

MINUTES

Metropolitan Policy Committee
Bascom-Tykeson Room—Eugene Public Library—100 West 10th Avenue
Eugene, Oregon

April 8, 2010
11:30 a.m.

PRESENT: Alan Zelenka, Chair; Hillary Wylie, Vice Chair; Kitty Piercy (City of Eugene), Christine Lundberg (City of Springfield), Brian Pech (City of Coburg), Rob Handy, Pete Sorenson (Lane County), Mike Eyster, Greg Evans (Lane Transit District), Sonny Chickering (Oregon Department of Transportation), members; Gino Grimaldi (City of Springfield), Mark Pangborn (Lane Transit District), Jon Ruiz (City of Eugene), *ex officio* members.

George Kloeppe, Byron Vanderpool, Andrea Riner, Ann Mortenson, Kathi Wiederhold, Petra Schuetz, Paul Thompson, (Lane Council of Governments); Savannah Crawford (Oregon Department of Transportation), Rob Inerfeld (City of Eugene), Tom Boyatt, Len Goodwin, Ken Vogeney, (City of Springfield), Celia Barry (Lane County), Tom Schwetz, Connie Bloom Williams (Lane Transit District), Dave Jacobson, Sarah Strand (Citizen Advisory Committee), Shane Rhoads (School District 4J), Carlene Reilly, Mark Rabinowitz, Tim Love, guests.

WELCOME AND INTRODUCTIONS

Mr. Zelenka called the meeting of the Metropolitan Policy Committee (MPC) to order. Those present introduced themselves.

APPROVE FEBRUARY 11 AND MARCH 11, 2010, MINUTES

Mr. Chickering noted a correction to the February 11 minutes as follows: Amend the last sentence in the third paragraph from the bottom of page 5 to read: “The MPC was asked to provide direction to staff on developing comments related to ODOT’s Draft ~~2010~~—~~13~~ 2012-15 STIP Eligibility Criteria and Prioritization Factors...”

Mr. Handy, seconded by Ms. Piercy, moved to approve the February 11, 2010, minutes as corrected and the March 11, 2010, minutes as submitted. The motion passed unanimously.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

There were no adjustments to the agenda.

Mr. Sorenson reported on a meeting with White House public liaison staff to discuss Lane County issues and the need for operating funds for transit districts. He thanked Mike Eyster for his leadership on transit issues.

Mr. Eyster commented that he felt there had been favorable responses from the congressional delegation on the subject of greater flexibility in the use of transit funds for operations. He thanked Greg Evans for his work with the American Public Transit Association (APTA) to help reinforce the message that transit districts needed funding for operations.

Mr. Evans reported on meetings with members of the congressional delegation following the recent APTA legislative conference. He felt there was better understanding of the operations funding problems transit was facing and the impact that would have on services. He said similar meetings were occurring with state legislators to advocate for transit funding.

COMMENTS FROM THE AUDIENCE

Mark Rabinowitz, Eugene, asked the MPC to consider amending the draft letter regarding MPO greenhouse (GHG) planning to include the impacts of asphalt, concrete, steel and deforestation. He suggested the real transportation issue was not GHG but rather peak oil, which would reduce GHG because fuel that did not exist could not be burned. He said carbon credits was a false solution and since transportation funding was not likely to increase it would be necessary to triage transportation needs. If higher speed rail was a priority, funding for Interstate 5 would need to be cut. He was shocked to learn that the cost of cuts to transit services was the same amount being spent to study bus rapid transit. He saw no effort to integrate land use and transportation planning in West Eugene. He was also shocked that the Oregon Department of Transportation (ODOT) was considering widening Beltline to 11 lanes.

Tim Love, Carson Oil Company, spoke to the *ConnectOregon* III funding recommendation related to Fuel Logistics LLC's request for \$693,029 to create a rail terminal pumping station. He said such a facility was already in place. His company had operated a facility for the past year, employed 12 people and had contracts in place with terminals and oil companies for ethanol. He felt the *ConnectOregon* funds could be better used on another project.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Report from the MPO Citizen Advisory Committee (CAC)

Dave Jacobson, CAC chair, summarized the written report of the committee's March 18 meeting provided in the agenda packet. He explained that the CAC received a brief update on the Unified Planning Work Program interim review and proposed addendum.

Mr. Zelenka said he would find it useful to have the CAC review the proposed addendum.

FFY 2011-2013 Surface Transportation Program-Urban (STP-U) Funding Recommendations

Mr. Thompson stated that there had been no changes to the funding recommendations put forward at the March MPC meeting and no additional public comments had been received since the April meeting packet was distributed. He said the public comment regarding the need for a sidewalk infill program was included in the agenda packet. He noted that the recommended projects did include a number of pedestrian improvements. The CAC had reviewed and unanimously endorsed the funding recommendations.

Ms. Piercy said that the need to elevate issue of sidewalks in the planning process was recently raised during a public forum.

Mr. Handy asked if the land use and transportation modeling tool would be of assistance in inventorying sidewalks and identifying gaps in the system. Mr. Thompson replied that the tool was intended to better model the pedestrian mode; what was needed was the data to enter into the tool in order to model walkability.

Mr. Inerfeld said the City of Eugene's GIS included sidewalk layers. He said the community had stressed the need for a sidewalk infill program and he thought that would evolve during development of the pedestrian and bicycle master plan update process.

Mr. Chickering commented that there were no sidewalks on Highway 99 between Garfield Street and Roosevelt Boulevard and ODOT was looking for funding to address that gap. He said ODOT was also working with the City of Springfield on pedestrian solutions along state highways.

Mr. Handy, seconded by Mr. Sorenson, moved approval of Resolution 2010-03 programming FFY11-13 Surface Transportation Program-Urban funds as recommended. The motion passed unanimously.

Unified Planning Work Program (UPWP) Interim Review

Ms. Riner provided a brief overview of the UPWP interim review and the additional tasks that would be included in the addendum. She stressed that the tasks in the UPWP reflected the full range of potential work activities, but did not represent a commitment to complete all of the tasks. She said the addendum added tasks related to air quality planning. She reported that federal oversight agencies were pleased with the MPO's progress on its two-year UPWP and supported the addition of items in the addendum. She noted that proposed additional language for Section D, Air Quality Planning, was included in the agenda materials.

Mr. Zelenka said he had requested the additional language to account for new work items that emerged as a result of legislation enacted after adoption of the original UPWP in April 2009.

Ms. Wylie asked if the new work items would require additional staffing. Ms. Riner replied that if all tasks in the UPWP were to be completed it would require additional staff resources, but she noted that including tasks was not a commitment to completing them and all work would be assessed to determine what could be accomplished with existing resources.

Ms. Riner summarized a recent meeting between LCOG and ODOT staff to discuss scenario planning tools. She said the MPO was obligated by state legislation to proceed with scenario planning activities and LCOG preferred to begin with tools appropriately scaled to the region instead of waiting for the development of scenario planning tools from Portland Metro.

In response to a question from Mr. Handy, Mr. Kloeppel said that he and LCOG staff would pursue having the Central Lane MPO proceed with a pilot GHG planning project, as long as it was not an unfunded mandate, if so directed by the MPC.

Mr. Handy asked how the UPWP addressed the Regional Transportation Plan (RTP) update. He noted that funding for the CAC was predicated on the expectation that citizen engagement would occur through the CAC during a regional RTP update process, but it now appeared that activities would be at the local jurisdiction level through Transportation System Plan (TSP) updates. He asked if public participation funding would now be channeled to local jurisdictions if the CAC was not involved. Ms. Riner said no changes were being proposed to the current language regarding RTP work, which was broadly written to encompass anticipated activities. She said the role of the CAC and public involvement for the RTP had not changed. She saw the CAC playing a significant role in assisting all jurisdictions in their transportation planning activities. She did not anticipate shifting any resources from the MPO to local jurisdictions as the federal funds were intended for use on federal planning and coordination activities.

Mr. Handy, seconded by Ms. Piercy, moved approval of Resolution 2010-04 (Attachment 1) adopting the proposed FY 2010/2011 UPWP Addendum presented in Attachment 2 and amended as proposed by Mr. Zelenka, and approving the FY 2011 STP-U planning funds as shown in Attachment 3. The motion passed unanimously.

Letter to MPO Greenhouse Gas Task Force Chairs Achterman and VanLandingham

Mr. Chickering announced that he would abstain from voting on the item.

Mr. Handy, seconded by Ms. Piercy moved to approve the letter to Oregon Transportation Commission and Land Conservation and Development Commission chairs for signature by MPC Chair Alan Zelenka. The motion passed, 9:0; Mr. Chickering abstaining.

Mr. Kloeppel outlined plans to advocate with agencies and officials for the issues raised in the MPC's letter. He suggested a letter from the LCOG board chair encouraging the Lane County legislative delegation to support the MPO's request. Mr. Zelenka determined there were no objections.

Regional Transportation Options Plan (RTOP) Letter of Support for Transportation Growth Management Program (TGM) Grant Application

Ms. Schuetz said staff had been pursuing additional funding for the RTOP process and asked the MPC to approve a letter for support for a TGM grant application. She said LCOG had already received letters of support from local jurisdictions and agencies.

Mr. Handy, seconded by Mr. Eyster, moved to approve the letter of support for the TGM application for partial funding of the Regional Transportation Options Plan. The motion passed unanimously.

ConnectOregon III

Ms. Crawford reviewed the following *ConnectOregon III* applications:

1. Lane Transit District – Gateway Park and Ride
2. Pacific Recycling, Inc. – Reloading and Dismantle Facility

3. Fuel Logistics LLC and Track 702 LLC – Rail Terminal Ethanol Pumping Station
4. City of Eugene – Airport Rental Car Wash Facility

Ms. Crawford said the MPO's Transportation Planning Committee (TPC) had recommended the preliminary ranking of projects and asked the MPC to confirm or reprioritize the rankings and forward a recommendation to the Lane County Board of Commissioners.

Mr. Kloeppe noted that an application from the Port of Siuslaw for its dock facility would also be considered by the Board of Commissioners, but was not before the MPC for recommendation as it was outside the MPO area.

In response to a question from Mr. Handy, Ms. Crawford explained that the recommendation from the Board of Commissioners, which currently functioned in lieu of an Area Commission on Transportation (ACT), would move forward to the Super ACT, which consisted of ACTs from Region 2. The Super ACT would review priorities from each ACT for consistency with HB 2001 and develop a list of priorities from the region to move forward. She said under *ConnectOregon III* a minimum of \$10 million was allocated to each region in the state, \$5 million was allocated for rural airports and \$45 million was available for allocation statewide.

Mr. Handy noted that the Eugene airport was designated as a rural airport. Mr. Inerfeld commented that the City of Eugene had submitted a separate application for airport runway work under the rural airport funding category.

Mr. Zelenka asked for clarification of testimony under public comments that an ethanol facility already existed. Mr. Love explained that Carson Oil operated a facility that offloaded ethanol from railcars and hauled it by truck a mile and a half to the terminal. He said the Fuel Logistics application was requesting funding for a facility that would eliminate most of the jobs Carson Oil had created. He pointed out that Carson Oil had contracts in place to provide that service.

Ms. Barry clarified that Fuel Logistics was proposing to extend a spur rail line that would eliminate the trucking component currently handled by existing businesses. She said the application had been reviewed at the state level and was somewhat controversial because of the elimination of trucking jobs.

Mr. Zelenka asked if Fuel Logistics would have exclusive use of the spur rail line. Mr. Love understood Fuel Logistics would have exclusive use of the spur, but that company had no guarantee they would be able to secure contracts to provide service.

In response to a question from Mr. Zelenka, Ms. Crawford explained the elements of the City of Eugene application for an airport rental car wash facility. Mr. Inerfeld added that the project was intended to make the airport more efficient and competitive.

Ms. Lundberg said she was a proponent for park and ride facilities, but would be unable to support the park and ride project application because of the proposed location on prime real estate. She was also concerned that agencies and organizations that might be eligible to apply for the *ConnectOregon* funds were not aware of the opportunity.

Mr. Pangborn indicated that Lane Transit District (LTD) had been working with City of Springfield staff on joint development of the site.

Ms. Barry explained how the County had publicized the funding opportunity to stakeholders, interested parties and potential applicants throughout the area.

Mr. Evans suggested that LTD could work with Springfield to develop a park and ride facility that would meet LTD's needs and address the City's concerns. Ms. Lundberg reiterated her objection to the location of the facility.

Mr. Grimaldi suggested a possible land swap with another parcel. Mr. Chickering said the parcel was currently owned by ODOT and not developable.

Mr. Schwetz remarked that LTD did not need the entire parcel of land for a park and ride facility and had initially included transit-oriented development, but was informed that the ODOT parcel was not eligible for *ConnectOregon* funding for that purpose.

Mr. Zelenka observed that it appeared additional information was needed on the park and ride facility and ethanol pumping station applications before the MPC could make a recommendation on them.

Mr. Eyster, seconded by Mr. Evans, moved to recommend the Pacific Recycling, Inc. and Fuel Logistics LLC and Track 702 LLC applications to the Lane County Board of Commissioners in that order, with additional information on the remaining two applications to be provided to the Board before its next meeting.

Mr. Pech commented that from the City of Coburg's perspective the Gateway area was an ideal location for a park and ride facility.

The motion passed unanimously.

Regional Policy Discussion

Mr. Grimaldi asked that the regional policy discussion be postponed to the next meeting because of time constraints. There were no objections.

MPO Planning Calendars

Ms. Riner reviewed the calendars. There were no questions. Chair Zelenka indicated his desire to ensure this topic was scheduled early on the next agenda.

Follow-up and Next Steps

- **ODOT Update**

Mr. Chickering reported that new TripCheck cameras had been installed in the area. He said the ACT Forum would hold its last scheduled meeting on April 14 and the Oregon Transportation Commission would meet April 20-21 in Florence.

- **Metropolitan Transportation Improvement Program (MTIP) Administrative Amendments**

Mr. Thompson reviewed the Eugene West Bank Path Extension amendment. There were no questions.

- **Next Steps**

Future agenda items:

- Regional policy discussion
- Update on the federal transportation reauthorization
- Update on the Beltline construction process
- RTP/TSP public participation process
- Rail planning presentation from ODOT

Mr. Thompson explained that a City of Eugene project approved for federal stimulus funds by the MPC had been unauthorized for those funds because it was determined the City had not properly implemented Disadvantaged Business Enterprise requirements. He said ODOT had worked with staff to transfer the stimulus funds to another project within the region and transfer state funds to the Eugene project.

The meeting was adjourned at 1:30 p.m.

(Recorded by Lynn Taylor)