

THOMPSON Paul E

From: Central Lane Metropolitan Planning Organization
Sent: Friday, April 25, 2008 2:49 PM
Subject: CENTRAL LANE MPO: Notice--Public Comment Period Open for Commuter Solutions

24 April 2008 - Public Comment Period on funding for Commuter Solutions program open.

On Thursday, June 12, the Metropolitan Policy Committee (MPC), acting as the Metropolitan Planning Organization (MPO) Policy Board, will consider an amendment to the MPO's Metropolitan Transportation Improvement Program for fiscal year 2008-2009. The amendment will continue the MPO's funding of the regional Commuter Solutions program in the amount of \$240,000 for the upcoming fiscal year. Commuter Solutions is a regional partnership responsible for promoting alternatives to driving alone, including RideShare, group bus passes (including student bus passes), and other activities. The public comment period on the proposed amendment is open from April 24 until 5:00 PM May 30, 2008.

You may submit comments in writing to:

Paul Thompson
Lane Council of Governments
99 East Broadway, Suite 400
Eugene, OR 97401

Comments may also be submitted via email to mpo@lcoq.org

For further information contact Paul Thompson at the Lane Council of Governments at pthompson@lcoq.org or 682-4405, or visit: <http://www.thempo.org/news/>

If you wish to be removed from this mailing list, please click mpo@lcoq.org and send an email to the Central Lane MPO.

THOMPSON Paul E

From: Nancy Ellen Locke [n_e_locke@hotmail.com]
Sent: Saturday, April 26, 2008 4:48 PM
To: Central Lane Metropolitan Planning Organization
Subject: RE: CENTRAL LANE MPO: Notice--Public Comment Period Open for Commuter Solutions

Dear Central Lane MPO, Yikes!! Of course we need to keep our funding for Commuter Solutions!! We should really double it; but given the times - that might not work... So, let us at least keep what we have and plug away on cutting the smog here in the Emerald Valley.

Nancy Ellen Locke, Eugene/OR

Subject: CENTRAL LANE MPO: Notice--Public Comment Period Open for Commuter Solutions
Date: Fri, 25 Apr 2008 14:49:23 -0700
From: mpo@lcog.org

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May 6, 2008

Paul Thompson
Lane Council of Governments
99 East Broadway, Suite 400
Eugene, OR 97401

Sir,

In response to your comment on funding of the regional Commuter Solutions program for the upcoming fiscal year.

We obtained a copy of "It's How We Get There That Matters." On page seven of that document you list forecasts for the year 2031. You note, for instance, that 84% of travel will be by automobile, with a 43% increase in vehicle miles by automobile.

There can't be that many people left in the world who can be that optimistic about the future of the automobile. Let me quote an editorial published on May 5, 2008 in the Washington Times, the publication arm of Sun Myung Moon's Unification Church, which is about as far right wing as can be..

"The coming crisis

Daniel L. Davis, Washington Times (Editorial)

For more than a decade, English petroleum geologist Colin Campbell has been sounding the warning bell about the coming of peak oil and its disturbing ramifications for the world. Since 2005 Dr. Robert Hirsch has been giving specific warnings for the United States through a series of Department of Energy-sponsored reports outlining the dangers to America if the peak finds us unprepared. And in the past year, the GAO, the National Petroleum Council, and scores of other organizations and governments around the world have reported on the severe consequences the world might incur once the peak has been achieved.

... This is not the time for more talk and half-measures. Facts on the ground demand urgent, robust and sustained action at the highest levels of government. The America public gets it, as an April 20 poll by WorldPublicOpinion.org found that 76 percent of Americans "believe that their government should make long term plans to replace oil as a primary source of energy."

In past months O-STAR has been urgently asking that transportation officials and their supervisors come heads-up, and rethink their expectations for the future on the grounds that being caught flat-footed by people that cannot get where they need to go and cannot get what they need will be uncomfortable.

There is no good news on the liquid fuel horizon. Oil fields are failing at a far greater rate than new discoveries to replace them. Canadian oil sand development is losing its luster, and if you can't make it with oil sand then oil shale has no chance. Rising worldwide hunger casts a pall on bio-fuel development, which never offered promise of more than an incomplete palliative.

There is a future for electric cars. But there are significant limitations that will be extraordinarily difficult to overcome. Those limitations involve vehicle size and weight, which bear heavily on the question of range. If it isn't as tiny as possible, and if it's driven with a fool with a lead foot, it won't go far. It's hard to imagine driving one up to Portland and back. Chicago? Are you kidding? Back in horse and buggy days, they did use rail. In cities and between cities. Portland is going that route, and inviting other cities to join them in working for an intercity system. Electrical is the overwhelming choice of rail locomotion everywhere in the world -- excepting the Americas where the choice diesel engines was chosen. But they too will fade away..

This will probably be the last time O-STAR asks you to do what needs doing. Hard times in transportation are bearing down on us. If serious planning for a future quite unlike that forecast in "It's How You Get There That Matters" isn't soon undertaken it will be time for all of us to compose ourselves and accept our fate.

Fish or cut bait, ladies and gentlemen.

A handwritten signature in cursive script that reads "Lloyd Gordon".

Lloyd Gordon
Director