

The City Council for the City of Junction City, held a Work Session at 6:30 p.m. on Thursday, September 18, 2014, in the Council Chambers of City Hall, 680 Greenwood Street, Junction City, Oregon.

**PRESENT:** Mayor, David Brunscheon; Councilors Karen Leach, Bill DiMarco, Jim Leach, Randy Nelson, Steven Hitchcock, and Herb Christensen; City Administrator, Melissa Bowers; Public Works Director, Jason Knope; City Planner, Jordan Cogburn; and City Recorder, Kitty Vodrup.

**I. CALL TO ORDER**

Mayor Brunscheon called the meeting to order at 6:32 p.m.

**II. TRANSPORTATION SYSTEM PLAN DRAFT REVIEW**

Planner Cogburn reviewed that he had compiled a memo and attachments in response to direction from the July 16<sup>th</sup> Council Work Session. The Council asked some questions to address some lingering issues on the Transportation System Plan (TSP) draft that Planner Denise Walters was unable to answer. Planner Cogburn compiled a list of questions that Planner Walters had provided to him and sent those to DKS and ODOT (Oregon Department of Transportation). Responses to the questions were received and attached to the memo.

It was noted that staff did a good job of framing the questions that the Council had asked, and it was unclear if DKS or ODOT were providing answers to the questions. Council members expressed disappointment in the responses, as the questions had not been answered. It was noted that the Transportation System Plan (TSP) draft had been funded by ODOT, and ODOT contracted with DKS to draft the plan.

Council concerns were expressed that the TSP should be a local plan that reflected the wishes of the City, businesses, and citizens over the next 20 years. The Council expressed that they were not interested in approving a plan that did not reflect the City's interests.

It was noted that a similar situation occurred with the Comprehensive Plan, where DLCD (Department of Conservation and Development) provided funding and contracted with ECO NW to prepare the Comprehensive Plan updates. The plan was not reflecting the local flavor, so the City took over the project and hired ECO NW directly to complete the plan, as desired by the City and the community.

In response to a question on staff opinion, Planner Cogburn stated that he was just stepping into the process and it seemed like this was a middle man sort of situation, with the parties not sitting at the table and talking through issues. Administrator Bowers added that it had not been well defined whose project this was. Currently, it seemed like the understanding was that this was ODOT's project and they were kicking this to the City for feedback. It did not seem that a shift had occurred that this was the City's TSP and this was what the City would like to see in their TSP.

The Council consensus was that they wanted the TSP to be the City's document and to reflect what the City wanted. It was noted that it would be important at some point that ODOT and DKS be invited to meet with the Council to talk about the plan.

It was asked why the City was doing this TSP draft. It was noted that a TSP update is often tied to a UGB expansion, but this started prior to that. Administrator Bowers stated that she was not part of the conversations back then, but her perception was that the LCOG contracted planner and the City Administrator at the time worked with the state and said the TSP update was needed and then updates were provided to the Council. In Administrator Bowers' review of past minutes, she was not able to find where Council provided the direction to do this the TSP update, but it was more that status updates were provided from staff and the state.

In further discussion on state requirements, it was noted that many statutes were loosely enforced and interpreted mandates, such as the 20 year Comp Plan that many cities in Oregon do not renew on time. The Customized Periodic Review process that the City went through that began with the prison and Grain Millers was the first time anyone in the state had done it that way. It was noted that McMinnville was 17 years behind in theirs and Woodburn 14 years.

The City now has its Comp Plan in place and Council could see the value in having a transportation piece as well, but some Council members had not seen proof that development could not occur without the TSP being updated. It was noted that it would be nice to get clarification on that. It was added that for a TSP update to be put in place, it had to be approved by the City, county, and state.

Council consensus was to meet face to face with ODOT and DKS to talk, question, and listen to them, but before meeting with them, to have staff bring back answers to the Council at a Council meeting on the questions below:

1. What drives the TSP update?
2. What says that the City has to do it?
3. How often does the City have to do it?
4. Does everyone conform?
5. When cities don't conform, how long does it go on?
6. What is the reality of what cities are doing with TSP updates, not just what a piece of paper says.
7. Is there an order that these things are supposed to happen? (i.e., UGB first, TSP first, etc.)
8. Is it typical that a TSP would be started first before a UGB expansion or Comp Plan amendment?
9. Does the TSP update have to be finished within a certain period of time, now that it has been started?

Administrator Bowers noted that to do this research, Planner Cogburn would need to not only contact the county and state, but would need to contact other communities to talk with them about their experiences and where they are at.

It was suggested that the City possibly find a resource other than ODOT, DKS, or LCOG, such as a traffic engineer or other transportation professional with expertise who could provide assistance to staff and the City on the technical responses. Administrator Bowers responded that if that resource existed it would be helpful to staff.

In response to when Planner Cogburn could research and bring back information to the Council, Administrator Bowers stated that her priority for Planner Cogburn was to address development applications as they come in, of which there was a tremendous work load right now. She added that Planner Cogburn was diligent and responsible and they would bring back the answers as quickly as they could. It was added that Planner Cogburn could provide an update at a Council meeting on the status of the research.

The Council consensus was good with that response and was comfortable with Planner Cogburn following the priorities as outlined by Administrator Bowers.

In response to whether the Council wanted to use a traffic engineer or other expert to assist the City on the TSP update, Planner Cogburn stated that he could write up options on this as part of his research. Planner Cogburn added that he would look at timeline, scope, need, requirements from the state, and also speak with other resources on options.

It was noted that the questions the Council had posed to ODOT and DKS were important and that answers to those questions were still desired and should be kept as a priority to address with ODOT and DKS.

**III. OTHER BUSINESS**

None.

**IV. ADJOURNMENT**

As there was no further business, the meeting was adjourned at 7:18 p.m.

ATTEST:

APPROVED:

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Kitty Vodrup, City Recorder

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David S. Brunscheon, Mayor