

MINUTES

Citizen Advisory Committee
of the
Central Lane Metropolitan Planning Organization
Bascom Room – Eugene Public Library – 100 West 10th Avenue
Eugene, Oregon

January 21, 2010
5:30 p.m.

PRESENT: Dave Jacobson, chair; Sarah Strand, chair; Paul Adkins, Diana Alldredge, Phillip Carroll, Philip Farrington, Gary Gillespie, Alexandre Lockfeld, Bill Morganti, Eleanor Mulder, Jennifer Smith, Edward Winter, members; Rob Handy, MPO liaison; Andrea Riner, Susan Payne, Stacy Clauson, , Lane Council of Governments; Mike Eyster, Mary Archer, Connie Bloom Williams, Lane Transit District; Kurt Yeiter, City of Eugene; David Reesor, city of Springfield, Nicole Blood, University of Oregon student, Rob Zako, transportation consultant.

ABSENT: Dick Beers, Wendy Butler-Boyesen-Boyesen, Rosalia Marguez, members.

Welcome and Introductions

Mr. Jacobson called the meeting of the Citizen Advisory Committee (CAC) to order and welcomed new and continuing CAC members. Those present introduced themselves.

Icebreaker Exercise

Committee members shared their backgrounds, reasons for wishing to serve on the CAC and interesting alternative transportation facts about themselves.

Agenda Review

Mr. Jacobson determined there were no objections to taking up the Lane County Area Commission on Transportation presentation as the next order of business on the agenda.

Lane County Area Commission on Transportation (ACT)

Ms. Riner explained that the Area Commission on Transportation (ACT) would be a new transportation entity that would be a forum for County-wide stakeholders with some responsibilities similar to that of the Metropolitan Planning Organization (MPO), and some major differences. She said formation of an ACT in Lane County was required under Senate Bill 944 and introduced Rob Zako. Mr. Zako is a transportation consultant who has been hired by the County to facilitate the process of establishing an ACT. Mr. Zako explained the relationship of the ACT and MPO to each other and state and federal entities.

Mr. Zako said that both the MPO and the ACT were multi-jurisdictional entities and dealt with transportation issues, including the Statewide Transportation Improvement Program (STIP). The ACT included all of Lane County and was required by the State; the MPO was required by the federal government and covered only the metropolitan area of Eugene, Springfield and Coburg. ACTs dealt with the allocation of funds, but was not involved in planning activities; the MPO dealt with both allocations and planning. The ACT was an advisory body at local jurisdictions and the State, without authority to make independent decisions; the MPO independent decision-making authority.

Mr. Zako used a map to illustrate the 12 areas into which the Oregon Department of Transportation (ODOT) had divided the state. He said 10 of the areas had an ACT; Lane County and the greater Portland metropolitan area did not. He said the challenge would be to prevent duplication of efforts between the ACT and MPO, remain consistent with each other at the policy level and coordinate activities to avoid confusing the public with an array of transportation planning entities and activities.

Mr. Zako said the Lane County Board of Commissioners had been charged with developing an ACT charter proposal to submit to the Oregon Transportation Commission (OTC) and had formed the Forum on an ACT for Lane County (FACT-LC) to make recommendations to them on the ACT charter. He said the composition of the FACT-LC currently included representatives from all cities, the County, Lane Transit District, Confederated Tribes of Siuslaw, Coos and Umpqua, the Port of Siuslaw, Lane County Roads Advisory Committee and the CAC. He said Mr. Jacobson was currently representing the CAC and asked that an alternate also be appointed. Issues to be addressed by the FACT-LC included composition of the ACT, its charge and range of issues, the decision-making process and staffing.

Mr. Zako explained that the allocation of STIP funds currently involved recommendations to the Board of County Commissioners from the MPC regarding funding priorities for the Eugene-Springfield metropolitan area and from the Roads Advisory Committee for funding priorities outside the metropolitan area. County Commissioners took those recommendations and combined those recommendations into a countywide list of priorities, but did not change the order of those priorities. He said it was not yet decided how the process would be conducted under the ACT.

Mr. Winter asked how staffing for the ACT would be funded. Mr. Zako said Lane County was funding the ACT development process and once established the ACT could be staffed by ODOT or Lane Council of Governments (LCOG). He thought that ODOT provided some funding to each ACT for staffing.

In response to a question from Mr. Farrington, Mr. Zako affirmed that the MPC had decision-making authority for allocation of Surface Transportation Program-Urban (STP-U) funds while the ACT would only make recommendations about funding priorities within the County. He explained how those recommendations moved forward through the allocation process. He said having an ACT should help the County more effectively advocate for its needs and compete for funds. He emphasized that the ACT would not be a transportation planning body; other entities were responsible for transportation plans at the local and regional levels.

Mr. Jacobson suggested Eleanor Mulder for the CAC's alternate representative on the FACT-LC.

Mr. Farrington, seconded by Mr. Morganti, moved to appoint Dave Jacobson as the CAC's representative on the FACT-LC, with Eleanor Mulder as the alternate. The motion passed unanimously, 12:0.

Mr. Zako invited everyone to attend FACT-LC meetings, which were open to the public.

Comments from the Audience

There were no comments from the audience.

Approve December 16, 2009, Minutes

Mr. Jacobson clarified that he had requested that all CAC members, not just new appointees, submit written or oral biographical information.

Ms. Strand noted that the agenda item title indicated the CAC approved the September 16, 2009, minutes instead of the November 18, 2009, minutes as reflected in the language of the motion.

Mr. Jacobson deemed the December 16, 2009, minutes approved as corrected.

The committee took a break from 6:35 p.m. to 6:45 p.m.

Mr. Handy left the meeting at 6:35 p.m.

Springfield Transportation System Plan (TSP) Stakeholder Advisory Committee

David Reesor, City of Springfield, asked for a CAC representative and alternate to serve on the City's TSP Stakeholder Advisory Committee. He preferred that the representatives be residents of Springfield if possible, but that was not a strict requirement. He had approached Mr. Jacobson about serving on the committee as he lived in Springfield and hoped the CAC would appoint him and an alternate.

Mr. Jacobson noted that Ms. Alldredge also lived in Springfield.

Mr. Gillespie, seconded by Mr. Morganti, moved to appoint Dave Jacobson as the MPO CAC representative to the Springfield TSP Stakeholder Advisory Committee, with Diana Alldredge as the alternate.

Mr. Reesor explained that the TSP was governed by State law and covered all modes of transportation with the system, including the transportation of liquids or gases by pipeline.

Ms. Riner asked if the City of Eugene would have a similar stakeholder group associated with its TSP development process. Kurt Yeiter, City of Eugene, replied that the City was still updating its buildable lands inventory and had not yet determined how the public would be engaged in land use and transportation planning process.

The motion passed unanimously, 12:0.

Greenhouse Gas Planning

Ms. Payne distributed the following documents: *Regional Gasoline Usage deduced from Local Gas Tax Receipts, Breakdown of Greenhouse Gas (GHG) Transportation Sector Emissions within Oregon, and Senate Bill 1059*. She said greenhouse gas was a major issue with many challenges to be addressed. While an examination of the issue began in 2007, only recently had there been some momentum, including legislation (SB 1059) that proposes a State rulemaking process and designates responsibilities to local governments. She said that scenario planning had been targeted at the federal and State level as the new enhanced planning process for MPOs. She referred to the second handout, which contained the 1990 figures for fuel consumption showing a target of 75 percent reduction in greenhouse gas emissions in fuel consumption terms by 2050.

Mr. Farrington asked if the 75 percent reduction was a target for only transportation-related greenhouse gas emissions. Ms. Payne said the goal related to overall emissions, but that at this time it was assumed that each sector would receive the same percent reduction target. She said there was no single solution and it would take combined efforts on many fronts to achieve that goal. She stressed that technology alone could not result in the required reduction.

Mr. Winter asked how the impact of vehicles traveling into Eugene and Springfield from outside the metropolitan area would be factored into measuring the MPO's efforts to reduce greenhouse gas emissions. Ms. Payne said the specified planning area was currently only within the MPO's boundary and it had not yet been resolved the question of whether to try to influence activities outside MPO jurisdictions. She said one option might be to extend greenhouse gas planning borders to include the "commute-shed" so that strategies with impacts to travel into the MPO could be employed where they would be most effective.

Ms. Bloom observed that the challenge was how to deal with things that affected the MPO air-shed, but had other jurisdictional boundaries. She said the MPO could implement a number of successful strategies, but still not meet goals because of factors outside of the MPO's area.

Ms. Payne remarked that there were different scales and spheres of impact for different pollutants covered by the Clean Air Act. She noted that the agenda packet material included on page 6 a table with preliminary comparisons of greenhouse gas emissions at the national, state and local levels and pointed out that Eugene and Springfield levels were lower and those communities should give themselves credit for their reduction efforts. She said Oregon's land use planning rules had already contributed to lower emissions and finding ways to achieve further reductions would be challenging.

Mr. Jacobson recommended that committee members read the greenhouse gas report presented to the MPC for further background information, as well as a recent article on greenhouse gas emissions from other sources in the current issue of *Time Magazine*. He said follow-up questions should be referred to Ms. Riner.

STP-U FY2011-2013 Allocation Progress

Ms. Riner reported that the MPC had not yet approved the STP-U funding framework and staff had been directed to develop metrics for measurable outcomes that could be used, in addition to evaluation criteria and funding priorities, to screen projects and assess the use of STP-U funds. She said the metrics would be presented to the MPC at its February meeting, at which time she hoped the funding framework would be approved so the allocation process could move forward.

Mr. Jacobson added that the MPC wanted metrics in order to determine the return on investment of transportation funds, but lack of established metrics and measurement methodologies for the type of projects funded by STP-U would make developing those metrics for the MPC's February meeting challenging for staff.

Ms. Payne commented that the safety goal was a good example of the difficulty of measuring some outcomes as the intent of implementing projects was to be proactive and prevent accidents. Thus statistical accident data in some areas would not reflect the *potential* of accidents.

Several other examples of projects that did not lend themselves to establishing performance benchmarks were offered by committee members and the audience.

MTIP Annual Report (Draft)

Ms. Clauson provided a brief overview of the Metropolitan Transportation Improvement Program (MTIP) Annual Report, which responded to the requirement that the MPO publish an annual listing of the projects for which federal transportation funds had been obligated. She asked for feedback from the committee on the format and suggestions to improve the report for better use as a public information document.

Mr. Farrington pointed out that the pie charts were very difficult to read in black and white and the legends should be in a larger font. He suggested including maps that identified the location of projects.

Mr. Winter agreed with Mr. Farrington's comments on the charts and graphs. He said the rest of the report was readable, with good descriptions of projects. He asked about the reference to closed circuit cameras. Ms. Payne replied that the cameras were part of the Intelligent Transportation System (ITS) to make more efficient use of roads. She said the closed circuit cameras were monitored by ODOT in order to detect situations such as accidents or congestion and then dispatch a team to deal with the problem. Ms. Clauson noted that the TripCheck program that allowed motorists to determine road conditions also used the closed circuit cameras.

Ms. Mulder asked how subcontractors on projects were assured of being paid in full for their work. Ms. Payne said projects were typically constructed in phases and when a phase was begun the funds to pay for the work were placed in an account and payments were made as the contractor submitted bills throughout the phase; contractors were responsible for paying subcontractors.

Ms. Smith agreed that the project descriptions were very clear. She suggested rounding numbers on graphs.

Updates

Mr. Morganti reported that the Alternative Transportation Committee had real-time captioning at its February 19, 2010, meeting.

Mr. Jacobson suggested that committee members view the webcast of the Board of County Commissioners' August 19, 2009, meeting if they were interested in more information about the formation of an ACT.

Ms. Riner remarked that webcasts of MPC meetings were available on the LCOG website.

Ms. Smith announced that the Walking/Biking Summit would be held on February 23 at the Sheldon Community Center.

Ms. Bloom Williams said the point2point program would have a booth at the Good Earth Home Show at the Lane Events Center, January 22-24.

Wrap-Up

The meeting was adjourned at 7:35 p.m.

(Recorded by Lynn Taylor)