

MINUTES

Metropolitan Policy Committee
Springfield Library Meeting Room - 225 5th Street - Springfield

January 8, 2004
11:30 a.m.

PRESENT: Bonny Bettman, Vice Chair; Bobby Green, Bob Pirrie, Peter Sorensen (for Bill Dwyer), Anne Ballew, Judy Volta, Jim Torrey, Hillary Wylie, Gerry Gaydos, Tammy Fitch (for Sid Leiken), members; Bill Van Vactor, Dennis Taylor, Ken Hamm, Mike Kelly, Mike Hudson, *ex officio* members.

Mike Dean, Anita Yap, City of Coburg; Neil Bjorklund, Jim Carlson, Kurt Corey, Susan Muir, Mark Schoening, Chris Henry, City of Eugene; Bill Morgan, Ollie Snowden, Tom Stinchfield, Lane County; George Kloeppe, Tom Schwetz, Paul Thompson, Jamon Kent, Byron Vanderpool, Carol Heinkel, Lane Council of Governments; Kent Howe, Lane County; Cynthia Pappas, Mark Metzger, Greg Mott, Nick Arnis, City of Springfield; Randy Papé, Tom Boyatt, Paul Mather, Oregon Department of Transportation; Terry Connolly, Eugene Chamber of Commerce; Lisa Gardner, Lane Transit District; Lauri Segel, Rob Zako, 1000 Friends of Oregon; Rob Handy, Bill Kloos, Dave Reinhard.

ABSENT: Bill Dwyer, Sid Leiken.

I. CALL TO ORDER/APPROVAL OF NOVEMBER 13, 2003, MINUTES

Ms. Bettman called the meeting to order.

Ms. Bettman noted that Ms. Ballew's vote was not recorded on Item 4e - Implementation of Public Involvement Enhancements: Citizen Representatives on the Transportation Planning Committee and Ms. Ballew's departure from the meeting was not recorded. She stated that statements in favor and in opposition to a motion should be recorded in the minutes.

Mr. Torrey, seconded by Mr. Green, moved to accept the minutes of November 13, 2003, as amended. The motion passed unanimously.

Ms. Bettman said in Commissioner Dwyer's absence, she would be chairing the meeting.

II. AGENDA REVIEW

Ms. Bettman proposed changing the order of the agenda. She said the presentation on the OTIA Statewide Bridge Program and the presentation on the OTIA Local Bridge Program would occur following Comments from the Audience and prior to Metropolitan Issues. There were no objections to Ms. Bettman's proposal.

III. WELCOME AND INTRODUCTIONS

Those present introduced themselves.

IV. COMMENTS FROM THE AUDIENCE

Rob Zako said the Metropolitan Policy Committee (MPC) could do a better job creating opportunities for public involvement. Mr. Zako referred to an e-mail regarding the State of Oregon transportation rule he had sent to MPC members. He said he felt the MPC was not in compliance with the State of Oregon requirements cited in the e-mail.

Rob Handy said he it was not clear to him what issues were addressed in the Fiscal Year 2004-2005 Unified Planning Work Program (UPWP) amendments. He said he appreciated the inspiration in Mayor Torrey's speech at the State of the City Address on January 12, 2004. Mr. Handy questioned how the City of Eugene was doing with broad based public involvement and how the MPC was providing for public involvement in the UPWP.

Lauri Segel said she felt the MPC wished to move forward with a better citizen involvement element for transportation planning. She supported the City of Springfield proposal for a five-member citizen involvement committee, and she expressed her hope to see a more broad-based public involvement segment in the process.

V. MPO ISSUES

- **Presentation on the OTIA Statewide Bridge Program**

Paul Mather, ODOT Region 3 Manager, said he had lead the statewide response to the bridge crisis for the last one and one half years. He was the leader of the team that prepared the bridge options report that led to funding during the last legislative session. He said it was important to Lane County because about 20 percent of the statewide funding allocation of \$1.6 billion had been allocated to Lane County. He said Lane County had received more than any other county.

Mr. Mather said the Bridge Option Report he referred to in the presentation was on the ODOT website, which included a significant amount of information on the history of bridges, how the current situation came about and the alternatives that had been taken in to consideration.

Mr. Mather provided a PowerPoint presentation of the State OTIA proposal. He said the bridge project was more of an economic project than a bridge project, from both a long term and short term perspective. He said the impact of the project would result in expenditures of more than \$125 billion and more than 88,000 jobs for Oregonians. As a comparison, he noted that in 1978, the timber industry employed approximately 81,000 people. He said the bill approved by the Legislature provided \$2.5 billion, with \$1.3 billion dedicated to State bridges, \$300 million for city and county bridges, \$500 million for modernization, as well as funding for city and county maintenance, and other needs.

Mr. Mather said the guiding principles for implementation were:

- Listening to legislative direction.
- The primary purpose was to stimulate the Oregon economy.
- To engage Oregon and grow Oregon's private sector.
- To keep Oregon's commerce and the economy moving.

Mr. Mather reviewed the history of what led to the current bridge crisis situation. He said there was a bridge building boom in the 1950's and early 1960's. The design used during that period was failing much more rapidly than had been anticipated. In 1997, there were no emergency repairs on State bridges.

Currently there were 140 restricted bridges, or 5 percent of the system. He added, without additional funding 850 bridges, or 30 percent of the system would be restricted in 2010.

Mr. Mather said the current funding through the OTIA bill would reduce the non-compliant 850 bridges by 50 percent, and would focus the restrictions on lesser routes, such as district and regional highways. The interstate highways and freight highways would not be subject to restrictions under the current plan.

Mr. Mather said more than 70 percent of freight movement in the State moved by truck. He said truck freight was a very important part of the rural economy and the Oregon economy in general, as our industries try to remain competitive with southern California and mid-west markets. Additionally, about one-third of the truck commerce moved in loads that were over 80,000 pounds, which was a typical interstate truck.

Mr. Mather said a five-stage approach, illustrated by the PowerPoint presentation had been developed to solve the bridge crisis problem, Mr. Mather said ODOT was in the process of hiring a project management firm to oversee the majority of the projects in stages two through five. Mr. Mather outlined the process for design and construction. He said ODOT had made changes in the project management procedures. Mr. Mather said ODOT would limit its participation in the construction and construction management to high risk projects, while hiring private sector firms to construct and manage many of the lower risk projects.

- Stage one included Highway 97, from Klamath Falls to Madras, Highway 26 to Portland, Bend and Ontario via Highway 20. This was a very affordable portion of the project, connecting the economic engine of Portland with the north/south, east/west routes. It was necessary before intense work began on the interstate system to provide alternate truck routes. The goal was to complete the work by spring 2005 with construction starting summer 2004.
- Stage two included all of Interstate 84 (I-84), the north half of I-5, and Highway 58.
- Stage three was the most intense work, including southern Oregon, from Lane County south, completing the interstate system. The important freight routes that connect Highway 58 and Highway 126 to the interstate system would be completed.

Mr. Mather said funding allocations for construction contracts would grow from \$350 million annually to \$800 million annually by 2005. He said ODOT lost over 100 positions during the last legislative session. As a result, ODOT would need to operate differently to accomplish the work. He said today, approximately 75 percent of the construction work was accomplished by ODOT. By 2006, approximately 66 percent of the work would be accomplished by private sector contractors. He said these changes were intended to stimulate the economy by job creation.

Mr. Mather reviewed current bridge projects in Lane County.

Mr. Mather said a stakeholder group would be appointed to assist with decision making through the course of the project.

Mr. Mather introduced Mr. Pirrie, who described the current bridge replacement project at I-5 spanning the Willamette River. He said approximately 250 people were working on the project, either directly in construction or as suppliers and transportation providers. He said he was conducting project tours the first Thursday of each month. Mr. Pirrie said \$295 million would be spent on bridge work on I-5, Highways 58 and 126, the Beltline and Territorial Road in Lane County. He said work in the Eugene/Springfield metropolitan area totaled \$118 million.

In response to a question from Ms. Ballew, Mr. Mather said the project was on track with the timeline.

Mr. Pape said the Columbia River crossing at I-5 was not included in the project. He noted this was an important bridge due to freight train traffic between Seattle and California.

Mr. Mather said the I-5 bridge at the Columbia River built in 1916 would cost several hundred million dollars to replace.

In response to questions from Mr. Van Vactor, Mr. Mather said the design life of the bridges was 100 years, assuming there were no major increases in truck weights. Mr. Mather said funding had been identified for bridge widening on I-5, and adding lanes in some sections, based on projected traffic volumes during the next twenty years.

In response to a question from Ms. Volta, Mr. Mather explained that the group of bridges built between 1947 and 1961, were the bridges that were failing at a higher than anticipated rate. He said between 1947 and 1961, bridge supports were cast in place. He said beginning in 1961, precast concrete bridge supports, which have shown to be superior, went into use.

In response to a question from Mr. Green, Mr. Mather described the public involvement process for various bridges. Mr. Mather said it would vary by bridge, but the public involvement process would be highest for the bridges in Eugene. He said bridges with lower traffic counts, primarily in rural areas, would see less public involvement. He said the public involvement process would be managed by private firms via the RFP process.

Mr. Torrey said it was important to ensure adequate public involvement for Eugene, Springfield, and Coburg.

In response to a question from Mr. Sorensen about the I-5 bridge and a possible new interchange, Mr. Mather said funding was available to replace the bridge and to add at least one lane. He said there was no funding to build ramps or to modify interchanges in any of the bridge projects. In response to a question from Mr. Sorensen, Mr. Mather said people who had questions about the bridge project could go to the ODOT website, or contact Mr. Mather or Mr. Pirrie.

In response to a question from Mr. Sorensen, Mr. Mather said Federal Highway Administration criteria required 20 year traffic loads be met throughout the system, not only on I-5.

In response to a question from Ms. Bettman, Mr. Mather said not all bridges identified would be replaced due to funding levels. He said the strategy provided a 90 percent benefit with the current plan, with a significant economic benefit to the Oregon economy. In response to a question from Ms. Bettman, Mr. Mather replied weight restrictions would be placed on bridges that presented a safety concern.

- **Presentation on the OTIA local bridge program**

Mr. Snowden distributed a handout entitled OTIA III – Local Bridge Program. He said he was one of two Lane County representatives on the selection committee that would be making recommendations on the local bridge portion for OTIA.

Mr. Snowden stated that there were \$1.6 billion available for state highway bridges and approximately \$300 million for local agency bridges. He said the allocation had been divided into two parts. The first allocation of \$231 million was available for small bridges, those with less than 30,000 square feet of deck surface, and \$69 million for local large bridges, those with more than 30,000 square feet of deck surface. The key indicator for funding was if the bridges were key freight routes. Mr. Snowden described the process used to identify local bridges for inclusion in the project. He said 100 to 110 small bridges would be funded. It was not known at the present time how many large bridge projects would be funded.

Mr. Snowden said it appeared the Ferry Street Bridge would be funded as long as the City of Eugene was able to demonstrate it was a freight route.

Mr. Snowden said six applications had been submitted by Lane County, five of which were likely to be funded. He said the City of Eugene had submitted the Ferry Street Bridge, considered a large bridge project.

In response to a question from Ms. Bettman, Mr. Mather said repair to a bridge needed to be related to facilitating freight movement.

Mr. Snowden said the Highway Bridge Repair and Replacement (HBRR) Committee was looking for review and comment from Area Commissions on Transportation, local advisory committees and the Freight Advisory Committee (FAC). He said comments were due by January 15.

Mr. Snowden said the HBRR was requesting comments on three issues:

- Do the candidate bridges serve freight mobility?
- Should several candidate bridges be linked as one project?
- Have local jurisdictions overlooked bridges that were barriers to movement of freight that should be included in the project?

He said the North A Street project was not included in the list because ODOT determined the project did not qualify since it was not a freight route.

Mr. Snowden said people could make comments to the Lane County Board of Commissioners before the January 14 meeting, or directly to the Highway Bridge Repair and Replacement Committee.

Mr. Pape thanked Mr. Snowden for his participation with the selection committee. He said commented on the designation of large and small bridges, saying it was a historical funding perspective and not legislative.

Mr. Snowden said \$90 million of \$144 million designated for large bridges was a Multnomah County bridge. If it was determined that bridge was ineligible for OTIA large bridge funding, the \$90 million allocation would be freed for other large bridge projects.

Mr. Pape said \$300 million allocation for local government partners should be completed by early March 2004 to enable construction during the 2004 construction season.

In response to a question from Ms. Bettman, Mr. Snowden said all of the projects in Lane County are replacements in a two-lane configuration rather than repairs. He added that the work on the Ferry Street Bridge would be beam repair on the approach spans, with no impact on the lane configuration.

In response to a question from Ms. Wiley, Mr. Snowden said a two lane configuration would meet the twenty year projection requirement in Lane County.

In response to a question from Mr. Torrey, Mr. Schoening said if repairs are not made on bridges, including the Ferry Street Bridge, the bridges would be weight restricted. Mr. Schoening added that the requisite traffic counts and identification of the types of vehicles that used the bridge to support funding the project had been completed.

In response a question from Ms. Ballew, Mr. Snowden identified the Lane County bridges included in the request: Row River and Sharps Creek southeast of Cottage Grove; London Road south of Cottage Grove; and, Fir Butte Road west of Greenhill Road. Mr. Snowden added that the bridge at Fir Butte Road did not score high in the technical rating, and may not be funded.

Mr. Pape said this was a change in practice for ODOT. He said in the past, ODOT had managed the projects. Under the new process, the funding would be allocated to the cities and counties to manage. He added that ODOT would continue to provide technical assistance as needed.

In response to a question from Ms. Bettman, Mr. Pape said that meant that some of the money could be used to manage the project.

In response to a question from Mr. Green, Mr. Snowden indicated the funding allocations were based on estimates of what the replacement and engineering costs would be. Mr. Snowden said in the event there were costs overruns, Lane County would have to absorb those costs. He added there were continuing discussions on matching funds.

In response to a question from Ms. Ballew, Mr. Pape said a specific percentage for matching funds had not been established. He said it would be determined on a project by project basis.

VI. METROPOLITAN ISSUES

a. Region 2050 Status Report

Mr. Dean provided a PowerPoint presentation on the Region 2050 Status Report. He said the process provided valuable information to staff, public officials and advisory bodies such as the MPC.

Mr. Dean said Region 2050 was a voluntary, collaborative effort to sustain and improve the quality of life in the southern Willamette Valley. He said the effort began with a formal resolution adopted by Lane County and the ten cities in the region endorsing the concept of a regional growth management strategy that directed LCOG to seek funding for the project.

Mr. Dean said Region 2050 participants would seek formal endorsement of a regional growth management strategy by the Lane County Board of Commissioners and the ten participating cities by the end of 2004. He said the integrated strategy would contain goals, objectives and actions that address the seven major areas that affect the region's quality of life. He noted that jobs and the economy, education, community transportation and land use would be reviewed as a unit in the process.

Mr. Dean said the review would occur at the regional level because growth occurred at the regional level.

Mr. Dean said the inevitable growth of the region presented major challenges and opportunities for cooperation because the actions or inactions of one community impacted all of the communities. He said

if growth was carefully regarded as a regional event, key livability aspects could be maintained and improved. Additionally, economic efficiencies helpful to the private sector could be improved.

Mr. Dean said the process began in 2000, with an examination of the region's past, present and future. He said the next activity was to define the best case scenario, what happens if nothing is done, and to conduct extensive public outreach. Mr. Dean said the process of developing alternative future scenarios began in March 2003. He said experts from seven fields throughout the region met in small groups to develop a vision specific to their particular areas of interest. Mr. Dean said the workshop resulted in seven maps, each portraying a picture of the region in 2050.

Mr. Dean said although the maps had key differences, they also had many common elements. The common elements had been incorporated and the differences had been highlighted, resulting in three alternative growth scenarios. Those three alternatives were: Compact Growth Scenario; Satellite Community Growth Scenario; and Rural Growth Scenario.

Mr. Dean said the scenarios served two objectives. The first objective was to evaluate impacts of growth patterns in preparation for impacts of the preferred growth scenario. The second objective was to use the public outreach to prepare a preferred growth scenario that had clear, informed, public support.

Mr. Dean reviewed the three scenarios:

- Compact Growth Scenario demonstrated a population and job growth concentration primarily in the metropolitan cities at the highest urban densities. In this scenario, Eugene and Springfield boundaries expanded significantly, essentially becoming a single urban growth boundary (UGB). The three rural communities of Alvadore, Goshen and Pleasant Hill became part of the metropolitan UGB. Regional commuter services would be provided throughout. All areas except the rural areas increased in size, and there was more growth in the metropolitan area than the small cities combined. The small cities of Creswell and Veneta, the fastest growing cities in Lane County, would experience the greatest growth.
- Satellite Growth Scenario demonstrated a greater proportion of the area's people and jobs locating in the small cities and three rural communities of Alvadore, Goshen and Pleasant Hill. Regional housing density was lower in this scenario because more growth occurred at the small town levels. The boundaries of most of the small cities increased dramatically and there was much less growth in the metropolitan area. The growth pattern was reflected in the regional distribution of the population, with almost all of the small cities and the three growth centers experiencing a greater share of the growth, especially Veneta, Creswell and Cottage Grove.
- Rural Growth Scenario made bold assumptions about the development of rural lands. It assumed by 2050, the UGBs had not expanded sufficiently to accommodate the growth and pressure to develop rural lands led to relaxation of State land use laws. The rural communities were assumed to develop one acre lots and two acre lots on other rural residential lands, some low quality farm and forest lands. Eugene's share of the regional population declined, Springfield's share of the population remained about the same, and the small cities increased slightly, with dramatic growth in rural populations. Veneta and Coburg were the only small cities that showed noticeable increase in population.

Mr. Dean said the scenarios were currently under evaluation with an expected completion in the spring of 2004. He said there would be public outreach for the purpose of input and modification. He said process would produce a preferred scenario and agreement on a regional growth strategy, that established a regional vision for population and employment that was endorsed by all participants.

Mr. Dean said the comprehensive evaluation would provide the basis for an integrated strategy with goals, objectives and actions addressing the seven areas of livability. Mr. Dean said similar events across the State and the country have had significant outcomes. Mr. Dean said success during the past three years was due to strong participation and concurrence in Region 2050 from state, local and federal agencies, guided by a policy advisory board in a technical advisory committee and some support from SONY.

Mr. Dean said the Region 2050 process looked carefully at public outreach and the region as a whole.

In response to a question from Ms. Bettman, Mr. Dean said individual communities would be able to see how the whole region was thinking. He said the final strategy would include projections for municipal services and infrastructure.

In response to a question from Ms. Ballew, Mr. Dean said the Region 2050 process had been underway since 2000.

Ms. Ballew commended the participants for seeking acceptance of mutual goals.

Mr. Dean said the group attempted to work at a consensus level throughout the process.

b. Metro Plan Periodic Review Status Report

Ms. Heinkel referred to the December 16, 2003 memorandum for the Status Report on Periodic Review. She noted that the work scheduled for the current fiscal year would be completed by June 30, 2004. She said there would be a joint public officials' public hearing and work session on February 10, 2004. She said the key elements that would be presented for adoption included:

- Completely revised Metro Plan text with housekeeping revisions.
- Chapter 3.C, Environmental Resources element.
- A new Metro Plan diagram.

Ms. Heinkel said City of Eugene, City of Springfield, and Lane County staff were present to answer questions.

In response to a question of Ms. Bettman, Ms. Heinkel responded that metro-wide work cited in the memorandum had a June 30 completion date, with a caveat recognizing constraints imposed by budgetary and other considerations.

c. MPO Public Involvement

Paul Thompson said this item was a follow-up to a November 2003 agenda item. He said the City of Springfield had put forward a proposal to form a citizen advisory committee (CAC) in the planning process.

Ms. Fitch said the proposal allowed for room for negotiations on actual creation of the number of people in each position. She said the City of Springfield felt a separate CAC would create a more involved body that would not be diluted by the Transportation Planning Committee (TPC) and would have a better voice. Ms. Fitch said she interpreted some of today's comments meaning some people would like to have a more diverse group that would keep the technical staff report at a report level, and enable the public's comments to be clearly heard.

Ms. Ballew said she was concerned the TPC may be too technical for the average citizen. She said the CAC should be advisory on a policy level.

In response to a question from Mr. Torrey, Ms. Ballew said the process to get the average citizen to be on the committee would be to review who had participated in such projects in the past such as neighborhood groups. Ms. Ballew suggested LCOG would have some suggestions.

Mr. Torrey said he supported the recommendation. He wished to ensure that informed “industry folks” would be included in the CAC.

Reading from the November 13, 2003 minutes, Ms. Bettman read: “...direct LCOG to increase the TPC membership by four voting citizen stakeholder members, two from Eugene, one from Springfield, and one from Lane County”, with each of the jurisdictions making the appointments. Ms. Bettman said the idea of a CAC was discussed at length in the subcommittee that reviewed a number of models that included citizens working with the technical advisory committee. She said TPC would provide technical information as well as recommendations for projects. She said the subcommittee decided to expand the TPC to include a broader range of opinions.

Ms. Bettman said the motion was an incremental step in the right direction. She said the City of Springfield proposal was another layer of bureaucracy, which she could not support. She said the MPC functioned as an Area Commission on Transportation (ACT) although it was not in fact, an ACT.

Mr. Pape said an ACT was generally a broader area than the MPO. He said because Lane County was not currently covered by an ACT, the Lane County Board of Commissioners served in that capacity. Additionally, he said ACTs generally had a technical advisory committee, reporting into the ACT process on technical issues. He said either way moved in the direction of providing more citizen involvement from a broader perspective. He said citizen involvement would likely be from industry, although could include other people. He added freight mobility was receiving increased attention on both a statewide and national level. He said it would be crucial for someone to bring the perspective of logistics and moving freight around, understanding congestion and bridge issue, to the table.

In response to a question from Ms. Bettman, Mr. Thompson said the CAC alternative would be more costly than adding citizens to the existing committee structure.

Mr. Green said he was interested in moving forward to get the work done. He said he was supportive of adding four members to the TPC that would maintain the scope and the mission of the TPC. He said creating a CAC, however, would provide more diversity. Mr. Green added that it would create another layer that would need to be brought back to the full TPC for adoption.

Ms. Bettman was concerned about how the general public interacted with the committee, how the committee was selected and what the makeup of the committee was.

Mr. Green said he wanted to give staff direction to move forward with the project.

Mr. Torrey said he supported putting the process into the TPC, with the addition of three or four members. He said he also liked the City of Springfield concept. Mr. Torrey suggested staff should provide feedback to the MPC on the effectiveness of adding new members.

Mr. Pape asked if it would be possible to utilize the recommended TPC format on a timed basis, that would sunset in one or two years, at which time it would be reviewed for effectiveness. If at that time, it was

determined that the process was not functioning effectively, the MPC could move to the City of Springfield option.

Ms. Fitch expressed concern about including the work in TPC workplan. She said adding four citizens with no definite representation from transportation may not be effective. Ms. Fitch said although she was concerned about increasing the cost, in order to accommodate more citizen involvement, she recommended reviewing the process and returning to the next MPC meeting with a proposal to review and approve. She added that she could not recommend placing it in the TPC for two years, and then seeking alternatives if it was not successful.

In response to a question from Mr. Pape, Mr. Thompson said according to the by-laws, there were over 20 members on the TPC, of which 12 to 15 generally attend meetings.

Ms. Bettman said the subcommittee looked at models in other communities, most of which had an expanded committee. She added that the TPC was advisory to the expanded committee. Referring to the OTC regulations, she reviewed membership requirements. Ms. Bettman said TPC was making not only technical recommendations, but also prioritizing projects that should take into account more than technical considerations. She said the subcommittee forwarded a minimal model based on those in other communities.

Mr. Sorensen asked how the two groups would work with the MPC and the Board of Commissioners. He said he felt the focus should be on real citizen involvement. He expressed concern with diluting the role of the citizens.

Mr. Kloeppe asked the MPC to think first about its MPO responsibilities within the urban area. He said the MPC had a responsibility to fulfill federally designated transportation planning requirements, among them, the citizen involvement step. He said engaging more citizens in the process in the urban area would be a healthy step towards finding the best solution.

Mr. Thompson said that it was important to focus on ensuring enhancement of the MPO public involvement process. He expressed concern with developing a process that met a county-wide ACT process within the scope of what the MPC and the MPO could do. He said the county is the body that had policy responsibilities that ODOT was looking for. He said if ACT requirements were addressed they needed to be addressed on a county-wide basis, and he questioned if that was within the scope of the MPC responsibilities.

Mr. Green said the MPC was not the group to address ACT concerns.

In response to a question from Ms. Ballew, Mr. Thompson said he would analyze two alternatives, the City of Springfield proposal and the expanded TPC option for review at the next MPC meeting.

In response to a question from Mr. Gaydos, Mr. Thompson said either the TPC option or the CAC option would work.

d. RESOLUTION 2004-01: Adopting Amendments to the Fiscal Year 2004-2006 Unified Planning Work Program (UPWP)

Mr. Schwetz said the resolution to amend the UPWP occurred through the recently adopted Fiscal Year 2004-2006 (FY04-06) Metropolitan Transportation Improvement Program (MTIP). He said the federal government required an outline of the proposed spending plan.

Mr. Torrey, seconded by Ms. Ballew, moved to adopt Resolution 2004-01 amending the FY 03-04 United Planning Work Program to add planning work activities to be completed by Eugene and Springfield.

Ms. Bettman expressed concern over having amendments placed on the table and adopting at the same meeting. She also expressed concern over the format in which the information was presented to the MPC.

In response to a question from Ms. Bettman, Mr. Schwetz clarified the types of projects UPWP could be used for.

Mr. Green suggested the City of Eugene needed to establish its priorities.

Ms. Bettman said she wanted to take the UPWP to the Eugene City Council.

Ms. Fitch called the question.

Mr. Kloeppe explained the process for making, tabling and adopting motions.

In response to a question from Ms. Bettman, Mr. Schoening said the UPWP was a method to reduce a \$2 million Road Fund gap in FY 04-05 to maintain the existing level of service. Mr. Schoening said the proposal was to use the funding for long range planning in the MPO process, including operational functions such as planning, air quality conformity, and work program development. He said the funding was intended to support the MPC efforts in participating in the MPO process.

In response to a question from Mr. Green, Mr. Schwetz said it would be accurate to refer to the funding as planning dollars.

Ms. Fitch called for the vote.

The motion to adopt Resolution 2004-01 amending the FY 03-04 United Planning Work Program to add planning work activities to be completed by Eugene and Springfield, passed 10:2, with Commissioners Bettman and Sorensen voting in opposition.

e. Overview of the Process for Setting the MPO's Fiscal Year 2006-2009 Statewide Transportation Improvement Program (STIP) Priorities.

Mr. Thompson referred to a December 30, 2003 memorandum regarding the FY06-09 Overview of the Process for Setting the MPOs priorities. He said the TPC would develop a draft list of STIP priority project priorities for MPC consideration at the February meeting. He added that a public workshop was tentatively scheduled for the end of February, with a public hearing in March. Mr. Thompson said the MPO would be asked to adopt the recommendations and forward them to the Lane County Board of Commissioners, for inclusion in a county-wide list.

Referring to the tables and attachments included in the memorandum, Mr. Thompson said the overview provided included current ODOT projects in Transplan.

In response to a question from Ms. Bettman, Ms. Fitch said the Springfield City Council would review the projects before the next MPC meeting.

Mr. Green said the Lane County Board of Commissioners did not have the projects as an agenda item before the next MPC meeting, as it would review the list following adoption by the MPC.

Ms. Fitch left the meeting at 1:30.

In response to a question from Ms. Bettman, Mr. Thompson explained that the OTIA funding was not yet finalized. Mr. Thompson explained the ODOT procedure for tracking and funding maintenance, bridge and safety projects, through its management systems.

In response to a question from Ms. Bettman, Mr. Thompson noted that the Courthouse may be eligible for STIP or OTIA funding. He said it had been identified for OTIA funding.

Mr. Torrey asked if the jurisdictions were legally required to adopt an integrated land use and transportation plans. Mr. Torrey requested a legal opinion before the MPC goes through the decision making process.

Mr. Taylor said each of the jurisdictions would need to review the requirements.

Mr. Kloeppel said that legal opinions received would be e-mailed to MPC members.

f. MPO Calendar and Information Items

1. Follow-up

(a) Administrative Amendment to the MTIP

Mr. Thompson said TPC adopted the administrative amendment to the MTIP to change the funding identification for the Courthouse District Transportation Improvements. Referring to a December 30, 2003 memorandum regarding the Administrative Amendment to FY04-06 Metropolitan Transportation Improvement Program (MTIP) ODOT had requested that the listing of federal funds for this project be withdrawn until such time as those funds are formally allocated.

In response to a question from Ms. Bettman, Mr. Thompson explained an administrative amendment was necessary because ODOT had requested that federal funds not be identified in the STIP until they have been made available from the federal government.

VII. STATUS REPORTS

This item was not addressed.

VIII. CHAIR AND VICE CHAIR ROTATION

Mr. Kloeppel noted January was the month in which the chair and vice chair positions rotate. He said Ms. Bettman would rotate into the chair's position, and Ms. Ballew would fill the vice chair for 2004.

Mr. Kloeppe said Mr. Dwyer, the 2003 chair, was not present. He said Mr. Dwyer would be thanked for his service to the MPC when he returns to the MPC. Mr. Kloeppe extended congratulations to Ms. Bettman and Ms. Ballew.

The next meeting was scheduled for February 12, 2004.

The meeting adjourned at 1:45 p.m.

Recorded by Linda Henry.

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