

# MINUTES

Citizen Advisory Committee  
of the  
Central Lane Metropolitan Planning Organization  
Eugene Public Library – Singer Room  
100 West 10<sup>th</sup> - Eugene, Oregon

October 21, 2009  
5:30 p.m.

PRESENT: Dave Jacobson, Chair; Wendy Butler-Boyesen, Vice Chair; Edward Winter, Bill Morganti, Richard Beers, Eleanor Mulder, Philip Farrington, Sarah Strand, Gary Gillespie, Diana Alldredge, Alexandre Lockfeld, members; Savannah Crawford, ODOT and MPC Liaison *pro tem*; Kathi Wiederhold, Andrea Riner, Andy Vobora, Mary Archer, Lane Transit District; David Reesor, City of Springfield; Wade Hicks, City of Eugene Minutes Recorders; Darrell Swan, guest.

ABSENT John Anderson, member.

## 1. Welcome, Introductions, and Agenda Review

Mr. Jacobson called the meeting to order at 5:32 p.m. and asked those present to introduce themselves.

## 2. Comments from the Audience

No community members were present to offer comments.

## 3. Approve September 16, 2009 Minutes

Mr. Jacobson noted that Mr. Gillespie had recently been appointed to the Lane Transit District board of directors. Mr. Jacobson congratulated Mr. Gillespie and hoped that his background as a community activist would enable him to become "a driving force for LTD."

Mr. Jacobson reminded the CAC members of the Community Alliance of Lane County's (CALC) upcoming 24th Annual Cornucopia Multicultural Celebration & Fundraiser event on October 24 at the Eugene Hilton. He noted that Ms. Wiederhold and Ms. Riner would be staffing an MPO CAC information booth at the event and encouraged any available CAC members to participate as well.

Ms. Wiederhold also asked any available CAC members to help out at the Cornucopia information booth and further noted she would take care of registration and fees for those CAC members who were willing to pitch in.

Ms. Wiederhold briefly listed several of the activities for the Cornucopia event and believed that it might serve as an effective outreach and recruitment tool for the MPO CAC.

#### **4. Lane Transit District (LTD) Update**

Mr. Vobora shared a slide presentation and updated the MPO CAC members on various LTD service elements including Breeze, EmX, point2point Solutions, and several others.

Mr. Vobora noted that LTD board of directors planned to conduct an annual workshop to discuss various long-term projects and goals for LTD over the next 20 years.

Mr. Vobora demonstrated Annual Ridership figures for LTD from his presentation and noted that they had increased 2.7% over the last year. Mr. Vobora further commented that recent economic conditions had indeed adversely affected LTD ridership.

Mr. Vobora presented a line graph demonstrating the relationship between LTD Ridership, Services and Service Area Populations.

Mr. Vobora, responding to a question from Mr. Beers regarding the service area populations, noted that LTD served approximately 300,000 people and that the LTD service area covered nearly the entire population of Lane County with the exception of the Florence and Oak Ridge areas. Mr. Vobora demonstrated information regarding average weekday boardings for LTD's EmX service.

Mr. Vobora, responding to a question from Mr. Farrington, noted that LTD had begun charging for its EmX service in September but that ridership and revenue data from the EmX fares had not yet been compiled and analyzed.

Mr. Vobora, responding to a question from Mr. Morganti, noted that the ridership for the EmX service since the fare implementation had been higher than initially expected. He further noted that LTD staff was working to determine how many riders had been purchasing EmX single-ride tickets as opposed to those riders purchasing daily passes for the overall LTD system.

Mr. Morganti maintained that LTD should have charged a fare for its EmX service since its inception. Mr. Vobora responded that LTD had decided to initially offer its EmX as a free service primarily because LTD could not at the time afford the complex collection machines needed to collect fares on the EmX route.

Mr. Vobora, responding to a comment from Mr. Lockfeld, further noted that LTD had also partially based its decision to make EmX a free service on the belief that many EmX riders had already paid a fare into some other facet of the LTD system.

Mr. Vobora, responding to a question from Mr. Lockfeld, noted that LTD ridership figures generally lowered in the summer months due to the fact that the University of Oregon, Lane Community College and other area schools were not in session.

Mr. Vobora, responding to comments from Ms. Butler-Boyesen, noted that the new EmX fare collection machines had proven to be very reliable and relatively easy to use for LTD customers.

Mr. Vobora reminded the MPO CAC members that LTD had recently faced significant potential service reductions of approximately 15% overall but that thanks to federal stimulus funding the service reductions had only totaled approximately 2.7% of LTD's overall service. Mr. Vobora further noted that the 2009 service reductions were not a simple subtraction of routes and buses but actually a carefully considered strategy of service additions and deletions designed to reduce the amount of required resources while maintaining adequate service levels.

Mr. Vobora briefly described various details of the aforementioned 2009 service reductions for the benefit of the MPO CAC members.

Mr. Vobora commented that the service reduction process had been very educational to LTD staff in terms of how LTD staff conducted its public outreach efforts regarding the service alterations. He believed that the experience would benefit LTD staff greatly should the organization face a similar situation in the future. As an example, Mr. Vobora provided detailed information on how LTD bus Route No. 66 to the Valley River Center and Coburg Road had been revised and/or recombined with other affiliated routes as a result of the service reductions. Mr. Morganti noted that he had rode Route 66 earlier that day and had been surprised by certain elements of the revised route.

Mr. Vobora, responding to a question from Ms. Butler-Boyesen regarding residents from Ya-Po-Ah Terrace using Route 66 and other routes in the area, noted that LTD had held several meetings with area residents to advise them of service changes and to solicit feedback.

Mr. Vobora presented information regarding the future of LTD services in the area and reminded those present that the federal stimulus funding that had helped avert the more serious service reduction package was a one-time infusion of funds and that no replacement funding had yet been identified.

Mr. Vobora presented data describing the trends involved in LTD's past and anticipated payroll tax revenues. He noted that the December LTD board meeting would involve a discussion of payroll tax revenue projections for the remainder of the current fiscal year as well as the next fiscal year.

Mr. Vobora commented that demand for LTD services remained considerably high despite recent economic conditions. He noted that LCC had recently expanded its LTD group pass program with a pilot program to provide transportation for LCC staff in addition to students. He noted that program had been successful and would be continued through the remainder of the current academic year.

Mr. Vobora briefly described other non-payroll tax revenue sources including STP-U funding and funding for paratransit services.

Mr. Vobora, responding to a question from Mr. Beers, stated that LTD would not be able to reach the maximum payroll tax rate of 0.007% until 2014.

Mr. Vobora hoped that funding provided by the reauthorization of the federal Surface Transportation Act, expected sometime within the next eighteen months, would cover some funding of LTD transit services.

Mr. Vobora noted that LTD was considering a service cut of approximately 3-5% in the fall of 2010 followed by a larger service cut in 2011 unless economic conditions improved dramatically. He noted that LTD reserve funds were being spent relatively quickly and might eventually be used to forestall certain elements of the 2010 service cuts.

Mr. Vobora stated input from community advisory groups such as the MPO CAC had been very helpful to LTD.

Ms. Wiederhold said that she believed that the area surrounding the Ya-Po-Ah Terrace building was one of the densest areas of Eugene and hoped that any past or future LTD service cuts would address needs of residents in that area. Mr. Vobora responded that the ridership figures in that area were not actually particularly high but that LTD staff was being careful to consider the mobility of older residents from that part of Eugene.

Mr. Vobora, responding to a question from Mr. Morganti, noted that the No. 12 route to the Gateway Mall in Springfield had had no real problems during the late evening hours.

Mr. Vobora noted that LTD's current financial plan included \$500,000 in annual STP-U funding over the next three years and noted that LTD was amenable to further discussions with the MPC and the MPO CAC regarding the most efficient ways of utilizing STP-U funding.

Mr. Vobora, responding to a question from Mr. Farrington, clarified the nature of the STP-U funding received by LTD in 2009-2010 and noted that LTD was likely to remove itself from the STP-U funding process after the current three-year allocations in order to allow other agencies to participate in that funding mechanism.

Mr. Vobora noted LTD strongly desired the MPO CAC to play an active role in LTD's annual route review process and also in the development of LTD's locally preferred alternatives to EmX service. He further noted that the MPO CAC might play a key role with respect to the draft environmental impact statement (EIS) that was being developed as part of the locally preferred alternatives to EmX service.

Ms. Archer, responding to a question from Ms. Butler-Boyesen, noted that the timeline for the West Eugene EmX Extension Project had been extended by approximately five and a half months partially due to the Federal Transportation Administration's (FTA) request for additional time in which to review the draft EIS.

Mr. Gillespie noted he had attended the EmX Steering Committee meeting the previous evening and learned that the revised timeline had also been prompted by the FTA's request for additional data regarding LTD's Travel Demand Forecasting model.

Mr. Vobora looked forward to the MPO CAC's participation in LTD's upcoming public outreach efforts on the EmX extension projects and encouraged the CAC members to contact LTD staff for any additional information they needed in that regard.

Mr. Vobora, responding to a question from Mr. Winter, reported that LTD was still on schedule to initiate the West Eugene EmX service in 2015. He further reported that LTD was committed to using state matching funds as opposed to local funding sources with respect to any matching funds needed for EmX expansion related capital projects.

Mr. Vobora, responding to a question from Mr. Beers regarding the anticipated usage of the West Eugene EmX expansion, described how that expansion would ultimately cost about \$1.18 per boarding whereas the current service cost approximately \$3.00 per boarding. Mr. Vobora continued to describe various aspects of the operational cost savings and community benefits expected from the West Eugene EmX expansion.

Ms. Butler-Boyesen commented that buses traveling along West 11th Avenue were usually very full and that the West Eugene EmX expansion was expected to be of considerable help towards people living and working in West Eugene.

Ms. Archer reiterated that one of the primary goals of the West Eugene EmX Extension project was to relieve traffic congestion along the West Eugene corridor.

Mr. Vobora noted he had met with the new University of Oregon President Richard LaRiviere to discuss how the University might work with LTD to provide more efficient services.

Ms. Riner noted that LTD staff had conferred with LCOG staff in determining the Title VI impacts of LTD's recent service reductions.

Mr. Farrington commented that most other transit districts around the country functioned primarily through the use of state and local sales taxes rather than payroll taxes and asked if other funding strategies alternative to the payroll tax model were being considered by LTD. Mr. Vobora responded that the current payroll tax model had allowed LTD to grow its systems and provide more service hours per capita than other similarly sized transit systems funded by sales taxes.

Mr. Vobora, responding to a question from Mr. Lockfeld, noted that payroll tax breaks were not generally offered in the area to encourage new business development.

Mr. Jacobson thanked Mr. Vobora for his presentation and believed that LTD would in the future have a greater role in helping to reduce greenhouse gas emissions in the area. He hoped that the MPO CAC would be mindful of such issues as it performed its advisory duties.

## **5. CAC Recruitment Update**

Mr. Jacobson commented on the CAC recruitment efforts of Ms. Wiederhold, Ms. Riner and their colleagues at LCOG and noted that they had been contacting a broad range of community members and agencies as they progressed.

Ms. Wiederhold remarked on the recent CAC recruitment efforts and noted she was grateful to LTD for putting up posters in Spanish and English on LTD buses notifying the public about the recruitment for the MPO CAC.

Ms. Wiederhold reported that bilingual flyers, application packets and various other recruitment materials had also been distributed at the University of Oregon, Lane Community College and several other locations. She proceeded to distribute flyers advertising the recruitment to the CAC members to post or give to community members who might be interested in applying.

Ms. Wiederhold reported that community members Sascha Cosio and Linda Hamilton had each forwarded email recruitment messages to their networks of contacts to help broaden the recruitment. Sascha and Linda are community members who participated in the Community Focus Group that the CAC hosted last August..

Ms. Wiederhold reported that three applications for CAC membership and been received and expected additional applications to be submitted before the deadline on November 15.

Ms. Wiederhold directed the CAC members to a list of recruitment outreach efforts to date and provided further details on several items listed therein.

Ms. Wiederhold, responding to a question from Mr. Jacobson, noted that a display ad for the CAC recruitment had been submitted to the print edition of the Register-Guard newspaper but not the online version.

Ms. Wiederhold noted she had been working to put out recruitment notices to Spanish speaking radio and television media outlets in the community.

Mr. Lockfeld suggested that recruitment information might also be distributed through the University of Oregon campus radio station KWVA.

Mr. Jacobson noted that the maximum number of applications for the CAC had normally been seventeen but believed that over twenty applications might be received by the November 15 deadline. He hoped that the MPO CAC would develop a process to review and rank the applications much more thoroughly than in previous recruitment efforts.

Mr. Jacobson, responding to concerns from Mr. Gillespie regarding the number of applicants versus the number of open positions, noted that any applications not ultimately chosen to serve on the MPO CAC might easily be encouraged to apply again later on.

Ms. Wiederhold offered to email pdf files of the various application materials to the MPO CAC members.

Ms. Wiederhold reminded the committee that John Anderson would be resigning from the MPO CAC at the conclusion of his term in December.

Ms. Strand commented on her recent efforts to recruit members of the Latino community to the CAC.

Mr. Morganti and several other CAC members suggested various area businesses and organizations where the CAC might focus its recruitment efforts.

Mr. Jacobson called for a break at 6:38 p.m. and reconvened the meeting at 6:50 p.m.

## **6. STP-U FY2011-2013 Framework**

Ms. Riner directed the CAC members to their copies of the STP-U Framework CAC Discussion Guide document and stated that the document also contained notes from the October 8 MPC discussion regarding the STP-U funding framework.

Ms. Riner demonstrated the breakdown of the STP-U funding allocations for the previous four years and further described the details of the planning activities which 25% of the STP-U funding had historically been directed. Ms. Riner also briefly outlined the elements of the preservation, project development, and modernization (PPM) areas to which 65% of the STP-U funding had historically been directed.

Ms. Riner, responding to a question from Mr. Jacobson noted that the Intergovernmental Coordination program referenced in her presentation of planning activities referred to the coordination and support of the MPC, as well as all of the technical, policy and planning advisory subcommittees that supported the MPC.

Mr. Jacobson confirmed that the technical advisory subcommittees Ms. Riner referred to included representatives from Eugene, Springfield, Lane County, Coburg and several other government agencies. He further noted that the subcommittees made recommendations to the MPC in parallel with the MPO CAC.

Ms. Riner reviewed the fundamentals of the STP-U framework for the benefit of the CAC members and noted that the framework generally referenced the funding structure, the application process and the evaluation/discussion criteria utilized in the STP-U funding allocation process.

Ms. Riner, responding to a question from Mr. Jacobson, noted from the previous CAC meeting that the group had indicated they wished to focus their discussion process on the broader implications of local transportation investments rather than focusing on a debate about the 10/25/65 STP-U funding split.

Ms. Riner, responding to a question from Mr. Jacobson noted that staff would eventually be making a draft recommendation to the MPC, and that it would be based in part on the MPO CAC's input and discussions.

Mr. Winter believed more funds needed to be directed into transportation demand management (TDM) strategies and that the current STP-U funding split might need to be considered.

Mr. Gillespie agreed that, with respect to local climate change policies and initiatives, TDM strategies and mass transit projects might need to have an increased portion of the STP-U allocations.

Mr. Jacobson noted that the STP-U funds to be administered by the MPC represented only a portion of the total federal funding available for regional transportation concerns and asked if it might be possible for staff to demonstrate the total amounts available in that regard.

Ms. Riner, responding to a question from Ms. Mulder, briefly outlined the funding mechanisms used for the point2point Solutions program.

Mr. Gillespie noted that the point2point program was being looked at as a national model for how local transportation option initiatives have effectively utilized federal funding.

Mr. Beers agreed with Mr. Jacobson's earlier comment that it might be helpful to have staff provide a more comprehensive demonstration of how other funding such as state gas tax revenues were applied to local transportation concerns beyond the STP-U funding.

Ms. Riner agreed that a correlation existed between gas tax revenues and automobile usage and that it had an implication for the future of STP-U funding. She further noted it was possible that the total amount of yearly STP-U funding could decrease in the future.

Mr. Jacobson noted that several MPC members had taken issue with the amount of STP-U funding being directed to planning activities and that perhaps they had not been fully aware of the multitude of transportation design and development issues that were covered under the planning activities designation.

Mr. Winter expressed that reductions of greenhouse gas emissions would also need to be considered by the MPC with respect to any adjustments to the STP-U funding split. He hoped that the MPO CAC might increase its efforts to advise the MPC in that regard.

Mr. Farrington suggested that the MPO CAC might discuss a variety of transportation and environmental issues that would affect the STP-U funding allocations over the next three years.

The committee members discussed a variety of elements related to the MPO CAC's charge of advising the MPC on the STP-U funding allocation process.

Mr. Farrington suggested it might benefit the MPO CAC to have a breakdown of what local transportation modernization projects might ultimately be funded by the STP-U funding allocations. Mr. Jacobson agreed with Mr. Farrington's statement and reiterated his opinion that a more comprehensive demonstration of the total funding available for local transportation concerns would be helpful.

Ms. Riner, responding to a question from Mr. Winter regarding how transportation projects were developed in relation to previous STP-U funding allocations, believed that projects were generally kept flexible in order to respond to a range of potential funding mechanisms.

Mr. Farrington responded to Ms. Riner's comment and saw no reason that the preservation, modernization and project development category should not continue to be kept somewhat flexible. Ms Strand agreed with Mr. Farrington's statement.

Ms. Aldredge expressed that issues of environmental justice and public safety would also need to be considered in any possible revisions of future STP-U funding allocations.

Mr. Jacobson asked the CAC members if there was a general consensus for the group to recommend greater allocations for local transit and TDM strategies to the MPC.

Mr. Lockfeld agreed that it would be difficult for the CAC to advise on how to best administer the STP-U funding without a more comprehensive understanding of the total funding available for local transportation concerns.

Ms. Riner noted that it had been challenging to provide the MPC and the MPO CAC with accurate representations of the full spectrum of transportation funding available to the various jurisdictions.

Ms. Riner, responding to a question from Mr. Beers, noted that she agreed with Ms. Strand and Mr. Farrington's earlier comments regarding the benefits of maintaining the current flexibility of the STP-U funding allocation process.

Ms. Riner noted that the Assessment of the Existing STP-U Framework had also identified certain trends that could significantly impact transportation planning and decision-making in the region.

Ms. Riner, responding to a question from Mr. Jacobson, noted that she would work on bringing back to the committee additional information regarding the total amounts of funding available for local transportation concerns.

Mr. Farrington asked Ms. Riner to provide more detailed information regarding the operational planning activities described in Table 2 of the Draft Assessment of the Existing Framework document she had provided to the committee.

## **7. Wrap-Up**

Mr. Jacobson noted again that the next MPO CAC meeting would be on November 18, 2009 at 5:30 p.m.

Mr. Jacobson adjourned the meeting at 7:31 p.m.

*(Recorded by Wade Hicks)*