



## Lane County

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W. 10. a.

June 28, 2010

Supplementary Memo 1 for July 7, 2010 Work Session

First Reading and Public Hearing: June 17, 2010

Second Reading: July 7, 2010

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**TO:** Board of County Commissioners

**DEPARTMENT:** Public Works

**PRESENTED BY:** Celia Barry, Transportation Planning Division

**AGENDA ITEM TITLE:** Ordinance PA 1272/In the Matter of Amending the Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan) to Adjust the Planning Period from Year 2015 to Year 2027, to Remove Completed Projects from the Project Lists, to make Related Amendments to the Eugene-Springfield Metropolitan Area General Plan, and Adopting a Severability Clause.

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On June 17, 2010 the Eugene-Springfield Metropolitan Area Joint Elected Officials held a public hearing on the above matter. Commissioner Handy submitted comments into the public hearing record, after which the public hearing was closed and the record was left open for staff responses. The Board of Commissioners moved to approve a second reading on July 7, 2010.

Responses to Commissioner Handy's Comments and Questions at the June 17, 2010 Joint Elected Officials Public Hearing are as follows:

Comment 1:

*Starting with the workplan - it is the blueprint for the staff efforts and elected officials decisions down the road. The work plan is clear, but the progress towards completing the enumerated tasks is less so.*

*The staff materials, including the 2 page work program (Attachment B), do not clarify which work plan tasks are complete, which are partially complete (what % complete), what remains to be done and the actual timeline (if different from the stated timeline) for doing so. The LCDC conditions associated with the work plan are not provided. The packet of proposed TransPlan and Metro Plan amendments are seemingly without any analysis or consideration of actual on the ground progress thus far, nor do we appear to be 'on schedule' according to the work plan.*

Response 1: The purpose of this agenda item is to remove completed projects from Transplan, and adjust the plan horizon. Work plan progress reporting is not the purpose of

this agenda item, although progress is briefly discussed on page 5 of 6 of the Board Agenda Cover Memo, as follows:

**Work Plan Progress**

*The Work Plan requires as early, interim steps in the overall update process that the local jurisdictions amend TransPlan in the following ways: (1) delete transportation projects that have been completed; (2) delete the West Eugene Parkway; (3) move four ODOT projects from the Future list to the Financially Constrained list; and, (4) adjust TransPlan's planning period to be better reflective of actual population. A copy of the Work Plan is attached to this Agenda Cover Memo as Attachment B. The shift of four ODOT projects from the Future projects list to the Financially Constrained list has been accomplished through a separate land use process. The removal of the West Eugene Parkway will be considered during development of the Eugene Transportation System Plan at a later date because it will require additional analysis and findings, as yet uncompleted, with regard to the transportation needs the WEP was to address. It is county staff's understanding that this analysis is being done as part of the city's comprehensive land use and transportation planning effort, currently underway.*

Attached is a draft, updated time line of Eugene and Springfield long range transportation system planning. Other related transportation planning efforts are also shown. This updated time line was distributed as part of item 5.d. for the June 10, 2010 Metropolitan Policy Committee meeting.

The City of Springfield is scheduled to join the Board of County Commissioners at a County work session on July 6 at 1:30. The City can update the Board on its progress on Long Range Transportation System Planning at that meeting.

**Comment 2:**

*Examples of Lack of analysis or consideration of on the ground progress:*

*. . . 15 years of TransPlan have passed, highway, road, ped/bike and neighborhood projects have been built, development patterns have changed (or not) - yet the proposed amendments say nothing about what, if any, progress has been realized toward benchmarks and LCDC-approved Alternative Performance Measures through implementation of planned projects and development patterns ; rather, where we were 'planned to be' in 2015 is merely pushed out 12 years to 2027. Even if perhaps the projects and development patterns realized over the past 15 years haven't been getting us to where we said we wanted to be. Where is the analysis of all of this?*

**Response 2:** Please see Attachment E of the Joint Elected Officials materials for the June 17, 2010 public hearing. It is an April 7, 2009 Memorandum responding to Planning Commission comments. In the staff response to Question 1, the following information is provided:

*. . . The current amendment reflects the actual growth rate of recent years and the growth rate projection prepared for Eugene and Springfield using "safe harbor" methodology. This methodology is satisfactory to ODOT and DLCD at this juncture . . . A more robust calibration will occur towards the end of the multiyear work plan, when a new Regional Transportation System Plan is adopted, one that will incorporate information from the two cities' buildable lands assessments now underway. . . [Note, staff adjusted the horizon year for TransPlan and the Metro Plan to 2027 from 2024, based upon Lane County's adopted coordinated population*

forecast. The Planning Commissions unanimously recommended adoption of the adjusted horizon year.]

Comment 3:

. Projects removed from the financially constrained lists aren't accounted for in the bottom line financial constraint of each projects category. Where are the adjusted subtotals and totals? Where are the adjustments to the completed project costs, that are different from the projected project costs? These finished projects generally come in higher or lower than the estimated costs. Please account for this throughout the document.

Response 3: The Regional Transportation Plan adopted by the Metropolitan Policy Committee in November 2007 contains the official, federally required Financially Constrained Project list. The request to adjust project costs is beyond the scope of this LCDC and Joint Elected Official-approved work program item. This item is an interim step toward comprehensive long range planning efforts currently underway and is not, nor is it meant to be, a comprehensive planning undertaking. A financially constrained list is not required by the state Transportation Planning Rule. When the cities of Eugene and Springfield adopt separate Transportation System Plans, this artifact is likely to be deleted entirely from their respective documents.

Comment 4:

By leaving out an analysis of financial constraint for the year 2027, is staff implying that the reasonable expectation for funding for highway/local road/transit/ped and bike projects through 2027 will be the same as originally expected for the year 2015? If not, why is there no analysis of financial constraint out to the year 2027?

Response 4: No. The financially constrained list in the Regional Transportation Plan adopted by the Metropolitan Policy Committee in November 2007 is the official, federally required financially constrained list. Updating it is not required as part of this interim step.

Comment 5:

TRANSPLAN (EXHIBIT A- ORDINANCE 1272)

The only work that appears to have been done on the TransPlan update is editing - changing the plan horizon year from 2015 to 2027, some language edits to recognize the change to 2 separate Urban Growth Boundaries (UGB), new language noting consistency between TransPlan and the Regional Transportation Plan (RTP). I do not understand how, or believe that, trends expected for the year 2015 when the plan was adopted in 1995 will remain unchanged out to 2027. Where is the analysis to support this huge assumption?

Response 5: It is correct that this amendment is, and is intended to be, largely an interim housekeeping action. Analysis of trends is being done as part of the comprehensive planning updates underway in Eugene and Springfield. Emerging trends and issues are being addressed in those processes.

Comment 6:

DLCD-approved Alternative Performance Measures Per Work plan (Attachment B) , the 1st , 2nd and 4th quarters of 2009 were expected to address the DLCD-approved Alternative Performance Measures. I don't recall that this work has been completed.

If it has, or is in progress, staff should provide us with a hard copy report on the status of the Alternative Performance Measures.

Do they need to be adjusted? If so, why? Are we on track towards meeting the benchmarks? And where is the analysis of the question? And what are going to do differently between now and 2027 if we are not on track?

**Response 6:** Local jurisdictions from the Eugene-Springfield Metropolitan area are scheduled to report to the Land Conservation and Development Commission at the LCDC July 21-23, 2010 meeting in Salem. Staff are in the process of finalizing the Alternative Performance Measures report in cooperation with the Department of Land Conservation and Development.

**Comment 7:**

. Performance measures are tied to project implementation - i.e: projects scheduled to be completed by 2015 (originally); quite a few of them (large and small) have been completed, so how can future trends projected for 2015 be the same as expectations for 2027, 12 years beyond 2015? Please explain?

. LTD bus route status changes have not been considered - nor has implementation of BRT in Springfield, or between Eugene and Springfield. Please explain?

. Where is the staff report regarding impact of nodal development (mixed-use centers) on the plan's performance thus far considering the plan horizon (original plan horizon) was 2015? - only 5 years out; do the cities need to do better? What are the cities doing? Has there been any progress toward addressing the TransPlan Alternative Performance Measures and TransPlan goals? Where is the full analysis of all of this?

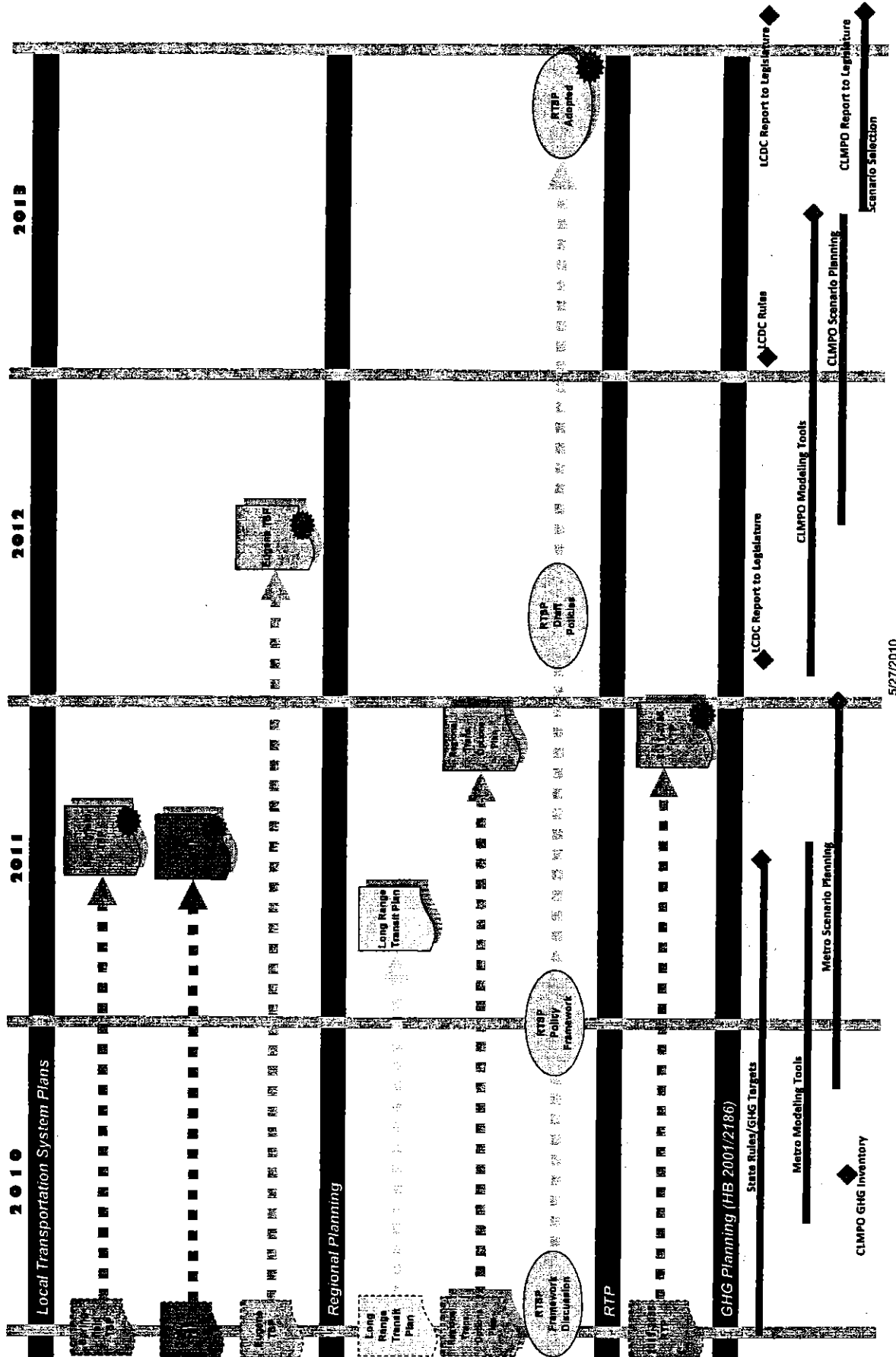
**Response 7:** The above requested information is beyond the scope of this item. In addition, please see Response 6 above regarding Alternative Performance Measures.

**Attachment**

Regional Transportation Work Plan and GHG Planning Calendar

**DRAFT**

# Regional Transportation Work Plan and GHG Planning



5/27/2010