



October 31, 2006

To: Metropolitan Policy Committee
From: Tom Schwetz
Subject: Item 4.i 1) i: ODOT Report – OTC meeting Summary

Action Recommended: None. Information and Discussion

Discussion

Attachment 1 provides a general summary of the OTC Meeting and Annual Workshop held on October 10-11 in Prineville. Based on their availability, these summaries will be a regular addition to MPC's packet.

Attachments: Attachment 1 – Notes from October 10-11 Oregon Transportation Committee Meeting

Notes from October 10-11 Oregon Transportation Committee Meeting

The monthly Oregon Transportation Commission (OTC) meeting and annual workshop were held in Prineville October 10-11.

The commission received biennial reports from two of the Area Commissions on Transportation (ACT) and renewed the charters of the South East Area Commission on Transportation (SEACT) and the North East area Commission on Transportation (NEACT). Commission Chair Foster acknowledged the critically important role the ACTs play in determining funding priorities for projects. He specifically stated that the department and OTC could not have accomplished the *Connect* Oregon project selection without the ACTs. Simply put, the transportation conversation is better informed due to the input from the ACTs.

The commission approved the 2006-2007 Oregon Public Transit Business Plan, and the revised Immediate Opportunity Fund (IOF) guidelines that create a third category of projects relating to certified industrial sites. The purpose of the IOF is to support economic development in Oregon through the construction and improvement of the street and road infrastructure.

The commission also approved an IOF grant of \$1 million for major beverage manufacturing, bottling and distribution facility near Albany; an increase in project authorization for the Tollgate project; and a protective right of way purchase for a future project at the south end of the Bend Parkway.

There was considerable discussion about a proposed Freight Master Plan and how it fit into the modal plans and the Oregon Transportation Plan, which the commission approved last month. ODOT staff received feedback to focus the direction of this effort towards strategic investment and will bring this issue back to the commission.

There was also discussion around four issues during the two half-day workshop sessions. Staff led a discussion of how overlapping decision and funding cycles involving STIPS, budgets and policy directions influence the commission's options on investment strategies. The staff will bring various pieces of this question in greater detail to the OTC over the next year.

There was robust discussion about the next steps in implementing the Oregon Transportation Plan. This work, involving many divisions in the department, will progress over the next year, as well.

A report was provided on the results of an ad hoc committee which began meeting last spring to articulate critical investment opportunities that could be made in city, county and state infrastructure if additional funds were available. More about this information will be provided starting in January 2007.

Finally, Mr. Mike Thorne spoke about the "Big Look," which is a task force formed by legislation directed to review Oregon's land use policies and how they affect things like economic development and transportation.