

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 Burrell (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 Burril 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.

CENTRAL OREGON
AREA COMMISSION ON TRANSPORTATION
(COACT)

OPERATING GUIDELINES

Adopted March 17, 1999

Revised March 11, 2010

Draft Revisions 1/12/12

CENTRAL OREGON AREA COMMISSION ON TRANSPORTATION (COACT)

OPERATING GUIDELINES

The jurisdictions representing Crook, Deschutes and Jefferson counties, the Confederated Tribes of the Warm Springs reservation and the respective cities of Bend, Culver, [La Pine](#), Metolius, Madras, Prineville, Redmond and Sisters have been granted a charter establishing an Area Commission on Transportation for the Central Oregon Region by the Oregon Transportation Commission (OTC) as of November 17, 1998.

Purpose

- To provide a forum for the discussion, understanding and coordination of transportation issues affecting the Central Oregon region.
- To review the process for determining transportation infrastructure, capital investments and project prioritization in the Central Oregon region.
- To advocate Central Oregon transportation issues to neighboring regions, area legislators and other interested organizations.
- To advise the Oregon Transportation Commission on state and regional policies affecting Central Oregon's transportation system.

Operating Philosophy

COACT meetings will be scheduled every two months as a means to achieve the above mentioned goals. Additional meetings will be scheduled upon the request of the OTC, the ODOT Regional Manager, or by the desire of COACT. All meetings and committee functions will comply with the requirements of the Oregon Public Meetings Law, ORS 192.610 to 192.690, and every attempt will be made to involve the broadest spectrum of regional transportation stakeholders.

Structure and Membership

The voting membership of COACT will consist of [the following a member and alternate representing each of the following, to be appointed and serve at the pleasure of the jurisdiction:](#)

Crook County	(designated and/or elected official)
Deschutes County	(designated and/or elected official)
Jefferson County	(designated and/or elected official)
City of Bend	(designated and/or elected official)
City of Culver	(designated and/or elected official)
City of La Pine	(designated and/or elected official)
City of Madras	(designated and/or elected official)
City of Metolius	(designated and/or elected official)
City of Prineville	(designated and/or elected official)

City of Redmond	(designated and/or elected official)
City of Sisters	(designated and/or elected official)
The Confederated Tribes of Warm Springs	(designated and/or elected official)
ODOT Representative	(ODOT Region 4 Manager appointment)
Jefferson County Stakeholder Representative	(non-elected official)*
Crook County Stakeholder Representative	(non-elected official)**
<u>Bureau of Land Management Representative</u>	<u>(BLM appointment)</u>
<u>US Forest Service Representative</u>	<u>(USFS appointment)</u>
<u>Aviation Mode Representative</u>	<u>(COACT Executive Committee appointment)</u>
<u>Bicycle and Pedestrian Mode Rep.</u>	<u>(COACT Executive Committee appointment)</u>
<u>Rail Mode Representative</u>	<u>(COACT Executive Committee appointment)</u>
<u>Transit Mode Representative</u>	<u>(COACT Executive Committee appointment)</u>
<u>Trucking Representative</u>	<u>(COACT Executive Committee appointment)</u>
<u>Transportation Options Representative</u>	<u>(COACT Executive Committee appointment)</u>

*Jefferson County (in consultation with the Cities of Culver, Madras, and Metolius) will appoint one additional voting member from interested stakeholders which may represent, but are not limited to: ~~freight, trucking, bicycle, pedestrian, public transportation system~~, public interest advocacy groups, environmental, land use, local citizens, business, education, public safety providers, non-profit organizations, etc.

**Crook County (in consultation with the City of Prineville) will appoint one additional voting member from interested stakeholders which may represent, but are not limited to: ~~freight, trucking, bicycle, pedestrian, public transportation system~~, public interest advocacy groups, environmental, land use, local citizens, business, education, public safety providers, non-profit organizations, etc.

Ex-Official Representation (non-voting) will consist of the following: ~~(to be appointed by the Executive Committee)~~:

Local State Legislators	All Crook, Deschutes & Jefferson
Congressional Local Aides	3 Members
All OTC Commissioners	5 Members
Aviation Representative	1 Member
Transit Representative	1 Member
Bicycle and Pedestrian Representative	1 Member
Special Transportation Issue Representative	1 Member
Public Representative (e.g., Educ., Special Dist.)	1 Member
Bureau of Land Mgmt. & USDA Forest Service	2 Members

The Bend Metropolitan Planning Organization will be represented on COACT through the City of Bend and Deschutes County COACT members.

COACT may choose to establish technical advisory committees to assist in the consideration of technical aspects of policy matters and/or to prepare alternatives and recommendations to be forwarded to the OTC.

Staffing Support

Staff support will be provided by ODOT and/or the Central Oregon Intergovernmental Council or in any matter acceptable to COACT and ODOT.

Quorum

At least 50% of the current voting members constitutes a quorum. Any vacant or unfilled voting member seats will not count toward the quorum.

Decision Making

COACT will use a consensus decision-making process and will foster a collaborative approach to problem solving. Consensus means that all members agree to support the decision. Members may choose not to block the consensus even though they do not fully agree with the decision. Members are encouraged to voice and have recorded all views. Once a consensus decision has been reached, all members agree to support that decision.

Sufficient time will be provided for the members to seek advice from constituents, agencies, or other experts, when desired, before a decision is adopted. All members present at the meeting are included in the consensus process. Any member may abstain from the consensus and may request to be acknowledged as abstaining in any publication of the consensus. Abstaining is a choice not to block or to support the decision.

If any member feels the need to stand in the way of consensus on a decision, he/she will explain his/her concern with the proposed decision to the group, and the group will make every attempt to understand the concern and the underlying interests. The group may decide to delegate the issue to a working group for further exploration, development or recommendation for the full group.

If the group is unable to reach consensus with any of the approaches above, and if a majority of the group feels it is important to reach a decision on the issue in controversy, the group will vote and record the majority and minority views. It is the intent of COACT to use the voting system infrequently so as not to turn the work of COACT into one of garnering votes rather than working collaboratively to find solutions.

The group may delegate decisions on administrative matters to a smaller group, such as the executive committee

Coordination

Coordination with stakeholder groups, residents, and other regions and ACTs is a primary obligation of COACT. COACT will consider local, regional and statewide perspectives.

Officers

A Chairperson and Vice-Chairperson shall rotate annually between the three County representatives. The Chair shall preside at all meetings he/she attends and shall be responsible for helping the group adhere to the operating guidelines. The Chairperson will conduct all meetings in a productive manner, respectful of the need for all interests and concerns to be raised. The Vice-Chairperson shall assume the duties of the Chair in his/her absence.

Executive Committee

The Executive Committee will consist of the three appointed representatives from each County Government, Tribal Government, and a Region 4 ODOT Representative. The Executive Committee will guide the work of COACT by establishing agendas and meeting dates. All members may suggest agenda items.

Media Relations

All members are free to speak to the press or to various groups on issues before COACT. Members should not represent COACT views unless the group has reached a decision on an item. Members should not characterize the views or comments made by other individual members. Specific media inquiries about COACT will be directed to the Chair, Executive Committee, and/or staff.

Meeting Conduct

Members will treat each other with respect and in a manner that provides opportunity for group decision making. Conflict will also be addressed in keeping with the operating guidelines.

Subcommittee Formation

COACT members or the Executive Committee can form any subcommittee, such as a technical advisory committee, on the basis of need. Members will be asked to submit names of resource persons in their communities. Subcommittees will form and/or disband per ongoing needs of COACT.

Public Outreach Process

All COACT meetings will be open to public attendance and any member of the public may attend any meeting. The public is encouraged to participate at the appropriate time on the meeting agenda.

Meeting Notice

Advanced meeting notice will be submitted to news media, adjacent ACTs, and to interested persons and stakeholder groups which have requested notice. Meeting notices will also be posted at local public institutions, and on the ACT website. Notices will include the time, place, agenda subjects, and the name of the person and telephone number (including TTY number) to contact to make a request for an interpreter for the hearing impaired or for other communication aids. Meeting notices will be distributed one week prior to the meeting.

A paid meeting advertisement will be considered when COACT meets to develop project priorities for the STIP, for Draft STIP public hearings, and for all electronic meetings.

Meeting Materials

Advance agendas will be posted on the ACT web site one week prior to the meeting. For decision items, every effort will be made to post meeting materials on the ACT web site one week prior to the meeting.

Meeting materials will be made available to everyone in attendance at COACT meetings. Time will be provided on all meeting agendas for public comment.

Meeting Schedule

COACT meets every two months at a regular, established meeting time.

Meeting Location

COACT meetings will be held only in facilities that meet the accessibility requirements of the Americans with Disabilities Act (ADA). No meeting will be held in buildings where discrimination (race, sex, age, national origin, color, creed, disability) is practiced.

Meeting Minutes

Minutes shall be prepared for all COACT board meetings. Minutes shall be distributed to COACT members prior to the next meeting, and shall be posted on the ACT web site.

ConnectOregon IV Region 4 Project Applications

MODE	APP. #	APPLICANT	PROJECT NAME	COIV Funds Requested	Match (20% Grant)	Added App. Match	Total Project Cost	Contacts Listed	Phone	EMAIL
Aviation	4A0178	City of Bend/Bend Aviation	Taxiway A	\$ 192,220	\$ 48,055	\$ 3,376,945	\$ 3,617,220	Gary Judd	541-389-0258	gjudd@ci.bend.or.us
Aviation	4A0181	Flying H Enterprises	Office/hangar for small aviation business	\$ 128,016	\$ 32,004		\$ 160,020	Stephanie Hartung	541-593-8886	shartung@chamberscable.com
Aviation	A40182	City of Redmond	Emergency Aircraft Dispatch Center	\$ 1,500,000	\$ 375,000	\$ 1,000,000	\$ 2,875,000	Carolyn S. Novick	541-504-3496	carrie.novick@ci.redmond.or.us
Aviation	4A0184	Christmas Valley Park & Recreation District	Parallel Taxiway and Apron Construction	\$ 607,280	\$ 151,820	\$ 900,000	\$ 1,659,100	Ron Wilson	541-576-2216	cvparkrec@yahoo.com
Aviation	4A0191	City of Redmond	GA Ramp/Taxiway A Recon/Taxiway C Extension	\$ 425,000	\$ 106,250	\$ 7,968,750	\$ 8,500,000	Carolyn Novick	541-504-3496	Carrie.Novick@ci.redmond.or.us
Rail	4R0201	City of Madras	Madras-BNSF Rail Improvement Project	\$ 988,720	\$ 247,180		\$ 1,235,900	Gus Burrell	541-475-2622	gburrell@ci.madras.or.us
Transit	4T0203	Mid-Columbia Council of Governments	The Dalles Transit Center	\$ 2,532,500	\$ 633,125	\$ 334,375	\$ 3,500,000	John Arens	541-298-4101	john.arenas@mccog.com
Aviation	4A0204	City of Klamath Falls	Airport Intermodal Service Center	\$ 200,000	\$ 50,000		\$ 250,000	John Longley	541-883-5372	jlongley@flyklamathfalls.com
Transit	4T0211	City of Klamath Falls	Brett Way Extension	\$ 2,667,904	\$ 666,976		\$ 3,334,880	Mark Willrett	541-883-5364	willrett@ci.klamathfalls.or.us
Aviation	4A0216	Sisters Runway Inc	Sisters Eagle Airport Improvement Project	\$ 1,597,932	\$ 399,483		\$ 1,997,416	Hobbs Margaret	541-513-8948	hmargaret@sistersairport.com
Aviation	4A0220	City of Prineville	Prineville Airport AWOS	\$ 220,000	\$ 55,000	\$ 19,000	\$ 294,000	Steve Forrester	541-447-5627	sforrester@cityofprineville.com
Aviation	4A0236	Lake County	Commercial Infrastructure Development	\$ 726,980	\$ 181,745	\$ 285,060	\$ 1,193,785	Bob Pardee	541-947-6071	brpardee@co.lake.or.us
Rail	4R0237	LRY LLC (dba Lake Railway)	L.C. RR rail relay phase I	\$ 768,000	\$ 192,000		\$ 960,000	Paul Didelius	509-540-7111	pd@lakerail.com
Aviation	4A0243	City of Malin	Malin Municipal Airport Fueling Project	\$ 192,000	\$ 48,000		\$ 240,000	Robert Grounds	541-723-2021	cityofmalin@yahoo.com
Totals				\$ 12,746,552	\$ 3,186,638	\$ 13,884,130	\$ 29,817,321			

Application Review Process

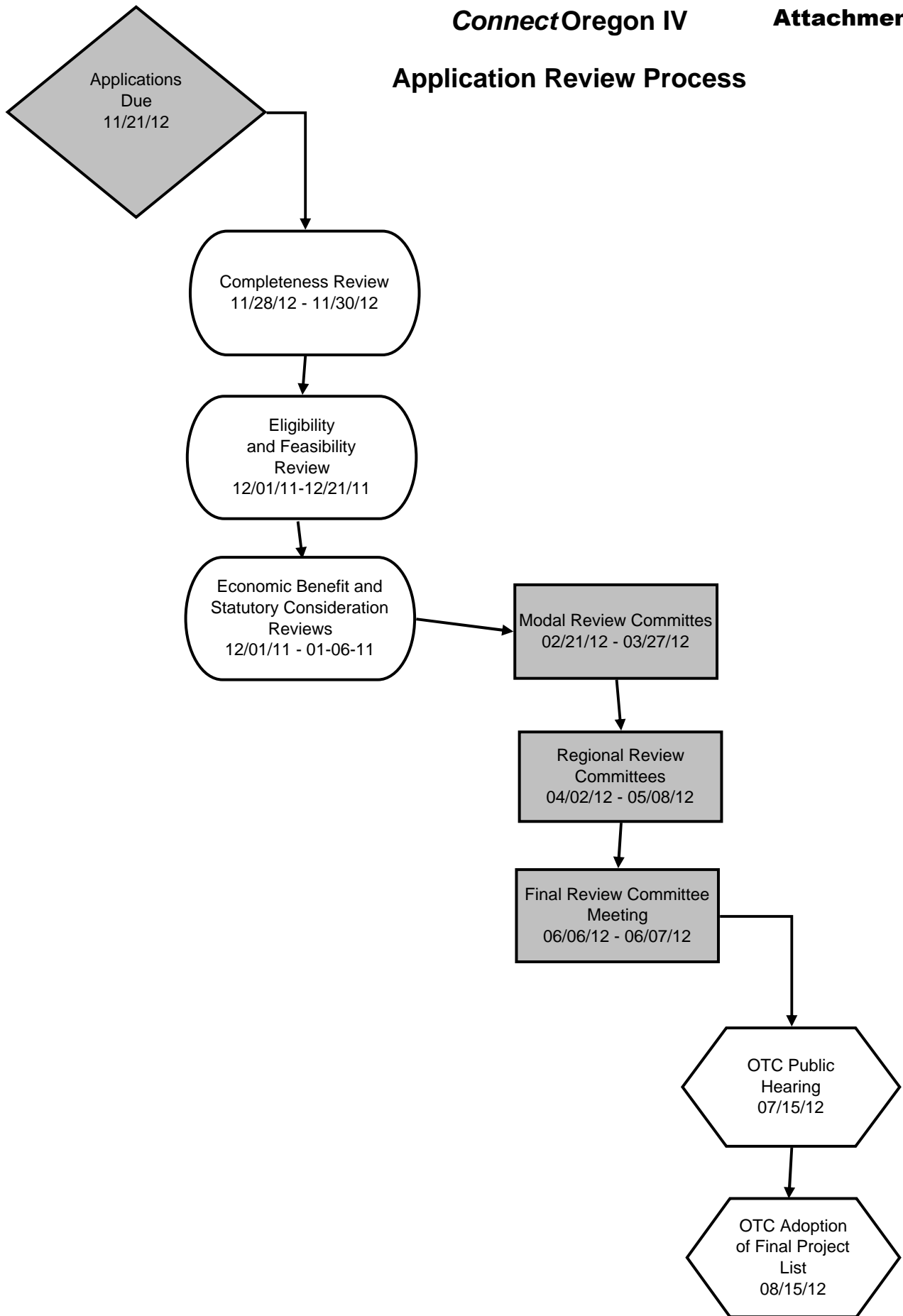


Table 1 Review Committee Outline

Step	Task	Explanation	Responsible party
Pre Meeting Through 2/21/12	Delivery of Information to Modal Review Committee staff	Delivery of project documents including: applications and completeness reviews, feasibility reports, economic benefit evaluations, and standardized committee reporting materials.	CO IV staff
	Staff Preparation for meeting	Modal Review Committee staff ensures all documents are distributed to the Committee members.	Modal Review Committee staff
Meetings 2/21/12 Through 3/27/12	Prioritizing	Projects are prioritized (1- through <i>n</i> , with 1 indicating the highest priority project).	Modal Review Committee
Post Meeting 3/27/10 through 3/30/10	Reporting	Complete standardized committee report material and obtain approval of the report by the Modal Review Committee Chair.	Modal Review Committee staff
Pre Meeting Through 03/30/12	Delivery of Information to Regional Review Committee staff	Delivery of project documents including: applications and completeness reviews, feasibility reports, economic benefit evaluations, and standardized committee reporting materials.	CO IV staff
	Regional Review Committee Staff preparation for meeting	Regional Review Committee staff ensures all documents are distributed to the Committee members.	Regional Review Committee staff
Meetings 4/2/12 Through 5/08/12	Prioritizing	Projects are prioritized (1- through <i>n</i> , with 1 indicating the highest priority project).	Regional Review Committee
Post Meeting 05/09/12 through 05/21/12	Reporting	Complete standardized committee report material and obtain approval of the report by the Regional Review Committee Chair.	Regional Review Committee staff

2.4 Prior to Public Meetings

2.4.1 Modal and Regional Review Committee Staff Responsibilities

Scheduling and Noticing of Review Meetings

MRC and RRC staff will notify *ConnectOregon* staff of all MRC and RRC meeting dates. *ConnectOregon* staff will ensure all *ConnectOregon* meetings, and any revisions or changes, are accurately noticed on the *ConnectOregon* website. MRC and RRC staff are responsible for all

Central Oregon Area Commission on Transportation – Policy Updates

January 5, 2012

1. Oregon Highway Plan Revisions, adopted by the Oregon Transportation Commission on 12/21/11

www.oregon.gov/ODOT/TD/TP/docs/OHP11/PolicyAdopted.pdf

2. Transportation Planning Rule (TPR) Amendments, adopted by the Land Conservation and Development Commission on 12/9/11

Local Plan Amendments and Rezoning:

www.oregon.gov/LCD/docs/rulemaking/2009-11/TPR/TPR_Amendments-Filed_Secretary_of_State.pdf

Access Management:

www.oregon.gov/LCD/docs/rulemaking/2009-11/TPR/TPR_Amendments-Legislative_Style.pdf

3. Oregon Administrative Rule Revisions for Access Management, Division 51

http://arcweb.sos.state.or.us/pages/rules/oars_700/oar_734/734_051.html

Problem Statement: A well functioning US 97 corridor is vital to the economy of Central Oregon. Future growth and job development within municipalities located adjacent to the US 97 corridor is impeded by:

- Inadequate state transportation funding to improve US 97.
- Insufficient funding to construct vital big-ticket highway improvements.

Scope Background and Assumptions: A multi agency steering committee consisting of ODOT, and the Cities of Bend, Redmond, and Madras will sign an Intergovernmental Agreement to cooperate and coordinate their resources to address the issues identified in the Problem Statement. This scope of work is to develop and refine solutions to the issues and problems shared by these jurisdictions on the Highway 97 Corridor. This RFP seeks creative and innovative ideas, processes and solutions to these problems.

- The Transportation Planning Rule, which requires necessary and planned transportation system improvements to have a reasonable likelihood of funding prior to approval of land use change or expansion.
- Unattainable mobility standards based on traffic engineering principles which lack system or corridor perspective.
- Design standards which produce expensive, large scale solutions within urban areas.

“The mobility standards, design standards, funding mechanisms, and land use rules must be based on a Best Value approach to delivering affordable practical projects that balance transportation mobility with economic development efforts.”

Solution Concept and Objectives: The concept is a multi-pronged, collaborative approach as follows:

- 1. Create a corridor and area wide travel time based performance measure, instead of the typical intersection-by-intersection volume-to-capacity ration based mobility standard.**
 - a. Identify the corridor (US 97, Madras to La Pine, Madras to K-Falls, etc).
 - b. Develop corridor operating goals.
 - c. Develop appropriate sideboards to match local tolerance for congestion.
- 2. Develop a Practical Best Value based plan and rank projects regionally with a corridor perspective.**
 - a. Develop a practical best value based methodology to identify and rank projects based on three basic principles: safety, economic growth/opportunity, and corridor mobility, in terms of the most cost effective ways to move people and goods, create jobs, and grow the economy.
 - b. Congestion and delay within a specific urban area can be mitigated by projects of any transportation mode, or alternative mitigating transportation investments (e.g. travel demand management), which reduce corridor delay and congestion within rural areas or partner municipalities.
 - c. Make this a collaborative effort by involving all stakeholders: Cities, Counties, ODOT/OTC, FHWA, Freight, Economic Development Entities, non-governmental organizations, etc.
- 3. Create funding mechanisms which take small bites from many different sources tied to growth and growth related congestion.**
 - a. Create a pool of locally generated resources to construct projects, which includes:
 - i. Income Tax Sequestration (small-%) from developed properties within defined employment areas.
 - ii. Property Tax Sequestration (Tax Increment Financing or small-%) from defined areas.
 - iii. Corridor Gas Tax
 - iv. SDCs (locally generated and locally applied)
 - v. Other
 - b. Leverage State and Federal contributions to planned projects.
- 4. Use the Plan to develop Local, State, and Federal “Buy-In” regarding the future of the corridor.**
 - a. The Plan will provide the *Vision* for the corridor necessary to establish ongoing State and Federal capital investment opportunities for the region.
 - b. The Plan will provide a transferrable template for other corridors in the State (99, 101, etc).

This Plan will introduce a [Practical Best Value Approach](#) to planning and funding transportation improvements and remove transportation as the obstacle to growth in the US 97 Corridor.

Central Oregon Rail Plan Implementation

Problem: The existing Class 1 (BNSF/UP) line, with limited number of bridge crossings is a *barrier* to east-west travel for motor vehicles, bicyclists, pedestrians, and a safety hazard for *at-grade* crossings and for emergency service response times. From a jobs and economy perspective, this *barrier* also impacts access from the US 97 highway corridor to several industrial land sites. Without action, Central Oregon is also faced with the eventual loss of all rail service by the Class 1 (BNSF/UP), and the significant economic, jobs, and livability impacts this would have on all of the communities here.

Solution: Accelerate implementation of the COACT Central Oregon Rail Plan. City of Prineville Railway's (COPR) success with completing ConnectOregon I, II, and III projects reflects one of the key strategies of the Plan:

Take advantage of and maximize opportunities with...COPR, including industrial sites along the line, and freight terminal options such as the Prineville Freight Depot and at the COPR interchange with BNSF at Prineville Junction.

There is still much more to do on this strategy, along with other key strategies. Examples include:

- *Siting only unit train industries and ensure adequate on- and off- support track along the BNSF mainline, and seek or create compatible (critical mass cargo) markets.*
- *High priority locations for bridging existing at-grade crossings [e.g., Prineville Jct/O'Neil Highway].*
- *Considering investment in a continuous second track on the BNSF line through Central Oregon.*

Who's involved: ODOT, DLCD, Business Oregon, COPR, Redmond Economic Development Inc. (REDI), Deschutes County, Bend MPO, COACT.

What we plan to achieve: Establish work group to pursue above implementation strategies and directly engage BNSF, along with Region, State, and Federal stakeholders, particularly on Freight Mobility component of the Plan; Closely connect Economic Opportunities Analysis work from the Rail Plan with the Regional Economic Opportunities Analysis for Large Lot Industrial currently in progress. Outcomes of implementation include a range of economic and job creation benefits (as summarized in the *Plan's Economic Opportunities Analysis*), as well as multi-modal safety, mobility, and accessibility benefits (e.g., a system balance for Freight Mobility with the US 97 highway corridor).

Project Components: Stakeholder Involvement and Marketing Strategies, Coordination with other Projects (e.g., TRIP 97), Financing and Leveraging Strategies

Project Timeline and Interim Milestones:

- Project Team Kick-off – 11/30/2011
- Strategy Recommendations to COACT – 4/2012
- Implementation Projects Report – 12/2012

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