



MEETING NOTICE

MEETING:	METROPOLITAN POLICY COMMITTEE
DATE:	Thursday, October 13, 2011
TIME:	11:30 AM - 1:30 PM
LOCATION:	Eugene Public Library Bascom-Tykeson Rm <i>(directions on back)</i>
CONTACT PERSON:	Paul Thompson, 541-682-4405

A G E N D A

1. **WELCOME & INTRODUCTIONS**
2. **CALL TO ORDER/APPROVE September 8th Meeting Minutes**
3. **ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS**
4. **COMMENTS FROM THE AUDIENCE** *(Anyone wishing to comment is asked to sign up on the public comment sheet provided at the meeting. A limit of 3 minutes per person is requested.)*
5. **METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES**
 - a. Report from the MPO Citizen Advisory Committee (CAC) (20 mins)
Staff Contact: Kathi Wiederhold, 541-682-4430
Presenters: Sarah Strand and Edward Winter, CAC Co-Chairs
Action Requested: Appoint Liaison to CAC; Provide feedback to staff regarding CAC recommendation regarding Student Transit Pass Program.
 - b. Draft Regional Transportation Plan (RTP) (20 mins)
Staff Contact & Presenter: Paul Thompson, 541-682-4405
Action Requested: Information and discussion only. Provide feedback to staff.
 - c. Letters of Support for ODOT Flexible Funds Program Funding Applications (20 mins)
Staff Contact & Presenter: Paul Thompson, 541-682-4405
Action Requested: Approve letters of support.
 - d. MPO Planning Calendars (attachment) (5 mins)
Staff Contact & Presenter: Andrea Riner, 541-682-6512

-OVER-

Location is wheelchair accessible (WCA). American Sign Language (ASL) interpretation is available with 48 hours notice.

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e. Follow-up and Next Steps

(10 mins)

- 1) ODOT Update
- 2) Rail Update
- 3) Greenhouse Gas (GHG) Update
- 4) MTIP Administrative Amendments (attachment)
- 5) Next Steps/Agenda Build

NEXT MEETINGS: November 10, 2011 – Eugene Library – Bascom-Tykeson Room
December 8, 2011 – Eugene Library – Bascom-Tykeson Room

Eugene Public Library: The library is located at 100 W 10th Avenue (between Olive & Charnelton)

Bus: Take the bus to the LTD Downtown Station. From there walk one block west, crossing Olive Street, to the Eugene Public Library. The entrance faces 10th Avenue.

Bicycles: There are covered bicycle racks on the North side of the Library, by the front entrance.

Parking: Library Parking Level: 64 spaces below the library at 75 cents/hour (2-hour max)

- ❖ Broadway Place (westside corners of Charnelton & Broadway), Overpark (westside corners of 10th & Oak), or Parcade (NW corner of 8th & Willamette) at 75 cents/hour
- ❖ 10th & Olive Surface Lot (across from Library) at \$1/hour or \$5/all day
- ❖ On-Street Metered Parking at 75 cents/hour, or free with 2-hour max west of Lincoln

PLEASE NOTE:



LCOG is now posting meetings on its website at <http://www.lcog.org/mpc.cfm>. These postings will include the agenda, minutes and attachments. If you no longer want to receive your meeting announcement in paper format, please contact Ann Mortenson, 541-682-4373 or amortenson@lcog.org



This meeting will be telecast LIVE on Metro Television, Comcast Channel 21, and also rebroadcast at 8:00 PM on Tuesday nights for the rest of the month. A LIVE webcast will also be available, as well as archived for future viewing on the LCOG website. Get the details through links on the event calendar at <http://www.theMPO.org/calendar.cfm>.

MINUTES

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

September 8, 2011
11:30 a.m.

PRESENT: Sid Leiken ,Vice Chair; John Fox (arrived 11:45 a.m.) (City of Coburg), Kitty Piercy, Alan Zelenka (arrived at 11:43 a.m.) (City of Eugene), Christine Lundberg (arrived at 11:40 a.m.), (City of Springfield), Jay Bozievich (Lane County), Sonny Chickering (arrived 11:42 a.m.), Savannah Crawford (Oregon Department of Transportation), Greg Evans, Mike Eyster, (Lane Transit District), members; Gino Grimaldi (City of Springfield), Tom Schwetz for Ron Kilcoyne (Lane Transit District), Jon Ruiz (City of Eugene), Celia Barry for Liane Richardson (Lane County), *ex officio* members.

Byron Vanderpool, Andrea Riner, Kathi Wiederhold, Paul Thompson, Petra Schuetz, Ann Mortenson, Kim Hascall, (Lane Council of Governments); Rob Inerfeld (City of Eugene), Tom Boyatt (City of Springfield), Andy Vobora, John Evans, (Lane Transit District), Dave Jacobson, Sarah Strand, Edward Winter (Metropolitan Planning Organization Citizen Advisory Committee); Ann Becklund, TriMet; Amanda Pieta (Oregon Department of Transportation); David Sonnichsen, Carleen Riley, guests.

1. WELCOME AND INTRODUCTIONS

Mr. Leiken welcomed everyone to the meeting. Those present introduced themselves.

2. CALL TO ORDER/APPROVE AUGUST 11, 2011 MEETING MINUTES

Mr. Leiken deferred approval of the minutes until a quorum was present.

3. ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

There were no adjustments to the agenda.

Mr. Eyster announced staff expected to meet the September 12, 2011 deadline for submitting an application for the Federal Transportation Administration (FTA) Small Starts grant for the West Eugene EmX. The preliminary technical analysis indicated this would be a very competitive project.

4. COMMENTS FROM THE AUDIENCE

M. Walter hoped the neighborhood bus service would be restored to the 1977 level when everything was downtown and bus service was easier. She said there should be frequent transportation to and from Salem, Corvallis and Florence. She wished an LTD Board member would spend three months without a car so they would experience shopping, visiting friends, going to medical appointments and other activities by bus.

Ms. Lundberg arrived at 11:40 a.m.

Sarah Strand had been trying to get a school zone 20 miles per hour (mph) sign in her neighborhood on Donald Street between 43th Avenue and 46th Avenue. Cars went 40 mph in a 20 mph zone and drivers drove recklessly in the area.

Mr. Chickering arrived at 11:42.

2. CALL TO ORDER/APPROVE AUGUST 11, 2011 MEETING MINUTES

Ms. Lundberg, seconded by Ms. Piercy, moved that the minutes for August 11, 2011 be approved as submitted. The motion passed unanimously.

5. METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

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

Sarah Strand and David Jacobson, representing the MPO CAC, joined the MPC. Ms. Strand reported the CAC took field trip which was fun and interesting. Ms. Strand and Mr. Jacobson reviewed the sites visited which included: South Willamette Street, 13th Avenue and Alder Street area, Downtown Springfield, the Martin Luther King Roundabout, the South Bank viaduct, 1-5 bridge construction and the new signals on Harlow Road near the Gateway/International EmX route.

Ms. Jacobson said the CAC continued to work on the Regional Transportation Plan (RTP) and its public participation activities. He distributed copies of a flyer entitled *Moving into the Future—Central Lane Metropolitan Planning Organization*. He added there were signs on the LTD busses in English and Spanish about the RTP update.

b. Draft Regional Transportation Plan (RTP) Update

Mr. Thompson distributed a memorandum dated August 30, 2011 to the MPC for Agenda Item 5.b. *Draft 2035 Regional Transportation Plan which accompanied the Central Lane Metropolitan Planning Organization—Regional Transportation Plan—Draft September 2011* which was included in the agenda packet.

Mr. Leiken opened the public hearing at 11:45 a.m. and called for public testimony. There was no one who wished to provide public testimony. Mr. Leiken closed the public hearing at 11:45 a.m.

John Fox arrived at 11:45 a.m.

Mr. Thompson distributed copies of an email from Nancy Ellen Locke dated September 2, 2011, which was entered into the public record. He stated the public comment period was from September 2 through November 7, 2011. Open houses were scheduled for October 6, 2011 at Springfield City Hall and October 13, 2011 at the Eugene Public Library. A speakers' bureau was visiting community groups.

Ms. Piercy asked Mr. Thompson to let Ms. Locke know the MPC supported alternative transportation including rail, and that a goal was to make the streets more pedestrian and bicycle friendly.

Mr. Bozievich said projects designated as automobile projects also carried truck and bus traffic.

Mr. Thompson noted many bicycle projects were funded as part of other road construction and improvement projects. He added many of the road projects were safety projects, which improved operations which may not change the capacity of the road, but made them safer for all transportation modes.

Ms. Lundberg iterated that road projects were also bicycle/pedestrian projects which were a small portion of the roadway.

Ms. Piercy said the Oregon Department of Transportation (ODOT) and the MPO had a focus on improving and enhancing bicycle/pedestrian routes as were as motor vehicle routes.

Mr. Leiken asserted money spent on bicycle/pedestrian infrastructure reduced maintenance costs. He cautioned MPC members that Nevada and California were being aggressive with improving their infrastructures, and it was important for Oregon to continue infrastructure improvements that would support economic development in the state.

c. Application of TriMet's Business Assistance Program to LTD's EmX Corridor Development

Mr. Vobora introduced Ann Becklund, TriMet Director of Community Affairs. He said LTD had learned many lessons during 16 years of development of bus rapid transit.

Ms. Becklund distributed two handouts, *Portland-Milwaukie Light Rail Project—Taking Care of Business During Construction—January 2011* and *Open for Business: Support During Light Rail Construction*. She emphasized the importance of partnering with the community to support local businesses during construction. She offered a PowerPoint presentation entitled *TriMet's Commitment to the Community*.

Mr. Zelenka commended TriMet for a successful program. He thought the ideas used by TriMet were applicable to LTD projects in Eugene and Springfield. It would be important for LTD and the cities to get going now on ideas that could be implemented two or three years in the future.

Ms. Lundberg was impressed with how TriMet addressed the fears of small business owners during construction and with TriMet's ability to make partnerships happen. She hoped some elements of the TriMet program could be implemented on LTD projects.

Mr. Vobora said LTD had successfully used the TriMet model with LTD's first two corridor projects, and had begun doing so with the West Eugene project.

Ms. Piercy acknowledged some of the TriMet program elements were being used locally and there was more that could be done. There was a need to strengthen the City of Eugene/LTD partnership on projects.

Mr. Vobora thanked City of Eugene staff Mike Sullivan and Lane Community College (LCC) for assistance through their small business programs.

In response to a question from Mr. Evans, Ms. Becklund all of the projects she had worked on were federally funded with local matching funds. The funding for TriMet's Business Assistance Program was built into the project. She added FTA had been very supportive of TriMet's efforts.

Mr. Evans added TriMet's commitment to no new taxes and no business closures were steep guarantees for the project to make.

Ms. Becklund said members of the small business community were concerned about being crushed by the construction projects and TriMet took steps to support those small businesses.

Mr. Bozievich commended TriMet for doing good project management and public outreach. However, there were many differences between TriMet projects and the LTD West Eugene project and the model used by TriMet may not work for LTD. The businesses on West Eleventh Avenue in Eugene were auto centric with the majority of the businesses providing services for automobiles. Restricting traffic along West Eleventh Avenue would make it a more difficult area in which to drive and would drive businesses away. He added the automotive service businesses in that area did not need business assistance. They had been in business for many years and they knew what they were doing and they were not interested in assistance from LCC. He cautioned against thinking the TriMet model would be a "magic pill" for the area. He added utility work would take place in addition to LTD's construction.

Ms. Becklund acknowledged some businesses would not be interested and may oppose the project. The liaison relationship, which provided an opportunity to give businesses the best information available, was a valuable tool. Automobile service businesses benefitted with help in making construction management understand how important access to businesses was and serving as an advocate for the business owners to ensure that the construction area was clear, clean and well signed to help their customers access the businesses.

Mr. Vobora stated LTD learned through debriefing with the project contractor during the first two projects. The contractor worked at night on the complex Pioneer Parkway and Q Street intersection project through negotiations with the City of Springfield which granted variances to work at night. He opined some portions of the work on West Eleventh Avenue could take place at night and not have an impact on daytime operations of the businesses.

Mr. Eyster it would be important for LTD to do everything possible to mitigate negative impacts on the businesses during construction by developing a plan that exceeded what other public agencies could do.

Mr. Schwetz said LTD had learned it was less costly to work at night and it was preferred by the contractor for certain aspects of the project.

Ms. Piercy said it would be important to bring the neighbors from the surrounding area in at the appropriate time.

Mr. Fox commended TriMet for their exemplary process that undoubtedly improved over time. The “no business left behind” concept had a positive impact on the community.

Mr. Leiken thanked Ms. Becklund for her presentation. He opined it would be important for the new LTD general manager to be out in the community throughout the project. It would be important for the business community to have confidence in LTD to keep the community well informed.

d. Greenhouse Gas (GHG) Update

Ms. Riner introduced Amanda Pietz, the Interim Planning and Implementation Unit Manger from ODOT. Ms. Pietz offered a slide show entitled *Oregon Sustainable Transportation Initiative—Presentation to the Scenario Planning Guidelines TAC—August 29, 2011*, copies of which were distributed to MPC members. The 2009 legislature passed House Bill (H.B.) 2001 which required Portland Metro to do scenario planning to reduce GHG and established a GHG Reduction Task Force. The bill required Portland metro to adopt the results of the scenario planning while Central Lane was not required to do so. Ms. Pietz distributed the following documents to MPC members: *The Oregon Sustainable Transportation Initiative: A Primer—August 2011* and *Oregon’s Statewide Transportation Strategy: A Primer—August 2011*.

Ms. Riner iterated the Eugene-Springfield area would not be required to adopt the results of scenario planning until ODOT funding was made available. LCOG was currently undertaking phase one with ODOT funding to provide information for the Cities of Eugene and Springfield to use in preparation of their comprehensive plan updates and Transportation System Plan (TSP).

Mr. Bozievich was concerned about money being spent to plan the first phases and asked who would be involved.

Ms. Riner explained it would be a regional discussion at the MPO level.

Mr. Bozievich alleged funds contributed by MPO organizations were being used without allocation by anybody. He did not want to spend money to address H.B. 2001 until the State came up with the funding. He would raise the issue with the BCC and County Administrator Liane Richardson to determine how Lane County would deal with the situation. The County did not money to spend on something he was not sure would be a full project and until funding came from the State. H.B. 2001 passed only because the State was willing to fully fund it.

Mr. Zelenka agreed the MPO was not required to do the scenario planning, noting all MPOs were faced with constrained resources. However, every MPO said it wanted to do the scenario planning at the task force level, but they needed the funding. The MPC’s unanimously adopted workplan included planning activities. He noted the MPC had unanimously supported moving forward and the MPC’s participation in the task force prior to Mr. Bozievich’s appointment to the MPC. He was confident the funding would eventually be allocated and the preparation and planning was important to ensure the MPO would receive funding early in the process.

Ms. Piercy had heard from ODOT staff that ODOT was committed to the project and funding would become available.

Ms. Pietz stated the legislation required ODOT and the Land Conservation and Development Commission (LCDC) to provide technical and financial assistance for scenario planning. Funding had been set aside and the State would work with local jurisdictions to determine the scope of work.

Ms. Riner said staff was working to ensure that the money received would fund the type of work the region wanted.

Ms. Lundberg left at 1:28 p.m.

e. MPO Planning Calendars

Ms. Riner reported the 45 day public comment period for the RTP had started. She anticipated the RTP would be adopted in November following review in September and October. She said completed maps would be included in a supplemental packet for MPC members.

f. Follow-up and Next Steps

- **ODOT Update**—Ms. Crawford reported Gail Ackerman had resigned from the Oregon Transportation Commission (OTC) for medical reasons.
- **Rail Update**—Ms. Piercy reported the Governor had selected the committee which she expected would begin meeting in the near future. The NEPA process would most likely be addressed at the first meeting.
- **MTIP Administrative Amendments**—Mr. Leiken noted there were no comments related to the amendments.
- **Next Steps/Agenda Build**—Mr. Zelenka requested follow up information about the TriMet business assistance team.

The next meeting was scheduled for October 13, 2011 at the Bascom-Tykeson Room, Eugene Public Library.

The meeting was adjourned at 1:35 p.m.

(Recorded by Linda Henry)



October 5, 2011

To: Metropolitan Policy Committee

From: Kathi Wiederhold

Subject: Item 5.a: Report from the Citizen Advisory Committee

Action Recommended: Appoint liaison to CAC. Provide feedback to staff regarding the CAC recommendation about the Student Transit Pass Program.

This memo includes two action items in addition to the report: a request for appointment of a MPC liaison to CAC and providing feedback to staff regarding the CAC recommendation about the Student Transit Pass Program. The report follows the two action items.

Liaison to CAC

The CAC requests the appointment of a MPC member to replace Sonny Chickering as MPC liaison. The September CAC meeting was the last for Sonny to attend as liaison, a position he has filled since appointment by MPC in January 2009. The members thanked Sonny for his service and presented him with a card and many expressions of gratitude and best wishes as he heads off to his new position in Salem as ODOT Regional Manager.

The bylaws state that the MPC may appoint one of its members to serve as liaison between the CAC and the MPC, serving in an *ex officio* nonvoting capacity on the CAC. The position has rotated among several MPC members over the years. The liaison attends CAC meetings, which are held on the third Thursday from 5:30 to 7:30 PM in the Eugene Public Library, and CAC officer meetings, which are held on the fourth Thursday from 11:30 to 12:45 AM at LCOG.

Student Transit Pass Program

The CAC requests that MPC write a letter to the legislature strongly encouraging legislators to identify funding for the student transit pass program. Staff suggests that MPC direct staff to draft a letter for approval at the November MPC meeting. If MPC were to approve the letter then, that should still be timely for the upcoming legislative session.

Report

The Citizen Advisory Committee (CAC) held their regular meeting on September 22, 2011, with 12 voting members and the MPC liaison present. The meeting was rescheduled from the regular date of September 15, 2011, due to a conflict with the Oregon Planning Institute. The main agenda item was to review, discuss, and provide initial comment on the Draft Regional Transportation Plan in preparation for making recommendations to MPC at the October meeting. The committee also received an update on greenhouse gas planning, the latest in an ongoing series to keep the committee informed about this developing topic that is of keen interest to them.

Draft Regional Transportation Plan

Paul Thompson, Senior Planner, Lane Council of Governments, gave an overview of the draft and summarized comments received to date. He reminded the committee that they had reviewed the separate pieces that comprised the draft as they were completed over the last many months. Now they had before them a complete document, although the pieces should be familiar. Before opening for comments and questions, Paul assured the committee that they would have plenty of time as most of their next meeting also would be devoted to review of the draft and making recommendations to MPC.

The questions and discussion flew fast and furious and did not let up for 45 minutes. There was a long and lively discussion on bikeways—here are some of the questions and points that were made: Aren't off-street bike paths also for pedestrians? Bike paths that are separated from cars improve safety and attract lots of different types of bicyclists, but they cost more so fewer can be built with the same amount of money. It's never safe to have bicycles separated from traffic by paint. The intent section of the goals and objectives should address these considerations to influence where we want to be in 20 years. How would bikes be separated from cars? Pedestrians also should be separated from cars. There is local political support for separating bike paths. How are we going to fund separated bike paths? How much of regional transportation is funded by fuel taxes? Some discussion concerned specific paths—on Alder between 13th and 19th Avenues, the EWEB path in Springfield, the shared lane on East 11th, and the striped lane on Beaver and Hunsaker.

The Level of Service policy was another focus of discussion. Comments included: The Regional Transportation Plan should include a mechanism for modifying the acceptable level of service. We should be flexible on level of service as Portland has done—decide to live with a little more congestion. Lack of flexibility can preclude some type of development that might increase congestion. This has happened on West 11th.

The CAC is looking forward to continuing their discussion at the next regular meeting, which is on October 20. If more time is needed after that, staff will work to schedule a special CAC meeting to finish their work on the draft Plan. The CAC's recommendations on the Draft Regional Transportation Plan will be presented to MPC at the November 10, 2011, meeting.

Update on Greenhouse Gas Planning

Andrea Riner, Transportation Program Manager, Lane Council of Governments, presented another in an ongoing series of updates to the committee on greenhouse gas planning. She outlined the work products and explained the MPO responsibilities for them. This topic always has sparked lots of comments and questions from the committee and this time was no exception: How will this be enforced? Won't this affect future planning documents if we adopt a target? Is the state looking at little things that individuals can do, such as not topping off your gas tank? When will the toolkit be ready? Since the Portland area is ahead of us in scenario planning, can we use some of their work?

Attachments

1. Minutes for the September 22, 2011, CAC Meeting

MINUTES

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

September 22, 2011
5:30 p.m.

PRESENT: Edward Winter, Sarah Strand, co-chairs; Diana Alldredge, Dick Beers, Wendy Butler-Boyesen, Philip Farrington, Gary Gillespie, Dave Jacobson, Alexandre Lockfeld, Bill Morganti, Eleanor Mulder, Jennifer Smith, members; Sonny Chickering, MPC liaison; Kathi Wiederhold, Andrea Riner, Paul Thompson, Lane Council of Governments; Natalie Stiffler, Lane Transit District; Kurt Yeiter, City of Eugene; David Reesor, City of Springfield.

ABSENT: Paul Adkins, Rosalia Marquez, members.

Welcome, Introductions and Agenda Review

Mr. Winter called the meeting of the Citizen Advisory Committee (CAC) or order. Those present introduced themselves.

Mr. Winter thanked Sonny Chickering for his service to the CAC and congratulated him on his promotion to Oregon Department of Transportation (ODOT) regional manager. Ms. Strand presented Mr. Chickering with a card of appreciation from committee members.

Mr. Winter distributed a Eugene Weekly article about bicycle projects and street safety.

Ms. Strand noted that the article referred to the recent death of a bicyclist and the possible relationship to a canceled Hunsaker Lane/Beaver Street bike project. She suggested the CAC should be proactive in reviewing the documents presented to it. She asked to add discussion of a recommendation to the MPC to support reinstatement or alternative funding for the student bus pass program to the agenda.

Mr. Winter determined there were no objections to adding the item to the agenda.

Mr. Farrington arrived at 6:35 p.m.

Comments from the Audience

There were no comments.

Approve July 21, 2011, Minutes

Ms. Butler-Boyesen pointed out that Ms. Wiederhold's name was misspelled in the list of those present.

Mr. Morganti, seconded by Ms. Butler-Boyesen, moved to approve the minutes with the correction of Ms. Wiederhold's name. The motion passed unanimously, 12:0.

Draft Regional Transportation Plan

Mr. Thompson explained that the September 2011 Draft Regional Transportation Plan provided in the agenda packet, except for the addition of final versions of maps, was the same document that the CAC had reviewed in part or in whole during its previous meetings. He said the public comment period would be open through November 7.

Ms. Wiederhold distributed an RTP update informational flyer that would be posted throughout the community in English and Spanish and asked CAC members to take copies to post and add their suggestions for posting locations to the list.

Mr. Thompson asked for CAC input on the draft plan and noted there would be an opportunity at the October 2011 meeting to provide additional feedback and make recommendations to the Metropolitan Policy Committee (MPC) regarding adoption.

Ms. Butler-Boyesen asked if bikeway projects were also intended for pedestrians. Mr. Thompson replied that all off-street path projects were multi-use paths.

Mr. Winter commented, regarding Chapter 2, TSI Bicycle Policy #3, that buffered bike lanes encouraged more people to bike because of the additional safety they provided and hoped to see that addressed in the RTP. Mr. Thompson said the term "bikeway" was broadly defined in the plan, although buffered lanes were not specifically mentioned. He said it would be appropriate to recommend addition of that language.

Ms. Smith said she had reviewed the City of Eugene's draft bike plan and found its goals and objectives to be weak. She encouraged Lane County to provide leadership in bicycle safety. She agreed that only separating bike lanes with a line of paint did not encourage new bicyclists who were concerned with safety.

Ms. Mulder pointed out that with limited funding, construction of more expensive bikeways, such as buffered bike lanes would mean fewer overall miles of facilities, although she would prefer to see buffered lanes.

Mr. Thompson said the characteristics and operation of bikeways was still a topic of discussion by the bicycle community.

Mr. Lockfeld said it was always preferable to have the bikeway physically separated from the flow of traffic, which made it more comfortable and encouraging for people to ride bikes.

Mr. Lockfeld, seconded by Mr. Morganti, moved that the CAC recommend to the MPC the addition of language to Chapter 2, TSI Bicycle Policy #1, Policy Definition/Intent recommending the physical separation of bikeways from the flow of traffic on the street.

Ms. Strand supported the motion as it was an example of how the CAC could have a stronger voice in ways to improve the area's transportation system.

Mr. Beers expressed concern with the ability to fund physically separated bikeways, particularly if fuel tax revenue decreased as people used their cars less.

Mr. Lockfeld asked how RTP projects were funded. Mr. Thompson replied that the financial plan was set forth in Chapter 3 of the RTP and pages 45-46 contained tables that identified total financial needs over the 25 years of the plan, the projected revenue for that period, and the projects that could likely be funded. He said the plan also identified specific funding sources, but not the amount of revenue that was projected from each source because of the long-range nature of the document.

Mr. Jacobson described traffic and bicycle flow on Alder Street between 13th and 18th avenues. He said it was quite dark at night and he felt bicyclists were often oblivious to vehicles and pedestrians on the street. He agreed with the motion to make a recommendation to the MPC, but better bicycle safety should also include education of bike riders.

Mr. Gillespie supported the motion, but expressed concern with the level of funding available for physically separated bike lanes. He was interested in seeing how well the shared lane operated on East 11th Avenue. He was also concerned about bicyclists using sidewalks when there were no bike lanes. He agreed with the need for more education for those using Alder Street.

Ms. Butler-Boyesen noted that the financially constrained list included the Hunsaker Lane/Beaver Street as a striped lane bike project, although it was uncertain when the project would be implemented within the plan's timeframe.

Mr. Farrington suggested that Chapter 2, TSI Roadway Policy #2: Motor Vehicle Level of Service should include the flexibility to modify level of service standards. He thought the fiscally constrained list would become invalid when the reduction in federal transportation funds became known and many projects would have to be removed from the list. He was concerned that if flexibility was not built into the plan it would impede the implementation of policies such as transit-oriented or infill development in the future. He said an example might be a property owner along West 11th Avenue who wanted to upzone the property for mixed-use development but was prevented because under the State Transportation Planning rule the development would add more trips to an already failing system.

Ms. Smith asked if Mr. Farrington was suggesting that there should be flexibility regarding the level of services standards that the community would accept. Mr. Farrington said that was correct and the Portland metropolitan area had already applied a lower level of service because officials realized they could not build their way out of congestion, but wished to intensify development within cities.

Mr. Yeiter confirmed that the example Mr. Farrington gave had already occurred three or four times along West 11th Avenue.

Mr. Thompson added that those situations occurred not only because the levels of service standards stood in the way, but also because the West Eugene Parkway was eliminated and no alternate facility had been identified to handle the projected traffic. He said there was a conscious decision not to change the levels of service standards in the RTP because ODOT was in the process of overhauling mobility standards and Eugene, Springfield and Coburg were updating their transportation system plans (TSP) and did not want the RTP to place constraints on those updates. The Policy in question exists in the current Eugene-Springfield

TSP (TransPlan) as well as the RTP, and would need to be modified in both documents in order to address the concerns. The preference is to modify that in the local TSP(s) first, and then have that reflected in the RTP.

Mr. Morganti said cars, bicycles and pedestrians should all be included in the plan.

Ms. Strand pointed out there was local political support for increasing bicycle travel and it was proven that a physical separation of bikes from traffic increased ridership.

Mr. Lockfeld restated his motion as follows: The CAC recommends to the MPC that TSI Bicycle Policy #1 be modified by adding the following sentence to the second paragraph of Policy Definition/Intent:

“...safely accommodate bicycles. *It is preferable that bicycles and pedestrians be physically separated from the flow of traffic.* If a street...”

Mr. Morganti seconded the motion as restated. The motion passed, 11:1; Mr. Beers voting no.

Mr. Farrington said he had a series of questions and comments that he would forward in writing to staff.

Ms. Butler-Boyesen noted that in several places in the plan percentages were referenced, but no values were given. She asked when those figures would be added. Mr. Thompson said those numbers were based on modeling work and he anticipated they would be available in two weeks. He did not expect the figures would vary significantly from those in the currently adopted RTP as trends were not changing.

Mr. Beers asked if 2010 census data was used for population demographics in the plan. Mr. Thompson said 2010 census data was used for several things, but other data sources were better for some items, such as maps. He said the data sources were cited when used throughout the document.

Mr. Farrington suggested that the next meeting be devoted in its entirety to reviewing and commenting on the RTP. He also suggested the MPC hold a public hearing later in the public comment period to allow people sufficient time to study the document. He said while the CAC had seen pieces of the plan as they were completed over the past year, it was difficult to provide meaningful feedback until the entire plan could be reviewed.

Mr. Winter determined there were no objections to devoting the CAC's next meeting to the RTP review discussion. He said perhaps an additional meeting could be scheduled if committee members wanted more time to discuss the plan.

Ms. Butler-Boyesen pointed out that the maps contained a great deal of information that could answer questions regarding projects.

The committee took a short break.

Greenhouse Gas (GHG) Update

Ms. Riner provided a status report on the Oregon Sustainable Transportation Initiative. She said the State was developing an overall Statewide Strategy, along with three work products relating specifically to the MPO's work: target rules, scenario planning guidelines and a greenhouse gas toolkit. She said the target rules had been completed and work was progressing on scenario planning guidelines and the toolkit. Many representatives from local jurisdictions were participating in the development of those products. She said ODOT was working with technical and policy advisory committees on development of a statewide strategy to reduce GHG emissions from the transportation sector.

Mr. Jacobson asked what type of enforcement efforts would be involved. Ms. Riner responded that currently only Portland Metro would be required to implement strategies to achieve emissions goals, but there was no enforcement beyond the requirement to develop a plan to achieve target goals. Ms. Riner emphasized that the statewide strategies would address all transportation modes, both urban and rural.

Ms. Butler-Boyesen asked if other sources of GHG were being addressed. Ms. Riner said the ODOT efforts were focused on the transportation sector; the State's Global Warming Commission was working on other GHG and climate change issues.

Ms. Alldredge asked if small efforts such as not topping off gas tanks would be considered as part of the initiative. Ms. Riner said many of the strategies did involve changes in personal behavior and those could be encouraged by government, but not necessarily mandated or regulated. She would share work products with the CAC as they became available.

Mr. Beers asked if a baseline had been established. Ms. Riner said that would be in the toolkit, which she expected would be available after the first of the year.

Mr. Gillespie said Point2point Solutions recently conducted a campaign to increase carpooling and reduce vehicle miles traveled. The program provided Unique Eugene dollars as incentives to participants.

Concluding her presentation, Ms. Riner said that Portland Metro was close to completion of early scenario planning tasks and preliminary indications showed achieving the State's target goal could be possible.

MPC/Other Updates

Mr. Winter reported that the MPC had discussed the RTP update at its last meeting and a representative from Portland's TriMet had presented information on its business assistance program along transit corridors. He said Lane Transit District (LTD) was preparing to implement a similar program.

Ms. Strand thanked the MPO for providing scholarships that allowed CAC members to attend the Oregon Planning Institute conference and Ms. Riner for her assistance in obtaining the scholarships. She reported on the conference and said it highlighted the importance of the CAC's role as a link between the public and government.

Mr. Winter, Mr. Morganti and Ms. Mulder agreed that the conference was very interesting and informative.

Ms. Strand asked for a motion to support the student bus pass program.

Mr. Morganti, seconded by Ms. Smith, moved to propose to the MPC that the MPC write a letter to the legislature strongly encouraging legislators to identify funding for the student bus pass program.

Committee members and staff discussed the viability of several funding sources.

The motion passed, 10:1:1; Mr. Beers voting no and Mr. Gillespie abstaining.

Reports from CAC Representatives on Outside Committees

Mr. Jacobson reported that he had made a presentation on the RTP to the Lane Area Commission on Transportation (ACT) and suggested that those living in outlying communities and working in the MPO provide input on the plan. He said there was also a discussion about the rail line across 42nd Street in Springfield.

Ms. Strand reported that the Transportation Planning Committee (TPC) had discussed use of ODOT flex funds and the need for jurisdictions to develop project proposals. She hoped the CAC would be involved in that process. Mr. Thompson noted that the application timeframe was very short, with project proposals due October 20, preventing the CAC from providing input.

Mr. Thompson clarified that under Roberts Rules of Order a chair or co-chair could make a motion or provide a second only if they then relinquished their duties as chair until completion of the vote on the motion.

Ms. Mulder suggested that a list of the flex fund proposals could be emailed to CAC members so they could advocate for those they supported. Mr. Thompson described some of the projects that were being considered for applications.

Mr. Farrington asked if a roadway improvement/preservation project would be eligible for the flex funds if it included multiple modes. Mr. Thompson said it was not likely to be eligible because the funds were targeted to non-roadway projects.

Wrap-Up

The meeting was adjourned at 7:30 p.m.

(Recorded by Lynn Taylor)



October 5, 2011

To: Metropolitan Policy Committee
From: Paul Thompson
Subject: Item 5.b: Draft 2035 Regional Transportation Plan

Action Recommended: Provide Feedback to Staff.

Background

The Central Lane Metropolitan Planning Organization's (MPO) Regional Transportation Plan (RTP) was last adopted in November, 2007. The RTP provides the policy and planning framework for long-term regional transportation planning and contains the financially-constrained long-term transportation priorities over a twenty-plus-year planning horizon. Under Federal law, the RTP must be updated at least every four years, and must contain at least a 20-year planning horizon.

The current update of the RTP extends the planning horizon to 2035, updating the Roadway, Transit and Bicycle/Pedestrian project lists, financial forecasts and other elements.

The MPC has reviewed elements of this plan over the last year, with a full Draft of the Plan provided at the September, 2011 meeting.

Since the MPC reviewed the Draft RTP at the September, 2011 meeting, the Environmental Coordination maps contained in Appendix F have been fully updated, and the web posting of the Draft RTP has been updated to reflect the revised maps.

Public Involvement

The Central Lane MPO Public Participation Plan calls for a public comment period, a public hearing, CAC review, notice to interested parties, web notice, an open house, interior bus posters, and a newspaper display ad for RTP Updates.

In addition, the CAC recommended the following additional public outreach strategies:

- A Speaker's Bureau series;
- Use of the MPO website for easy public input; and
- Posting of notices at community organizations.

The public hearing for the RTP Update occurred at the September 8th meeting. There was no one who wished to provide public testimony at the meeting.

The public comment period for the RTP Update began on September 2nd and is scheduled to end on November 7th. As of this date, four additional public comments have been received since the September MPC meeting and are included as Attachment 1 for your review. The following is a brief summary of the comments received:

- Sarah Strand. Requests that MPC consider a connector from Green Acres over to Santa Clara with a new bridge.

Staff Response: Lane County's Project #512 on the Illustrative Roadway list shows potential construction of a new bridge with up to 4 lanes over the Willamette River from Beaver Street to Delta Highway.

- Richard Beers. Comments that bike paths should start contributing to infrastructure costs.
- Karl Poehleman. Requests that a crosswalk be put in at Highway 99, where the bike path terminates at Jerry's Home Improvement. Also requests that a bike lane be installed on Beaver St./ Hunsaker Ln., and/or alternatively down Division Street.

Staff Response: Lane County's Project #527 on the Bicycle Constrained list shows installation of a striped lane on Hunsaker Lane/Beaver Street from River Road to Division Avenue.

- James 1. Comments that policies and regulations should address the need for maintenance of facilities such as sidewalks.

Staff Response: The RTP contains objectives and policies that address the need for maintenance of the existing system. In addition, as part of its role in distributing federal funding that the region receives, the MPC has established priorities for funding, one of which is maintenance and preservation of the existing system.

Two Open Houses have been scheduled: October 6th at the Springfield Public Library and October 13th at the Eugene Public Library. A speakers' bureau has visited community groups. Noticing and website design as recommended by the CAC and required by the Public Participation Plan has been completed.

The CAC also reviewed the Draft RTP at their September meeting. The CAC approved a recommendation to the MPC that the following language be added to the second paragraph of TSI Bicycle Policy #1, Policy Definition/Intent, Chapter 2, Page 30 of the draft Central Lane MPO Regional Transportation Plan: "It is preferable that bicycles and pedestrians be physically separated from the flow of traffic." The CAC will continue its review of the draft RTP at its October meeting.

Action Requested

- Provide Feedback to Staff

Attachments:

Attachment 1: Public Comments received on RTP Update

- a. Correspondence from James 1 (e-mail) dated September 11, 2011
- b. Correspondence from Karl Poehleman dated September 11, 2011
- c. Correspondence from Richard Beers dated September 26, 2011
- d. Correspondence from Sarah Strand dated September 23, 2011, together with staff response

From: james 1 [jadedunicorn@hotmail.com]
Sent: Sunday, September 11, 2011 12:11 PM
To: Central Lane Metropolitan Planning Organization
Subject: sidewalks

it is great that programs are there for new and improving
but policies generally do not mandate repair and upkeep
which is the main problem

with no regs to insure upkeep little is planned or mandatory so little is done

which is why the problem of lousy sidewalks exists

From: Karl Poehleman [eugenehiker@gmail.com]
Sent: Sunday, September 11, 2011 6:32 PM
To: Central Lane Metropolitan Planning Organization
Subject: Comment on draft Regional Transportation Plan
Hi,

I'd like to suggest that a crosswalk be put in at Hwy 99 (just north of Beltline), where the bikepath terminates at Jerrys Home Improvement (great if your just going to Jerrys from Bethel). It is rather hazardous for bikes to cross at that point if they want to continue north on 99, with the intention of say hooking up with Irving Rd. , with the only other alternative being to go against traffic on 99 and cross at Irving.

Also, I really hope that money is found to create a decent bike lane on Beaver St./ Hunsaker Ln., and/or alternatively down Division St., to link up with all the fine work that was put into extending the west river bike path under the Beltline. The current situation is very bike unfriendly, and will certainly limit usage of the new bikeway.

I will leave it there, and not ask for the "impossible", like putting a skybridge over the railyards that effectively sever River Road/Santa Clara neighborhoods from the Bethel area.

Regards,
Karl Poehleman

--

The present is but a summary of the past, leavened with a heavy dose of random chance.

From: rbeers [rbeers2606@comcast.net]

Sent: Monday, September 26, 2011 3:53 PM

To: Central Lane Metropolitan Planning Organization

Subject: Bikes should pay

Costs are out of hand and bike paths should start contributing to the infra structure costs.

Your thoughts?

Dick Beers

From: CLAUSON Stacy A
Sent: Monday, September 26, 2011 11:23 AM
To: Central Lane Metropolitan Planning Organization
Subject: FW: question from Sarah

From: CLAUSON Stacy A
Sent: Monday, September 26, 2011 10:35 AM
To: STRAND SARAH (LCOG List)
Cc: RINER Andrea G; THOMPSON Paul E; 'SCHWETZ Tom'; BAJRACHARYA Shashi
Subject: RE: question from Sarah

Good Morning Sarah!

Thanks for your e-mail. I am going to include this e-mail in the public correspondence that we have received on the Regional Transportation Plan Update, which will be forwarded to the MPC as part of their consideration of the 2035 RTP Update.

In response to your questions, I have a couple of projects I would like to point out, as follows:

- In the list of Illustrative Transit Projects, there is an Illustrative BRT project shown linking to the Gateway line and travelling along Beltline Hwy to W. 11th, and then to the LCC campus (Project #1116). The exact route for this line has not been determined at this time. More detailed review of the potential route would be completed as part of a full corridor study and selection of a preferred route, which is significantly more detailed than the conceptual projects that are depicted in the long-range plan (RTP). Please see the BRT map here: http://www.lcog.org/documents/meetings/mpc/0911/rtp2035/A5_BusRapidTransit.pdf
- Also, Lane County's Project #512 on the Illustrative Roadway list shows potential construction of a new bridge with up to 4 lanes over the Willamette River from Beaver Street to Delta Highway. While shown on the Roadway list, this could provide another conceptual potential route for future bus routes or BRT in that corridor. Again, this would be determined as part of a more detailed planning effort when these projects are considered further. Please see this project on this map: http://www.lcog.org/documents/meetings/mpc/0911/rtp2035/A3_IllustrativeRoadway.pdf.

Again, thank you for your comment and please feel free to contact Paul or myself with any additional comments on the draft RTP.

Stacy Clauson
Assistant Planner
Lane Council of Governments
859 Willamette Street, Suite 500
Eugene, OR 97401
541-682-3177
Fax: 541-682-4099
sclauson@lcog.org
<http://www.lcog.org>

From: Strand [mailto:strand2747@comcast.net]
Sent: Friday, September 23, 2011 1:55 PM
To: CLAUSON Stacy A
Subject: question from Sarah

Hi Stacy,

I have been interested in the Beltline/Delta highway improvements and was on the ODOT Stakeholders' committee for that. I had a question--sifting through my incredible mess of a studio/office I came across notes I'd taken at a TPC meeting I think:

"Tom Swetz wanted possible local connector on Stacy's 2031 RTP BRT System Map".

Did this happen? and are there other places it could be posted?

I will be talking to Savannah about getting the word out about the Beltline build option ideas that include the local connector from Green Acres over to Santa Clara with a new bridge (which I think is highly desirable for the community in providing non-motorized access all the way from Santa Clara to Gateway). I have the impression that the MPC members are not familiar with this. Remember in Coburg there were questions about how to phase the NEPA money for the Beltline? This is one option. I really don't know how to talk about things in Planning Speak! I need a translator! but I hope you get the gist of my interest and concern. I do want this great chance to be "on the radar".

Thanks,

Sarah Strand



October 5, 2011

To: Metropolitan Policy Committee

From: Paul Thompson

Subject: Item 5.c: Letters of Support for ODOT Flexible Funds Program Funding Applications

Action Recommended: Approve letters of support.

Background

In August, 2010, the Oregon Transportation Commission (OTC) approved the Flexible Funds Program Purpose Statement, Vision and Criteria and directed that staff initiate a project solicitation process immediately and return to the Commission in January of 2011 with Transit, Bicycle, Pedestrian, and Transportation Demand Management (TDM) projects for the OTC to consider for funding. The OTC considered those projects in January 2011 and approved the project list in February 2011.

The Oregon Department of Transportation (ODOT) Flexible Funds Program has \$21 million available to fund eligible projects in a second funding cycle. Additional details on the Flexible Funds Program and the project funding process are provided in Attachment 1 to this memo and are available at the Flexible Funds Program web site at <http://www.oregon.gov/ODOT/TD/TP/FlexFunds.shtml>.

Applications

Shortly after the announcement of the second Flexible Funds application cycle in early September, regional Transportation Planning Committee (TPC) staff developed a list of potential project applications. The full list of projects under initial consideration by jurisdictions within the MPO was:

- Coburg – Coburg Loop Path/North Coburg/School Access Improvements
- **Eugene -- Blair/Van Buren Active Transportation Corridor**
- **Eugene -- West Bank Bike Path completion**
- **Eugene/Springfield -- Regional Bicycle Wayfinding/Signage/Shared Lane Markings**
- Eugene/Springfield -- Franklin Multiway Boulevard NEPA
- Springfield -- Centennial Bicycle/Pedestrian Improvements
- **Lane County – Bob Straub Parkway/Mt. Vernon Road Pedestrian Improvements**
- **point2point Solutions/Eugene -- Bikeshare Feasibility Study**

- **point2point Solutions/Eugene/Springfield – Regional SmartTrips Program**
- point2point Solutions/Safe Routes to School – Springfield Main St. Corridor Safety Program
- **Willamalane Park and Recreation District -- Middle Fork Path Phase 2b**
- **ODOT/Eugene – Highway 99/Roosevelt Pedestrian Improvements**
- **ODOT/Springfield – Main Street Safety Improvements**

Applications for this funding cycle are due by October 20, 2011. As of the date of this memo, MPO staff understands that from the list above, nine applications (shown in bold above) are being developed by jurisdictions within the MPO. Staff from each of the jurisdictions developing applications will be present at the October 13 MPC meeting to answer questions regarding the projects and funding applications.

Descriptions of each of the nine project applications are contained in the draft Letters of Support included with this memo as Attachment 2. Please note that due to the short time frame for development of this agenda item, and considering that the jurisdictions are still working on the specifics of the funding applications, jurisdictions may choose to provide updated draft Letters of Support at the October 13 MPC meeting.

MPC is requested to approve Letters of Support for the nine projects. These letters will be submitted in the final Flexible Funds Program application packets.

Action Recommended: Approve Letters of Support.

Attachments

1. Flexible Funds Program Description – Fall 2011
2. Draft Letters of Support



FLEXIBLE FUNDS PROGRAM

FALL 2011

Introduction

On August 25, 2010, the Oregon Transportation Commission (OTC) approved the Flexible Fund Program Purpose Statement, Vision and Criteria. The OTC directed that staff initiate a project solicitation process immediately, and return to the Commission in January of 2011 with Transit, Bicycle and Pedestrian and Transportation Demand Management (TDM) Projects for the OTC to consider for funding. The OTC considered those projects in January 2011 and approved the project list in February. This application will be used to generate projects for the second round of funding for the Flexible Funds Program. It's anticipated that the OTC will consider these projects in early 2012.

A. Key Program Characteristics

Focus: The program funds Multimodal and Non-highway Transportation Projects, Programs and Services: Transit, Bicycle, Pedestrian, TDM, and the planning, research and project development that supports those projects, as well as related programs and services.

Funding available: The Program has approximately \$21 million in funding available for eligible projects for this application cycle.

Eligibility: Government entities eligible to receive Surface Transportation Program (STP) funds provided to the Oregon Department of Transportation by the Federal Highway Administration (FHWA) or through transfers to the Federal Transit Administration (FTA) programs are eligible to apply for the funds.

Match requirements: Applicants must identify the required minimum 10.27% match for FHWA funding.

Project size: The minimum project size is \$50,000 (federal share excluding match) and the maximum project size is \$2.1 million (federal share excluding match).

Application cycle: Applications must be received by **4 p.m. Thursday, October 20, 2011.**

Project selection process: Applications will be evaluated by an Oregon Department of Transportation (ODOT) Internal Review Committee and the highest rated applications will be recommended by the Committee to the OTC for consideration for funding.

B. Program Purpose Statement

A portion of the flexible federal funds available through the FHWA STP Program will be used to support sustainable non-highway transportation projects, programs and services that positively impact modal connectivity, the environment, mobility and access, livability, energy use and the overall operation of the transportation system.

C. Program Vision

Projects identified for these funds should help create livable and sustainable communities where multimodal transportation facilities, services and programs provide safe, comfortable and convenient options that support active living.

Projects should provide equitable options for accessing housing, jobs, services and educational and recreational opportunities. The outcomes of these investments will help Oregonians access transportation choices and enhance energy independence and sustainability.

D. Program Background

Increased focus around the interrelated issues of connectivity, the environment, mobility and access, livability and the need for sustainable energy sources has enhanced the ways to respond to Oregon's transportation needs.

Heightened demands on the system coupled with limited funding for highway improvements have encouraged ODOT, with the assistance of stakeholders, to consider investing in a wide range of multimodal and/or non-highway transportation strategies.

Redirection of a portion of FHWA STP, or flex funds, based in part on direction from the 2009 session of the Oregon Legislature and the Oregon Transportation Plan (OTP), has created opportunities to increase the investment in these non-highway strategies.

The Flexible Fund Program recognizes the importance of good community planning through Transportation System Plans (TSPs), local codes and ordinances, and other planning efforts. The program strategically focuses investments in non-highway transportation projects, programs and services. Emphasis is placed on projects that add to or enhance the transportation system. Potential investments could also include projects that would preserve critical transportation assets that risk losing their functionality without additional investments.

The Flexible Funds Program also considers sustainability. Sustainability is using, developing and protecting resources in a manner that enables people to meet current needs while protecting future generations' ability to meet their needs from the joint perspective of environmental, economic and community objectives.

For the purposes of this program, non-highway is bicycle/pedestrian, transit and TDM activities. The Flexible Funds Program is currently established to target STP funds made available by the OTC without affecting the current funding levels of other programs that use flexible STP funds. As this program is funded with federal STP funds, all proposed projects must meet federal STP funding requirements.

E. Program Goals and Project Eligibility

The use of federal flexible funds will further development of a multimodal transportation system that is interconnected, safe, seamless and increasingly looks to non-highway solutions that are:

- Interconnected/multifaceted
- Environmentally Sensitive
- Sustainable, and
- Foster livability as well as provide Oregonians with better access and more transportation choices

Projects likely to be funded include transit, bicycle and pedestrian, transportation demand management, and the planning, research and project development that supports those projects as well as related programs and services. Up to 10% of the funds available may be used for plans or projects that need additional work before they are ready for construction or implementation. Note that it is not the intent of this program to fund administrative expenses.

Applications for funding will be screened based on the requirements described below in F. To be further considered for funding, applications must meet all of the basic requirements. Applications that meet those basic requirements will then be further considered and evaluated based on how well they respond to the requested information in Part 3 of the Application.

F. Basic Requirements for Project Consideration

Projects must meet all Basic Requirements to be further considered for funding:

1. Project demonstrates consistency with FHWA or FTA requirements for eligibility, and funding requirements for the STP Program.

2. Project is sufficiently developed to be ready for construction or implementation. A project is considered ready if it meets the timeline milestones below:
 - Construction begins 9/30/13 and is completed by 12/31/14.
 - Non-construction projects must obligate funds by 9/30/12 and complete or implement by 12/31/14.
3. Applicant is a governmental entity and is eligible to receive STP funds.
4. The Funding level requested is within the range identified for this program. The minimum project size is \$50,000 (federal share excluding match) and the maximum size is 10% of the available program funding, or approximately \$2.1 million (federal share excluding match).
5. Applicant has identified the required minimum 10.27% match for FHWA funding.
6. Project demonstrates local political and financial support as well as coordination with affected transportation providers and authorities and other necessary operational partners without whom the project could not move forward.

The applicant recognizes that flexible federal funds, for the purpose of this program, mean those STP funds that the OTC has decided to make available for non-highway purposes for this program. Determination of Basic Qualifications/Eligibility for Round-Two projects will be made by an ODOT Assessment Team comprised of modal experts from within the Agency.

G. Program Criteria

Projects will be evaluated in part based on how the applicant responds to the following criterion. Within each of the four categories below, strong applications may receive up to the maximum number of points per category.

Applicants will be evaluated based on how well they respond to the overall intent of each category (i.e. “Sustainability”) rather than scored on each specific criterion within the category.

- A. Connectivity, integration and overall benefit to the transportation system
 1. Plans for/contributes to the development of a “seamless” multimodal transportation system.
 2. Plans for/connects modes or serves multiple modes.
 3. Completes/extends a critical system or modal link.
 4. Helps preserve a critical non-highway facility, service or program.
 5. Enhances the user experience.
- B. Environmental Sustainability
 1. Plans for/contributes to improved environmental quality (i.e. GHG Reductions).
 2. Reduces VMT.
 3. Plans for/contributes to the use of sustainable energy sources for transportation.
 4. Reduces exposure of the population to air pollution.
- C. Community Livability and Sustainability
 1. Plans for/contributes to the development of livable communities.
 2. Supports/preserves/creates long term employment.
 3. Plans for congestion mitigation/mitigates congestion.
 4. Enhances the user experience.
 5. Plans for/links workers to jobs.

D. Mobility, Access and Health

1. Plans for/expands transportation choices for all Oregonians.
2. Plans for/expands or protects mobility for public transportation dependent users including minorities, senior and disabled, low income and youth.
3. Plans for/extends access to goods and services.
4. Contributes to a healthy, active lifestyle.

H. Project Selection

Project applications will be screened for further consideration based on their responsiveness to the requirements listed in Part 1 of the application. Applicants must satisfactorily respond to all of the requirements in Part 1 or the application will not receive further consideration for funding. Applications will be evaluated by members of the ODOT Internal Review Committee for the Flexible Funds Program.

Note: In some cases, applications may be returned to the applicant with a request for clarifying or for additional information. Applicants will have 24 hours or until the end of the next business day to resubmit their applications with the requested information.

Projects that have been screened by the Review Committee and recommended for further consideration will be evaluated based on how well they respond to Part 3 of the application.

Projects will be ranked by the Review Committee based on their application scores.

Projects ranked by the Review Committee will be recommended by the Review Committee to the OTC for further consideration for funding.

Projects selected for funding by the OTC will be funded based on OTC direction.

Successful applicants will be notified by the ODOT.

Construction/implementation schedules will be determined cooperatively by ODOT and the Applicant. Timeliness is an important factor for this program. Applicants are reminded that project readiness is a basic requirement that must be demonstrated before a project will be further considered. Projects that need and do not yet have right of way will be carefully assessed for their readiness. Please note that some projects may reduce the vehicle carrying capacity of a state highway. ORS 366.215 states that the OTC may not permanently reduce the vehicle carrying capacity of an identified freight route. Specific exceptions to this prohibition are allowed by statute. ODOT staff have developed guidance on this issue that is available at: <http://www.oregon.gov/ODOT/TD/TP/OR366.215.shtml>.



October 13, 2011

Bob Sherman, Senior Transportation Planner
Transportation Development Division
Mill Creek Office Building
555 13th Street NE, Suite 2
Salem, Oregon 97301-4178

Dear Mr. Sherman:

On October 13, 2011, the Central Lane Metropolitan Planning Organization (MPO) Policy Board officially endorsed the Flexible Funds Program request by the City of Eugene for funding to assist with the Blair-Van Buren Active Transportation Corridor Project.

Blair Boulevard and Van Buren Street currently have poor facilities for pedestrians and cyclists yet high demand. The Blair-Van Buren Active Transportation Corridor project will transform Blair Boulevard, a busy emerging neighborhood “main street” that is currently unsafe for pedestrians and bicyclists, into a complete street that is safe, efficient, functional, and enjoyable by all users of the roadway. Van Buren Street improvements will extend this active transportation corridor to the Willamette River Paths.

This transformation will include improved street crossings, curb extensions, ADA ramps, narrowing of driveways to reduce pedestrian exposure, improved and wider sidewalks, wayfinding signs, visual and audible countdown signals, bike parking corrals, shared lane markings (sharrows), improved alleys near the roadway to reduce debris on the sidewalk, and landscaping to enhance the safety and comfort of pedestrians and bicyclists. The project will enhance multi-modal connections between Eugene’s extensive bikeway and bus rapid transit networks.

The Metropolitan Policy Committee, acting as the MPO Policy Board, supports efforts to improve pedestrian and bicycle safety in this corridor. There is no question that your funding of this project will enable a major step forward toward improving the safety of these facilities for all users. Thank you for your courteous consideration.

Sincerely,

Hillary Wylie, Chair
Metropolitan Policy Committee



October 13, 2011

Bob Sherman, Senior Transportation Planner
Transportation Development Division
Mill Creek Office Building
555 13th Street NE, Suite 2
Salem, Oregon 97301-4178

Dear Mr. Sherman:

On October 13, 2011, the Central Lane Metropolitan Planning Organization (MPO) Policy Board officially endorsed the Flexible Funds Program request by the City of Eugene for funding to complete the West Bank Path and also add lighting to an adjacent section of the path. Completion of this path segment and the addition of pathway lighting towards downtown Eugene will fill a short but critical gap in the highly successful shared use path system along the Willamette River, improve traffic safety and connectivity, and vastly enhance users' experience on the riverbank path system.

The Ruth Bascom Riverbank Path System along the Willamette River is one of the area's great amenities and serves as a resource that is used for both recreation and utilitarian non-motorized transportation. Currently, a portion of the West Bank Path is undeveloped causing bicyclists and pedestrians to be routed onto residential streets where they must negotiate with motor vehicles before connecting back to the riverfront path system.

The completion of the West Bank Path is identified and supported in the metro-wide Regional Transportation Plan as well as in local plans such as the Eugene Pedestrian and Bicycle Strategic Plan and the Parks, Recreation and Open Space Comprehensive Plan.

This significant investment in our regional path system will enable us to make further headway in promoting active transportation, reducing greenhouse gas emissions, and enhancing our overall quality of life. Thank you for your courteous consideration of this important project for completing our regions' riverfront path system.

Sincerely,

Hillary Wylie, Chair
Metropolitan Policy Committee



October 13, 2011

Bob Sherman, Senior Transportation Planner
Transportation Development Division
Mill Creek Office Building
555 13th Street NE, Suite 2
Salem, Oregon 97301-4178

Dear Mr. Sherman:

On October 13, 2011, the Central Lane Metropolitan Planning Organization (MPO) Policy Board officially endorsed the Flexible Funds Program request by the City of Eugene and the Oregon Department of Transportation for funding to assist with the Highway 99 Bicycle and Pedestrian Improvements Project.

The Highway 99 Bicycle and Pedestrian Improvements Project is a combined effort of the City of Eugene and Oregon Department of Transportation to enhance the bicycle and pedestrian environment along Highway 99 between Roosevelt and Garfield. This section of Highway 99 currently has almost no sidewalks and is in a part of Eugene with little street connectivity; in other words, there are no parallel routes on side streets. New sidewalks on this section of Highway 99 will not only address a critical need but will also help a blighted and economically depressed industrial area of west Eugene. Adding bicycle lanes and sidewalks along the facility will also provide substantial upgrades that will enhance safety for all users and address water quality concerns, significantly improving the livability for all. The ODOT Flexible Funds Program will enable ODOT and Eugene to move forward on bicycle and pedestrian safety improvements on this key segment of Highway 99.

The Metropolitan Policy Committee, acting as the MPO Policy Board, supports efforts to improve pedestrian safety in this corridor. There is no question that your funding of this project will enable a major step forward toward improving the safety of this major regional facility for all users. Thank you for your courteous consideration.

Sincerely,

Hillary Wylie, Chair
Metropolitan Policy Committee



October 13, 2011

Bob Sherman, Senior Transportation Planner
Transportation Development Division
Mill Creek Office Building
555 13th Street NE, Suite 2
Salem, Oregon 97301-4178

Dear Mr. Sherman:

On October 13, 2011, the Central Lane Metropolitan Planning Organization (MPO) Policy Board officially endorsed the Flexible Funds Program request by the Cities of Eugene and Springfield and the Willamalane Park and Recreation District for funding to assist with a Regional Bicycle Wayfinding Sign and Shared Lane Marking Project.

The cities of Eugene and Springfield and Willamalane will establish a region-wide system of bicycle wayfinding signs and shared lane markings to guide bicyclists to their destinations along preferred bicycle routes. Signs will be placed at key locations leading to and along bicycle routes and paths. Shared lane markings will be placed on low volume bikeways to indicate a shared lane environment for bicyclists and automobile drivers.

Currently, wayfinding signs and shared lane markings (sharrows) are added on a project by project basis but there is a lack of a network to guide bicyclists throughout the Eugene-Springfield area. This joint regional Wayfinding Sign and Shared Lane Marking Project will establish a region-wide system of wayfinding signs and shared lane markings (sharrows) to guide bicyclists to their destinations along preferred bicycle routes.

The signs will help familiarize users to the bikeways, identifies the best routes to destinations, and passively market bikeways with consistent imagery throughout the region. The shared lane markings will alert all users of the roadway that this is a shared roadway and to use caution.

The Metropolitan Policy Committee, acting as the MPO Policy Board, supports this effort to improve bicycle safety and usability in the region. There is no question that your funding of this project will enable a major step forward on this regional project. Thank you for your courteous consideration.

Sincerely,

Hillary Wylie, Chair
Metropolitan Policy Committee



October 13, 2011

Bob Sherman, Senior Transportation Planner
Transportation Development Division
Mill Creek Office Building
555 13th Street NE, Suite 2
Salem, Oregon 97301-4178

Dear Mr. Sherman:

On October 13, 2011, the Central Lane Metropolitan Planning Organization (MPO) Policy Board officially endorsed the Flexible Funds Program request by Lane County for funding a pedestrian access improvement project.

Lane County, in collaboration with the City of Springfield, developed a pedestrian access improvement project that will provide additional transportation alternatives and increase the livability of the residents in the Mt Vernon Road area. The Pedestrian Hybrid Beacon installation project is proposed to provide connectivity to a nearby multiuse path constructed along the east side of Bob Straub Parkway which will otherwise remain underutilized due to the poor access and road crossing challenges posed by the multi lane, high speed County facility.

The Metropolitan Policy Committee, acting as the MPO Policy Board, fully supports this project. The committee believes that your funding of this project will promote the livability of the surrounding neighborhoods. Thank you for your courteous consideration.

Sincerely,

Hillary Wylie, Chair
Metropolitan Policy Committee



October 13, 2011

Bob Sherman, Senior Transportation Planner
Transportation Development Division
Mill Creek Office Building
555 13th Street NE, Suite 2
Salem, Oregon 97301-4178

Dear Mr. Sherman:

On October 13, 2011, the Central Lane Metropolitan Planning Organization (MPO) Policy Board officially endorsed the Flexible Funds Program request by Lane Transit District for funding to conduct a point2point Solutions Bike Sharing Feasibility Study.

Lane Transit District's application outlines a research-based approach to understand how bicycle sharing could serve as a key strategy for increased bicycle usage, greater multimodal connectivity, and as an effective greenhouse gas reduction tool.

To assess whether bike sharing is a viable transportation option for our region requires gaining a better understanding of the influencing factors, costs, benefits, preferred locations, operational considerations and key implementation steps. The initial geographic scope will focus on the City of Eugene with an emphasis on downtown and close-in neighborhoods and higher education institutions including the University of Oregon, Northwest Christian University, and the new downtown Lane Community College Campus. The resulting analysis will help inform potential development of a robust bike share program for our metropolitan area.

With policy support included in the Eugene Climate and Energy Action Plan and in local and regional land use and transportation plans for the expansion and improvement of bicycle infrastructure and intermodal connectivity, the Metropolitan Policy Committee fully endorses the point2point Solutions Bicycle Sharing Feasibility Study.

Sincerely,

Hillary Wylie, Chair
Metropolitan Policy Committee



October 13, 2011

Bob Sherman, Senior Transportation Planner
Transportation Development Division
Mill Creek Office Building
555 13th Street NE, Suite 2
Salem, Oregon 97301-4178

Dear Mr. Sherman:

On October 13, 2011, the Central Lane Metropolitan Planning Organization (MPO) Policy Board officially endorsed the Flexible Funds Program request by point2Point Solutions for the funding to expand the Regional SmartTrips Program in both the Cities of Eugene and Springfield.

Lane Transit District's application for the point2Point Solutions SmartTrips Program represents the development of a collaborative regional approach to reduce vehicle miles traveled and greenhouse gas emissions within the Central Lane MPO. Its multi-faceted methodology is a creative convergence and expansion of the Eugene and Springfield's pilot SmartTrips programs with local, regional and state infrastructure and safety investments.

point2point's SmartTrips program provides an essential regional platform to effectively increase the safe use of available transportation options for pedestrians, bicyclists, and motorists. It unifies, leverages, and enhances existing marketing and safety campaigns. The two-fold strategy continues the successful SmartTrips neighborhood-based approach in Eugene and applies a safety message component to address issues identified in the ODOT Springfield Main Street (OR Hwy 126) Safety Study.

The program reflects strong regional partnerships with ODOT, the cities of Eugene and Springfield, Lane Transit District, school districts, public safety, recreation, and regional businesses. The ODOT Flexible Funds Program will provide the necessary funding to integrate existing marketing, health, and safety investments into a strong regional program for further cost effective application.

The Metropolitan Policy Committee has supported this program in the past and continues to do so. There is no question that your funding of this program will enable the regional transportation options program to reach its full potential for reducing vehicle miles traveled and greenhouse gas emissions, while significantly increasing safety, livability and health in our communities. Thank you for your courteous consideration.

Sincerely,

Hillary Wylie, Chair
Metropolitan Policy Committee



October 13, 2011

Bob Sherman, Senior Transportation Planner
Transportation Development Division
Mill Creek Office Building
555 13th Street NE, Suite 2
Salem, Oregon 97301-4178

Dear Mr. Sherman:

On October 13, 2011, the Central Lane Metropolitan Planning Organization (MPO) Policy Board officially endorsed the Flexible Funds Program request by the City of Springfield and the Oregon Department of Transportation for funding to assist with the Main Street Pedestrian Improvement Project.

The Main Street Pedestrian Improvement Project represents a combined effort by the City of Springfield and Oregon Department of Transportation to improve the pedestrian environment along Main Street. These funds will support the recommendations of the Main Street (OR 126) Safety Study completed early 2011 and will augment the current pedestrian safety improvements of mid-block crossings being constructed along various key locations along Main Street. Improvements will likely include improved street lighting, speed feedback signs, and pedestrian countdown timers. The ODOT Flexible Funds Program will enable ODOT and Springfield to move forward on critical pedestrian safety improvements throughout this important transportation and land use corridor.

The Metropolitan Policy Committee, acting as the MPO Policy Board, has supported efforts to improve pedestrian safety in this corridor in the past and continues to do so. There is no question that your funding of this project will enable a major step forward toward improving the safety of this major regional facility for all users. Thank you for your courteous consideration.

Sincerely,

Hillary Wylie, Chair
Metropolitan Policy Committee



October 13, 2011

Bob Sherman, Senior Transportation Planner
Transportation Development Division
Mill Creek Office Building
555 13th Street NE, Suite 2
Salem, Oregon 97301-4178

Dear Mr. Sherman:

On October 13, 2011, the Central Lane Metropolitan Planning Organization (MPO) Policy Board officially endorsed the Flexible Funds Program request by Willamalane Park and Recreation District for funding to assist with Phase 2b of the Middle Fork Willamette River Path project.

The Middle Fork Willamette River Path, which is included in the Eugene-Springfield Metropolitan Area's Transportation System Plan (TransPlan), and in the Central Lane MPO's financially constrained Regional Transportation Plan (RTP), is a significant regional route, benefitting users within our MPO jurisdiction and beyond. The path will provide the first off-street pathway between east and west Springfield south of Main Street, and will connect users to downtown Springfield and the extensive riverfront path system in Eugene.

The Middle Fork Path project has already benefited from strong support within our metropolitan area, including partial funding of Phase 1 by MPO Surface Transportation Program Urban funds (STPU), as well as support from state and federal leaders. Thanks to this support, Phase 1 of the path is complete. Phase 2a received a Transportation Enhancement grant, and construction will be underway this spring, with completion scheduled for October 2012. With the support of the Flexible Funds Program, the final section of the path will be built, bringing the project to completion.

The Metropolitan Policy Committee, acting as the MPO Policy Board, has supported this project in the past and continues to do so. There is no question that your funding of this project will improve opportunities for pedestrians and bicyclists in our area. Thank you again for your courteous consideration.

Sincerely,

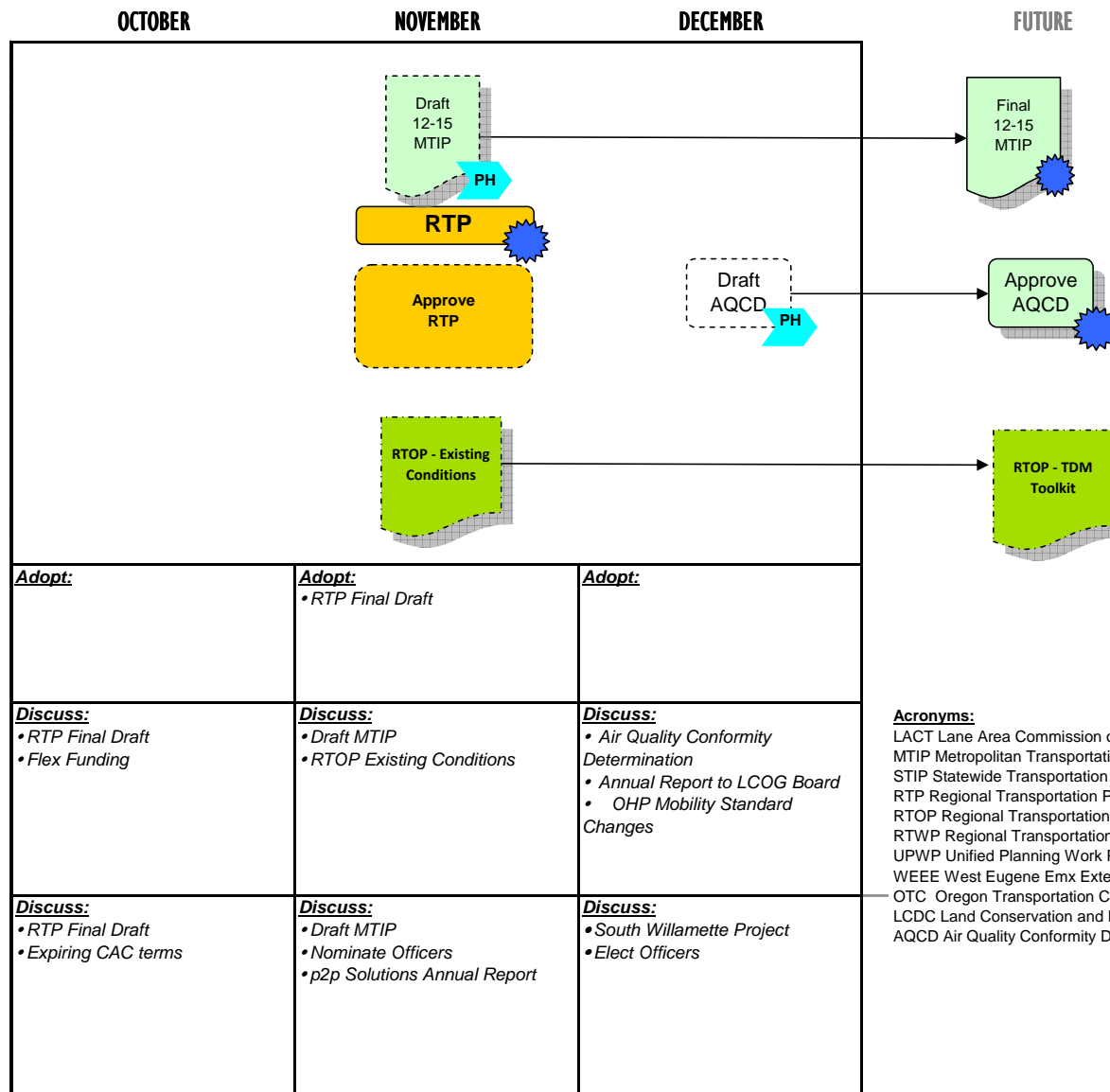
Hillary Wylie, Chair
Metropolitan Policy Committee



MPC/CAC 3-MONTH Calendar

For general planning purposes only. Agenda items in italics are subject to change.

- KEY**
- = PUBLIC HEARING
 - = APPROVAL
 - = DRAFT

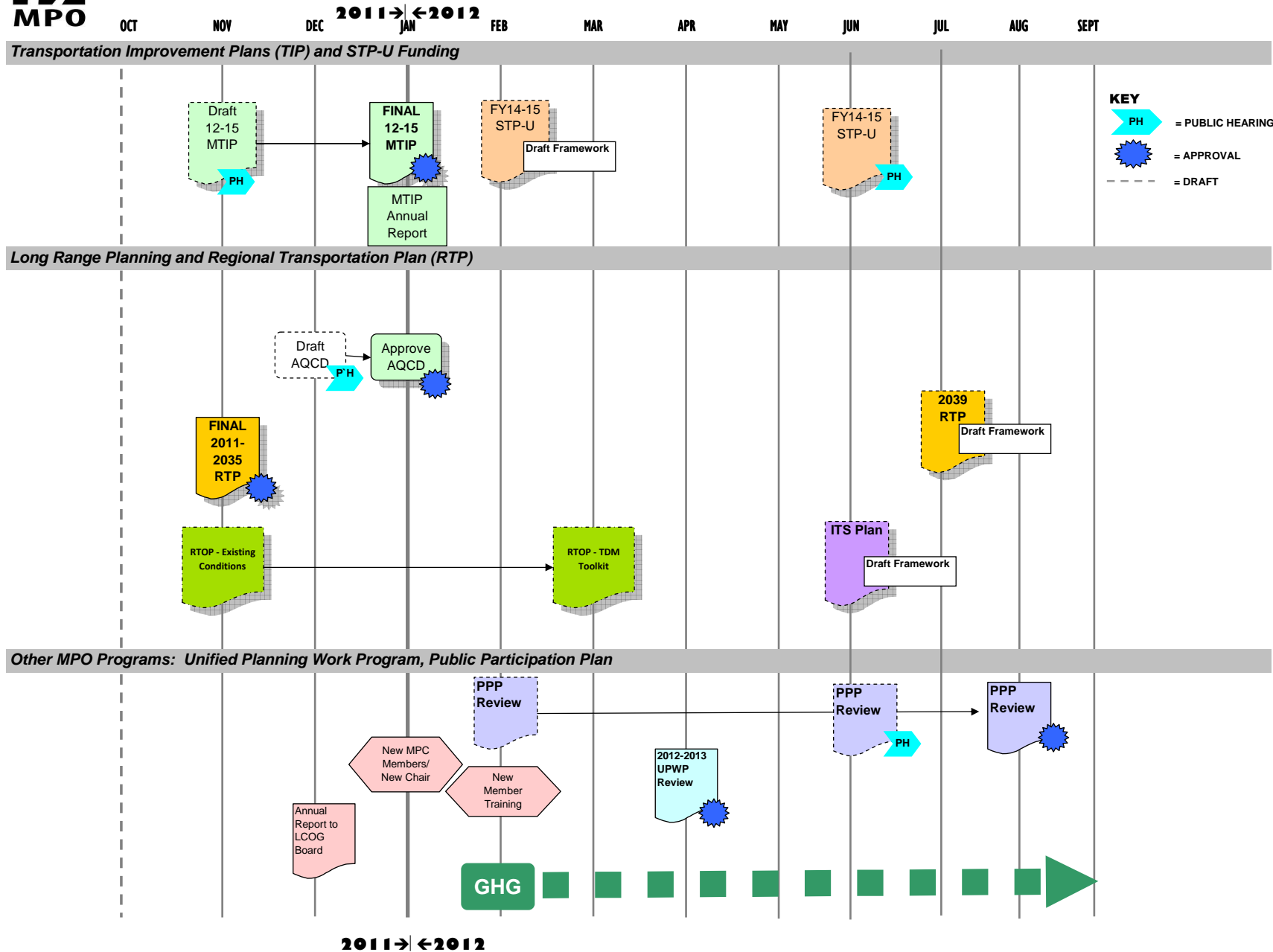


OTHER MTGS:

OTC October 19-20, Gleneden Beach October 5-7, Grants Pass Lane ACT, October 11, Springfield	OTC November 16, Silverton LCDC No meeting Lane ACT, November 9, Springfield	OTC December 21, Salem LCDC Dec 7-9, The Dalles Lane ACT, December 14, Springfield
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12 MONTH Planning Calendar

For general planning purposes only. Subject to change due to revised federal or state timelines, funding implications and/or public participation.



MPC 5.e.4

Summary of Administrative Amendments to FFY10-13 Metropolitan Transportation Improvement Program (MTIP)

The following administrative MTIP amendments were unanimously approved by the MPO Transportation Planning Committee (TPC) at their meeting on September 22, 2011. The proposals were reviewed for impacts on air quality conformity and were found to not trigger the requirement for a new regional conformity determination. Fiscal constraint of the MTIP has not been affected. No funding decisions are required of the MPO.

Full details of the amendments below are at <http://www.thempo.org/committees/tpc.cfm>.

Amendment 2011-38 - OR 126B (Main Street) Pedestrian Improvements (Springfield) Reserve

This amendment to the ODOT project splits the project into two different phases, with corresponding changes to the funding and project name. Under the proposed amendment, the installation of mid-block crossing with pedestrian activated beacons along OR 126B (Main Street) in Springfield would occur in two phases, as follows:

- Phase 1 : Installations at 41st and 44th Streets
- Phase 2: Installations at 35th, 40th, Chapman, 49th, and 57th Streets

Additional time was needed for completion of Phase 2 installations due to right-of-way or access issues. The scheduling for the installation is proposed to be adjusted to reflect the new two-phased installation. Phase 1 Construction remains in FY2012, while Phase 2 would shift Preliminary Engineering, Right-of-Way, and Utility Relocation to FY2012, with Construction to occur in FY2013. The overall funding of \$1 million for the project has been spread out between the two phases, with \$355,000 for Phase 1 and \$645,000 for Phase 2.

Amendment 2011-39 - LTD - Transit Capital - STP Transfer (FY12)

Funding under this project will be used for capital improvements, such as passenger shelters, preventative maintenance, and vehicle replacement, as well as purchasing service. This amendment would fund these projects for FY2012 in the amount of \$1,149,153 in L240 Funds. These funds are allocated by ODOT through various programs to local agencies and are not available for alternative funding by the MPO. For all these reasons, this is considered an administrative amendment consistent with MTIP guidelines.