

Meeting Minutes

Central Oregon Area Commission on Transportation COACT November 10, 2011

Members:

John Hatfield (Jefferson County), Lonny Macy (Warm Springs), Alan Unger (Deschutes County), Gary Farnsworth (ODOT), Wendy Holzman (City of Sisters), George Endicott (City of Redmond), Karen Friend (Cascades East Transit/COIC), Bob Bryant (ODOT), Gus Burril (City of Madras), Tony DeBone (Deschutes County), Ken Mullenex (City of La Pine), Dana Cork (BLM-Prineville), Travis Wells (Warm Springs), Peggy Fisher (Ochoco/Deschutes NF), Cheryl Howard (Bike and Pedestrian Advisory Committee), Mike Folkestad (Jefferson County), and Eileen Stein (City of Sisters)

Guests:

Scott Edelman (City of Prineville), Chris Doty (City of Redmond), Nick Arnis (City of Bend), George Kolb (Deschutes County), Tyler Deke (MPO-Bend), Nick Snead (City of Madras), Liz Dickson (Hurley Re, P.C./Bend Associates), Michel Bayard (ODOT N. Corridor CAC, Hunnell United Neighbors), Michael Rock (ODOT – TDD), Matt Crall, (DLCD), Erik Havig (ODOT), Brenda Pace (CO Landwatch), Neil Bryant (Bryant, Lovlien & Jarvis), Mike Lovely (MPO-Bend CAC, SBNA, RTAC), Dave Duncan (Biak Training Center), Joe Bessman (Kittelson & Associates), Hobbs Margaret (Sisters Airport), Scott Aycock (COIC), and Penny Keller (Crook County).

Staff:

Andrew Spreadborough and Misty Winner (Central Oregon Intergovernmental Council).

Call to Order

COACT Chair John Hatfield called the meeting to order at 3:04. Introductions were made.

General Public Comment

There were no public comments.

COACT Business

George Endicott moved approval of the September 8 meeting minutes. Lonny Macy seconded the motion. The minutes were approved by consensus.

Presentations

Oregon Highway Plan and Transportation Planning Rule Proposed Amendments

Gary Farnsworth introduced Michael Rock, ODOT Senior Planner. Michael summarized the need for Oregon Highway Plan (OHP) Mobility Standards and Transportation Planning Rule (TPR) revisions. He distributed a powerpoint presentation focusing on the draft/proposed OHP revisions. He discussed the legislative mandate for the modification, and the resulting formation of a joint subcommittee charged with identifying proposed changes. He summarized stakeholder input, including the overarching themes: need to better balance economic development objectives, and that mobility

standards and the TPR are a hindrance to increasing development densities, especially in urban areas. The joint subcommittee developed a report with several recommendations:

- Exempt rezoning consistent with the comprehensive plan map
- Practical mitigation for economic development projects
- Exempt upzonings in urban centers
- Address traffic at time of UGB expansions
- Added technical clarifications
- Exempt proposals with small increases in traffic
- Average trip generation assumptions
- Streamline alternate mobility standard development
- Corridor or area mobility standards
- Consider measures outside of volume to capacity ratios

Michael Rock discussed SB 795, which was passed in the 2011 session. SB 795 requires TPR and OHP amendments, with a required completion date of 12/31/11. He reviewed proposed changes to the OHP mobility standards, and closed by providing information on the public review and comment period (runs through 11/21/11).

Alan Unger asked about the role of the Federal Highway Administration in the state's efforts to adopt flexibility in these areas. Gary Farnsworth said that the FHWA provides funding and oversight, as well as a tie to the federal highway system. He said that FHWA is interested in consistency in mobility standards. Brenda Pace said the volume to capacity standards seldom measure impacts beyond automobile traffic. She asked what efforts are under way to monitor beyond autos (e.g. bicycle and pedestrian impacts). Michael Rock replied that several research projects are under way, and that ODOT has an interest in measuring non-automobile impacts. He said that the question is – how do we apply these measures to day-to-day land use decisions?

Gary Farnsworth introduced Matthew Crall, Land Use and Transportation Planner at the Oregon Department of Land Conservation and Development. Matt presented a detailed explanation/overview of the draft amendment to the Transportation Planning Rule (TPR). He said that a Land Conservation and Development Commission hearing and action on the TPR amendment is scheduled for December 8. Matt recognized the work of Nick Snead and Nick Arnis in representing Central Oregon on the rule making advisory committee. He noted that Nick and Nick are good sources for additional information on the TPR revisions.

Matthew provided a detailed review of the four TPR sections that will be modified:

1. Section 1 – *Clarified that a zoning map is part of land use regulations.*
2. Section 2 – *Clarification added to say that the corrective action is measured at the end of the planning period.*
3. Section 3 – *Should be amended to make it easier to qualify for the reduced mitigation described in Section 3. The RAC did not reach a consensus on how to best accomplish this, three options are currently being reviewed.*
4. Section 4 – *Minor changes proposed in Section for consistency.*

He then reviewed new TPR sections:

1. Section 9 – *To exempt zone maps amendments consistent with comprehensive plan map designation.*

2. Section 10 – *Designate multimodal, mixed-use areas that are exempt from congestion performance standards.*
3. Section 11 – *Allow balancing economic development benefits with transportation effects.*

George Endicott said that the current TPR language requires that all project funds to be identified at the beginning of a project. He asked if that requirement has changed. Matt Crall replied that project owners must still identify the sources of funding. He said that the funding is not required to be available on day 1, though funding should be identified.

Eileen Stein asked about the new flexibility provided for in section 2e, which would allow for corrective actions to occur elsewhere on the system. She asked how the connection will be drawn between an impact in one area and the corrective action in another. Matt replied that the draft TPR language does not specify that level of detail. He said that if the project was on a state highway, the improvement would need to be in close proximity. Local projects could have greater flexibility. Eileen asked who approves or sanctions the mitigation project. Matt replied that it would depend upon whose facility is failing. The facility owner would need to make the determination.

Matthew said that written comments on the TPR modifications need to be sent to:

Casaria Tuttle
DLCCD
635 Capitol St NE, Suite 150
Salem, OR 97301
casaria.r.tuttle@state.or.us

The hearing is scheduled for December 8th at 8:30am at the Columbia Gorge Discovery Center. Any other questions, feel free to contact Matt at matthew.crall@state.or.us or 503.373.0050 ext. 272 or to keep updated: www.oregon.gov/LCD/Rulemaking_TPR_2011.shtml.

Least Cost Planning Implementation

Gary Farnsworth introduced Erik Havig, ODOT Planning Section Manager. Erik said that the Jobs and Transportation Act (JTA) required ODOT to develop a least cost planning process, which is defined as a process for comparing direct and indirect costs of demand and supply options to meet transportation goals, policies or both, where the intent of the process is to identify the most cost-effective mix of solutions.

Erik said that ODOT is currently “stage 2” of the planning process, which is focused on identifying specific indicators, outreach, indicator comparison process, and LCP analysis methodology. He noted ODOT’s interest in using existing data where possible. He said that stage 2 work should be completed in July or August. He stressed that the goal of this process is to develop a “benefit-cost” framework that allows for a monetized basis for making costs comparisons of all impacts of a project.

Erik closed his least cost planning presentation by noting that the intent is to support a “best value” mentality in project planning, and to encourage wise decision making. George Endicott asked how much flexibility will be built into how qualitative measures are weighted, and how local decision makers can participate in the development of the matrix. He noted that the factors of importance on projects may vary (on some mobility may be the most important consideration, on others environmental impacts may be the most important). Erik said that this question is at the heart of work

that is going on currently. He said that a goal is to develop a system that avoids gamesmanship and promotes accountability and transparency.

Brenda Pace asked how alternate modes will be represented in the LCP matrix. Erik replied that alternate modes will not be a measure on its own, but would come into play in measuring mobility and health impacts, among others. Alan Unger asked how decision-making will occur on LCP. Erik said that ODOT is beginning those discussions, but that regional and local input will be included within the process. Scott Aycock said that analyzing externalities on projects may require bringing other agencies to the table. He noted that there is a health transportation study under way that is analyzing impacts of public transportation options on community health.

Erik next discussed specific proposed revisions to the Oregon Highway Plan access management requirements. He provided context on the legislation leading to the proposed revisions, as well as the process that went into revision development. He then summarized the specific proposed revisions:

- Procedure requirements for approach permit applications
- Access management standards (spacing, etc.)
- Dispute resolution and appeals processes
- Mitigation measures and use of medians
- State highway classification review
- Inter-jurisdictional transfers

Next Steps: Public outreach for the OHP revisions will continue through the end of January. An OTC public hearing will be held in January 2012; if needed any necessary revisions will be finalized for OTC in February 2012. Written comments must be received by 5:00pm, January 31, 2012:

Oregon Department of Transportation
Planning Unit, Attn. Kristina Evanoff
555 13th Street NE, Suite 2
Salem, OR 97301
or Kristina.Evanoff@odot.state.or.us

Eric Havig thanked the Board for their time and stated that if anyone has any questions after the meeting, to please feel free to contact him or check out the website for updates
www.oregon.gov/ODOT?TD?TP?OHP_AM.shtml.

Other Business

ConnectOregon IV and Flex Fund Program Project Concepts

Gary Farnsworth said that the ConnectOregon IV application deadline is November 21, and asked if anyone is aware of Central Oregon project proposals that will be submitted. Gus Burril stated the City of Madras is submitting a rail improvement project proposal. Eileen Stein said that the Sisters Airport is working on their grant application to widen the runway and add a separate landing strip. Scott Edelman said that the City of Prineville is looking to do a rail improvement project. Andrew Spreadborough said that the City of Bend will be submitting an application for a Bend Airport project. Gary said that the ConnectOregon IV review process will be discussed at the next COACT meeting.

Gary Farnsworth stated that the Flex Fund application deadline has passed. The five project applications submitted by Central Oregon jurisdictions are:

1. City of Bend - 3rd Street Pedestrian Access Improvement (Franklin Ave. and Badger Rd)
2. City of Madras – North Madras Bicycle and Pedestrian Connect Project
3. City of Prineville – Creek Trail Restoration Project
4. Redmond – Dry Canyon Trail Maple Bridge Staircase Project
5. City of Sisters – US 20 Cascades Avenue Improvements

Erik Havig stated that ODOT received about 105 applications from around the state requesting \$90 million, and that by January/February ODOT will be able to post a list for public review. Gary said that the FHWA Discretionary Federal Highways program application process will be opening soon.

COACT Membership Composition Discussion

Gary Farnsworth said that a proposal to elevate modal and federal agency ‘ex officio’ COACT members to full voting members has been discussed at recent COACT meetings. He noted that this concept aligns with the discussion that COACT had with ODOT Commissioner Tammy Baney regarding increasing integration of non-highway modes in planning the transportation network. Alan Unger expressed support for the proposal. COACT members discussed, and expressed support. The revision to COACT’s operating guidelines will be added to the January COACT agenda.

Gary Farnsworth said that the Oregon Transportation Commission meets on November 16, and that ACT chairs were invited to attend to discuss the OTC work plan for 2012-2013. He said that Chair Hatfield asked George Endicott to attend in his place due to a schedule conflict shared by the County representatives (Association of Oregon Counties conference).

George Endicott asked the COACT members for feedback on our message to the OTC. He proposed an overview of TRIP 97, and the interest in developing a flexible approach to corridor planning. Eileen Stein suggested the continuing need to balance the interests of freight mobility with community livability. Gus Burrell suggested expressing support for not renewing the prohibition on local gas taxes. Alan Unger suggested discussing challenges with “last mile” mobility. Andrew Spreadborough suggested sharing COACT’s concerns regarding the potential closure of the Government Camp public restroom. George encouraged COACT members to submit additional comments or suggestions.

Meeting adjourned at 4:51 PM.