

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)