

MINUTES

Metropolitan Policy Committee
Library Meeting Room—Springfield City Hall—225 Fifth Street
Springfield, Oregon

April 14, 2011
11:30 a.m.

PRESENT: Hillary Wylie, Chair; Sid Leiken, Vice Chair; Christine Lundberg (City of Springfield), John Fox, Don Schuessler (City of Coburg), Kitty Piercy, Alan Zelenka (City of Eugene), Jay Bozievich (Lane County), Savannah Crawford (Oregon Department of Transportation), Greg Evans, Mike Dubick, (Lane Transit District), members; Gino Grimaldi (City of Springfield), Mark Pangborn (Lane Transit District), Liane Richardson (Lane County), Jon Ruiz (City of Eugene) *ex officio* members.

Byron Vanderpool, Andrea Riner, Ann Mortenson, Kathi Wiederhold, Petra Schuetz, Paula Taylor, Paul Thompson (Lane Council of Governments); Rob Inerfeld, (City of Eugene), David Reesor (City of Springfield), Tom Schwetz, (Lane Transit District), Dave Jacobson, Sarah Strand, (Metropolitan Planning Organization Citizen Advisory Committee).

CALL TO ORDER, WELCOME AND INTRODUCTIONS

Ms. Wylie welcomed everyone to the meeting. Those present introduced themselves.

Mr. Vanderpool observed there was a quorum present.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

There were no adjustments to the agenda or announcements.

COMMENTS FROM THE AUDIENCE

Ms. Wylie reviewed the format for public comment, noting 30 minutes had been set aside for public comment and speakers would be limited to 2.5 minutes. The record for written testimony was closed. She thanked the members of the public for attending today's meeting and for their testimony.

Philip Marvin, 2241 Fairmount Boulevard, had lived in Lane County for 44 years. The EmX project in west Eugene was very irresponsible. We should not be taking money from the federal government. He represented about 15 business owners on West Eleventh Avenue, owned and developed property in the area. All of his tenants were against the project and were concerned it would hurt their businesses. There was no room for dedicated lanes on West 11th Avenue for another bus. The regular LTD bus did a fine job. The EmX line would affect part of his property he had scheduled for development at the end of the route, which he opposed. He would not accept payment for eminent domain for the property. EmX would have to go to court with him.

George Cole, 2760 West Eleventh Avenue, had lived in the area since 1936. He was disappointed to hear on the news yesterday that the fix was in and it was already decided that EmX would continue on West 6th/7th Avenues to West 11th Avenue. He asked the MPC to stop the unfunded spending that ignored the transportation needs of the area. EmX out West 11th Avenue was the wrong vehicle at the wrong time.

Wendy Butler-Boyesen, 1265 City View, took off from work to attend today's meeting. She and her disabled husband were transit reliant, using the bus to travel to work, church, Matt Court, the Shedd and to shop. She had seen an imbalance in the public hearings at City Council meetings she had attended, where folks could say anything they wanted but LTD had no chance to reply. She noted LTD had successfully limited the amount of dedicated lanes on West 11th Avenue, and how much limitation there was on affecting individual properties. She knew that there were business owners who were against EmX and others who supported it. She counted over 140 businesses on West 11th Avenue from Garfield Street to the Randy Pape Beltline Highway, and she saw "no build" signs on 40 businesses. She had attended the MPC Citizen Advisory Committee (CAC) meetings, where many of these questions were raised and all were answered. The CAC voted in favor of the west Eugene EmX. As people became older and needed public transportation, they would need access to the businesses along the proposed EmX line, and the businesses on the line would be golden. EmX was already working well in the community. This was a wonderful opportunity and not an unknown quantity. She supported both potential routes.

Mark Callahan, 3621 Mahlon Avenue, encouraged Sid Leiken, Kitty Piercy and Alan Zelenka to vote against proceeding with the LTD building of the EmX West 6th/7th alignment because it was supported by neither residents or businesses in the community. Small business was the heart of the community and should be encouraged to grow rather than having their property taken via eminent domain and being subject to a payroll tax to fund LTD. The voice of small business did not appear to be heard or taken seriously. A law suit had been filed against the City of Eugene to put the EmX transit system to a public vote. He asked the MPC to delay voting on the issue until the law suit had been resolved.

Fred Hamlin, P.O. Box 2879, urged the MPC to vote no because there was no need to put more money into environmental studies. The Tri Met (STET) system was already there, and we do not need to expand and have longer busses when we can't fill the busses already out there.

Burt Arnold passed on making public comment, noting he agreed with what had been said.

Dennis Casady, P.O. Box 5028, owned industrial property in west Eugene and was against the proposed EmX. All that was needed in west Eugene was additional busses scheduled additional times. All LTD was doing was cutting routes to fund this and they did not have the money for the project.

Erin Ellis, 901 South 32nd Place, Springfield, emphasized the need for transportation management. She thought some of the problems could be solved with an alternative other than EmX. EmX had been rejected by people in the community it was supposed to help. TSM was taken off the table too quickly and there were some viable solutions in TSM.

Carolyn Ettinger, 3356 Storey Boulevard, opposed building EmX. It seemed unwise in a recovering economy to decimate successful businesses in the name of public transportation that would service the few in the short term and promote urban sprawl in the long term. The right thing to do would be to take this issue to a public vote. Less costly, energy efficient options were available. The EmX was the wrong bus.

Joseph Siekiel-Zdzienicki, 1025 Taylor Street, said he was for EmX going down West 6th/7th Avenue, bypassing West 11th Avenue to Seneca Street when he started going to LTD meetings 4½ years ago. As more specific details came out he had gradually become opposed to the proposed project. It was not

financially feasible, West 11th Avenue was too narrow to accommodate dedicated lanes, and Highway 99 would have been a better choice. Each of the four mile segments cost millions of dollars. He asked why the cost kept increasing when the acquisitions did not increase. A flawed plan with free money behind it was not a good enough excuse to pass the plan.

Milt Loppinow, 23511 Butler Road, Elmira, had been in different places and business in Eugene over the years. There was no place to park in Eugene. People do not need the long green busses. They needed regular or two story busses. LTD should what the public wanted and it did not want the long buses. They would ruin the businesses that paid the taxes. Spend the money to fix the streets. Just because there was federal money, it did not mean you had to spend it. Let somebody else spend it.

Bob Macherione, 1554 Brewer Avenue, said as a business owner, he took a position on EmX at great risk to his business. He said LTD recently had a budget meeting. The current budget did not show the unfunded liabilities because LTD was a public agency. He learned that LTD had over \$10 million of unfunded liabilities for their pension and health reimbursement plans. That could not be paid for with grant money and would have to come from operating funds. LTD projected its ending working capital would go from \$9,397,000 in 2011 to \$940,400 in five years while not providing additional hours of service or miles of transit. This was the wrong way to go. EmX would be in addition to bus service already provided in the West 6th/7th Avenue corridor. The operating budget would go from \$35,952,000 to \$49,500,000 during that time. This increase was not sustainable and he was worried about the basic cost of service for the rest of the community. The money going to EmX could go to staff cuts in administration and more basic bus service.

Hal Reed had lived in Eugene since 1978. He was concerned about what the project would do to the businesses along West 11th Avenue. He counted 19 major buildings that would have to be destroyed to make room for the bus system. He noted there was a good operating bus system now. He questioned spending \$1.2 million a year when there was already a good system in place. There was no free money and it did not make sense to spend this kind of money from the federal government because it was there. He urged the MPC to rethink its position and look at other methods. This was a bus to nowhere. LTD should run the bus out to the airport.

Ms. Wylie thanked everyone for their testimony. She closed the public comment period.

Mr. Zelenka joined the meeting via teleconference.

APPROVE MARCH 10, 2011 MINUTES

Mr. Leiken, seconded by Ms. Piercy, moved that the minutes for March 10, 2011 be approved as submitted. The motion passed unanimously.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Report from the MPO Citizen Advisory Committee (CAC)

Sarah Strand and Edward Winter, representing the MPO CAC, joined the MPC. She said the CAC met monthly and invited others to attend, noting the high caliber of questions and ideas of CAC members. She directed MPC members to the MPO CAC report included in the agenda packet for today's meeting, and suggested that MPC members read the MPO CAC minutes. Diana Alldredge, Bill Morganti, Edward

Winter and Jennifer Smith had volunteered for the Public Participation Subcommittee. She recommended the MPC read the draft Unified Planning Work Program prepared by Andrea Riner.

Lane Transit District West Eugene EmX Extension Locally Preferred Alternatives

Mr. Thompson directed MPC members to a memorandum in the agenda prepared by LTD staff summarizing the process and decisions made to date. He said the Eugene City Council and the LTD Board of Directors selected West 6th/7th Avenue as the locally preferred alternative. Both MPC advisory committees, the MPO CAC and the Transportation Planning Committee, had previously unanimously recommended the selection of the West 11th/13th Avenue alternative. He noted all three governing bodies needed to arrive at the same preferred alternative in order for the project to proceed without further deliberation. An additional process would be necessary should the West 6th/7th Avenue alternative not be the unanimous selection of the three bodies. Public hearing testimony and written comments received had been forwarded to MPC members.

Mr. Leiken, seconded by Ms. Piercy, moved that the MPC select the preferred alternative of the West 6th/7th Avenue EmX alignment with recommendations that LTD incorporate mitigation measures identified through subsequent analysis, with the following conditions: LTD would move forward on the environmental assessment; after completion of the environmental assessment, the proposal would go back to the full bodies of the Eugene City Council, the LTD Board of Directors, and if needed, the MPC.

Mr. Leiken thanked all who were involved in the public hearings for their patience, and for commenting on the West 6th/7th Avenue route. He did not have a “horse in this race”, but he had stepped back and talked with the people in the no build group and with those who supported the project. He spoke with officials from LTD, the City of Eugene and the Oregon Department of Transportation (ODOT). He said this motion proved that the fix was far from in, and not even close. He was asking that the MPC move forward to allow LTD to apply for the environmental assessment. He had been through similar projects and understood how they worked. LTD would have to demonstrate it had community support to move forward. The competition for funding was much fiercer now than it had been when the Franklin EmX corridor was built. He opined if LTD moved forward right now, it would be a challenge for them to get the money because of the community support element. He had been mayor of the City of Springfield for ten years and he despised when another jurisdictions tried to tell the City of Springfield what it should or should not do. He was not prepared to tell the City of Eugene “absolutely not.” The City of Eugene would also have to make its case, and the City Council would have to vote again before the project could move forward.

Mr. Bozievich asked if the MPC had the authority to bind the City of Eugene and LTD through a motion today.

Mr. Vanderpool responded MPC did not have the authority to bind the City of Eugene and LTD, but it could request that those actions be taken. The MPC could also condition its future actions on the actions taken by the City of Eugene and LTD.

Mr. Bozievich respectfully disagreed with Mr. Leiken, noting he did have a “dog in this fight” because he represented citizens who lived and had businesses along the West 11th Avenue corridor, and he represented a significant portion of Lane County that used West 11th Avenue as their major transportation link into the City of Eugene from Veneta, Florence and other points in west Lane County. He was loathe to step into another jurisdiction’s fight but nobody asked the citizens of Veneta when they killed the West Eugene

Parkway. This was a regional transportation improvement and it deserved regional consideration. He made decisions based on objective data, and when he looked at the objective data for this project, he could not justify spending \$80 to \$100 million on this transportation improvement. It did not solve the traffic or air pollution problems. He circulated a document entitled *West Eugene EmX: Corridor Operating Costs Selected Alternatives—January 24, 2011* to illustrate his point. Beyond the fact that the proposal did not solve the problem people were trying to solve, the project would increase the operating costs. The payroll needed to supply the additional \$961,000 operating costs was \$77 million. LTD would have to cannibalize other parts of its system to pay for those expenses. Although he supported mass transit, he believed this was a step in the wrong direction and would result in less mass transit service. He did not know where the state or federal governments would get the funds to support the project. There was a lack of public support for the project and his constituents were overwhelmingly against the project. He was concerned that the MPC was taking action while there was a pending law suit asking for a public vote. The NEPA process would not change the data, thus allowing LTD to go through the NEPA process and spending a large amount of money would not change the fact that the project would not improve traffic on West 11th Avenue, it would not change the area's air quality and it would increase operating costs. The MPC should stop the madness now, stop the spending now, and look at other transportation alternatives for west Eugene. He would vote no on the motion.

Ms. Lundberg said this was a Eugene project and she agreed she wanted to be supportive of the direction another jurisdictions took. She had served as an elected official when other jurisdictions tried to give the City of Springfield direction on its projects. The City of Springfield had been through the EmX project in the Gateway area and there were business impacts. She liked the motion because it sent the project into an environmental assessment setting for evaluation by the federal government. When the project came back to the local jurisdictions, she preferred that there would be agreement between LTD and the City of Eugene. She said LTD and the City of Eugene would need to be empathetic with what the project's impacts would mean to a small business. There were ways to do that which would lessen the impact. The City of Springfield now had a beautiful corridor that got people to where they needed to go. She would vote for the motion, with the understanding the MPC would have another opportunity to look at the project.

Ms. Wylie had served on the LTD Board of Directors for eight years, when the Gateway EmX was reviewed and approved. She concurred that LTD and those interested people needed to sit down with the businesses. She did not believe there were 19 buildings in jeopardy, and believed the new plan did not put buildings in jeopardy. Accurate information was important. She had heard countless times from good people who she respected that offered information that was not correct when she followed through on it. It was important that people were being heard, their fears and concerns for their income were being heard, and that mitigation the costs would be explained. Businesses were doing well where EmX was already running. The concept was a transit system for the entire community.

Mr. Zelenka supported the motion, particularly the conditions included by Mr. Leiken. Elected officials needed to continue to address the mitigation issues on this and future projects, to ensure the impacts on businesses were as minimal as possible. He felt the need existed for the EmX. More people would rely on public transportation as gas reached \$4.00 a gallon and went on to \$5.00 a gallon. The ridership would increase, would help reduce congestion, positively impact air quality and reduce greenhouse gasses. He supported the motion and moving forward with the project.

Ms. Piercy concurred with comments around the table and appreciated the partnership of the agencies working together.

Mr. Evans concurred with Mr. Leiken. He supported the concept of EmX and BRT, but there were economic and logistic conditions that needed to be resolved. The MPC needed to move the process forward and begin to work through those issues. However, the change from the West 11th/13th Avenue route to the West 6th/7th Avenue alternative added \$500,000 of operating expenses annually, based on the staff analysis. LTD was also looking at how the West 11th Avenue sector would interface with the rest of the system. If it did not work fiscally and logistically, he was not prepared to jump off into an empty pool. If the analysis did not show that this alternative would work, his support for this segment would change. If it could not be funded and operated prudently, LTD should not move forward with the project. He concurred that LTD was looking at significant unfunded liabilities in the pension fund, and had already cut existing service 20 percent. LTD may have to make additional cuts, even if it did not build the proposed EmX segment. The LTD Board had an obligation to listen to its constituents, the ridership, and the business community that paid almost 80 percent of LTD's operating costs. If LTD could not make it work and it did not make sense, he was not prepared to move forward with it. He would support the motion today, but if conclusive evidence indicated the project would not work, he would not vote to proceed to send an application to the Federal Transit Administration (FTA).

Mr. Leiken said if the MPC voted no today and killed the project, the EmX system could be jeopardized in the future. He looked forward to a potential corridor to the Thurston area. If it did not make sense to move this forward to the FTA, he did not think it would kill the EmX idea as a whole. This would give the City of Eugene an opportunity to look at the Highway 99 corridor was the right choice. If the proposed alternative did not make sense after the environmental analysis, LTD would have the responsibility to pull the plug on the project.

Ms. Piercy said the comments around the table were a value for the system. If a piece of it did not make sense, or economic conditions were not favorable, all of the officials had the responsibility to take appropriate action. Right now, it looked like an EmX system was important for the community. She heard a commitment to fiscally sound decisions, responsibility to the community and trying to move forward with EmX that would be beneficial to the entire metro area.

Mr. Bozievich agreed there was some data that was not tested and true. But, the data he put forward today was LTD's data, and he challenged anyone to say that the objective data he put forward was incorrect or inaccurate. The system out West 11th Avenue did not make sense, and spending \$1 million on the environmental assessment process did not make sense. It was not about cancelling the whole EmX system, but just that this leg did not make sense.

Mr. Thompson clarified how a vote today would impact the future of the project. He heard multiple times during the past couple of weeks that a decision today could be the last possible decision related to this EmX route. Regardless of future votes between now and project funding, if the project was funded by a combination of federal and state funds, it would come back to the MPC to accept the funds and program them into the Metropolitan Transportation Improvement Program (MTIP). Following that, the Oregon Transportation Commission (OTC) would also have to act on those funds to program them into the State Transportation Improvement Program (STIP).

The motion passed 9:1, with Ms. Crawford, Mr. Dubick, Mr. Evans, Mr. Fox, Mr. Leiken, Ms. Lundberg, Ms. Piercy, Ms. Wylie and Mr. Zelenka voting in favor of the motion, and Mr. Bozievich voting against the motion.

Ms. Wylie thanked everyone for their participation.

The MPC took a short break.

Draft FY12/FY13 Unified Planning Work Program (UPWP)

Ms. Riner reported partner agencies of the MPO worked with the Oregon Department of Transportation (ODOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) to update and adopt a unified work program for transportation planning for a two year period, with annual updates to the MPC. She directed MPC members to the memorandum in the agenda packet which detailed the work program and solicited feedback from members. The MPC would be asked to approve the work program in May 2011.

Ms. Piercy appreciated inclusion of language that supported planning for rail.

Mr. Bozievich was happy to see Highway 126 between Veneta and Eugene included, noting the City of Veneta would also be pleased to see it was included.

Ms. Riner stated the work plan needed to include every regionally significant transportation activity. While Highway 126 between Veneta and Eugene was outside of the MPO's authority, it was relevant.

Regional Transportation Plan (RTP) Update—Congestion Management Process

Mr. Thompson said this agenda item was intended to present the MPO's draft Congestion Management Process document and provide opportunity for review, discussion and feedback to staff prior to preparation of the full draft later this year. He noted the draft Congestion Management Process (CMP) document included in the agenda packet addressed the federal requirements for the MPO to formally document the MPO's CMP. The FHWA already reviewed the draft document and offered comments that had been included in the current document by staff. He invited feedback today and over the next few months as the document was finalized. The MPO CAC reviewed the document in March and offered positive feedback and comments.

Ms. Lundberg left at 12:40 p.m.

Mr. Leiken asked Ms. Piercy if the United Front participants had received any feedback regarding reauthorization of the transportation bill.

Ms. Piercy noted there had been none.

Mr. Evans asked if there was any conversation about congestion pricing opportunities in the future. He understood the State of Oregon had recently experimented with this method. He thought the MPC would have to revisit it in the future. All of the issues identified in the work plan were worthwhile, but they did need to be paid for. He noted the Highway Trust Fund was broke and the gas state and federal gas taxes were no longer working to sustain projects. He asked what fee or pricing structures would provide the revenue needed to fix the infrastructure and to provide revenue to implement the strategies identified in the work plan.

Mr. Thompson said the mileage based fee intended to supplement the gas tax had not gone away, but had morphed into work ODOT was undertaking in the Portland Metro area on a pilot project. The 2009 legislative session called for the work in the Portland area to see what was feasible and to test the concepts. The Central Lane MPO was not currently actively working on that project but was watching and trying to

learn from what was going on with the pilot project in the Portland area. Any shift would have to occur at the state or national level.

Mr. Evans averred the MPC could advocate for such a program at the state level.

Mr. Zelenka added in his work with the Oregon Global Warming Commission, the notion that the way transportation was paid for and the formula for transportation funding needed to change. The current thought was moving away from reliance on the gas tax to more reliance on a system that was similar to how utilities charged for their products. Utilities generally had a base charge and a demand charge. In the transportation field, everyone would pay a base charge and the energy charge would be based on how much a vehicle used the street system, through insurance and potentially how much mileage a vehicle traveled. The demand or peak pricing would be related to congestion pricing that could be electronically administered.

Ms. Piercy said the electric vehicle discussion had been taking place during the current legislative session. The discussion had moved from making it easy for people to get into electric vehicles and not make them pay a use fee, to the need to make electric vehicles pay their as they became part of the transportation system.

Mr. Thompson said the issue noted by Mr. Zelenka was bigger than the CMP document. It was a high level policy direction that would apply overall to the RTP efforts.

Ms. Wylie wanted to go from an automobile based system to a multi-modal system.

Greenhouse Gas (GHG) Planning Update

Ms. Riner offered a status report on the development of GHG Target Rules for each of Oregon's six MPOs as part of the statewide effort to reduce greenhouse gas emissions within the Transportation Sector. She, Mr. Zelenka and Mr. Schwetz served on a committee that made a recommendation to the Land Conservation and Development Commission (LCDC) that would be the subject of a public hearing on April 21, 2011. The proposal sets a target of a 21 percent for reduction of GHG emissions between 2005 and 2035 for the Central Lane MPO area. LCDC was expected to make a decision in May 2011. Additional information was available on the ODOT website at <http://www.oregon.gov/ODOT/TD/TP/docs/OSTI/TechRpt.pdf>.

Mr. Zelenka added there were two ways to achieve the GHG goals, through technology advancement and policies that helped achieve those goals. Scenario planning and the toolkit would help each MPO achieve its target and individuals actions that would work for each region.

In response to a question from Mr. Leiken, Ms. Riner said the additional funding needed to implement the project would come from ODOT. She added that the current legislation required the Central Lane MPO region to conduct scenario planning but the language did not require that specific targets be met.

Mr. Zelenka understood this was a high priority for ODOT, and he expected that the needed funding was being set aside for the project. He commended Ms. Riner and the MPO staff for keeping this issue at the forefront for ODOT and LCDC staff, so they understood the MPOs did not have funding to meet the state requirements.

Mr. Leiken said when Bob Cortright was no longer the staff person at DLCD some trust level would be restored in DLCD with local governments.

Mr. Evans noted the California Attorney General had sued local jurisdictions because they did not comply with state requirements. He asked if MPOs and local jurisdictions could be sued in Oregon.

Ms. Riner stated that was not not probable given how the Oregon law was currently written. There had been significant effort on the part of LCDC to look at this as a learning and capacity building exercise, with 21 percent as a goal, but not a requirement. She concurred funding was an issue for everyone. She understood they had been fairly open about flexible targets. She opined new territory was being charted and it was too early to talk about penalties.

Ms. Wylie recalled that she had testified to the OTC that this MPO was interested and would like to be in the queue for funding for planning. The MPO's request was well received.

Mr. Bozievich asked if the plan addressed water vapor as a GHG.

Ms. Riner understood that although GHG emissions in general were included in the earlier Statewide goal, the subsequent legislation was specific to the transportation sector, and that a definition of GHG was included in the draft rule..

Ms. Bozievich asserted water vapor was the most prominent GHG in our atmosphere and had the most impact on global climate, noting CO₂ would have a minor impact. He would not support spending money on an unfunded mandate, and would only support it if the state allocated money. The MPO should do the bare minimum required by state law at this time. We should be spending money on real transportation issues.

Ms. Piercy said it was clear that all of the MPOs were interested in getting in line to do scenario planning and had a high interest in access to funding to do so.

Responding to Mr. Leiken, Ms. Riner said under House Bill (H.B.) 2001 Portland Metro was required to meet all of the targets, to select a preferred scenario, and to adopt and begin implementing a scenario. The Central Lane MPO did not fall under those requirements.

Mr. Zelenka, in response to Mr. Bozievich, said water vapor was a GHG but it had not changed. It was only the anthropogenic or human caused sources of GHG that were the topic of discussion. The program addressed mostly CO₂, methane, and PFCs that were of concern and impacted global warming.

Ms. Riner directed MPC members to material in the agenda packet related to the draft rules which included a definition of GHG.

MPO Planning Calendars

Ms. Riner reviewed the MPC/CAC 3-Month Calendar and the 12 MONTH Planning Calendar included in the agenda packet. She noted the RTP was gearing up and planned to bring a draft proposal for modernizing the Goals and Objectives to the MPC and the CAC in May 2011. The MPO would also undergo a four year federal certification review in June 2011, which would include staff work and an opportunity for public comment. MPC members would be asked to be available to meet with the federal representatives.

Follow-up and Next Steps

- **ODOT Update**

Ms. Crawford reported the Lane ACT had met on April 13, 2011 and appointed four designated stakeholder positions: bicycle/pedestrian, rail, environmental land use and trucking. The remaining four to six stakeholder positions would be appointed in May. ODOT had been working on a ramp metering analysis for the Randy Pape' Beltline Highway for a year. The work would be concluded in one or two months, after which recommendations and conclusions would be brought to the MPC.

- **Rail**

Ms. Piercy reported the committee for the rail line was not yet up and running. Lynn Peterson had been appointed by Governor Kitzhaber as his point person on rail. She was interested in having progress for rail in Oregon. Federal funding had been applied for. Ms. Piercy planned to do a presentation with Ms. Peterson at the Salem City Club in April.

Ms. Wylie noted President Obama's rail funding had been targeted by the Congress.

- **MTIP Administrative Amendments**

Mr. Vanderpool said the information had been provided to the MPC for informational purposes.

In response to a question from Ms. Piercy, Ms. Riner said the Lane Livability Consortium was up and running, and had completed most of its contracting with the federal Department of Housing and Urban Development (HUD), and would soon be able to begin drawing those funds. The team was working with agreements with the participating agencies. Additional information would soon be on the website.

- **Next Steps/Agenda Build**

The next meeting was scheduled for May 12, 2011, at Springfield City Hall—Library Meeting Room

The meeting was adjourned at 1:20 p.m.

(Recorded by Linda Henry)