

**Community Development Steering Committee  
Transportation Steering Committee**

**Association of Oregon Counties**

October 10, 2011 Meeting Minutes

Members: Wayne Fording, Vice-Chair (Jefferson); Gary Thompson (Sherman); Craig Pope (Polk); Leslie Lewis (Yamhill); Al Unger (Deschutes), Don Skundrick (Jackson), Tony Hyde (Columbia), Bill Worcester (Marion),

Guests: Joe Shapiro (Multnomah); Paul Mather (ODOT), Katie Schwab (Wedbush); Patrick Brennan (Legislative Committee Staff); Lisa Ansell (OBDD), Mike Williams (OBDD)

AOC Staff: Ann Hanus, Jon Oshel

Vice-Chair Ford convened the meeting at 8:08 am.

**Approval of Minutes**

A motion to approve minutes was made by Commissioner Pope and seconded by Bill Worcester. The motion was approved.

**Approval of Nomination of Deschutes County Commissioner Alan Unger for AOC representative on the Oregon Freight Advisory Committee**

A motion to approve the nomination of Commissioner Alan Unger for AOC's representative on the Oregon Freight Advisory Committee was made by Commissioner Leslie Lewis and seconded by Commissioner Craig Pope. The motion was approved.

Commissioner Unger spoke about the importance of freight and need for balance. Paul Mather (ODOT) said there are diverse opinions about what balance means around the state. Commissioner Leslie Lewis said it is difficult to strike a balance but freight mobility is very important. It is difficult to attract businesses where there are bottlenecks. Bill Worcester spoke about the need to preserve existing bridges and

roads and rail could play a bigger role. Jon Oshel mentioned the difficulty working with Class I railroads.

### **Access Management (SB 264) -- Paul Mather, ODOT**

Paul Mather said access management is probably the most contentious issue he has had to deal with. He discussed the issues using a power point presentation and provided a handout. SB 1024 passed in 2010 and directed ODOT to develop clear, objective standards and to streamline the process. A stakeholder task force was convened to draft SB 264 with the goals to broaden access management objectives and provide clear and objective standards. SB 264 places more emphasis on economic development. Lower volume urban streets will see a dramatic shift in policy while high volume roads probably will not change as much. There will probably be more congestion; however, more economic development will happen. The Legislature thought ODOT was too conservative by emphasizing congestion and safety.

ODOT will focus on objective standards, reasonable access, mitigation measures, and medians. There will be a new 11 member Legislative Access Management Task Force to provide oversight for implementation of SB 264.

Temporary rules will be released on October 18, 2011 and finalized on January 1, 2012. Permanent rules will be adopted by June 1, 2012. Paul Mather urged members to pay attention to the temporary rules. ODOT hopes to bring consistency to the application process and streamline procedures.

Commissioner Unger said controlling speed better improve safety and access. Paul Mather said there are the three "E"s to consider: enforcement, education, and engineering. He said they can make some engineering changes to control speed such as signage and striping, but enforcement is important. Commissioners talked about the need to enforce speed violations to improve safety.

### **Industrial Siting (SB 766) – Lisa Ansell and Mike Williams (OBDD)**

Lisa Ansell and Mike Williams discussed SB 766 enacted in the 2011 Legislature. This bill deals with industrial land sites and creates an Economic Development Review Council consisting of agency directors. Lisa Ansell said she will provide her written notes on flip charts to the committee for distribution.

The law focuses on industrial development projects of state significance that are eligible for consolidated and expedited permitting and regionally significant industrial areas. Up to 10 projects of state significance per biennium can be identified. Five to 15 areas must be designated regionally significant industrial areas within three years. She reviewed the requirements in the law to be designated as a significant site. Policy considerations include

readiness to proceed, economic criteria, public involvement, project ineligibility, and timeline interruptions. This bill is for land already zoned for industrial use.

Commissioner Hyde asked how this differs from Regional Solutions? Lisa Ansell said the process will be concurrent. Mike Williams said the statute has higher requirements for state agencies, a one-stop process, permit approvals with one public hearing, and a limited appeal process that goes directly to Court of Appeals rather than LUBA.

The criteria is set forth in the application. The project certificate must be issued within 120 days. This would only apply if there are joint state/federal permits. If there are additional federal requirements, the state cannot require federal action/approval (e.g. Army Corps of Engineers). Mike Williams said that while there is more process, it does provide more certainty.

Commissioner Al Unger said they are trying to identify sites in Deschutes County, and 120 days is still too long. They need turn-key properties. How do we meet the goals of business and needs of site selectors? Mike Williams noted that this is a specific tool and has strict guidelines. It will not necessarily help with land supply. Lisa Ansell said Richard Whitman is looking at other tools to help the process. OBDD will have the information on the web.

The intergovernmental Implementation Team has been meeting weekly. The first meeting of the Review Council is October 21. Greg Wolf and Richard Whitman will be involved. Commissioner Hyde urged that Regional Solutions and the Review Council work closely together.

Contact information:

Lisa Ansell (503) 986-0039

Mike Williams (503) 986-0141

### **Potential Project with ODOT - Ann Hanus**

Ann Hanus discussed AOC's potential contract with ODOT on the Drive Less Connect project. This project will provide a free online tool that will help individuals and groups easily create ride pools and find ride partners. This tool will be helpful for both urban and rural Oregonians and can be tailored for individual groups and events. It will also be available in Washington and Idaho for regional ride-shares. The proposal will be considered by AOC's Board today.

### **Review of Principles, Draft Resolutions, 2012 Legislation, Federal Priorities**

The Committee reviewed and revised the Transportation principles. The Principles will be considered for adoption at the November AOC meeting.

Patrick Brennan, Legislative Committee staff, said it has been quiet, but there may be a proposal to increase capitalization of the Special Public Works Fund. Commissioner Hyde suggested tying funding to industrial site development. The state is near the debt limit but there is a little room for bonding. Katie Schwab said that federal grant and loan programs are drying up. Ann Hanus mentioned that the Local Government Capitol Access Program (LOCAP), managed by Katie Schwab with Wedbush, is another source of financing for projects.

### **Other Business**

Ann Hanus urged members to attend the two panels at the upcoming AOC November conference entitled "Show me the Money" and "The Future of Transportation Funding".

The members also talked about the Regional Solutions program. Overall, they are very supportive of the program and believe it has significant benefits for counties. Commissioner Hyde reviewed the history of the program beginning with Community Solutions and how counties have provided funding. Members want the Regional Solutions program to be up and running as soon as possible and expressed some concern that the teams are stretched too thin. The members also discussed the need to improve capacity for local governments to manage grants and loans and were supportive of efforts to do so.

Meeting adjourned at 10:00 am.