

MINUTES

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

May 12, 2011
11:30 a.m.

PRESENT: Hillary Wylie, Chair; Christine Lundberg (City of Springfield), John Fox (City of Coburg), Kitty Piercy, Alan Zelenka (City of Eugene), Jay Bozievich (Lane County), Sonny Chickering, Savannah Crawford (Oregon Department of Transportation), Greg Evans, Mike Eyster, (Lane Transit District), members; Gino Grimaldi (City of Springfield), Mark Pangborn, (Lane Transit District), Emily Jerome for Jon Ruiz (City of Eugene) *ex officio* members.

George Kloeppel, Byron Vanderpool, Andrea Riner, Ann Mortenson, Kathi Wiederhold, Petra Schuetz, Paul Thompson (Lane Council of Governments); Rob Inerfeld, Kurt Yeiter (City of Eugene), Tom Boyatt, Len Goodwin, David Reesor (City of Springfield), Theresa Brand, Tom Schwetz (Lane Transit District), Celia Barry (Lane County), Dave Jacobson, Sarah Strand, Edward Winter (Metropolitan Planning Organization Citizen Advisory Committee); Chris Watchie, Carleen Reilly.

1. WELCOME AND INTRODUCTIONS

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

2. CALL TO ORDER/APPROVE APRIL 5 AND 14, 2011 MEETING MINUTES

Mr. Eyster, seconded by Mr. Evans, moved that the minutes for April 5 and 14, 2011 be approved as submitted. The motion passed unanimously.

3. ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

Ms. Wylie stated a letter of support for a City of Springfield grant application would be added to the agenda.

Ms. Wylie announced the LaneACT met on May 11, 2011. The group appointed the final four citizen members. Paula Taylor at LCOG had the list of participants for those who were interested. Ms. Wylie said Ms. Crawford was doing a great job training the group.

Mr. Kloeppel said the LCOG Executive Director position was identified as the principal representative of the MPO to the ACT, and Ms. Riner was the named alternate. He had attended the first four meetings and he and Andrea would continue to represent the MPC's interests.

4. COMMENTS FROM THE AUDIENCE

Fred Merten, 1833 Lake Creek Avenue, spoke in support of funding for a sidewalk project related to Irving Elementary School. He noted the school was built in 1966 in what at that time was a rural area. The area schools, including Hyacinth Street where the school was located, had no sidewalks. The area was now full of homes and the student population at the school had more than doubled. Hyacinth Street bore the bulk of the foot, bicycle and vehicle traffic to and from Irving Elementary School, and there were intermittent sidewalks along the street. Students walked through yards and in the street. Vehicles parked along the curb on both sides of the street made walking in the street more dangerous, and created a critical safety issue for the City and the County. The problem was exacerbated by many more parents driving their children to school each day. Sidewalks were needed more now than ever before and had been a concern for years. Sidewalks had been requested in the past. Fortunately, an accident had not yet occurred. He had been a part of the Irving Elementary School community for most of the past 40 years as an educator and volunteer, and had watched it grow from a rural, city's edge school to a busy, congested area. Student safety was a problem. He asked the MPC to move the program along before an accident happened.

Nicole Zwink, 2208 Wisconsin Street, worked for the Bethel School District as an adaptive physical education specialist and coordinator of the district's Safe Routes to School grant. As grant coordinator, she encouraged students to get to school using body power, by walking, biking, scootering, etc., as well as planning events and contests, and locating roadblocks that prevented students from participating. The Walk or Bike to School Day in the fall and spring encouraged parents and students to set up walking school busses to make getting to school a group effort. She had not been able to find an area around Irving Elementary School where parents felt it was safe enough to form a walking school bus. As part of a recent pedestrian safety class she taught to second graders as part of the grant, she took students for a walk around the neighborhood to practice. As the 25 students waited to cross the street at the crosswalk on Hyacinth Street across from the school, several cars drove right past the group, without stopping at the crosswalk. She asserted one or two students walking alone could not be safe if a group of 25 students with two teachers were ignored. The addition of a sidewalk would be a huge boon to the safety of students walking to Irving Elementary School. She asked the MPC to approve the funding request for the sake of safety of students for years to come.

5. METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

a. Report from the MPO Citizen Advisory Committee (CAC)

Sarah Strand and Edward Winter, representing the MPO CAC, joined the MPC. Mr. Winter reported at its last meeting the MPO celebrated its six year anniversary; had an update on greenhouse gas (GHG) planning including current action by the State Legislature, land use and transportation scenarios to reduce GHG's; and, public outreach requirements for the MPO for the Regional Transportation Plan (RTP) update, including a speakers bureau and a questionnaire on the website.

Ms. Strand emphasized the importance seeking of public input from a broad range of people for the RTP.

b. FY12/FY13 Unified Planning Work Program (UPWP)

Mr. Kloeppel expressed appreciation to the MPC for adding this agenda item after the initial agenda had been distributed.

Mr. Riner offered the staff report. Staff had presented and reviewed the draft FY2012/FY2013 UPWP at the April 14, 2011 MPC meeting and indicated adoption of the final UPWP would be requested at the May 12, 2011 meeting. The final draft reflected comments received from the MPC, public input obtained during the 30 day public comment period, and input from the CAC during the March 17, 2011 meeting.

Mr. Eyster stated everyone had learned a lot through the West Eugene EmX project. He suggested MPC appoint a group to identify what had been learned for future reference.

Ms. Piercy said it would be important for everyone to keep the lessons learned on the front burner in all planning documents to reinforce what had been learned as we moved forward.

Ms. Lundberg added it would be important to look at what worked and what did not work, and capture that information on paper for the future.

Ms. Wylie said elected and appointed officials were responsible for using tax dollars wisely for balancing today's budget and when looking into the future.

Ms. Piercy, seconded by Mr. Eyster, moved that the MPC approve Resolution 2011-03 adopting the Central Lane Metropolitan Planning Organization FY2012/FY2013 Unified Planning Work Program. The motion passed unanimously.

c. Congestion Management Process

Mr. Thompson provided the staff report. He explained the draft Congestion Management Process (CMP) was reviewed by the MPC at the April 14, 2011 meeting. It had been planned that the CMP would be approved by the MPO Policy Board with the scheduled adoption of the RTP update in November, 2011. Staff subsequently met with Federal Highway Administration (FHWA) staff during which time the CMP came up. The FHWA staff indicated it would be preferable to also formally approve the CMP as a stand-alone document, in addition to incorporating the CMP in the RTP update. Furthermore, since the CMP was a federal requirement of the MPO, FHWA indicated it would be desirable to complete that approval prior to the MPO Certification Review in June. The draft CMP addressed the federal requirements for the MPO. Staff recommended that the MPC approve the CMP, after which the CMP would be incorporated into the draft update of the RTP.

Mr. Eyster, seconded by Mr. Evans, moved that the MPC approve the Congestion Management Process. The motion passed unanimously.

d. Amendments to FY10-13 Metropolitan Transportation Improvement Program (MTIP)

Mr. Thompson explained the MPC was being asked to approve a request for re-purposing previously programmed STP-U funds, and to consider and provide feedback on a request to provide additional STP-U funding for a project previously funded with STP-U funds that had encountered a funding shortfall. The following funding requests had been reviewed and approved by TPC for consideration by the MPC:

- City of Springfield's Thurston Road Overlay Project.
- Lane County's Hyacinth Street Sidewalk Project

Mr. Thompson recommended the MPC conduct a public hearing for the City of Springfield's Thurston Road Overlay Project and Lane County's Hyacinth Street Sidewalk Project. Staff asked that after the public hearing the MPC close the public record for the City of Springfield project and take action today, and keep the public record open until June 6, 2011 on Lane County's project.

Ms. Wylie opened the public hearing at 12:00 p.m. There was no one who wished to speak. Ms. Wylie closed the public hearing at 12:00 p.m.

Mr. Thompson said three letters had been received today in support of the Hyacinth Street Sidewalk Project from parents and residents in the Hyacinth Street area.

Mr. Chickering supported both amendments, noting both were worthwhile projects, and he encouraged MPC members to endorse the amendments. He understood funds had been awarded during a prior competitive grant cycle for the Hyacinth project, but the funding had come up short. He asked why funding for the Hyacinth Street project could not be taken off the top of the competitive process for FY11 funds.

Mr. Thompson expressed confidence in the FY11 forecasts, while noting that the projections of FY12/13 funds were less firm, although there was ample information to think there would be sufficient funding available for the Hyacinth project. The TPC unanimously supported funding the project outside of the competitive process from FY13 funds.

Ms. Piercy recently visited Irving Elementary School and observed the problem on Hyacinth Street. It was important to fix the sidewalks for the safety of the kids, and she supported funding the project.

Ms. Wylie explained the City of Springfield project. The slurry seal would preserve a street if it was not in too bad of shape. However, if a street was in an advanced state of decay, the overlay would need to be completed instead. If overlays were not done in a timely fashion, streets needed reconstruction.

Ms. Wylie closed the public record on the City of Springfield amendment and kept the record open on the Lane County amendment.

Mr. Eyster, seconded by Ms. Lundberg, moved that the MPC approve Resolution 2011-04 amending the FY10-13 MTIP for the Springfield Arterial and Collector Slurry Seal to Thurston Road Overlay Project. The motion passed unanimously.

e. Letter of Support

Mr. Thompson distributed copies of a draft letter of support requested by the City of Springfield for an application it would submit to the Federal Transportation Community and System Preservation Grant Program and the U.S. Department of Transportation (DOT). He apologized for bringing this to the MPC at the last moment. However, the grant cycle was announced May 6 and closed on June 3, 2011. He requested that the MPC approve the letter of support. Mr. Reesor reviewed the funding history for the project, noting the NEPA study and preliminary design work for the Franklin corridor project would be funded through this application. The project was a multi-way boulevard for all modes of transportation, including bicycle, pedestrian, and dedicated lanes for LTD's EmX. The grant request would be about \$500,000 and would help bridge the gap to get the project moving.

Ms. Piercy asked if there was any competition for the grant from other local jurisdictions. Although she would support the application, she questioned whether more than one local jurisdiction would go after the funding.

Mr. Inerfeld said the City of Eugene was not planning on submitting an application for the grant.

Ms. Wylie added with the June 3, 2011 application deadline, any other applications would have had to be presented to the MPC today.

Mr. Thompson added the MPC had already programmed \$400,000 of STP-U funds for the project. The project was a partnership with the City of Springfield, LTD and ODOT, which helped the project compete for the grant program.

Ms. Piercy would support the application but it would be helpful if all of the partners checked in with each other before such requests were brought to the MPC in the future.

Mr. Eyster, seconded by Ms. Piercy, moved that the MPC support the letter of endorsement. The motion passed unanimously.

f. Regional Transportation Plan Update—Goals and Objectives

Ms. Riner introduced the agenda item. She said the MPC previously discussed the existing RTP goals and objectives. Preliminary public input gathered through the local TSP processes at Eugene, Springfield and Coburg had been used to help inform the language changes being proposed. An online input map and region-wide web survey was also very successful in soliciting feedback from the public. Staff used these preliminary findings to evaluate the emerging issues and to develop preliminary recommendations for the MPC about the RTP language. She reviewed Goals #1 and #2, on page 1 of Attachment 1 to the staff memorandum included in the agenda packet and recorded comments from MPC members. She said would take the MPC's comments to the MPO CAC and the update would come back to the MPC during the summer.

Mr. Zelenka arrived at 11:30 a.m. He said he would not be at the next MPC meeting or certification meeting because he would be representing the City of Eugene at the Climate Leadership Academy presented by the Institute for Sustainable Cities and funded by the Rockefeller Foundation.

g. MPO Certification Review

Ms. Riner observed MPC members had received invitations to the U.S. DOT Certification Review for the Central Lane MPO to be held on June 8, 2011. She noted the FHWA and the Federal Transit Administration (FTA) were periodically required to jointly review and evaluate the transportation planning processes for each Transportation Management Area (TMA). She directed MPC members to the schedule for the review process scheduled for June 6 through June 8, 2011 included in the agenda packet.

h. Additional MPO Surface Transportation—Urban (STP-U)

Mr. Thompson reviewed the MPO STP-U funding as iterated in the staff memorandum. He noted the additional funding now available was the increment between the amount already programmed for FY11 which had been conservatively estimated at \$2.5 million and the actual amount the MPO would receive which is approximately \$4 million. MPO and local jurisdiction staff have initiated a funding cycle for an additional \$1.5 million for FY11. Staff would prepare draft project applications and bring a recommendation to the MPC in June for action in July.

i. MPO Planning Calendars

Ms. Riner briefly reviewed the calendars for the summer noting the MPC would be reviewing the draft RTP this summer.

j. Follow-up and Next Steps

- **ODOT Update**

Ms. Crawford reported the OTC meeting to discuss transportation enhancement grants was scheduled for May 18, 2011. The Willamalane Middle Fork path project was the one project from this area on the list.

- **Rail**

Ms. Piercy reported Governor Kitzhaber announced his commitment to rapid passenger rail. He supported the two committee idea developed by ODOT. One of the committees which was chaired by Bill Wyatt from the Port of Portland was trying to find ways to finance rail in the state. Ms. Piercy was co-chairing a committee on the preferred alignment between Portland and Eugene with John Russell from Portland. National Train Day had been successful in Eugene. Eugene was awarded \$1.5 million from funds declined by the governor of Florida for NEPA and engineering work on the layover track at the depot. Governor Kitzhaber appointed Lynn Peterson as point person on transportation for the State. Ms. Piercy said stakeholder meetings related to alignment were being held around the state. The committee would be identified by July and the NEPA process would commence after the committee was identified.

In response to a question from Mr. Zelenka, Mr. Evans said high speed rail was defined at 150 miles per hour (mph.) and rapid passenger rail was defined as 79-81 mph.

Mr. Kloepfel said high speed rail in California had hit some significant organizational snags related to funding and the structure of an independent commission for the development of the project. There were discussions about shifting the responsibility back to Caltrans. He opined it was worthwhile for the MPC to pay attention to what was happening with this project.

- **MTIP Administrative Amendments**

There were no comments offered.

- **Next Steps/Agenda Build**

Ms. Wylie said the next meeting was scheduled for June 9, 2011, at Springfield City Hall—Library Meeting Room.

Mr. Thompson said the July meeting is scheduled at the Coburg fire station and the August meeting is scheduled at the Springfield Justice Center.

The meeting was adjourned at 1:05 p.m.

(Recorded by Linda Henry)