.5 million:

- POP #130 Replace contractors with state FTE
- POP #130 OWIN operations and maintenance
- POP #210 Portland Drive Test Center
- POP #220 Credit/Debit cards for field offices – DMV
- POP #220 Credit/Debit cards for field offices – ISB
- POP #230 CDL Federal Compliance – DMV
- POP #230 CDL Federal Compliance – ISB
- POP #240 Mandatory Teen Driver Education
- POP #260 Transportation Demand Management
- POP #310 Public Transit Division Reorganization

DMV Administrator Tom McClellan reviewed the two DMV POPs, and Michael Ward discussed the two for Public Transit. Approval of Policy Option Packages occurs with budget approval.



The Commission considered approval of items on the consent calendar.

1. *Approve the minutes of the March 11, 2010, Commission meeting in Salem.*
2. *Confirm the next two Commission meeting dates:*
 - *Thursday, May 13, 2010, in Wilsonville*
 - *Wednesday and Thursday, June 9-10, 2010, in Jacksonville*
3. Adopt a resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
4. Approve the following Oregon Administrative Rules:
 - a. Removed
 - b. Amendment of 735-070-0000 relating to cancellation of a driver license.
5. Approve a request to commit, in Fiscal Year 2011, funding to the state's Metropolitan Planning Organizations (MPOs). The MPOs will use the funds to carry out their transportation planning programs in order to meet the requirements of federal and state law. In addition, grant authority to the Transportation Development Division Administrator to sign necessary agreements for the disbursement of these funds.
6. (Moved to formal agenda.) Approve a request to adopt the Interstate 5 Coburg Interchange Area Management Plan (IAMP) in Lane County. This IAMP is consistent with the requirements of the Department's Access Management Rule (OAR 731-015-0155(b)). Adoption of the IAMP will constitute an amendment to the 1999 Oregon Highway Plan.
7. Approve a request to adopt the Oregon 22 Expressway Management Plan: Derry Over crossing to Doaks Ferry Road in Polk County.

8. Approve a request for a Type A Immediate Opportunity Fund grant for the City of Rufus in the amount of \$114,000 to provide transportation improvements to the roadway within the City of Rufus Certified Industrial Park and amend the 2008-2011 Statewide Transportation Improvement Program.
9. Approve a request to reappoint Jon Tullis and David Forkner to the Winter Recreation Advisory Committee. Mr. Tullis and Mr. Forkner currently serve on the committee and will each be reappointed for the four-year term through June 2014.
10. Approve a request to amend the 2008-2011 Statewide Transportation Improvement Program to add a construction phase to the U.S. 26: Military Creek Road – Wolf Creek project in Clatsop County and combine with the U.S. 26: Salmonberry Road – Viewpoint Section project. Total estimated project cost is \$5,773,115.
11. Approve a request to amend the 2008-2011 Statewide Transportation Improvement Program (STIP) to advance the U.S. 26: East Burnside – West City Limits (Sandy) from the Draft 2010-2013 STIP. Total estimated project cost is \$9,602,000.
12. Approve a request to appear before the May 2010 Legislative Emergency Board to seek retroactive approval for submittal of a National Scenic Byway Grant application to the Federal Highway Administration.
13. Approve a request to appear before the May 2010 Legislative Emergency Board to request approval to increase the Other Funds limitation for Highway Maintenance by \$5,291,353. The funds are for permanent fixes from the 2006 and 2009 winter storms and for damages incurred during the 2009 fire season.
14. Approve a request to submit to the May 2010 Legislative Emergency Board the report on implementation of the Oregon Innovative Partnerships Program required by Oregon Revised Statute 367.826.
15. Approve a request to submit to the May 2010 Legislative Emergency Board to request an increase of \$21,441,991 in Federal Funds limitation for the Rail Division for projects funded through the American Recovery and Reinvestment Act.

Commissioner Brown moved to approve items on the Consent Calendar with the exception of item 6 (Coburg IAMP) which was moved to the regular agenda, and Consent 4a which was removed. The Commission unanimously passed the motion.

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Public comments: None

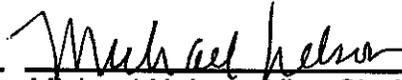
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Chair Achterman adjourned the meeting at 5:06 P.M.

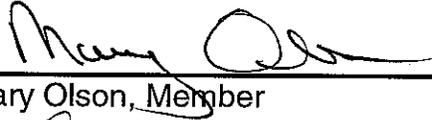
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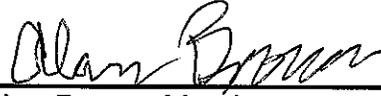
Gail Achterman, Chairman



Michael Nelson, Vice Chair



Mary Olson, Member



Alan Brown, Member



David Lohman, Member



Roxanne Van Hess, Commission Support