

# MINUTES

Metropolitan Policy Committee  
Springfield City Hall—Library Meeting Room—225 Fifth Street  
Springfield, Oregon

December 1, 2016  
11:30 a.m.

**PRESENT:** Alan Zelenka, Chair; Kitty Piercy (City of Eugene); Christine Lundberg, Sean VanGordon (City of Springfield); Sid Leiken, Pat Farr (Lane County); Jerry Behney (City of Coburg); Bill Johnston for Frannie Brindle (Oregon Department of Transportation), Gary Wildish (Lane Transit District); members; Tim Elsea for Steve Mokrohisky (Lane County), Tom Boyatt for Gino Grimaldi (City of Springfield), Jon Ruiz (City of Eugene), A.J. Jackson (Lane Transit District); Petra Schuetz (City of Coburg); *ex officio* members.

Paul Thompson, Ellen Currier, Dan Callister, Kelly Clark (Lane Council of Governments); Kelly Hoell, Theresa Brand (Lane Transit District); Patti Gianone, Jeff Kernen (City of Coburg); Rob Inerfeld (City of Eugene); David Reesor (Lane County); Emma Newman (City of Springfield); Bill Johnston (Oregon Department of Transportation); Cody Meyer (Oregon Department of Land Conservation and Development); Carleen Reilly (River Road), Rob Zako (Better Eugene-Springfield Transit).

## WELCOME AND INTRODUCTIONS

The following documents were distributed prior to the meeting: *Potential Elements of OTF Transportation Proposal*, a letter dated November 7, 2016, to Governor Kate Brown and signed by MPC Chair Alan Zelenka, and a November 4, 2016, memorandum from Oregon Department of Transportation Director Matthew Garrett regarding CMAQ funding.

Mr. Zelenka welcomed everyone to the Metropolitan Policy Committee (MPC) meeting. Those in attendance introduced themselves.

Mr. Behney announced that his term on the Coburg City Council would expire at the end of the month and introduced incoming councilor Patti Gianone, who would be Coburg's new representative on the MPC.

Mr. Zelenka noted it was the last MPC meeting for Ms. Piercy and Mr. Behney and thanked them for their service.

Mr. Thompson also thanked Ms. Piercy and Mr. Behney for their MPC service. He acknowledged Ms. Piercy's support of and many contributions to transportation planning during her many years of public service and presented her with an original basalt paver from Willamette Street that was uncovered during later construction activities in downtown Eugene.

Ms. Piercy expressed her appreciation and admiration for the many people she had worked with over the years in support of transportation and its important role in the community and the state.

Mr. Behney commended the dedication and professionalism of MPC members and staff and felt it was a privilege to work with them.

## **CALL TO ORDER**

Mr. Zelenka called the meeting to order.

## **ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS**

There were no announcements or adjustments to the agenda.

## **COMMENTS FROM THE AUDIENCE**

**Rob Zako**, Eugene, representing Better Eugene-Springfield Transit (BEST), summarized the presentation of Jarrett Walker, internationally recognized transit consultant, at a November 30, 2016, event sponsored by many local groups and organizations. Mr. Walker stated that transit should be about freedom and the ability to travel to destinations in a reasonable amount of time. Systems should be designed to get people to as many destinations as possible and then the right tools to accomplish that should be selected.

## **APPROVE NOVEMBER 3, 2016, MEETING MINUTES**

Ms. Piercy, seconded by Ms. Lundberg, moved to approve the November 3, 2016, meeting minutes as submitted. The motion passed unanimously, 9:0.

## **METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES**

### **Point2point Update**

Lane Transit District (LTD) Transportation Options Manager Theresa Brand provided an overview of the Point2point program, which developed and promoted all of the available transportation options services in Central Lane County. Transportation options supported state, regional and local goals around transportation, including health, air quality, mobility options, Vision Zero and maximizing the efficiency of the transportation system. She described the wide range of activities and initiatives employed by Point2point to achieve those goals.

Ms. Brand said the program's success was evaluated through measurements conducted throughout the year and those were reported on a monthly and annual basis to local jurisdictions and agencies as well as the state. She said a variety of tools were used to conduct measurements, including pre- and post-participation surveys, participation numbers, social media touches and classroom tallies. She said data was available online and updated annually.

Ms. Brand highlighted future action items in the Point2point 2015-2020 Strategic Work Plan and said the program's efforts would also be guided by state and local plans, as well as state direction on new performance measures. She said staff would continue to seek new funding to expand program components such as Safe Routes to Schools bike and pedestrian education efforts.

Mr. VanGordon asked if employer education programs included information on telecommuting. He said there were many benefits to telecommuting of which employers should be aware. He was interested in seeing the training materials used for train-the-trainer activities. Ms. Brand said that employers were provided with information on telecommuting and referred to other sources as well. She could provide the presentation used in training sessions.

Ms. Lundberg said the state was reviewing the amount of funds spent on transportation for special needs populations and the transportation options available to them. She said taking taxis was one of the most expensive forms of transportation and asked if individuals and agencies were counseled about alternatives. Ms. Brand said the Point2point staff had recently moved into LTD Eugene Downtown Station and were located adjacent to the Accessible Service staff. That allowed for better collaboration between the two programs. She said when staff worked with community providers they reviewed the spectrum of accessible transportation options that were available.

Ms. Jackson explained that LTD served as the region's Medicaid transportation provider, through its Accessible Services program. She said LTD worked with Centene Corporation, the local Medicaid services provider, to assure that the most appropriate and cost-effective transportation options were used for trips. She said one concern was the accessibility of facilities and their proximity to public transportation and those would be considerations in future planning activities.

Mr. Thompson added that provision of special transportation services was widely spread at the state, regional and local levels, with little coordination among some providers. He said the Oregon Department of Transportation (ODOT) and Oregon Health Authority (OHA) had recently signed an agreement, of which special transportation was a part, and that signaled a move in the right direction to providing those services in a more cost-effective way.

Mr. Farr complimented P2p for its work in promoting use of transportation options and efforts to make those options accessible to a broader range of people in the community.

Ms. Piercy commented that convincing people to use alternatives had to include personal economic factors as well as the other benefits.

### **Congestion Mitigation and Air Quality (CMAQ) Funding**

Mr. Thompson referred to the November 10, 2016, memorandum from ODOT Director Matthew Garrett. He said on November 7 he, Ms. Lundberg and Brenda Wilson, along with their counterparts from the Salem/Keizer MPO, met with Mr. Garrett, Oregon Transportation Commission (OTC) Chair Tammy Baney and ODOT CMAQ program manager Mac Lynde to discuss resolution to the issue of CMAQ funding eligibility for Eugene/Springfield and Salem/Keizer MPOs retroactive to 2013. The question was how to make those MPOs whole for funding from 2013 through 2018 without disrupting current funding obligations. Allocation of CMAQ funding would include Eugene/Springfield and Salem/Keizer beginning in 2019.

Ms. Lundberg described the negotiations, which ranged from no restoration of funds through incremental increases to the final agreement set forth in Mr. Garrett's memorandum.

Mr. Thompson reviewed details of the final funding agreement that ODOT would present to the OTC for consideration and approval at its next meeting. He said the proposed division of funds between Eugene/Springfield and Salem/Keizer could still be open to some refinement based on the size of the respective air quality populations. He asked for direction from the MPC on support for the funding agreement, which would restore funds that should have been allocated to the two MPOs for 2016, 2017 and 2018. He said another statewide group was working on a new formula for allocating CMAQ funds beginning in 2019.

Mr. Leiken noted that Lane County was the only county in the state with its own air quality protection agency. He felt that put the MPC in an advantageous position with respect to defining air quality

boundaries. Mr. Thompson said CMAQ funds were distributed to federally designated CMAQ areas. Those funds were received by the CMAQ authority; in some cases that was the MPO and where there was no MPO that was the city. He said staff could provide some background information on the designation and eligibility of CMAQ areas.

Ms. Piercy commended Ms. Lundberg, Mr. Thompson and Ms. Wilson for their efforts to negotiate a funding agreement. She was willing to accept the proposal, while continuing to review air quality boundaries.

Ms. Lundberg said the state was reviewing several proposals about the distribution of CMAQ funds and agreed it was a good idea to have the MPO's air quality boundary well defined.

Mr. Leiken, seconded by Mr. Wildish, moved to send a letter thanking ODOT for working with the MPO on CMAQ funding issues and while some of the details still needed to be worked out, the MPO appreciated and accepted the funding plan. The motion passed, 9:0.

### **Land Conservation and Development Commission (LCDC) Draft**

Department of Land Conservation and Development (DLCD) Planner Cody Meyer reviewed the background and legislative background on greenhouse gas reduction targets and Transportation Planning Rule (TPR) for metropolitan areas. The state also enacted legislation that mandated the Portland Metro MPO to conduct scenario planning and adopt a preferred scenario for its transportation plan that would achieve its target and required the Central Lane MPO to conduct scenario planning, but not adopt a preferred scenario. DLCD was also mandated to set targets for greenhouse gas reductions in metropolitan areas, although they were voluntary outside of Portland Metro.

Mr. Meyer said ODOT and DLCD worked with MPOs and local jurisdictions to assist with performance-based transportation planning. He said targets were reviewed every four years to determine if they should be adjusted. DLCD staff noted the connection between greenhouse gas targets and TPR elements related to increasing transportation options and began to consider how rules could be streamlined and made less onerous for metropolitan areas to achieve goals. He said 2040 targets would be recommended to LCDC and scheduled for adoption in January 2017; LCDC had indicated it did not want to consider new or expanded requirements for metropolitan areas as the voluntary approach was working well. He said a number of recommendations would be made to move forward with rule-making to modify the TPR once a legislative transportation package was adopted.

Mr. Zelenka said he and Mr. Thompson both participated on DLCD's rulemaking advisory committee (RAC) and its recommendations included adoption of new targets, inclusion of the two new MPOs, and keeping targets voluntary. Another group would be making recommendations about the TPR.

Mr. Thompson noted that Kelly Hoell of LTD was also a RAC participant. He said he primarily represented the MPO for metropolitan planning impacts. The RAC recommended that there should be a separate target for Portland Metro and the 2040 and 2050 voluntary targets for other MPOs did not reflect significant change from current targets. He said the RAC also discussed the three levels of plans: local transportation system plans that cities and counties adopted, regional transportation system plan prepared by the MPO and adopted by local jurisdictions and the federal regional transportation plan also prepared by the MPO and adopted by local jurisdictions. He said the regional transportation system plan was largely redundant and hoped the new TPR RAC would recommend elimination of that plan.

Mr. Meyer agreed that planning flexibility was essential and a one-size-fits-all approach did not work for the state. He stressed that targets were planning guideposts, not mandates.

Mr. Boyatt observed that a massive investment in transit was necessary to reach greenhouse gas reduction goals. He asked what LCDC's positive on funding was, as planning alone would not achieve outcomes. Mr. Meyer said LCDC recognized that issue. He said it was a world of competitive funding and if an applicant could demonstrate how multiple goals could be achieved by a project and show quantified goals it was more likely to be successful. That was the value of performance-based planning. He said LCDC did not become involved in funding advocacy.

Mr. Thompson said the January 2017 MPC meeting agenda would include information on the recommended targets.

Mr. VanGordon expressed concerns that the targets could represent "creeping mandates" and felt that communities should be given the flexibility to develop their own strategies meeting goals. Mr. Thompson and Mr. Meyer affirmed that the RAC's discussions highlighted the importance of keeping targets voluntary and allowing jurisdictions maximum flexibility and creativity in meeting those targets.

Several MPC members commented on the need for flexibility and adequate funding to pursue planning activities and try innovative strategies.

### **Update on MPO Safety Planning**

Ms. Currier distributed a handout entitled *Summary of MPO Strategies*. She said a draft safety plan, developed collaborative by the MPO and Lane County, had been developed. She said the plan followed the structure of the state's safety plan by looking at safety issues from the perspective of risky behaviors, transportation system users, infrastructure where crashes occurred, collected data, distribution of emergency medical services, training and the legislative environment. She briefly reviewed some of the data categories used to create shared goals such as:

- changing the safety culture to recognize all users were responsible when using the road system
- prepare for advanced technology
- continue to focus on collaboration and coordination developed through shared planning process
- construction of infrastructure to assure safety for all users
- continue to invest dollars in safety projects

Ms. Currier said the list of strategies she distributed was for the MPO, but there was considerable overlap between the MPO and the county, primarily the creation of a Lane Safe Communities Program with funding from the ODOT Safety Division. She said a coordinator would be hired to work on safety strategies for both Lane County and the MPO and explore ways to sustain the program beyond the first year. Other activities would include a community education campaign, continue collaboration with law enforcement, research ways to invest in infrastructure and assist in planning activities and coordinate with local jurisdictions. Ms. Currier said the plan would be presented to the MPC for adoption at its January 2017 meeting.

Mr. Thompson added that the ODOT funding would create and fully support a safety coordinator position for one year. ODOT's intent was to fund the position with a decreasing amount for several years with the goal to establish the position permanently as the MPO contributed an increasing amount each year.

Ms. Piercy asked if the position would coordinate with local Vision Zero efforts. Ms. Currier said that was the intent. Mr. Thompson said the strategy to create a Lane Safe Communities Program spoke to how the position would be a resource to any individual jurisdiction's efforts to enhance safety.

Mr. VanGordon emphasized the importance of including low and moderate risk situations in the range of data, not just fatal and severe injury incidents, because frequency was a factor in predicting where more serious issues could evolve.

Mr. VanGordon left the meeting at 1:05 p.m.

Mr. Leiken said a county-wide safety program was essential. While a majority of the population lived within the MPO, a majority of fatalities occurred outside MPO boundaries. He said Lane County was ranked first in traffic fatalities and was impeded in addressing safety issues by a lack of revenue and loss of road funds. The county had developed a safety program that recognized the unique issues of rural areas within the county and identified needs, such as a traffic team. Ms. Currier said the coordinator position could potentially work with county staff to develop grant applications for additional resources.

### **Oregon Transportation Forum (OTF) Draft Legislation Platform**

Mr. Thompson stated that the Potential Elements of OTF Transportation Proposal distributed earlier contained the proposed elements of a legislative transportation package. Staff had highlighted those elements for which the MPC had previously indicated support. He asked for feedback on the proposal as the intent was to finalize it at the next OTF meeting. The final version would be presented to the MPC prior to the start of the legislative session.

Ms. Piercy commented that Item 2 under the section Accountability and Trust was consistent with the MPC's discussions over the years. Mr. Thompson said that item was added at the last OTF meeting because of concerns that state funding priorities would be determined on the basis of data only; there were other factors that jurisdictions used to determine which projects should move forward.

Ms. Lundberg said it was unlikely that the Springfield City Council would be willing to support a payroll tax on employees, which was one of the funding options in Item 1 under the section Revenue: Transit Operations Funding.

Ms. Piercy suggested reserving time at the next meeting for a more in depth discussion of the proposal.

Ms. Lundberg left the meeting at 1:15 p.m.

### **Follow-up and Next Steps**

- **ODOT Update**—Mr. Thompson said the LaneACT (Area Commission on Transportation) discussion with the OTC two weeks ago was very successful. He said the LaneACT presented a very unified front and indicated that transit was a top priority. Ms. Piercy and Mr. Leiken concurred that the LaneACT presentation was unified and well received by the OTC.
- **Legislative Update**—No additional information.

- **Springfield Main Street Safety Update**—Mr. Boyatt reported that the city was working with ODOT to develop the scope of the assessment process for potential median treatments along Main Street and hoped to complete that process in January 2017.
- **Rail Update**—Ms. Piercy reported that passenger rail ridership in Oregon had increased 15 percent in the last few months, with ridership trending upward even as gas prices remained low. The northbound train from Eugene saw the largest positive shift in ridership, primarily as a result of a more convenient morning schedule and on-time performance had improved and was at 85 percent. She said passenger rail funding was included in the Governor's budget.
- **OMPOC Update**—Mr. Thompson reported the OMPOC would meet in a week to consider its legislative proposal, which the MPC had previously reviewed.
- **Lane ACT Update**—No additional information.

Mr. Thompson noted that a letter regarding an appointment to the OTC vacancy had been sent to the Governor as directed by the MPC; however, the vacancy had been filled by a private sector representative from the Rogue Valley area. He said there could be another opportunity to advocate for a representative from Lane County in the summer of 2017.

Mr. Zelenka noted the next meeting's agenda would include an update on the OTC action on CMAQ funding.

The meeting was adjourned at 1:25 p.m.

(Recorded by Lynn Taylor)