

PAYNE Susan G (LCOG)

From: Bernie Corrigan [bgc@teleport.com]
Sent: Thursday, May 21, 2009 2:59 AM
To: Central Lane Metropolitan Planning Organization
Subject: Public Comment on Regional Transportation Issues
Importance: High

Dear Metropolitan Policy Committee Members,

The Eugene Friendly Area Neighbors Neighborhood Association Board of Directors passed the following motion at its May Board Meeting.

Motion:

The Friendly Area Neighbors Executive Board strongly supports the proposed funding for the Point-2-Point commuter program, representing 10% of available STP-U funds for the year, and maintaining the level of funding that has been provided over the past few years for this worthwhile project.

Thank you for your consideration,
Bernie Corrigan
Co-Chair FAN

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Date: May 14, 2009

From: Rob Zako

To: Metropolitan Policy Committee
(acting as the Central Lane Metropolitan Planning Organization policy board)

**Re: Transportation Options/Transportation Demand Management Activities
Proposed FFY2010 Surface Transportation Program (STP-U) Funding**

Dear members of the Metropolitan Policy Committee,

Thank you for this opportunity to provide comments.

If the question is, "Should the Central Lane MPO fund the Point-2-Point Solutions program?", then my answer is "yes."

Funding for the Point-2-Point Solutions (formerly Commuter Solutions) program is consistent with the goals, objectives and policies in the Regional Transportation Plan, especially:

TDM Policy #1: TDM Program Development: Expand existing TDM programs and develop new TDM programs. Establish TDM benchmarks and if the benchmarks are not achieved, mandatory programs may be established.¹

But as governments at all levels are reassessing priorities and making difficult decisions in response to the recession, it makes sense for the Central Lane MPO to similarly do so.

The question the Central Lane MPO should be asking itself, the CAC, the public and staff is: "What are the priorities for using roughly \$2,475,000 per year in STP-U funds?"

In light of current realities, my answer would be along these lines:

- **Planning:** Maintain existing funding levels. Double funding for *public participation* in FFY2010, as broad public involvement in the early stages of the regional transportation plan update will be critical. Half funding for *transportation system modeling and data maintenance* in FFY2010, as technical work should follow early public involvement and occur more in out years.
- **TDM:** Double funding for TDM efforts, both as a response to rising gasoline prices and a falling economy, and as a way to get a head start on reducing greenhouse gas emissions.

¹ Policy Definition/Intent: This policy supports expansion and development of a broad spectrum of local and regional TDM programs at varying levels of implementation. TDM programs will focus on reducing trips for nonwork purposes, as well as for work commutes. Voluntary participation in TDM programs will be encouraged through marketing and incentives to target audiences, including the general public, developers, employers, employees, school administrators, and students. An adequate funding program must be developed to support implementation of TDM programs. This policy also supports the exploration of opportunities to establish a market-based, user-oriented approach to TDM through the use of transportation pricing measures.

- **Bike/Ped:** In light of recent injuries and fatalities, provide funding for projects and programs that increase safety for bicyclists and pedestrians.
- **Transit:** In light of rising demand for transit service, “flex” STP-U funds to support continued full transit service.
- **Roadway:** In light of funding gaps for “fixing potholes,” direct STP-U funds to roadway preservation.

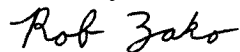
I appreciate funding for Point-2-Point Solutions needs to be in place for the July 1 start of FFY2010. If, indeed, it is essential for MPC to approve funding for the Point-2-Point Solutions program at the June meeting, then I don't wish to stand in the way of this decision.

But it is the responsibility of the Central Lane MPO policy board, i.e., MPC, to discuss and set policies, for example, policies on how to allocate STP-U funding in the midst of a deep recession. It is the role of the Citizen Advisory Committee to provide advice on such important policy decisions in a timely fashion, and to ensure that the public is being asked the right questions at the right time and the right way. And it is the right of the public to be consulted early about their values and issues, in particular, priorities for the use of public funds.

The Central Lane MPO really needs to get away from “just-in-time” decision making and better anticipate key decisions well enough in advance that MPC, CAC, the public and staff all have adequate time to carry out their respective responsibilities in making good decisions.

As a start, MPC should begin discussing STP-U funding priorities *now*, and direct the CAC and staff to come back in June with a broad set of options for consideration by the public and MPC.

Sincerely,



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