

## MINUTES

Metropolitan Policy Committee  
Bascom-Tykeson Room – Eugene Library, 100 W 10<sup>th</sup> Avenue  
Eugene, Oregon

January 13, 2011  
1:00 p.m.

PRESENT: Alan Zelenka, Chair; Hilary Wylie, Vice Chair; Christine Lundberg (City of Springfield), John Thiel (City of Coburg), Sid Leiken, Jay Bozievich (Lane County), Sonny Chickering, (Oregon Department of Transportation), Mike Dubick, Greg Evans (Lane Transit District), members; Gino Grimaldi (City of Springfield), Mark Pangborn (Lane Transit District), Liane Richardson (Lane County), *ex officio* members.

George Kloeppe, Byron Vanderpool, Andrea Riner, Ann Mortenson, Kathi Wiederhold, Petra Schuetz, Paula Taylor, Paul Thompson (Lane Council of Governments); Savannah Crawford (Oregon Department of Transportation), Kurt Corey, Rob Inerfeld, (City of Eugene), Tom Boyatt, (City of Springfield), John Evans, Tom Schwetz, (Lane Transit District), Dave Jacobson, Sarah Strand, Edward Winter, (Metropolitan Planning Organization Citizen Advisory Committee), Mark Robinowitz, guests.

### CALL TO ORDER, WELCOME AND INTRODUCTIONS

Mr. Zelenka called the meeting to order and welcomed everyone. Those present introduced themselves. He noted the audio system had failed, and there would be no Metro TV recording available.

### APPROVE NOVEMBER 4 AND DECEMBER 9, 2010 MINUTES

Mr. Zelenka, seconded by Mr. Evans, moved that the minutes for November 4 and December 9, 2010 be approved as submitted. The motion passed unanimously, with Mr. Bozievich and Mr. Thiel abstaining.

### ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

Mr. Zelenka added Election of Officers to the agenda.

### COMMENTS FROM THE AUDIENCE

**Mark Robinowitz** said that, while he disagreed with the process, he was glad there was a process and limited public dialogue. He expressed concern about the climate of fear and violence in our society. He displayed a book entitled *An Act of State: The Execution of Martin Luther King* by William F. Pepper. He was disappointed with the University of Oregon Ducks game because it was sad that football was more important than education.

## **ELECTION OF OFFICERS**

Mr. Leiken, seconded by Ms. Lundberg, moved that Ms. Wylie be named as Chair of the MPC. The motion passed unanimously.

Ms. Lundberg, seconded by Mr. Bozievich, moved that Mr. Leiken be named as Vice Chair of the MPC. The motion passed unanimously.

Mr. Zelenka turned the gavel over to Ms. Wylie. Ms. Wylie chaired the remainder of the meeting.

Ms. Wylie thanked everyone for the opportunity to serve. She noted the chair position rotated among the City of Eugene, the City of Springfield and Lane County representatives.

Mr. Kloeppe noted that MPC members represented the committee on the following: Sonny Chickering and Rob Handy, LTD Joint Locally Preferred Alternative Committee (JLPAC); Kitty Piercy and Greg. Evans (alternate), Oregon Metropolitan Planning Organization Consortium (OMPOC); and Sonny Chickering, liaison position to the Metropolitan Planning Organization (MPO) Citizen Advisory Committee (CAC).

Mr. Zelenka, seconded by Mr. Leiken, moved that Ms. Piercy be reappointed to serve as the MPC representative and Mr. Evans be reappointed to serve as the MPC alternate representative on the OMPOC. The motion passed unanimously.

Mr. Zelenka, seconded by Mr. Bozievich, moved that Mr. Chickering be reappointed to serve as liaison to the MPO CAC. The motion passed unanimously.

Mr. Evans, seconded by Mr. Zelenka, moved that Mr. Chickering and Mr. Leiken be appointed to serve on the LTD JLPAC. The motion passed unanimously.

## **METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES**

### **Report from the MPO Citizen Advisory Committee (CAC)**

Dave Jacobson, chair of the CAC, reviewed the written report. At the December 16, 2010 meeting the CAC forwarded recommendations to the MPC regarding the LTD locally preferred alternative (LPA) and mitigation. Other agenda items included election of officers, a funding request for the Regional Transportation Options Plan, and an update on the Regional Transportation Plan (RTP) Project List Review. Sarah Strand and Edward Winter were elected co-chairs for one year. The CAC recommended that additional funds be allocated to the Regional Transportation Options Plan from Surface Transportation Planning-Urban funding and received an update on the status of the RTP. Mr. Jacobson thanked the MPC for the opportunity to serve on the MPO CAC and welcomed Ms. Strand and Mr. Winter.

In response to Mr. Zelenka, Mr. Jacobson explained the LTD LPA mitigation proposals included adequate protection for trees and improved turn lanes on the West Eugene EmX route.

Mr. Pangborn added the LPA mitigation called for moving the EmX bus into mixed traffic in some areas to preserve existing buildings and parking for businesses primarily along Chambers Street and West 11<sup>th</sup> Avenue.

Ms. Wylie thanked Mr. Jacobson for his cheerful, dedicated service to the MPC.

### **Consent Agenda**

#### **Appoint a Central Lane MPO representative and alternate and an MPO CAC representative and alternate to the Lane Area Commission on Transportation (ACT)**

Appoint the LCOG Executive Director or his designee to represent the MPO on the Lane ACT, and appoint Andrea Riner as an alternate.

Appoint Dave Jacobson to serve as the CAC representative to the Lane ACT and Eleanor Mulder to serve as the alternate.

#### **Adjustment to FFY10-13 Air Quality Conformity Determination**

Approve the corrected Resolution 2010-07 adopting the Air Quality Conformity Determination for both the 2031 RTP and the FFY2010-2013 MTIP.

Mr. Zelenka, seconded by Mr. Chickering, moved that the Consent Agenda be approved. The motion passed unanimously.

#### **Items Removed from the Consent Agenda**

There were no items removed from the Consent Agenda.

#### **STP-U Funding Recommendation for Regional Transportation Options Plan**

Mr. Thompson briefly reviewed the staff report included in the agenda packet and stated the MPC had a presentation on this item and held a public hearing on December 9, 2010. One additional public comment had been received since that meeting, a copy of which was included in the agenda packet for today's meeting. He asked that the MPC approve the request.

Mr. Dubick, seconded by Mr. Evans, moved that the MPC approve Resolution 2011-01 amending the MTIP and programming funding. The motion passed unanimously.

#### **STP-U Funding Request for MPO Work Program in Support of Local and Regional TSPs**

Mr. Thompson briefly reviewed the staff report included in the agenda and explained that the MPC programmed \$225,000 of STP-U funds for the Central Lane Household Travel Behavior Survey in 2007. Due to a number of funding and timing issues, the MPO worked with the Oregon Department of Transportation (ODOT) to obtain substitute funds to support the Travel Survey. An agreement between ODOT and the MPO was reached to exchange funding. MPC was informed of this funding arrangement in 2008 and it was only recently that work orders and other arrangements had been put in place to allow the work to proceed on the local and regional TSPs. The Central Lane MPO Public Participation Plan (PPP) called for a public comment period, a public hearing, notice to interested parties, web notice, an open house, and a newspaper display ad for proposed STP-U fund allocations. Mr. Thompson requested that the MPC waive the requirements for an open house and newspaper display ad.

Ms. Wylie opened the public hearing.

**Mark Robinowitz** said the MPC needed to rethink its public involvement processes. Many people in the community did not know what LCOG or the MPC were. He challenged information in a 2004 RTP Air Quality Conformity Determination document related to the cost of gasoline. He said there was a lack of planning and accountability on transportation and fuel issues, and there would be insufficient funding for busses and road construction.

Responding to a comment from Mr. Robinowitz, Ms. Wylie apologized for the change of time of the meeting due to the City of Springfield State of the City address. Future meetings would be held at the regular time.

Ms. Wylie closed the public hearing.

### **Letter of Support for Safe Routes to School Funding Application**

Mr. Thompson directed MPC members' attention to a letter he distributed dated January 13, 2011 to Julie Yip from the MPC Chair, regarding the MPC's endorsement of the Safe Routes to School request by the City of Eugene for funding to improve traffic safety near several Eugene area schools. The document also included a *Description of Proposed Safe Routes to School Improvement for City of Eugene/Bethel School District/Eugene 4J School District Grant Application*. Mr. Thompson corrected paragraph two to read: ~~Four~~ **Three** of the schools are in the Bethel School District and these are all elementary schools: Prairie Mountain, ~~Irving~~, Malabon, and Meadowview. The other school is Arts and Technology Academy (K-8) in Eugene's 4J School District.

Mr. Leiken, seconded by Mr. Zelenka, moved that the MPC approve the letter of support. The motion passed unanimously.

### **Regional Transportation Plan (RTP) Project List Review**

Mr. Thompson directed MPC members to the information provided in the staff report in the agenda packet. He asked if the MPC had any specific direction regarding the disposition of existing projects on the list.

Ms. Wylie thanked staff for their work on the project list.

Mr. Chickering thanked staff for working with ODOT in preparing joint responses for some of the questions. The process went smoothly. He asked where the division would be between the funded and illustrative list.

Mr. Thompson stated that after the review of the existing projects and proposed RTP project additions by the MPC, the full slate of draft RTP projects would be reviewed for financial constraint. A statewide group was working on revenue forecasts and a report would be available in the spring. The fiscally constrained project list would include those projects for which revenue would likely be available, and the illustrative list would include those projects for which sufficient revenue would not likely be available over the planning horizon.

Ms. Lundberg expressed her appreciation for staff's reassurance that the public processes were in place to review projects as they were brought forward.

Mr. Thompson said the RTP was the highest level, longest range plan, and was intended to be used as a long term, 20 to 24 year cost estimate document. There were other processes remaining for many of the projects already on the list.

Mr. Leiken noted the Oregon Transportation Commission (OTC) had looked for local matching dollars for projects in the past which had been funded by Lane County through Road Funds, but those funds no longer existed. He added timber dependent counties no longer had those funds available to them. He asked what other funding opportunities were being considered.

Mr. Chickering responded that times had changed. He opined that match money may be more difficult for local agencies to secure than in the past. He added it was likely that the OTC would welcome a local match on significant projects to secure federal funding. He was not sure what direction state agencies would get from the governor.

Ms. Crawford added there was a lot of uncertainty at the local and state level.

Mr. Leiken asserted so much of the federal funds went to the I-5 bridge and little was available for other projects. He thought the road funds would run out this decade. He asked for an update on the status of the funds.

Mr. Chickering said the ACT would provide a good venue to ask those questions of the OTC.

#### **Oregon MPO Consortium Meeting Registration—January 28, 2011**

Ms. Wylie encouraged MPC members to complete the registration form today if they planned to attend this meeting.

#### **Lane Transit District West Eugene EmX Extension (WEEE) Locally Preferred Alternatives**

Mr. Pangborn distributed the following handouts:

- *Document outlining the WEEE Corridor Committee Advice, MOEs, Recommendations and Advice.*
- *West Eugene EmX Extension Update.*
- *West Eugene EmX: Corridor Operating Costs for Selected Alternatives-January 3, 2010 (sic) 2011.*
- *West Eugene EmX Extension Alternatives Analysis: Key Results; Revised January 3, 2010 (sic) 2011.*

Mr. Pangborn introduced the Project Manager, John Evans.

Mr. Evans directed MPC members to the staff report and reviewed the public involvement process and the mitigation concepts. He reviewed recommendations from several organizations. The MPO CAC recommended the West 11<sup>th</sup> to West 13<sup>th</sup> alternative with mitigation concepts to the MPC. The EmX Steering Committee recommended the LTD Board consider the West 13<sup>th</sup>/11<sup>th</sup> Alternative with mitigation for the LPA, and continue to advance the No-Build Alternative. The Associated Students of the University of Oregon (UO) adopted a unanimous resolution of support for the WEEE build alternative without calling out a specific alignment. The UO Graduate Teaching Fellows Federation unanimously adopted a resolution of support for the WEEE build alternative if the construction contracts were local and unionized. The West Eugene Collaborative determined maintaining West 11<sup>th</sup> Avenue as a congested retail avenue was not an option, and the future of the transportation corridor was important to the community and region overall. The Eugene Area Chamber supported West 13<sup>th</sup> and West 11<sup>th</sup> Avenue

routes of the proposed WEEE. The WEEE Project Management Group recommended the West 13<sup>th</sup> to West 11<sup>th</sup> mitigation concept alternative. Advice and recommendations were anticipated from the City of Eugene CLUTAC, neighborhood organizations and the Joint LPA Committee in January and February 2011.

Mr. Evans reviewed the mitigation concepts outlined in the document entitled *West Eugene EmX Extension Update*, including the following: West 13<sup>th</sup> Avenue to West 11<sup>th</sup> Avenue Mitigation Concept; and, West 6<sup>th</sup> /7<sup>th</sup> Avenue Mitigation Concept.

Mr. Schwetz reviewed the key performance measures outlined in the document entitled *West Eugene EmX Extension Update*. He noted the Summary of Operating Costs included costs for the following alternatives: No-Build; TSM; West 13<sup>th</sup> to West 11<sup>th</sup> (Mitigation Concept); and, West 6<sup>th</sup>/7<sup>th</sup> to West 11<sup>th</sup> (Mitigation Concept).

Mr. Zelenka said proponents of the No-Build alternative cited a \$1 million gap between revenue and operating costs.

Mr. Pangborn said the original worst case scenario projected a \$1 million gap, but revised estimates placed that gap as \$500,000 on opening day in 2015. However, by 2031, savings in operating costs for the West 13<sup>th</sup> to West 11<sup>th</sup> mitigation concept would be over \$400,000.

Mr. Bozievich said the comparison between No-Build and the options on travel was not a fair comparison because it ignored opportunity costs that would be realized on what other ways the community could spend those tax dollars. He suggested spending \$79.4 million on standard transportation improvements in the corridor would not result in the increased travel time projected with the No-Build alternative, and therefore did not capture a true comparison. He understood the federal money could only be used for mass transit, but it was still tax payer money.

Mr. Pangborn agreed with Mr. Bozievich if the discussion was about \$80 million of local money for which the MPC could direct its use on general local transportation issues. The conversation would then likely focus on filling potholes, safety corridors and other projects. However, the federal government had decided that it wanted to improve transit nationwide and had carved out a source of funding dedicated only to BRT, light rail and street cars.

Mr. Zelenka said he had learned as a City Councilor, that what should happen in theory and what actually happened were two completely different concepts. In theory, he agreed the community might come up with a better option if this was a local decision only. However, the reality was that the community did not get to make that decision. He did not agree with asking for information about an option that was not realistic. There were two options, take the money and build EmX or do nothing. The option was not to use the \$80 million for other projects.

Ms. Wylie said she had served as the LTD Board chair thirteen years ago. At that time the Board's vision was to find funding to develop a transit system in our community.

Mr. Grimaldi left at 2:35 p.m.

Mr. Leiken saw marketing as a challenge for the project. When EmX was developed in Springfield, the focus had been moving people to an employment center rather than congestion. Over 10,000 people worked in the Gateway area and many people worked along the West 11<sup>th</sup> corridor. There was a

significant potential for commercial and industrial lands in the West Eugene that could be build out and be served by EmX.

Ms. Richardson left at 2:40 p.m.

Mr. Evans said transit oriented development was an economic engine driver that had been demonstrated repeatedly across the country as a way for commercial and industrial investment as well as residential development that got to the issues of compact growth and infill. The EmX could serve as a tool to revitalize the area and support job creation. He agreed the project had not been marketed adequately based on its economic development potential.

Mr. Zelenka said the transit orientated development element of the Envision Eugene process had been a big part of the conversation. The example prepared for this process focused on West 11<sup>th</sup> Avenue and the jobs created from commercial and industrial, as well as high density residential that would be developed around the corridor.

Mr. Bozievich said it was important to talk about spending federal money as well as the next gas shock. The reason for the gas shock was because the United States was borrowing inordinate amounts of money from China that could lead to an inflationary spiral. The attitude that if we do not spend the money another community would was an attitude that needed to stop. Careful consideration needed to be given to how all tax money was spent in the U.S.

Mr. Schwetz said the question about investing in highway, transit or bicycle improvements was part of the long range transportation planning process developed through TransPlan in 2000, at which time this approach was decided upon for the region. He reviewed the schedule for the project. The JLPAC was developing a recommendation that would go to the MPC, the LTD Board, and the Eugene City Council for review. The JLPAC was scheduled to meet on January 31, 2011 to develop a preliminary LPA selection, which would then go out to the public for workshops and a joint public hearing. A recommendation would be forward to the three bodies in February. All three bodies needed to agree on the same alternative.

### **Regional Transportation Work Plan Status Update**

Ms. Riner offered a brief report and directed MPC members to the staff report in the agenda packet. She noted the work plan was required under Oregon's Transportation Planning Rule (TPR) because the current TransPlan was not consistent with some elements of the federally required Regional Transportation Plan (RTP). She reviewed the calendar which provided information on the range of available public involvement opportunities.

### **MTIP Annual Report**

Ms. Riner directed MPC members to the MTIP Annual Report included in the agenda packet. It was required documentation from FHWA that listed obligated projects for the year.

### **MPO Planning Calendars**

Ms. Riner reviewed the MPC/CAC 3-Month Calendar and the 12-Month Planning Calendar included in the agenda packet and posted on the meeting room wall. She said the next OMPOC meeting was scheduled for January 28, 2011 and the Lane Area Commission on Transportation would meet for the first time in February 2011.

Mr. Thompson said staff was polling MPC members for a special joint meeting and public hearing with the LTD Board and the Eugene City Council in February.

**Follow-up and Next Steps**

- **ODOT Update**

Ms. Crawford reported the first ACT meeting was scheduled for February 9, 2011. The MPC recently provided a letter of support for the transportation enhancement grant applications for local jurisdictions within the MPO. The public comment period was open until January 28, 2011 through an on-line survey monkey. She would provide the MPC with the link to the survey via email. The OTC was scheduled to meet on January 19, 2011, and would be discussing flexible funds, climate change and least cost planning.

- **SB 1059 Updates**

Mr. Zelenka reported said rule making process would go through June 2011.

Ms. Riner reported that the finance report was in process and was scheduled to go to the transportation subcommittees in February. The public information program was being developed. DLCD staff had requested that a local round table be scheduled in February or March 2011 for briefing elected officials and senior local staff.

- **Rail**

There was no rail report.

- **MTIP Administrative Amendment**

Ms. Wylie directed MPC members to the *MPC 5.1.5, Summary of Administrative Amendment to FFY10-13 Metropolitan Transportation Improvement Program (MTIP)* included in the agenda packet. She noted there were no objections to the amendment.

- **Next Steps/Agenda Build**

The next meeting was scheduled for February 10, 2011, at the Eugene Public Library—Bascom/Tykeson Room.

The meeting was adjourned at 3:00 p.m.

*(Recorded by Linda Henry)*