

Meeting Minutes
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**Central Oregon Area Commission on Transportation  
COACT  
Redmond Airport Terminal Administration Conference Room  
May 13, 2010**

**Members:**

Dennis Luke (Deschutes County), John Hatfield (Jefferson County), Lynn Lundquist (Crook County), Lonny Macy (Confederated Tribes of Warm Springs), Gary Farnsworth (ODOT), George Endicott (City of Redmond), Jack Seley (City of Prineville), Jeff Monson (Commute Options), Mike Folkestad (Jefferson County Appointed Stakeholder), Dana Cork (Prineville BLM), and Eli Ashley (Bicycle and Pedestrian).

**Guests:**

Brad Grimm (City of Sisters), Jerry Brummer (City of Prineville), Wayne Pearson (EDCO Jefferson County), Rick Root (City of Bend), Linda Hayes-Gorman (Oregon Department of Environmental Quality), James Lewis (COIC), Tom Blust (Deschutes County), Scott Beard (Kittelson & Associates), Chris Doty (City of Redmond), Tyler Deke (Bend MPO), Travis Wells (City of Madras), and Nick Arnis (City of Bend). Attending by phone: Rodney Stewart (ODOT) and Jeffery Stocum (Portland DEQ).

**Staff:**

Andrew Spreadborough and Sharon Nance (Central Oregon Intergovernmental Council).

**Call to Order and Introductions**

Chair Dennis Luke called the meeting to order and introductions were made. Carrie Novick pointed out the fire exits for attendees.

**General Public Comment**

None noted.

**Old Business**

George Endicott moved to approve the COACT Minutes of March 11, 2010. Lynn Lundquist seconded. Motion carried unanimously.

**COACT November 2010 Meeting Re-Schedule**

Andrew Spreadborough directed members' attention to Attachment B "COACT Meeting Schedule – 2010" stating that COACT's November meeting date falls on Veterans Day this year. Per discussion at the last meeting regarding rescheduling the meeting, it was suggested to hold a COACT meeting in September and October with Executive Committee meetings being held in August and December and no meeting in November. Hearing no objections to the rescheduled dates for COACT, the revised meeting schedule was finalized.

**ConnectOregon III – Regional Review Committee Outcomes**

Gary Farnsworth directed members' attention to Attachment C1 "ConnectOregon III Region 4 Committee Review Matrix" and C2 "Region 4 Review Committee Meeting Minutes". Dennis Luke

explained that an effort is underway to have the regions that will benefit from the SkyWest Airlines project to participate financially in the project. This would allow additional Region 4 dollars to be available to fund the Madras airport project. He added that he would support funding the Madras project over the SkyWest project if additional funds were not available.

Gary Farnsworth stated that the SkyWest project is rated #1 in Region 4 (dollars requested \$1,120,000) with the Madras project being rated #7 (dollars requested \$1,704,624). He explained that each region automatically gets \$10 million and funding the top 6 projects cuts into the Madras project funding by approximately \$700,000. Dennis Luke commented on the City of Malin's project, (#6) stating that the committee was impressed with the amount of match committed to the project.

Gary Farnsworth noted that Scott Cooper will be taking Gary Thompson's place at the ConnectOregon III Final Review Committee meeting. Gary Farnsworth speculated that Region 4 will get their top 8 project fully funded; unfortunately, that would leave out the Bend Airport Project (#9) and the Klamath Falls Technology Center project (#10). He announced that the Final Review Committee, including Region 4 representatives Dennis Luke, Scott Cooper, Gary Thompson and Al Switzer, will meet on June 9 and 10 in Portland. It will be a facilitated process for the committee with accommodations for audience to attend.

### **COACT Needs List Update Process**

Gary Farnsworth distributed the draft Bicycle/Pedestrian section of the COACT Needs List. This document included a list of Current and Potential New Planning Projects 2009-2011 – Potential New Projects or Projects with Funding Gaps, and Projects Already Funded and in Process. Gary stressed the importance of completing a Needs List update in order accommodate those jurisdictions currently in the process of updating their TSP's. He was asked when would be the best time to update the Needs List. It was the consensus by attending members that it would be beneficial to update the Needs Lists prior to the jurisdictions completing their TSP process. Gary Farnsworth noted that ConnectOregon III does not include highway projects and informed members that there is more emphasis, both on the federal and state level, on non-highway types of projects. He suggested that the Needs List update emphasize and expand to include other modes, such as rail and air, for the purpose of better positioning projects for funding opportunities. In answer to a question from Dennis Luke, Gary Farnsworth explained that the Technical Advisory Committee has looked at a couple of the Needs List categories and suggested sending out the draft list and requesting feedback from the jurisdictions instead of facilitating the process through a series of meetings.

Gary Farnsworth stated that the Oregon Transportation Commission (OTC) has distributed a solicitation for non-highway modes in an attempt to get projects ready for construction using Preliminary Engineering (PE) funds. He informed members that the Department is anticipating receiving similar funding in the future and stressed the importance of getting projects in a "shovel ready" stage. It was noted that Deschutes County Bicycle and Pedestrian representative should be a member of the Technical Advisory Group.

### **COACT Informational Topics**

Andrew Spreadborough referred to the "COACT Information/Education Topics – Updated List". He reported that this list has been a work in progress since May 1998 and acts as a "parking lot" for informational topics that COACT members have identified as potential presentation topics. The list has been updated over time and includes a list of topics and dates discussed at prior COACT meetings.

Dennis Luke said that a topic suggested to staff by a COACT member will be brought before the Executive Committee for discussion, consideration and placement on an upcoming COACT agenda. George Endicott expressed a concern regarding the wear and tear studs are placing on our highways. To compound this issue, cities and ODOT are suffering from fewer dollars available for road maintenance. Dennis Luke asked members to contact Andrew Spreadborough if they have topic suggestions for upcoming COACT meetings.

Dennis Luke announced that he and George Endicott have been appointed to the Local Officials Advisory Committee, as representatives of the Association of Oregon Counties and League of Oregon Cities. George Endicott reported that at the last meeting of the Local Officials Advisory Committee the operational rules were finalized and Greenhouse Gas Emission issues were discussed. Dennis Luke invited feedback from members to take back to the next meeting of the full Commission.

### **Greenhouse Gas Emissions**

Rodney Stewart from ODOT's Transportation Development Division and Jeffery Stocum from Portland DEQ joined the meeting via conference call.

Tyler Deke provided background information on the Greenhouse Gas Emissions legislation. During the 2009 Legislative session, HB 2186 was passed which dealt with carbon content of fuels. The last section of the Bill addresses global warming/greenhouse gas issues. This section was added due to the passage of HB 2001 from the 2009 Legislative session which dealt with the 6 cent gas tax increase and registration fees. A portion of the dollars that will be generated from HB 2001 were earmarked for a handful of projects across the state. There was opposition to the Bill because of the earmarks. There occurred a push late in the session by the opposition groups to get greenhouse gas issues addressed in the Bill. This was accomplished by adding the last section in HB 2186 that created a state greenhouse gas Task Force to evaluate greenhouse gas emissions from light weight vehicles (under 10,000 lbs).

The Task Force was formed last August/September and within three months the group met four times and developed a concept report which was forwarded to the special legislative session that occurred in February. As a result, SB 1059 was passed. That bill outlines the state developing a strategy on reducing greenhouse gas emissions from vehicles. When the SB 1059 was first introduced, it was very controversial and as a result most of the recommendations dealing with implementation were stripped out of the bill. Vague language remained stating that MPOs and cities within MPO areas around the state would be required to complete work over the next couple years as opposed to a more graduated process. Within the initial draft, it required cities and counties within MPO areas to complete land use and transportation planning. Upon completion of the legislative process, almost all of the requirements now fall back to the state agencies, Oregon Department of Transportation (ODOT), Department of Land Conservation and Development (DLCD), Department of Environmental Quality (DEQ), and Department of Energy (DOE). There still remains work to do locally, but it's on a voluntary basis. Under SB 1059, they are now in the process of forming the policy committee that will oversee development of the guidelines and rule making.

Rodney Stewart added that SB 1059 is only the first phase of a three phase process. Since the Governor only signed this legislation on March 18, the Department is in the very early stages of planning. SB 1059 has 8 required basic items:

- OTC will adopt a statewide transportation strategy

- The Land Conservation and Development Commission's lead role is the establishment of guidelines for developing and evaluating alternative land use transportation scenarios to reduce greenhouse gas
- A Tool Kit to help local government is being developed in addition to executing actions and programs to reduce greenhouse gases from light vehicles
- Rule making process – moving in the direction of setting greenhouse gas reduction targets basically breaking down the statewide goals in the MPO areas for light vehicles through the Land Conservation and Development Commission
- Implement a public education process on a statewide level
- As the Department gets further into the Tool Kit, the bill asks for the consideration of whether immediate action may be taken to reduce greenhouse gases and how regional transportation plans might be altered to reduce greenhouse gas
- A joint report by ODOT and DLCD be delivered to the 2011 legislative assembly on financing and sources of financing necessary to underwrite the cost of local government and MPO's to accomplish this work
- A joint report by ODOT and DLCD be delivered to the 2013 legislative assembly regarding progress on the various components of SB 1059

The above 8 items call for the state agencies to do this work in consultation and in cooperation with MPOs, other state agencies, local governments and stakeholders as well as a public comment process. ODOT has proposed to the OTC three conceptual committees– Policy Committee, an LCDC Rules Advisory Committee, and a Technical Advisory Committee. ODOT is waiting for approval from the OTC to establish these three committees.

Dennis Luke asked if a city located within a county that has an MPO would have to comply. Rodney Stewart answered by saying that the focus is on vehicles traveling within the area serviced by a MPO, and feels that this will not have the same direct impact, at least not initially, on areas outside the MPO areas. Gary Farnsworth clarified stating that Deschutes County has a large commute area between Redmond-Bend-La Pine and asked how this will affect commute-shed communities outside the MPO area. Rodney Stewart stated that these types of commute patterns will be looked at when completing the statewide strategy.

Lynn Lunquist asked what assumptions were made in relation to average growth from the 1990 to 2020. Rodney Stewart stated that the Department will use the best growth information available by region when completing the statewide strategy.

Linda Hayes-Gorman stated that DEQ will play a support role in SB 1059 to provide data and input into a model that helps predict what emissions will be and vehicle miles traveled to formulate an educated estimate looking into the future to 2020 and ultimately 2050. Taking into account the changes in the nature of vehicles and fuels in the future, DEQ will identify what those numbers might be and will put those numbers into ODOT's Green Step Model to assist with meeting the greenhouse gas emission reduction goals. She offered to be the local contact point for this community. In answer to a question, she stated that the majority (95%) of the greenhouse gases are carbon dioxide, a by-product of fuel combustion. Jeffery Stocum stated that DEQ will be working with ODOT and the DOE on future legislation for fuels.

Dennis Luke asked how the air quality is determined in 1990 when wood stove usage played a major factor in the area's air quality. Linda Hayes-Gorman replied stating that the greenhouse gases will be an estimate looking at 1990 population and registered vehicles among other factors. Jeffery Stocum added that in June, DEQ will begin looking for consultants who will be available to assist with the inputs for the Green Step Model. Dennis Luke asked if there are any provisions in the bill that addresses penalties if a community does not comply. Tyler Deke said that SB 1059 has no language addressing a penalty for non compliance, but a section on penalties was included in the Legislative Report. Rodney Stewart stated that this issue will be addressed further in the process.

Gary Farnsworth stated that Bend Councilor Mark Capell was invited but was unable to attend the meeting today. Councilor Capell has stated that this bill was a huge improvement over where we were last year. He was very interested in not only the question of flexibility in the process but also the funding that would come for not only study work but implementation improvements. Tyler Deke added that the travel shed and commuting issues were a huge topic of discussion at the Task Force meetings last fall. Jeff Monson stated that there is discussion statewide of strategic planning and additional funding coming to transportation demand management programs.

Rodney Stewart announced that the OTC just approved the concept for the policy committee. The next step is to begin filling those committee positions.

Gary Farnsworth reminded members that representatives of ODOT, DLCD, DEQ and DOE are all on the Economic Revitalization Team (ERT). The ERT represents not only a statewide perspective but also a local perspective. Gary Farnsworth stated that he represents ODOT on the Central Oregon Economic Revitalization Team and meets regularly with all of the above counterparts and will be in a position to have a regular dialogue with these representatives regarding greenhouse gas emission issues.

Gary Farnsworth thanked Rodney Stewart, Linda Hayes-Gorman, Jeffrey Stocum and Tyler Deke for participating in today's meeting.

Meeting adjourned. Interested members toured the Redmond Airport Terminal Building.